# APPENDIX A

## NOP and Comment Letters

CITY OF CLAREMONT

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# Notice of Preparation of an Environmental Impact Report

**DATE:** July 19, 2019

**TO:** All Interested Parties

**FROM:** City of Claremont

**SUBJECT:** Notice of Preparation of an Environmental Impact Report for the Claremont Village South Specific Plan

**NOP REVIEW PERIOD:** July 22, 2019, through August 20, 2019

The City of Claremont (City) will be the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and will prepare an Environmental Impact Report (EIR) for the proposed Claremont Village South Specific Plan. This Notice of Preparation (NOP) has been prepared and distributed by the City to solicit written comments from responsible and trustee agencies, from the State Office of Planning and Research, and interested organizations and individuals. The City is requesting input regarding the scope and content of the environmental information to be addressed in the Draft EIR.

**PROJECT LOCATION:** The Claremont Village South Specific Plan (VSSP) addresses approximately 24 gross acres in central Claremont (Plan Area). The Plan Area is located immediately south of Claremont Village, and includes the block bounded by Indian Hill Blvd, Arrow Highway, Bucknell Ave, and Santa Fe St, as well as the parcels immediately fronting the east side of Indian Hill Blvd between Arrow Highway and Santa Fe St, excluding the Claremont Villas Senior Apartments Parcel. Additionally, the Plan area includes the public rights of way of Indian Hill Blvd, Arrow Highway, Bucknell Ave, Santa Fe St, and Green Street adjacent to parcels included within the Plan Area, collectively accounting for approximately 6 of the 24 acres of Plan Area.

**PROJECT DESCRIPTION:** The proposed VSSP would provide a vision, policies, standards, guidelines, and an implementation plan for public and private improvements for transit-oriented, mixed-use development within the Plan Area. Future development within the VSSP is envisioned as an expansion of Claremont Village, based on the Plan Area's adjacency to the Claremont Village, the existing Claremont Metrolink Passenger Rail station, and the planned LA Metro Gold Line station.

Proposed land uses include ground floor retail and related commercial uses in key locations of the plan area, general office uses, a range of housing types, and a shared parking system that includes two or more new parking structures. The Specific Plan would enable replacement of the existing development within the plan area (with the exception of buildings deemed to be significant historic resources) with up to 60,000 square feet of ground-floor commercial/retail space, an additional 50,000 square feet of general office/flex space, a new hotel (up to 75 keys), up to 1,140 residential units, and 1-acre of public open space. A conceptual plan is shown below.

In addition to the adoption of the proposed specific plan, the City of Claremont will consider approval of a General Plan Amendment to change the land use designation to a new Village South Specific Plan (VSSP) Zone (including regulatory frontage and building height overlays).




**Probable Environmental Effects**

The City has determined that the proposed Project may have a potentially significant impact on the environment and that preparation of a Program EIR is the appropriate level of environmental documentation pursuant to CEQA. The maximum development capacity allowed by the Specific Plan will be analyzed in the EIR to provide a conservative estimate of potential environmental impacts of the Project. The EIR shall evaluate the potential of the Project to impact the following environmental topics: Aesthetics, Air Quality, Cultural Resources, Geology & Soils, Greenhouse Gases, Hazards & Hazardous Materials, Land Use and Planning, Noise, Public Services, Transportation & Traffic, and Utilities & Services Systems.

**Public Meeting**

A public meeting will be held to present the proposed VSSP and to receive public comment regarding the scope and content of the environmental analysis to be included in the EIR. City staff and consultants will be available.

**Day & Time:** Monday, July 29, 6:30 – 8:00 pm

**Location:** Claremont City Council Chambers, 225 Second Street, Claremont CA, 91711

**NOP Review and Comment Period**

The NOP review and comment period is from **Monday, July 22, 2019,** through **Wednesday, August 20, 2019**. Due to the time limits mandated by State law, please send your written response at the earliest possible date but not later than 30 days after receipt of this NOP. In your response, please include the name of a contact person in your agency. Please direct your written comments to:

**Mail:** City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Christopher Veirs, Principal Planner

**Email:** cveirs@ci.claremont.ca.us

The City will consider all written comments regarding the scope of issues to be addressed in the EIR. **Written comments must be submitted to by 4:00 PM, Wednesday, August 20, 2019.**

# APPENDIX B

## Air Quality Model Output

# Village South Specific Plan (Existing)

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 80.00 | 1000sqft | 1.84 | 80,000.00 | 0 |
| Single Family Housing | 6.00 | Dwelling Unit | 1.95 | 10,800.00 | 17 |
| General Office Building | 10.00 | 1000sqft | 0.23 | 10,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2021 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Table 7: Specific Plan Trip Generation Estimates, from TIS

Construction Phase - Existing Run

Vehicle Trips - Based on Trip Generation reates from Traffic Study (Table 7)

Woodstoves - No woodstoves

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

| | | | |
|---|---|---|---|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 0.30 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.94 |
| tblVehicleTrips | ST_TR | 2.46 | 2.16 |
| tblVehicleTrips | SU_TR | 0.68 | 0.48 |
| tblVehicleTrips | SU_TR | 1.05 | 0.92 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 11.03 | 9.70 |
| tblWoodstoves | NumberCatalytic | 0.30 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 0.30 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 3.3812 | 33.2501 | 22.4100 | 0.0406 | 0.1677 | 1.6601 | 1.8278 | 0.0445 | 1.5431 | 1.5876 | 0.0000 | 3,924.1219 | 3,924.1219 | 1.0635 | 0.0000 | 3,950.7096 |
| **Maximum** | **3.3812** | **33.2501** | **22.4100** | **0.0406** | **0.1677** | **1.6601** | **1.8278** | **0.0445** | **1.5431** | **1.5876** | **0.0000** | **3,924.1219** | **3,924.1219** | **1.0635** | **0.0000** | **3,950.7096** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 3.3812 | 33.2501 | 22.4100 | 0.0406 | 0.1677 | 1.6601 | 1.8278 | 0.0445 | 1.5431 | 1.5876 | 0.0000 | 3,924.1219 | 3,924.1219 | 1.0635 | 0.0000 | 3,950.7096 |
| **Maximum** | **3.3812** | **33.2501** | **22.4100** | **0.0406** | **0.1677** | **1.6601** | **1.8278** | **0.0445** | **1.5431** | **1.5876** | **0.0000** | **3,924.1219** | **3,924.1219** | **1.0635** | **0.0000** | **3,950.7096** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |
| Energy | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |
| Mobile | 1.1727 | 5.6734 | 17.3010 | 0.0606 | 4.8348 | 0.0497 | 4.8845 | 1.2939 | 0.0464 | 1.3403 | | 6,159.4743 | 6,159.4743 | 0.3150 | | 6,167.3504 |
| **Total** | **3.4922** | **6.2223** | **18.2102** | **0.0639** | **4.8348** | **0.0943** | **4.9292** | **1.2939** | **0.0910** | **1.3850** | **0.0000** | **6,821.7931** | **6,821.7931** | **0.3286** | **0.0121** | **6,833.6225** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |
| Energy | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |
| Mobile | 1.1727 | 5.6734 | 17.3010 | 0.0606 | 4.8348 | 0.0497 | 4.8845 | 1.2939 | 0.0464 | 1.3403 | | 6,159.4743 | 6,159.4743 | 0.3150 | | 6,167.3504 |
| **Total** | **3.4922** | **6.2223** | **18.2102** | **0.0639** | **4.8348** | **0.0943** | **4.9292** | **1.2939** | **0.0910** | **1.3850** | **0.0000** | **6,821.7931** | **6,821.7931** | **0.3286** | **0.0121** | **6,833.6225** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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 | 9/15/2020 | 10/12/2020 | 5 | 20 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0**

### 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 | Excavators | 3 | 8.00 | 158 | 0.38 |

| | | | | | |
|---|---|---|---|---|---|
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |

**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 | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3121 | 33.2010 | 21.7532 | 0.0388 | | 1.6587 | 1.6587 | | 1.5419 | 1.5419 | | 3,747.7049 | 3,747.7049 | 1.0580 | | 3,774.1536 |
| **Total** | **3.3121** | **33.2010** | **21.7532** | **0.0388** | | **1.6587** | **1.6587** | | **1.5419** | **1.5419** | | **3,747.7049** | **3,747.7049** | **1.0580** | | **3,774.1536** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0690 | 0.0491 | 0.6568 | 1.7700e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 176.4169 | 176.4169 | 5.5600e-003 | | 176.5560 |
| **Total** | **0.0690** | **0.0491** | **0.6568** | **1.7700e-003** | **0.1677** | **1.4000e-003** | **0.1691** | **0.0445** | **1.2900e-003** | **0.0458** | | **176.4169** | **176.4169** | **5.5600e-003** | | **176.5560** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3121 | 33.2010 | 21.7532 | 0.0388 | | 1.6587 | 1.6587 | | 1.5419 | 1.5419 | 0.0000 | 3,747.7049 | 3,747.7049 | 1.0580 | | 3,774.1536 |
| **Total** | **3.3121** | **33.2010** | **21.7532** | **0.0388** | | **1.6587** | **1.6587** | | **1.5419** | **1.5419** | **0.0000** | **3,747.7049** | **3,747.7049** | **1.0580** | | **3,774.1536** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0690 | 0.0491 | 0.6568 | 1.7700e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 176.4169 | 176.4169 | 5.5600e-003 | | 176.5560 |
| **Total** | **0.0690** | **0.0491** | **0.6568** | **1.7700e-003** | **0.1677** | **1.4000e-003** | **0.1691** | **0.0445** | **1.2900e-003** | **0.0458** | | **176.4169** | **176.4169** | **5.5600e-003** | | **176.5560** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.1727 | 5.6734 | 17.3010 | 0.0606 | 4.8348 | 0.0497 | 4.8845 | 1.2939 | 0.0464 | 1.3403 | | 6,159.4743 | 6,159.4743 | 0.3150 | | 6,167.3504 |
| Unmitigated | 1.1727 | 5.6734 | 17.3010 | 0.0606 | 4.8348 | 0.0497 | 4.8845 | 1.2939 | 0.0464 | 1.3403 | | 6,159.4743 | 6,159.4743 | 0.3150 | | 6,167.3504 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 397.00 | 75.18 | 38.72 | 1,327,790 | 1,327,790 |
| Single Family Housing | 57.12 | 59.46 | 51.72 | 193,694 | 193,694 |
| General Office Building | 97.00 | 21.63 | 9.22 | 237,399 | 237,399 |
| Total | 551.12 | 156.27 | 99.66 | 1,758,883 | 1,758,883 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Single Family Housing | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |
| Single Family Housing | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |
| General Office Building | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |
| NaturalGas Unmitigated | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 3967.12 | 0.0428 | 0.3889 | 0.3267 | 2.3300e-003 | | 0.0296 | 0.0296 | | 0.0296 | 0.0296 | | 466.7204 | 466.7204 | 8.9500e-003 | 8.5600e-003 | 469.4939 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Office Building | 285.205 | 3.0800e-003 | 0.0280 | 0.0235 | 1.7000e-004 | | 2.1300e-003 | 2.1300e-003 | | 2.1300e-003 | 2.1300e-003 | | 33.5536 | 33.5536 | 6.4000e-004 | 6.2000e-004 | 33.7530 |
| Single Family Housing | 451.637 | 4.8700e-003 | 0.0416 | 0.0177 | 2.7000e-004 | | 3.3700e-003 | 3.3700e-003 | | 3.3700e-003 | 3.3700e-003 | | 53.1338 | 53.1338 | 1.0200e-003 | 9.7000e-004 | 53.4495 |
| **Total** | | **0.0507** | **0.4585** | **0.3679** | **2.7700e-003** | | **0.0351** | **0.0351** | | **0.0351** | **0.0351** | | **553.4078** | **553.4078** | **0.0106** | **0.0102** | **556.6964** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 3.96712 | 0.0428 | 0.3889 | 0.3267 | 2.3300e-003 | | 0.0296 | 0.0296 | | 0.0296 | 0.0296 | | 466.7204 | 466.7204 | 8.9500e-003 | 8.5600e-003 | 469.4939 |
| General Office Building | 0.285205 | 3.0800e-003 | 0.0280 | 0.0235 | 1.7000e-004 | | 2.1300e-003 | 2.1300e-003 | | 2.1300e-003 | 2.1300e-003 | | 33.5536 | 33.5536 | 6.4000e-004 | 6.2000e-004 | 33.7530 |
| Single Family Housing | 0.451637 | 4.8700e-003 | 0.0416 | 0.0177 | 2.7000e-004 | | 3.3700e-003 | 3.3700e-003 | | 3.3700e-003 | 3.3700e-003 | | 53.1338 | 53.1338 | 1.0200e-003 | 9.7000e-004 | 53.4495 |
| **Total** | | **0.0507** | **0.4585** | **0.3679** | **2.7700e-003** | | **0.0351** | **0.0351** | | **0.0351** | **0.0351** | | **553.4078** | **553.4078** | **0.0106** | **0.0102** | **556.6964** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmitigated | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.2471 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.9958 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 9.9000e-003 | 0.0846 | 0.0360 | 5.4000e-004 | | 6.8400e-003 | 6.8400e-003 | | 6.8400e-003 | 6.8400e-003 | 0.0000 | 108.0000 | 108.0000 | 2.0700e-003 | 1.9800e-003 | 108.6418 |
| Landscaping | 0.0159 | 5.8100e-003 | 0.5053 | 3.0000e-005 | | 2.7700e-003 | 2.7700e-003 | | 2.7700e-003 | 2.7700e-003 | | 0.9110 | 0.9110 | 9.2000e-004 | | 0.9339 |
| **Total** | **2.2687** | **0.0904** | **0.5413** | **5.7000e-004** | | **9.6100e-003** | **9.6100e-003** | | **9.6100e-003** | **9.6100e-003** | **0.0000** | **108.9110** | **108.9110** | **2.9900e-003** | **1.9800e-003** | **109.5757** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.2471 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.9958 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 9.9000e-003 | 0.0846 | 0.0360 | 5.4000e-004 | | 6.8400e-003 | 6.8400e-003 | | 6.8400e-003 | 6.8400e-003 | 0.0000 | 108.0000 | 108.0000 | 2.0700e-003 | 1.9800e-003 | 108.6418 |
| Landscaping | 0.0159 | 5.8100e-003 | 0.5053 | 3.0000e-005 | | 2.7700e-003 | 2.7700e-003 | | 2.7700e-003 | 2.7700e-003 | | 0.9110 | 0.9110 | 9.2000e-004 | | 0.9339 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

Village South Specific Plan (Existing) - Los Angeles-South Coast County, Winter

# Village South Specific Plan (Existing)

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 80.00 | 1000sqft | 1.84 | 80,000.00 | 0 |
| Single Family Housing | 6.00 | Dwelling Unit | 1.95 | 10,800.00 | 17 |
| General Office Building | 10.00 | 1000sqft | 0.23 | 10,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2021 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Table 7: Specific Plan Trip Generation Estimates, from TIS

Construction Phase - Existing Run

Vehicle Trips - Based on Trip Generation reates from Traffic Study (Table 7)

Woodstoves - No woodstoves

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

| | | | |
|---|---|---|---|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 0.30 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.94 |
| tblVehicleTrips | ST_TR | 2.46 | 2.16 |
| tblVehicleTrips | SU_TR | 0.68 | 0.48 |
| tblVehicleTrips | SU_TR | 1.05 | 0.92 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 11.03 | 9.70 |
| tblWoodstoves | NumberCatalytic | 0.30 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 0.30 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 3.3888 | 33.2554 | 22.3547 | 0.0405 | 0.1677 | 1.6601 | 1.8278 | 0.0445 | 1.5431 | 1.5876 | 0.0000 | 3,913.8180 | 3,913.8180 | 1.0632 | 0.0000 | 3,940.3976 |
| **Maximum** | **3.3888** | **33.2554** | **22.3547** | **0.0405** | **0.1677** | **1.6601** | **1.8278** | **0.0445** | **1.5431** | **1.5876** | **0.0000** | **3,913.8180** | **3,913.8180** | **1.0632** | **0.0000** | **3,940.3976** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 3.3888 | 33.2554 | 22.3547 | 0.0405 | 0.1677 | 1.6601 | 1.8278 | 0.0445 | 1.5431 | 1.5876 | 0.0000 | 3,913.8180 | 3,913.8180 | 1.0632 | 0.0000 | 3,940.3976 |
| **Maximum** | **3.3888** | **33.2554** | **22.3547** | **0.0405** | **0.1677** | **1.6601** | **1.8278** | **0.0445** | **1.5431** | **1.5876** | **0.0000** | **3,913.8180** | **3,913.8180** | **1.0632** | **0.0000** | **3,940.3976** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |
| Energy | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |
| Mobile | 1.1399 | 5.8432 | 16.3102 | 0.0577 | 4.8348 | 0.0499 | 4.8847 | 1.2939 | 0.0466 | 1.3405 | | 5,863.7837 | 5,863.7837 | 0.3126 | | 5,871.5988 |
| **Total** | **3.4593** | **6.3921** | **17.2195** | **0.0610** | **4.8348** | **0.0945** | **4.9294** | **1.2939** | **0.0912** | **1.3852** | **0.0000** | **6,526.1024** | **6,526.1024** | **0.3262** | **0.0121** | **6,537.8709** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |
| Energy | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |
| Mobile | 1.1399 | 5.8432 | 16.3102 | 0.0577 | 4.8348 | 0.0499 | 4.8847 | 1.2939 | 0.0466 | 1.3405 | | 5,863.7837 | 5,863.7837 | 0.3126 | | 5,871.5988 |
| **Total** | **3.4593** | **6.3921** | **17.2195** | **0.0610** | **4.8348** | **0.0945** | **4.9294** | **1.2939** | **0.0912** | **1.3852** | **0.0000** | **6,526.1024** | **6,526.1024** | **0.3262** | **0.0121** | **6,537.8709** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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 | 9/15/2020 | 10/12/2020 | 5 | 20 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0**

### 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 | Excavators | 3 | 8.00 | 158 | 0.38 |

| | | | | | |
|---|---|---|---|---|---|
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |

**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 | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3121 | 33.2010 | 21.7532 | 0.0388 | | 1.6587 | 1.6587 | | 1.5419 | 1.5419 | | 3,747.7049 | 3,747.7049 | 1.0580 | | 3,774.1536 |
| **Total** | **3.3121** | **33.2010** | **21.7532** | **0.0388** | | **1.6587** | **1.6587** | | **1.5419** | **1.5419** | | **3,747.7049** | **3,747.7049** | **1.0580** | | **3,774.1536** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0767 | 0.0544 | 0.6015 | 1.6700e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 166.1131 | 166.1131 | 5.2400e-003 | | 166.2440 |
| **Total** | **0.0767** | **0.0544** | **0.6015** | **1.6700e-003** | **0.1677** | **1.4000e-003** | **0.1691** | **0.0445** | **1.2900e-003** | **0.0458** | | **166.1131** | **166.1131** | **5.2400e-003** | | **166.2440** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.3121 | 33.2010 | 21.7532 | 0.0388 | | 1.6587 | 1.6587 | | 1.5419 | 1.5419 | 0.0000 | 3,747.7049 | 3,747.7049 | 1.0580 | | 3,774.1536 |
| **Total** | **3.3121** | **33.2010** | **21.7532** | **0.0388** | | **1.6587** | **1.6587** | | **1.5419** | **1.5419** | **0.0000** | **3,747.7049** | **3,747.7049** | **1.0580** | | **3,774.1536** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0767 | 0.0544 | 0.6015 | 1.6700e-003 | 0.1677 | 1.4000e-003 | 0.1691 | 0.0445 | 1.2900e-003 | 0.0458 | | 166.1131 | 166.1131 | 5.2400e-003 | | 166.2440 |
| **Total** | **0.0767** | **0.0544** | **0.6015** | **1.6700e-003** | **0.1677** | **1.4000e-003** | **0.1691** | **0.0445** | **1.2900e-003** | **0.0458** | | **166.1131** | **166.1131** | **5.2400e-003** | | **166.2440** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.1399 | 5.8432 | 16.3102 | 0.0577 | 4.8348 | 0.0499 | 4.8847 | 1.2939 | 0.0466 | 1.3405 | | 5,863.7837 | 5,863.7837 | 0.3126 | | 5,871.5988 |
| Unmitigated | 1.1399 | 5.8432 | 16.3102 | 0.0577 | 4.8348 | 0.0499 | 4.8847 | 1.2939 | 0.0466 | 1.3405 | | 5,863.7837 | 5,863.7837 | 0.3126 | | 5,871.5988 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 397.00 | 75.18 | 38.72 | 1,327,790 | 1,327,790 |
| Single Family Housing | 57.12 | 59.46 | 51.72 | 193,694 | 193,694 |
| General Office Building | 97.00 | 21.63 | 9.22 | 237,399 | 237,399 |
| Total | 551.12 | 156.27 | 99.66 | 1,758,883 | 1,758,883 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | 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 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Single Family Housing | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |
| Single Family Housing | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |
| General Office Building | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |
| NaturalGas Unmitigated | 0.0507 | 0.4585 | 0.3679 | 2.7700e-003 | | 0.0351 | 0.0351 | | 0.0351 | 0.0351 | | 553.4078 | 553.4078 | 0.0106 | 0.0102 | 556.6964 |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 3967.12 | 0.0428 | 0.3889 | 0.3267 | 2.3300e-003 | | 0.0296 | 0.0296 | | 0.0296 | 0.0296 | | 466.7204 | 466.7204 | 8.9500e-003 | 8.5600e-003 | 469.4939 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Office Building | 285.205 | 3.0800e-003 | 0.0280 | 0.0235 | 1.7000e-004 | | 2.1300e-003 | 2.1300e-003 | | 2.1300e-003 | 2.1300e-003 | | 33.5536 | 33.5536 | 6.4000e-004 | 6.2000e-004 | 33.7530 |
| Single Family Housing | 451.637 | 4.8700e-003 | 0.0416 | 0.0177 | 2.7000e-004 | | 3.3700e-003 | 3.3700e-003 | | 3.3700e-003 | 3.3700e-003 | | 53.1338 | 53.1338 | 1.0200e-003 | 9.7000e-004 | 53.4495 |
| **Total** | | **0.0507** | **0.4585** | **0.3679** | **2.7700e-003** | | **0.0351** | **0.0351** | | **0.0351** | **0.0351** | | **553.4078** | **553.4078** | **0.0106** | **0.0102** | **556.6964** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 3.96712 | 0.0428 | 0.3889 | 0.3267 | 2.3300e-003 | | 0.0296 | 0.0296 | | 0.0296 | 0.0296 | | 466.7204 | 466.7204 | 8.9500e-003 | 8.5600e-003 | 469.4939 |
| General Office Building | 0.285205 | 3.0800e-003 | 0.0280 | 0.0235 | 1.7000e-004 | | 2.1300e-003 | 2.1300e-003 | | 2.1300e-003 | 2.1300e-003 | | 33.5536 | 33.5536 | 6.4000e-004 | 6.2000e-004 | 33.7530 |
| Single Family Housing | 0.451637 | 4.8700e-003 | 0.0416 | 0.0177 | 2.7000e-004 | | 3.3700e-003 | 3.3700e-003 | | 3.3700e-003 | 3.3700e-003 | | 53.1338 | 53.1338 | 1.0200e-003 | 9.7000e-004 | 53.4495 |
| **Total** | | **0.0507** | **0.4585** | **0.3679** | **2.7700e-003** | | **0.0351** | **0.0351** | | **0.0351** | **0.0351** | | **553.4078** | **553.4078** | **0.0106** | **0.0102** | **556.6964** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unmitigated | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.2471 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.9958 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 9.9000e-003 | 0.0846 | 0.0360 | 5.4000e-004 | | 6.8400e-003 | 6.8400e-003 | | 6.8400e-003 | 6.8400e-003 | 0.0000 | 108.0000 | 108.0000 | 2.0700e-003 | 1.9800e-003 | 108.6418 |
| Landscaping | 0.0159 | 5.8100e-003 | 0.5053 | 3.0000e-005 | | 2.7700e-003 | 2.7700e-003 | | 2.7700e-003 | 2.7700e-003 | | 0.9110 | 0.9110 | 9.2000e-004 | | 0.9339 |
| **Total** | **2.2687** | **0.0904** | **0.5413** | **5.7000e-004** | | **9.6100e-003** | **9.6100e-003** | | **9.6100e-003** | **9.6100e-003** | **0.0000** | **108.9110** | **108.9110** | **2.9900e-003** | **1.9800e-003** | **109.5757** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.2471 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.9958 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 9.9000e-003 | 0.0846 | 0.0360 | 5.4000e-004 | | 6.8400e-003 | 6.8400e-003 | | 6.8400e-003 | 6.8400e-003 | 0.0000 | 108.0000 | 108.0000 | 2.0700e-003 | 1.9800e-003 | 108.6418 |
| Landscaping | 0.0159 | 5.8100e-003 | 0.5053 | 3.0000e-005 | | 2.7700e-003 | 2.7700e-003 | | 2.7700e-003 | 2.7700e-003 | | 0.9110 | 0.9110 | 9.2000e-004 | | 0.9339 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 2.2687 | 0.0904 | 0.5413 | 5.7000e-004 | | 9.6100e-003 | 9.6100e-003 | | 9.6100e-003 | 9.6100e-003 | 0.0000 | 108.9110 | 108.9110 | 2.9900e-003 | 1.9800e-003 | 109.5757 |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

# Village South Specific Plan (Proposed)

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 974.00 | Dwelling Unit | 25.63 | 974,000.00 | 2786 |
| Regional Shopping Center | 41.00 | 1000sqft | 0.94 | 41,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2028 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Default schedule

Demolition - Based on square footage from existing conditions run

Vehicle Trips - Based on Trip Estimates (Table 7). ITE weekend ration adjusted accordingly

Woodstoves - No woodstoves, no wood fireplace

Construction Off-road Equipment Mitigation - SCAQMD Fugitive Dust Rule 403

Area Mitigation -

Water Mitigation -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblAreaMitigation | UseLowVOCPaintParkingCheck | False | True |
| tblConstDustMitigation | WaterUnpavedRoadVehicleSpeed | 0 | 15 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 5.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 6.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 35.00 | 132.00 |
| tblConstructionPhase | NumDays | 500.00 | 1,543.00 |
| tblConstructionPhase | NumDays | 35.00 | 45.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |

| | | | |
|---|---|---|---|
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 21.25 | 0.00 |
| tblFireplaces | NumberGas | 827.90 | 0.00 |
| tblFireplaces | NumberNoFireplace | 2.50 | 0.00 |
| tblFireplaces | NumberNoFireplace | 97.40 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.70 | 0.00 |
| tblVehicleTrips | ST_TR | 7.16 | 6.17 |
| tblVehicleTrips | ST_TR | 6.39 | 3.87 |
| tblVehicleTrips | ST_TR | 2.46 | 1.39 |
| tblVehicleTrips | ST_TR | 158.37 | 79.82 |
| tblVehicleTrips | ST_TR | 8.19 | 3.75 |
| tblVehicleTrips | ST_TR | 94.36 | 63.99 |
| tblVehicleTrips | ST_TR | 49.97 | 14.67 |
| tblVehicleTrips | SU_TR | 6.07 | 5.23 |
| tblVehicleTrips | SU_TR | 5.86 | 3.55 |
| tblVehicleTrips | SU_TR | 1.05 | 0.59 |
| tblVehicleTrips | SU_TR | 131.84 | 66.45 |
| tblVehicleTrips | SU_TR | 5.95 | 2.72 |
| tblVehicleTrips | SU_TR | 72.16 | 48.94 |
| tblVehicleTrips | SU_TR | 25.24 | 7.41 |
| tblVehicleTrips | WD_TR | 6.59 | 5.68 |
| tblVehicleTrips | WD_TR | 6.65 | 4.03 |
| tblVehicleTrips | WD_TR | 11.03 | 6.24 |
| tblVehicleTrips | WD_TR | 127.15 | 64.08 |
| tblVehicleTrips | WD_TR | 8.17 | 3.74 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | WD_TR | 89.95 | 61.00 |
| tblVehicleTrips | WD_TR | 42.70 | 12.54 |
| tblWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tblWoodstoves | NumberCatalytic | 48.70 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 48.70 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 4.2769 | 46.4588 | 31.6840 | 0.0643 | 18.2675 | 2.0461 | 20.3135 | 9.9840 | 1.8824 | 11.8664 | 0.0000 | 6,234.7974 | 6,234.7974 | 1.9495 | 0.0000 | 6,283.5352 |
| 2022 | 5.3018 | 38.8967 | 49.3051 | 0.1504 | 9.7937 | 1.6366 | 10.6967 | 3.6558 | 1.5057 | 5.1615 | 0.0000 | 15,114.8861 | 15,114.8861 | 1.9503 | 0.0000 | 15,141.6923 |
| 2023 | 4.8705 | 26.1095 | 46.5206 | 0.1460 | 9.7937 | 0.7787 | 10.5725 | 2.6177 | 0.7316 | 3.3493 | 0.0000 | 14,675.4306 | 14,675.4306 | 1.0195 | 0.0000 | 14,700.9176 |
| 2024 | 4.6000 | 24.9622 | 44.5048 | 0.1432 | 9.7938 | 0.6912 | 10.4850 | 2.6177 | 0.6490 | 3.2667 | 0.0000 | 14,399.8079 | 14,399.8079 | 0.9953 | 0.0000 | 14,424.6892 |
| 2025 | 4.3453 | 23.7566 | 42.5383 | 0.1398 | 9.7938 | 0.6039 | 10.3977 | 2.6177 | 0.5669 | 3.1846 | 0.0000 | 14,063.9513 | 14,063.9513 | 0.9716 | 0.0000 | 14,088.2422 |
| 2026 | 4.2157 | 23.5408 | 40.9502 | 0.1368 | 9.7938 | 0.6015 | 10.3953 | 2.6177 | 0.5647 | 3.1824 | 0.0000 | 13,771.8091 | 13,771.8091 | 0.9539 | 0.0000 | 13,795.6559 |
| 2027 | 67.2960 | 33.3647 | 60.4410 | 0.1761 | 11.7387 | 1.0809 | 12.8196 | 3.1335 | 1.0098 | 4.1433 | 0.0000 | 17,604.3642 | 17,604.3642 | 1.7001 | 0.0000 | 17,646.8668 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Maximum** | **67.2960** | **46.4588** | **60.4410** | **0.1761** | **18.2675** | **2.0461** | **20.3135** | **9.9840** | **1.8824** | **11.8664** | **0.0000** | **17,604.3642** | **17,604.3642** | **1.9503** | **0.0000** | **17,646.8668** |

## Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 0.8473 | 6.1426 | 33.8047 | 0.0643 | 5.8379 | 0.0232 | 5.8488 | 3.1517 | 0.0225 | 3.1625 | 0.0000 | 6,234.7974 | 6,234.7974 | 1.9495 | 0.0000 | 6,283.5352 |
| 2022 | 3.9233 | 17.2794 | 50.4019 | 0.1504 | 9.7937 | 0.1001 | 9.8938 | 2.6177 | 0.0935 | 2.7112 | 0.0000 | 15,114.8861 | 15,114.8861 | 1.9503 | 0.0000 | 15,141.6923 |
| 2023 | 3.6255 | 13.9593 | 47.7368 | 0.1460 | 9.7937 | 0.0851 | 9.8789 | 2.6177 | 0.0793 | 2.6970 | 0.0000 | 14,675.4306 | 14,675.4306 | 1.0195 | 0.0000 | 14,700.9176 |
| 2024 | 3.4562 | 13.7532 | 45.7983 | 0.1432 | 9.7938 | 0.0840 | 9.8778 | 2.6177 | 0.0782 | 2.6959 | 0.0000 | 14,399.8079 | 14,399.8079 | 0.9953 | 0.0000 | 14,424.6892 |
| 2025 | 3.3057 | 13.5216 | 43.9139 | 0.1398 | 9.7938 | 0.0824 | 9.8762 | 2.6177 | 0.0768 | 2.6945 | 0.0000 | 14,063.9513 | 14,063.9513 | 0.9716 | 0.0000 | 14,088.2422 |
| 2026 | 3.1762 | 13.3058 | 42.3257 | 0.1368 | 9.7938 | 0.0800 | 9.8738 | 2.6177 | 0.0745 | 2.6923 | 0.0000 | 13,771.8091 | 13,771.8091 | 0.9539 | 0.0000 | 13,795.6559 |
| 2027 | 65.4806 | 14.7467 | 64.5575 | 0.1761 | 11.7387 | 0.0956 | 11.8343 | 3.1335 | 0.0893 | 3.2229 | 0.0000 | 17,604.3642 | 17,604.3642 | 1.7001 | 0.0000 | 17,646.8668 |
| **Maximum** | **65.4806** | **17.2794** | **64.5575** | **0.1761** | **11.7387** | **0.1001** | **11.8343** | **3.1517** | **0.0935** | **3.2229** | **0.0000** | **17,604.3642** | **17,604.3642** | **1.9503** | **0.0000** | **17,646.8668** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **11.69** | **57.29** | **-3.99** | **0.00** | **15.74** | **92.60** | **21.70** | **28.89** | **92.56** | **41.80** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | lb/day | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Area | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |
| Energy | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |
| Mobile | 9.7020 | 44.7509 | 112.9079 | 0.4832 | 45.1466 | 0.3302 | 45.4768 | 12.0777 | 0.3066 | 12.3842 | | 49,435.1806 | 49,435.1806 | 2.1439 | | 49,488.7781 |
| **Total** | **38.9596** | **52.4358** | **199.5172** | **0.5292** | **45.1466** | **1.3156** | **46.4622** | **12.0777** | **1.2920** | **13.3696** | **0.0000** | **57,927.3600** | **57,927.3600** | **2.4460** | **0.1530** | **58,034.0956** |

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |
| Energy | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |
| Mobile | 9.7020 | 44.7509 | 112.9079 | 0.4832 | 45.1466 | 0.3302 | 45.4768 | 12.0777 | 0.3066 | 12.3842 | | 49,435.1806 | 49,435.1806 | 2.1439 | | 49,488.7781 |
| **Total** | **38.9596** | **52.4358** | **199.5172** | **0.5292** | **45.1466** | **1.3156** | **46.4622** | **12.0777** | **1.2920** | **13.3696** | **0.0000** | **57,927.3600** | **57,927.3600** | **2.4460** | **0.1530** | **58,034.0956** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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 | 9/1/2021 | 10/12/2021 | 5 | 30 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/10/2027 | 5 | 1543 | |
| 5 | Architectural Coating | Architectural Coating | 6/10/2027 | 12/10/2027 | 5 | 132 | |
| 6 | Paving | Paving | 10/10/2027 | 12/10/2027 | 5 | 45 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

**Residential Indoor: 2,022,975; Residential Outdoor: 674,325; Non-Residential Indoor: 303,900; Non-Residential Outdoor: 101,300; Striped**

**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 | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |

| | | | | | |
|---|---|---|---|---|---|
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

**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 | 6 | 15.00 | 0.00 | 458.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 796.00 | 140.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 159.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | | 1.4411 | 1.4411 | | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **3.1651** | **31.4407** | **21.5650** | **0.0388** | **3.3074** | **1.5513** | **4.8588** | **0.5008** | **1.4411** | **1.9419** | | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2669 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | | 1,292.2413 | 1,292.2413 | 0.0877 | | 1,294.4337 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0643 | 0.0442 | 0.6042 | 1.7100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 170.8155 | 170.8155 | 5.0300e-003 | | 170.9413 |
| **Total** | **0.1916** | **4.1394** | **1.5644** | **0.0136** | **0.4346** | **0.0139** | **0.4485** | **0.1176** | **0.0133** | **0.1309** | | **1,463.0568** | **1,463.0568** | **0.0927** | | **1,465.3750** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 1.0319 | 0.0000 | 1.0319 | 0.1562 | 0.0000 | 0.1562 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.4623 | 2.0032 | 23.2798 | 0.0388 | | 9.2500e-003 | 9.2500e-003 | | 9.2500e-003 | 9.2500e-003 | 0.0000 | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **0.4623** | **2.0032** | **23.2798** | **0.0388** | **1.0319** | **9.2500e-003** | **1.0412** | **0.1562** | **9.2500e-003** | **0.1655** | **0.0000** | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2669 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | | 1,292.2413 | 1,292.2413 | 0.0877 | | 1,294.4337 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0643 | 0.0442 | 0.6042 | 1.7100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 170.8155 | 170.8155 | 5.0300e-003 | | 170.9413 |
| **Total** | **0.1916** | **4.1394** | **1.5644** | **0.0136** | **0.4346** | **0.0139** | **0.4485** | **0.1176** | **0.0133** | **0.1309** | | **1,463.0568** | **1,463.0568** | **0.0927** | | **1,465.3750** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | | 1.8809 | 1.8809 | | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **3.8882** | **40.4971** | **21.1543** | **0.0380** | **18.0663** | **2.0445** | **20.1107** | **9.9307** | **1.8809** | **11.8116** | | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | | lb/day | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0772 | 0.0530 | 0.7250 | 2.0600e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | | 204.9786 | 204.9786 | 6.0400e-003 | | 205.1296 |
| **Total** | **0.0772** | **0.0530** | **0.7250** | **2.0600e-003** | **0.2012** | **1.6300e-003** | **0.2028** | **0.0534** | **1.5000e-003** | **0.0549** | | **204.9786** | **204.9786** | **6.0400e-003** | | **205.1296** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.6367 | 0.0000 | 5.6367 | 3.0984 | 0.0000 | 3.0984 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.4656 | 2.0175 | 20.8690 | 0.0380 | | 9.3100e-003 | 9.3100e-003 | | 9.3100e-003 | 9.3100e-003 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **0.4656** | **2.0175** | **20.8690** | **0.0380** | **5.6367** | **9.3100e-003** | **5.6460** | **3.0984** | **9.3100e-003** | **3.1077** | **0.0000** | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.0772 | 0.0530 | 0.7250 | 2.0600e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | | 204.9786 | 204.9786 | 6.0400e-003 | | 205.1296 |
| **Total** | **0.0772** | **0.0530** | **0.7250** | **2.0600e-003** | **0.2012** | **1.6300e-003** | **0.2028** | **0.0534** | **1.5000e-003** | **0.0549** | | **204.9786** | **204.9786** | **6.0400e-003** | | **205.1296** |

## 3.4 Grading - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | | 1.9853 | 1.9853 | | 1.8265 | 1.8265 | | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **4.1912** | **46.3998** | **30.8785** | **0.0620** | **8.6733** | **1.9853** | **10.6587** | **3.5965** | **1.8265** | **5.4230** | | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | | 227.7540 | 227.7540 | 6.7100e-003 | | 227.9217 |
| **Total** | **0.0857** | **0.0589** | **0.8056** | **2.2900e-003** | **0.2236** | **1.8100e-003** | **0.2254** | **0.0593** | **1.6600e-003** | **0.0610** | | **227.7540** | **227.7540** | **6.7100e-003** | | **227.9217** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7061 | 0.0000 | 2.7061 | 1.1221 | 0.0000 | 1.1221 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7616 | 3.3000 | 32.9991 | 0.0620 | | 0.0152 | 0.0152 | | 0.0152 | 0.0152 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **0.7616** | **3.3000** | **32.9991** | **0.0620** | **2.7061** | **0.0152** | **2.7213** | **1.1221** | **0.0152** | **1.1373** | **0.0000** | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | | 227.7540 | 227.7540 | 6.7100e-003 | | 227.9217 |
| **Total** | **0.0857** | **0.0589** | **0.8056** | **2.2900e-003** | **0.2236** | **1.8100e-003** | **0.2254** | **0.0593** | **1.6600e-003** | **0.0610** | | **227.7540** | **227.7540** | **6.7100e-003** | | **227.9217** |

## 3.4 Grading - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | lb/day | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | | 1.5041 | 1.5041 | | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| **Total** | **3.6248** | **38.8435** | **29.0415** | **0.0621** | **8.6733** | **1.6349** | **10.3082** | **3.5965** | **1.5041** | **5.1006** | | **6,011.4105** | **6,011.4105** | **1.9442** | | **6,060.0158** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | | 219.7425 | 219.7425 | 6.0600e-003 | | 219.8941 |
| **Total** | **0.0803** | **0.0532** | **0.7432** | **2.2100e-003** | **0.2236** | **1.7500e-003** | **0.2253** | **0.0593** | **1.6100e-003** | **0.0609** | | **219.7425** | **219.7425** | **6.0600e-003** | | **219.8941** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7061 | 0.0000 | 2.7061 | 1.1221 | 0.0000 | 1.1221 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7616 | 3.3000 | 32.9991 | 0.0621 | | 0.0152 | 0.0152 | | 0.0152 | 0.0152 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **0.7616** | **3.3000** | **32.9991** | **0.0621** | **2.7061** | **0.0152** | **2.7213** | **1.1221** | **0.0152** | **1.1373** | **0.0000** | **6,011.4105** | **6,011.4105** | **1.9442** | | **6,060.0158** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | | 219.7425 | 219.7425 | 6.0600e-003 | | 219.8941 |
| **Total** | **0.0803** | **0.0532** | **0.7432** | **2.2100e-003** | **0.2236** | **1.7500e-003** | **0.2253** | **0.0593** | **1.6100e-003** | **0.0609** | | **219.7425** | **219.7425** | **6.0600e-003** | | **219.8941** |

## 3.5 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **1.7062** | **15.6156** | **16.3634** | **0.0269** | | **0.8090** | **0.8090** | | **0.7612** | **0.7612** | | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3994 | 12.9262 | 3.3621 | 0.0357 | 0.8963 | 0.0243 | 0.9206 | 0.2581 | 0.0232 | 0.2813 | | 3,814.8024 | 3,814.8024 | 0.2189 | | 3,820.2754 |
| Worker | 3.1961 | 2.1185 | 29.5796 | 0.0878 | 8.8974 | 0.0697 | 8.9671 | 2.3596 | 0.0642 | 2.4238 | | 8,745.7500 | 8,745.7500 | 0.2414 | | 8,751.7847 |
| **Total** | **3.5955** | **15.0447** | **32.9417** | **0.1234** | **9.7937** | **0.0940** | **9.8877** | **2.6177** | **0.0874** | **2.7051** | | **12,560.5525** | **12,560.5525** | **0.4603** | | **12,572.0601** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3994 | 12.9262 | 3.3621 | 0.0357 | 0.8963 | 0.0243 | 0.9206 | 0.2581 | 0.0232 | 0.2813 | | 3,814.8024 | 3,814.8024 | 0.2189 | | 3,820.2754 |
| Worker | 3.1961 | 2.1185 | 29.5796 | 0.0878 | 8.8974 | 0.0697 | 8.9671 | 2.3596 | 0.0642 | 2.4238 | | 8,745.7500 | 8,745.7500 | 0.2414 | | 8,751.7847 |
| **Total** | **3.5955** | **15.0447** | **32.9417** | **0.1234** | **9.7937** | **0.0940** | **9.8877** | **2.6177** | **0.0874** | **2.7051** | | **12,560.5525** | **12,560.5525** | **0.4603** | | **12,572.0601** |

## 3.5 Building Construction - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| **Total** | **1.5728** | **14.3849** | **16.2440** | **0.0269** | | **0.6997** | **0.6997** | | **0.6584** | **0.6584** | | **2,555.2099** | **2,555.2099** | **0.6079** | | **2,570.4061** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2963 | 9.8079 | 3.0364 | 0.0345 | 0.8963 | 0.0113 | 0.9077 | 0.2581 | 0.0108 | 0.2689 | | 3,694.7040 | 3,694.7040 | 0.1940 | | 3,699.5539 |
| Worker | 3.0014 | 1.9167 | 27.2402 | 0.0845 | 8.8974 | 0.0677 | 8.9651 | 2.3596 | 0.0623 | 2.4219 | | 8,425.5167 | 8,425.5167 | 0.2176 | | 8,430.9577 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **3.2977** | **11.7246** | **30.2766** | **0.1190** | **9.7937** | **0.0790** | **9.8727** | **2.6177** | **0.0731** | **2.6908** | | **12,120.2206** | **12,120.2206** | **0.4116** | | **12,130.5116** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,555.2099** | **2,555.2099** | **0.6079** | | **2,570.4061** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2963 | 9.8079 | 3.0364 | 0.0345 | 0.8963 | 0.0113 | 0.9077 | 0.2581 | 0.0108 | 0.2689 | | 3,694.7040 | 3,694.7040 | 0.1940 | | 3,699.5539 |
| Worker | 3.0014 | 1.9167 | 27.2402 | 0.0845 | 8.8974 | 0.0677 | 8.9651 | 2.3596 | 0.0623 | 2.4219 | | 8,425.5167 | 8,425.5167 | 0.2176 | | 8,430.9577 |
| **Total** | **3.2977** | **11.7246** | **30.2766** | **0.1190** | **9.7937** | **0.0790** | **9.8727** | **2.6177** | **0.0731** | **2.6908** | | **12,120.2206** | **12,120.2206** | **0.4116** | | **12,130.5116** |

## 3.5 Building Construction - 2024

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| **Total** | **1.4716** | **13.4438** | **16.1668** | **0.0270** | | **0.6133** | **0.6133** | | **0.5769** | **0.5769** | | **2,555.6989** | **2,555.6989** | **0.6044** | | **2,570.8077** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2892 | 9.7705 | 2.9439 | 0.0343 | 0.8964 | 0.0112 | 0.9076 | 0.2581 | 0.0107 | 0.2688 | | 3,679.7100 | 3,679.7100 | 0.1912 | | 3,684.4908 |
| Worker | 2.8392 | 1.7479 | 25.3941 | 0.0819 | 8.8974 | 0.0667 | 8.9641 | 2.3596 | 0.0614 | 2.4210 | | 8,164.3990 | 8,164.3990 | 0.1997 | | 8,169.3907 |
| **Total** | **3.1284** | **11.5185** | **28.3380** | **0.1162** | **9.7938** | **0.0779** | **9.8716** | **2.6177** | **0.0721** | **2.6898** | | **11,844.1090** | **11,844.1090** | **0.3909** | | **11,853.8815** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,555.6989** | **2,555.6989** | **0.6044** | | **2,570.8077** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2892 | 9.7705 | 2.9439 | 0.0343 | 0.8964 | 0.0112 | 0.9076 | 0.2581 | 0.0107 | 0.2688 | | 3,679.7100 | 3,679.7100 | 0.1912 | | 3,684.4908 |
| Worker | 2.8392 | 1.7479 | 25.3941 | 0.0819 | 8.8974 | 0.0667 | 8.9641 | 2.3596 | 0.0614 | 2.4210 | | 8,164.3990 | 8,164.3990 | 0.1997 | | 8,169.3907 |
| **Total** | **3.1284** | **11.5185** | **28.3380** | **0.1162** | **9.7938** | **0.0779** | **9.8716** | **2.6177** | **0.0721** | **2.6898** | | **11,844.1090** | **11,844.1090** | **0.3909** | | **11,853.8815** |

## 3.5 Building Construction - 2025

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **1.3674** | **12.4697** | **16.0847** | **0.0270** | | **0.5276** | **0.5276** | | **0.4963** | **0.4963** | | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2819 | 9.6876 | 2.8683 | 0.0341 | 0.8964 | 0.0110 | 0.9074 | 0.2581 | 0.0105 | 0.2686 | | 3,659.4346 | 3,659.4346 | 0.1886 | | 3,664.1483 |
| Worker | 2.6960 | 1.5993 | 23.5854 | 0.0787 | 8.8974 | 0.0653 | 8.9627 | 2.3596 | 0.0601 | 2.4198 | | 7,848.0424 | 7,848.0424 | 0.1821 | | 7,852.5959 |
| **Total** | **2.9779** | **11.2869** | **26.4537** | **0.1128** | **9.7938** | **0.0763** | **9.8701** | **2.6177** | **0.0707** | **2.6884** | | **11,507.4769** | **11,507.4769** | **0.3707** | | **11,516.7442** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2819 | 9.6876 | 2.8683 | 0.0341 | 0.8964 | 0.0110 | 0.9074 | 0.2581 | 0.0105 | 0.2686 | | 3,659.4346 | 3,659.4346 | 0.1886 | | 3,664.1483 |
| Worker | 2.6960 | 1.5993 | 23.5854 | 0.0787 | 8.8974 | 0.0653 | 8.9627 | 2.3596 | 0.0601 | 2.4198 | | 7,848.0424 | 7,848.0424 | 0.1821 | | 7,852.5959 |
| **Total** | **2.9779** | **11.2869** | **26.4537** | **0.1128** | **9.7938** | **0.0763** | **9.8701** | **2.6177** | **0.0707** | **2.6884** | | **11,507.4769** | **11,507.4769** | **0.3707** | | **11,516.7442** |

## 3.5 Building Construction - 2026

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **1.3674** | **12.4697** | **16.0847** | **0.0270** | | **0.5276** | **0.5276** | | **0.4963** | **0.4963** | | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.2755 | 9.5977 | 2.8104 | 0.0339 | 0.8964 | 0.0108 | 0.9072 | 0.2581 | 0.0103 | 0.2684 | | 3,639.9649 | 3,639.9649 | 0.1859 | | 3,644.6118 |
| Worker | 2.5728 | 1.4734 | 22.0551 | 0.0760 | 8.8974 | 0.0631 | 8.9605 | 2.3596 | 0.0581 | 2.4177 | | 7,575.3699 | 7,575.3699 | 0.1671 | | 7,579.5460 |
| **Total** | **2.8483** | **11.0711** | **24.8655** | **0.1099** | **9.7938** | **0.0739** | **9.8677** | **2.6177** | **0.0684** | **2.6861** | | **11,215.3348** | **11,215.3348** | **0.3529** | | **11,224.1578** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2755 | 9.5977 | 2.8104 | 0.0339 | 0.8964 | 0.0108 | 0.9072 | 0.2581 | 0.0103 | 0.2684 | | 3,639.9649 | 3,639.9649 | 0.1859 | | 3,644.6118 |
| Worker | 2.5728 | 1.4734 | 22.0551 | 0.0760 | 8.8974 | 0.0631 | 8.9605 | 2.3596 | 0.0581 | 2.4177 | | 7,575.3699 | 7,575.3699 | 0.1671 | | 7,579.5460 |
| **Total** | **2.8483** | **11.0711** | **24.8655** | **0.1099** | **9.7938** | **0.0739** | **9.8677** | **2.6177** | **0.0684** | **2.6861** | | **11,215.3348** | **11,215.3348** | **0.3529** | | **11,224.1578** |

## 3.5 Building Construction - 2027

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **1.3674** | **12.4697** | **16.0847** | **0.0270** | | **0.5276** | **0.5276** | | **0.4963** | **0.4963** | | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2702 | 9.5113 | 2.7638 | 0.0337 | 0.8964 | 0.0106 | 0.9070 | 0.2581 | 0.0101 | 0.2682 | | 3,622.5439 | 3,622.5439 | 0.1832 | | 3,627.1242 |
| Worker | 2.4523 | 1.3594 | 20.6840 | 0.0735 | 8.8974 | 0.0596 | 8.9570 | 2.3596 | 0.0549 | 2.4145 | | 7,333.9934 | 7,333.9934 | 0.1534 | | 7,337.8274 |
| **Total** | **2.7225** | **10.8707** | **23.4478** | **0.1073** | **9.7938** | **0.0702** | **9.8641** | **2.6177** | **0.0650** | **2.6827** | | **10,956.5373** | **10,956.5373** | **0.3366** | | **10,964.9516** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2702 | 9.5113 | 2.7638 | 0.0337 | 0.8964 | 0.0106 | 0.9070 | 0.2581 | 0.0101 | 0.2682 | | 3,622.5439 | 3,622.5439 | 0.1832 | | 3,627.1242 |
| Worker | 2.4523 | 1.3594 | 20.6840 | 0.0735 | 8.8974 | 0.0596 | 8.9570 | 2.3596 | 0.0549 | 2.4145 | | 7,333.9934 | 7,333.9934 | 0.1534 | | 7,337.8274 |
| **Total** | **2.7225** | **10.8707** | **23.4478** | **0.1073** | **9.7938** | **0.0702** | **9.8641** | **2.6177** | **0.0650** | **2.6827** | | **10,956.5373** | **10,956.5373** | **0.3366** | | **10,964.9516** |

## 3.6 Architectural Coating - 2027

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 61.5841 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| **Total** | **61.7549** | **1.1455** | **1.8091** | **2.9700e-003** | | **0.0515** | **0.0515** | | **0.0515** | **0.0515** | | **281.4481** | **281.4481** | **0.0154** | | **281.8319** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.4899 | 0.2715 | 4.1316 | 0.0147 | 1.7773 | 0.0119 | 1.7892 | 0.4713 | 0.0110 | 0.4823 | | 1,464.9560 | 1,464.9560 | 0.0306 | | 1,465.7218 |
| **Total** | **0.4899** | **0.2715** | **4.1316** | **0.0147** | **1.7773** | **0.0119** | **1.7892** | **0.4713** | **0.0110** | **0.4823** | | **1,464.9560** | **1,464.9560** | **0.0306** | | **1,465.7218** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 61.5841 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0297 | 0.1288 | 1.8324 | 2.9700e-003 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| **Total** | **61.6138** | **0.1288** | **1.8324** | **2.9700e-003** | | **5.9000e-004** | **5.9000e-004** | | **5.9000e-004** | **5.9000e-004** | **0.0000** | **281.4481** | **281.4481** | **0.0154** | | **281.8319** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.4899 | 0.2715 | 4.1316 | 0.0147 | 1.7773 | 0.0119 | 1.7892 | 0.4713 | 0.0110 | 0.4823 | | 1,464.9560 | 1,464.9560 | 0.0306 | | 1,465.7218 |
| **Total** | **0.4899** | **0.2715** | **4.1316** | **0.0147** | **1.7773** | **0.0119** | **1.7892** | **0.4713** | **0.0110** | **0.4823** | | **1,464.9560** | **1,464.9560** | **0.0306** | | **1,465.7218** |

## 3.7 Paving - 2027

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.9152** | **8.5816** | **14.5780** | **0.0228** | | **0.4185** | **0.4185** | | **0.3850** | **0.3850** | | **2,206.7452** | **2,206.7452** | **0.7137** | | **2,224.5878** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | | lb/day | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0462 | 0.0256 | 0.3898 | 1.3900e-003 | 0.1677 | 1.1200e-003 | 0.1688 | 0.0445 | 1.0300e-003 | 0.0455 | | 138.2034 | 138.2034 | 2.8900e-003 | | 138.2756 |
| **Total** | **0.0462** | **0.0256** | **0.3898** | **1.3900e-003** | **0.1677** | **1.1200e-003** | **0.1688** | **0.0445** | **1.0300e-003** | **0.0455** | | **138.2034** | **138.2034** | **2.8900e-003** | | **138.2756** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.2805 | 1.2154 | 17.2957 | 0.0228 | | 5.6100e-003 | 5.6100e-003 | | 5.6100e-003 | 5.6100e-003 | 0.0000 | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.2805** | **1.2154** | **17.2957** | **0.0228** | | **5.6100e-003** | **5.6100e-003** | | **5.6100e-003** | **5.6100e-003** | **0.0000** | **2,206.7452** | **2,206.7452** | **0.7137** | | **2,224.5878** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.0462 | 0.0256 | 0.3898 | 1.3900e-003 | 0.1677 | 1.1200e-003 | 0.1688 | 0.0445 | 1.0300e-003 | 0.0455 | | 138.2034 | 138.2034 | 2.8900e-003 | | 138.2756 |
| **Total** | **0.0462** | **0.0256** | **0.3898** | **1.3900e-003** | **0.1677** | **1.1200e-003** | **0.1688** | **0.0445** | **1.0300e-003** | **0.0455** | | **138.2034** | **138.2034** | **2.8900e-003** | | **138.2756** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 9.7020 | 44.7509 | 112.9079 | 0.4832 | 45.1466 | 0.3302 | 45.4768 | 12.0777 | 0.3066 | 12.3842 | | 49,435.1806 | 49,435.1806 | 2.1439 | | 49,488.7781 |
| Unmitigated | 9.7020 | 44.7509 | 112.9079 | 0.4832 | 45.1466 | 0.3302 | 45.4768 | 12.0777 | 0.3066 | 12.3842 | | 49,435.1806 | 49,435.1806 | 2.1439 | | 49,488.7781 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 142.00 | 154.25 | 130.75 | 485,724 | 485,724 |
| Apartments Mid Rise | 3,925.22 | 3,769.38 | 3457.70 | 13,108,771 | 13,108,771 |
| General Office Building | 280.80 | 62.55 | 26.55 | 687,138 | 687,138 |
| High Turnover (Sit Down Restaurant) | 2,306.88 | 2,873.52 | 2392.20 | 3,270,817 | 3,270,817 |
| Hotel | 187.00 | 187.50 | 136.00 | 428,999 | 428,999 |
| Quality Restaurant | 488.00 | 511.92 | 391.52 | 679,975 | 679,975 |
| Regional Shopping Center | 514.14 | 601.47 | 303.81 | 1,074,000 | 1,074,000 |
| Total | 7,844.04 | 8,160.59 | 6,838.53 | 19,735,424 | 19,735,424 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down Restaurant) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NaturalGas Mitigated | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |
| NaturalGas Unmitigated | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 1119.16 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | | 8.3400e-003 | 8.3400e-003 | | 8.3400e-003 | 8.3400e-003 | | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35747.6 | 0.3855 | 3.2944 | 1.4019 | 0.0210 | | 0.2664 | 0.2664 | | 0.2664 | 0.2664 | | 4,205.5986 | 4,205.5986 | 0.0806 | 0.0771 | 4,230.5903 |
| General Office Building | 1283.42 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | | 9.5600e-003 | 9.5600e-003 | | 9.5600e-003 | 9.5600e-003 | | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22759.9 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | | 0.1696 | 0.1696 | | 0.1696 | 0.1696 | | 2,677.6342 | 2,677.6342 | 0.0513 | 0.0491 | 2,693.5460 |
| Hotel | 4769.72 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5057.75 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | | 0.0377 | 0.0377 | | 0.0377 | 0.0377 | | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 184.219 | 1.9900e-003 | 0.0181 | 0.0152 | 1.1000e-004 | | 1.3700e-003 | 1.3700e-003 | | 1.3700e-003 | 1.3700e-003 | | 21.6728 | 21.6728 | 4.2000e-004 | 4.0000e-004 | 21.8016 |
| **Total** | | **0.7648** | **6.7363** | **4.2503** | **0.0417** | | **0.5284** | **0.5284** | | **0.5284** | **0.5284** | | **8,343.7363** | **8,343.7363** | **0.1599** | **0.1530** | **8,393.3189** |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | 1.11916 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | | 8.3400e-003 | 8.3400e-003 | | 8.3400e-003 | 8.3400e-003 | | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35.7476 | 0.3855 | 3.2944 | 1.4019 | 0.0210 | | 0.2664 | 0.2664 | | 0.2664 | 0.2664 | | 4,205.5986 | 4,205.5986 | 0.0806 | 0.0771 | 4,230.5903 |
| General Office Building | 1.28342 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | | 9.5600e-003 | 9.5600e-003 | | 9.5600e-003 | 9.5600e-003 | | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22.7599 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | | 0.1696 | 0.1696 | | 0.1696 | 0.1696 | | 2,677.6342 | 2,677.6342 | 0.0513 | 0.0491 | 2,693.5460 |
| Hotel | 4.76972 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5.05775 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | | 0.0377 | 0.0377 | | 0.0377 | 0.0377 | | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 0.184219 | 1.9900e-003 | 0.0181 | 0.0152 | 1.1000e-004 | | 1.3700e-003 | 1.3700e-003 | | 1.3700e-003 | 1.3700e-003 | | 21.6728 | 21.6728 | 4.2000e-004 | 4.0000e-004 | 21.8016 |
| **Total** | | **0.7648** | **6.7363** | **4.2503** | **0.0417** | | **0.5284** | **0.5284** | | **0.5284** | **0.5284** | | **8,343.7363** | **8,343.7363** | **0.1599** | **0.1530** | **8,393.3189** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |
| Unmitigated | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 2.2272 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 23.7917 | | | | | 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 | 2.4739 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | | 148.4431 | 148.4431 | 0.1422 | | 151.9986 |
| **Total** | **28.4928** | **0.9486** | **82.3590** | **4.3500e-003** | | **0.4570** | **0.4570** | | **0.4570** | **0.4570** | **0.0000** | **148.4431** | **148.4431** | **0.1422** | **0.0000** | **151.9986** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 2.2272 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 23.7917 | | | | | 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 | 2.4739 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | | 148.4431 | 148.4431 | 0.1422 | | 151.9986 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

# Village South Specific Plan (Proposed)

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 974.00 | Dwelling Unit | 25.63 | 974,000.00 | 2786 |
| Regional Shopping Center | 41.00 | 1000sqft | 0.94 | 41,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2028 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Default schedule

Demolition - Based on square footage from existing conditions run

Vehicle Trips - Based on Trip Estimates (Table 7). ITE weekend ration adjusted accordingly

Woodstoves - No woodstoves, no wood fireplace

Construction Off-road Equipment Mitigation - SCAQMD Fugitive Dust Rule 403

Area Mitigation -

Water Mitigation -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblAreaMitigation | UseLowVOCPaintParkingCheck | False | True |
| tblConstDustMitigation | WaterUnpavedRoadVehicleSpeed | 0 | 15 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 5.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 6.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 35.00 | 132.00 |
| tblConstructionPhase | NumDays | 500.00 | 1,543.00 |
| tblConstructionPhase | NumDays | 35.00 | 45.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |

| | | | |
|---|---|---|---|
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 21.25 | 0.00 |
| tblFireplaces | NumberGas | 827.90 | 0.00 |
| tblFireplaces | NumberNoFireplace | 2.50 | 0.00 |
| tblFireplaces | NumberNoFireplace | 97.40 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.70 | 0.00 |
| tblVehicleTrips | ST_TR | 7.16 | 6.17 |
| tblVehicleTrips | ST_TR | 6.39 | 3.87 |
| tblVehicleTrips | ST_TR | 2.46 | 1.39 |
| tblVehicleTrips | ST_TR | 158.37 | 79.82 |
| tblVehicleTrips | ST_TR | 8.19 | 3.75 |
| tblVehicleTrips | ST_TR | 94.36 | 63.99 |
| tblVehicleTrips | ST_TR | 49.97 | 14.67 |
| tblVehicleTrips | SU_TR | 6.07 | 5.23 |
| tblVehicleTrips | SU_TR | 5.86 | 3.55 |
| tblVehicleTrips | SU_TR | 1.05 | 0.59 |
| tblVehicleTrips | SU_TR | 131.84 | 66.45 |
| tblVehicleTrips | SU_TR | 5.95 | 2.72 |
| tblVehicleTrips | SU_TR | 72.16 | 48.94 |
| tblVehicleTrips | SU_TR | 25.24 | 7.41 |
| tblVehicleTrips | WD_TR | 6.59 | 5.68 |
| tblVehicleTrips | WD_TR | 6.65 | 4.03 |
| tblVehicleTrips | WD_TR | 11.03 | 6.24 |
| tblVehicleTrips | WD_TR | 127.15 | 64.08 |
| tblVehicleTrips | WD_TR | 8.17 | 3.74 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | WD_TR | 89.95 | 61.00 |
| tblVehicleTrips | WD_TR | 42.70 | 12.54 |
| tblWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tblWoodstoves | NumberCatalytic | 48.70 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 48.70 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 4.2865 | 46.4651 | 31.6150 | 0.0642 | 18.2675 | 2.0461 | 20.3135 | 9.9840 | 1.8824 | 11.8664 | 0.0000 | 6,221.4937 | 6,221.4937 | 1.9491 | 0.0000 | 6,270.2214 |
| 2022 | 5.6904 | 38.9024 | 47.0826 | 0.1443 | 9.7937 | 1.6366 | 10.6975 | 3.6558 | 1.5057 | 5.1615 | 0.0000 | 14,499.0903 | 14,499.0903 | 1.9499 | 0.0000 | 14,525.8863 |
| 2023 | 5.2428 | 26.2688 | 44.3669 | 0.1401 | 9.7937 | 0.7793 | 10.5731 | 2.6177 | 0.7321 | 3.3498 | 0.0000 | 14,083.4840 | 14,083.4840 | 1.0173 | 0.0000 | 14,108.9155 |
| 2024 | 4.9624 | 25.1055 | 42.4762 | 0.1375 | 9.7938 | 0.6917 | 10.4855 | 2.6177 | 0.6495 | 3.2672 | 0.0000 | 13,823.9350 | 13,823.9350 | 0.9936 | 0.0000 | 13,848.7740 |
| 2025 | 4.6992 | 23.8842 | 40.6458 | 0.1343 | 9.7938 | 0.6044 | 10.3981 | 2.6177 | 0.5674 | 3.1851 | 0.0000 | 13,507.9119 | 13,507.9119 | 0.9706 | 0.0000 | 13,532.1758 |
| 2026 | 4.5633 | 23.6551 | 39.1726 | 0.1315 | 9.7938 | 0.6019 | 10.3957 | 2.6177 | 0.5651 | 3.1828 | 0.0000 | 13,232.8326 | 13,232.8326 | 0.9533 | 0.0000 | 13,256.6651 |
| 2027 | 67.7072 | 33.4979 | 58.3470 | 0.1699 | 11.7387 | 1.0812 | 12.8200 | 3.1335 | 1.0102 | 4.1437 | 0.0000 | 16,986.6883 | 16,986.6883 | 1.6978 | 0.0000 | 17,029.1333 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Maximum** | **67.7072** | **46.4651** | **58.3470** | **0.1699** | **18.2675** | **2.0461** | **20.3135** | **9.9840** | **1.8824** | **11.8664** | **0.0000** | **16,986.6883** | **16,986.6883** | **1.9499** | **0.0000** | **17,029.1333** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 0.8569 | 6.1975 | 33.7357 | 0.0642 | 5.8379 | 0.0234 | 5.8488 | 3.1517 | 0.0227 | 3.1625 | 0.0000 | 6,221.4937 | 6,221.4937 | 1.9491 | 0.0000 | 6,270.2214 |
| 2022 | 4.3120 | 17.4704 | 48.1795 | 0.1443 | 9.7937 | 0.1009 | 9.8946 | 2.6177 | 0.0943 | 2.7120 | 0.0000 | 14,499.0903 | 14,499.0903 | 1.9499 | 0.0000 | 14,525.8863 |
| 2023 | 3.9978 | 14.1186 | 45.5831 | 0.1401 | 9.7937 | 0.0857 | 9.8795 | 2.6177 | 0.0798 | 2.6975 | 0.0000 | 14,083.4840 | 14,083.4840 | 1.0173 | 0.0000 | 14,108.9155 |
| 2024 | 3.8186 | 13.8964 | 43.7696 | 0.1375 | 9.7938 | 0.0845 | 9.8783 | 2.6177 | 0.0787 | 2.6964 | 0.0000 | 13,823.9350 | 13,823.9350 | 0.9936 | 0.0000 | 13,848.7740 |
| 2025 | 3.6596 | 13.6492 | 42.0214 | 0.1343 | 9.7938 | 0.0829 | 9.8767 | 2.6177 | 0.0772 | 2.6949 | 0.0000 | 13,507.9119 | 13,507.9119 | 0.9706 | 0.0000 | 13,532.1758 |
| 2026 | 3.5237 | 13.4201 | 40.5481 | 0.1315 | 9.7938 | 0.0804 | 9.8742 | 2.6177 | 0.0749 | 2.6926 | 0.0000 | 13,232.8326 | 13,232.8326 | 0.9533 | 0.0000 | 13,256.6651 |
| 2027 | 65.8917 | 14.8799 | 62.4635 | 0.1699 | 11.7387 | 0.0960 | 11.8347 | 3.1335 | 0.0897 | 3.2232 | 0.0000 | 16,986.6883 | 16,986.6883 | 1.6978 | 0.0000 | 17,029.1333 |
| **Maximum** | **65.8917** | **17.4704** | **62.4635** | **0.1699** | **11.7387** | **0.1009** | **11.8347** | **3.1517** | **0.0943** | **3.2232** | **0.0000** | **16,986.6883** | **16,986.6883** | **1.9499** | **0.0000** | **17,029.1333** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **11.42** | **57.01** | **-4.15** | **0.00** | **15.74** | **92.56** | **21.70** | **28.89** | **92.52** | **41.80** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | lb/day | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Area | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |
| Energy | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |
| Mobile | 9.3809 | 45.2995 | 108.2028 | 0.4600 | 45.1466 | 0.3316 | 45.4782 | 12.0777 | 0.3079 | 12.3855 | | 47,086.8270 | 47,086.8270 | 2.1585 | | 47,140.7897 |
| **Total** | **38.6385** | **52.9844** | **194.8120** | **0.5061** | **45.1466** | **1.3170** | **46.4635** | **12.0777** | **1.2933** | **13.3709** | **0.0000** | **55,579.0064** | **55,579.0064** | **2.4607** | **0.1530** | **55,686.1072** |

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |
| Energy | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |
| Mobile | 9.3809 | 45.2995 | 108.2028 | 0.4600 | 45.1466 | 0.3316 | 45.4782 | 12.0777 | 0.3079 | 12.3855 | | 47,086.8270 | 47,086.8270 | 2.1585 | | 47,140.7897 |
| **Total** | **38.6385** | **52.9844** | **194.8120** | **0.5061** | **45.1466** | **1.3170** | **46.4635** | **12.0777** | **1.2933** | **13.3709** | **0.0000** | **55,579.0064** | **55,579.0064** | **2.4607** | **0.1530** | **55,686.1072** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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 | 9/1/2021 | 10/12/2021 | 5 | 30 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/10/2027 | 5 | 1543 | |
| 5 | Architectural Coating | Architectural Coating | 6/10/2027 | 12/10/2027 | 5 | 132 | |
| 6 | Paving | Paving | 10/10/2027 | 12/10/2027 | 5 | 45 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

**Residential Indoor: 2,022,975; Residential Outdoor: 674,325; Non-Residential Indoor: 303,900; Non-Residential Outdoor: 101,300; Striped**

**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 | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |

| | | | | | |
|---|---|---|---|---|---|
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

**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 | 6 | 15.00 | 0.00 | 458.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 796.00 | 140.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 159.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | | 1.4411 | 1.4411 | | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **3.1651** | **31.4407** | **21.5650** | **0.0388** | **3.3074** | **1.5513** | **4.8588** | **0.5008** | **1.4411** | **1.9419** | | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.1304 | 4.1454 | 1.0182 | 0.0117 | 0.2669 | 0.0128 | 0.2797 | 0.0732 | 0.0122 | 0.0854 | | 1,269.8555 | 1,269.8555 | 0.0908 | | 1,272.1252 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0715 | 0.0489 | 0.5524 | 1.6100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 160.8377 | 160.8377 | 4.7300e-003 | | 160.9560 |
| **Total** | **0.2019** | **4.1943** | **1.5706** | **0.0133** | **0.4346** | **0.0141** | **0.4487** | **0.1176** | **0.0135** | **0.1311** | | **1,430.6932** | **1,430.6932** | **0.0955** | | **1,433.0812** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 1.0319 | 0.0000 | 1.0319 | 0.1562 | 0.0000 | 0.1562 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.4623 | 2.0032 | 23.2798 | 0.0388 | | 9.2500e-003 | 9.2500e-003 | | 9.2500e-003 | 9.2500e-003 | 0.0000 | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **0.4623** | **2.0032** | **23.2798** | **0.0388** | **1.0319** | **9.2500e-003** | **1.0412** | **0.1562** | **9.2500e-003** | **0.1655** | **0.0000** | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.1304 | 4.1454 | 1.0182 | 0.0117 | 0.2669 | 0.0128 | 0.2797 | 0.0732 | 0.0122 | 0.0854 | | 1,269.8555 | 1,269.8555 | 0.0908 | | 1,272.1252 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0715 | 0.0489 | 0.5524 | 1.6100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 160.8377 | 160.8377 | 4.7300e-003 | | 160.9560 |
| **Total** | **0.2019** | **4.1943** | **1.5706** | **0.0133** | **0.4346** | **0.0141** | **0.4487** | **0.1176** | **0.0135** | **0.1311** | | **1,430.6932** | **1,430.6932** | **0.0955** | | **1,433.0812** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | | 1.8809 | 1.8809 | | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **3.8882** | **40.4971** | **21.1543** | **0.0380** | **18.0663** | **2.0445** | **20.1107** | **9.9307** | **1.8809** | **11.8116** | | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | | lb/day | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0858 | 0.0587 | 0.6629 | 1.9400e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | | 193.0052 | 193.0052 | 5.6800e-003 | | 193.1472 |
| **Total** | **0.0858** | **0.0587** | **0.6629** | **1.9400e-003** | **0.2012** | **1.6300e-003** | **0.2028** | **0.0534** | **1.5000e-003** | **0.0549** | | **193.0052** | **193.0052** | **5.6800e-003** | | **193.1472** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.6367 | 0.0000 | 5.6367 | 3.0984 | 0.0000 | 3.0984 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.4656 | 2.0175 | 20.8690 | 0.0380 | | 9.3100e-003 | 9.3100e-003 | | 9.3100e-003 | 9.3100e-003 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **0.4656** | **2.0175** | **20.8690** | **0.0380** | **5.6367** | **9.3100e-003** | **5.6460** | **3.0984** | **9.3100e-003** | **3.1077** | **0.0000** | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.0858 | 0.0587 | 0.6629 | 1.9400e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | | 193.0052 | 193.0052 | 5.6800e-003 | | 193.1472 |
| **Total** | **0.0858** | **0.0587** | **0.6629** | **1.9400e-003** | **0.2012** | **1.6300e-003** | **0.2028** | **0.0534** | **1.5000e-003** | **0.0549** | | **193.0052** | **193.0052** | **5.6800e-003** | | **193.1472** |

## 3.4 Grading - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | | 1.9853 | 1.9853 | | 1.8265 | 1.8265 | | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **4.1912** | **46.3998** | **30.8785** | **0.0620** | **8.6733** | **1.9853** | **10.6587** | **3.5965** | **1.8265** | **5.4230** | | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0954 | 0.0652 | 0.7365 | 2.1500e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | | 214.4502 | 214.4502 | 6.3100e-003 | | 214.6080 |
| **Total** | **0.0954** | **0.0652** | **0.7365** | **2.1500e-003** | **0.2236** | **1.8100e-003** | **0.2254** | **0.0593** | **1.6600e-003** | **0.0610** | | **214.4502** | **214.4502** | **6.3100e-003** | | **214.6080** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7061 | 0.0000 | 2.7061 | 1.1221 | 0.0000 | 1.1221 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7616 | 3.3000 | 32.9991 | 0.0620 | | 0.0152 | 0.0152 | | 0.0152 | 0.0152 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **0.7616** | **3.3000** | **32.9991** | **0.0620** | **2.7061** | **0.0152** | **2.7213** | **1.1221** | **0.0152** | **1.1373** | **0.0000** | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0954 | 0.0652 | 0.7365 | 2.1500e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | | 214.4502 | 214.4502 | 6.3100e-003 | | 214.6080 |
| **Total** | **0.0954** | **0.0652** | **0.7365** | **2.1500e-003** | **0.2236** | **1.8100e-003** | **0.2254** | **0.0593** | **1.6600e-003** | **0.0610** | | **214.4502** | **214.4502** | **6.3100e-003** | | **214.6080** |

## 3.4 Grading - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | lb/day | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | | 1.5041 | 1.5041 | | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| **Total** | **3.6248** | **38.8435** | **29.0415** | **0.0621** | **8.6733** | **1.6349** | **10.3082** | **3.5965** | **1.5041** | **5.1006** | | **6,011.4105** | **6,011.4105** | **1.9442** | | **6,060.0158** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0896 | 0.0589 | 0.6784 | 2.0800e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | | 206.9139 | 206.9139 | 5.7000e-003 | | 207.0563 |
| **Total** | **0.0896** | **0.0589** | **0.6784** | **2.0800e-003** | **0.2236** | **1.7500e-003** | **0.2253** | **0.0593** | **1.6100e-003** | **0.0609** | | **206.9139** | **206.9139** | **5.7000e-003** | | **207.0563** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.7061 | 0.0000 | 2.7061 | 1.1221 | 0.0000 | 1.1221 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7616 | 3.3000 | 32.9991 | 0.0621 | | 0.0152 | 0.0152 | | 0.0152 | 0.0152 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **0.7616** | **3.3000** | **32.9991** | **0.0621** | **2.7061** | **0.0152** | **2.7213** | **1.1221** | **0.0152** | **1.1373** | **0.0000** | **6,011.4105** | **6,011.4105** | **1.9442** | | **6,060.0158** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0896 | 0.0589 | 0.6784 | 2.0800e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | | 206.9139 | 206.9139 | 5.7000e-003 | | 207.0563 |
| **Total** | **0.0896** | **0.0589** | **0.6784** | **2.0800e-003** | **0.2236** | **1.7500e-003** | **0.2253** | **0.0593** | **1.6100e-003** | **0.0609** | | **206.9139** | **206.9139** | **5.7000e-003** | | **207.0563** |

## 3.5 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **1.7062** | **15.6156** | **16.3634** | **0.0269** | | **0.8090** | **0.8090** | | **0.7612** | **0.7612** | | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4194 | 12.8911 | 3.7208 | 0.0347 | 0.8963 | 0.0251 | 0.9214 | 0.2581 | 0.0240 | 0.2821 | | 3,709.5839 | 3,709.5839 | 0.2331 | | 3,715.4123 |
| Worker | 3.5648 | 2.3446 | 26.9984 | 0.0826 | 8.8974 | 0.0697 | 8.9671 | 2.3596 | 0.0642 | 2.4238 | | 8,235.1729 | 8,235.1729 | 0.2268 | | 8,240.8417 |
| **Total** | **3.9842** | **15.2356** | **30.7192** | **0.1173** | **9.7937** | **0.0947** | **9.8885** | **2.6177** | **0.0882** | **2.7059** | | **11,944.7568** | **11,944.7568** | **0.4599** | | **11,956.2541** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4194 | 12.8911 | 3.7208 | 0.0347 | 0.8963 | 0.0251 | 0.9214 | 0.2581 | 0.0240 | 0.2821 | | 3,709.5839 | 3,709.5839 | 0.2331 | | 3,715.4123 |
| Worker | 3.5648 | 2.3446 | 26.9984 | 0.0826 | 8.8974 | 0.0697 | 8.9671 | 2.3596 | 0.0642 | 2.4238 | | 8,235.1729 | 8,235.1729 | 0.2268 | | 8,240.8417 |
| **Total** | **3.9842** | **15.2356** | **30.7192** | **0.1173** | **9.7937** | **0.0947** | **9.8885** | **2.6177** | **0.0882** | **2.7059** | | **11,944.7568** | **11,944.7568** | **0.4599** | | **11,956.2541** |

## 3.5 Building Construction - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| **Total** | **1.5728** | **14.3849** | **16.2440** | **0.0269** | | **0.6997** | **0.6997** | | **0.6584** | **0.6584** | | **2,555.2099** | **2,555.2099** | **0.6079** | | **2,570.4061** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3116 | 9.7634 | 3.3063 | 0.0336 | 0.8963 | 0.0119 | 0.9083 | 0.2581 | 0.0114 | 0.2695 | | 3,594.3783 | 3,594.3783 | 0.2052 | | 3,599.5093 |
| Worker | 3.3584 | 2.1205 | 24.8166 | 0.0796 | 8.8974 | 0.0677 | 8.9651 | 2.3596 | 0.0623 | 2.4219 | | 7,933.8958 | 7,933.8958 | 0.2042 | | 7,939.0002 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **3.6700** | **11.8839** | **28.1229** | **0.1132** | **9.7937** | **0.0796** | **9.8733** | **2.6177** | **0.0737** | **2.6914** | | **11,528.2741** | **11,528.2741** | **0.4094** | | **11,538.5095** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | 2,570.4061 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,555.2099** | **2,555.2099** | **0.6079** | | **2,570.4061** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3116 | 9.7634 | 3.3063 | 0.0336 | 0.8963 | 0.0119 | 0.9083 | 0.2581 | 0.0114 | 0.2695 | | 3,594.3783 | 3,594.3783 | 0.2052 | | 3,599.5093 |
| Worker | 3.3584 | 2.1205 | 24.8166 | 0.0796 | 8.8974 | 0.0677 | 8.9651 | 2.3596 | 0.0623 | 2.4219 | | 7,933.8958 | 7,933.8958 | 0.2042 | | 7,939.0002 |
| **Total** | **3.6700** | **11.8839** | **28.1229** | **0.1132** | **9.7937** | **0.0796** | **9.8733** | **2.6177** | **0.0737** | **2.6914** | | **11,528.2741** | **11,528.2741** | **0.4094** | | **11,538.5095** |

## 3.5 Building Construction - 2024

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.4716 | 13.4438 | 16.1668 | 0.0270 | | 0.6133 | 0.6133 | | 0.5769 | 0.5769 | | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| **Total** | **1.4716** | **13.4438** | **16.1668** | **0.0270** | | **0.6133** | **0.6133** | | **0.5769** | **0.5769** | | **2,555.6989** | **2,555.6989** | **0.6044** | | **2,570.8077** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3039 | 9.7284 | 3.2060 | 0.0334 | 0.8964 | 0.0117 | 0.9081 | 0.2581 | 0.0112 | 0.2693 | | 3,580.4380 | 3,580.4380 | 0.2021 | | 3,585.4912 |
| Worker | 3.1869 | 1.9333 | 23.1033 | 0.0771 | 8.8974 | 0.0667 | 8.9641 | 2.3596 | 0.0614 | 2.4210 | | 7,687.7981 | 7,687.7981 | 0.1871 | | 7,692.4751 |
| **Total** | **3.4908** | **11.6617** | **26.3093** | **0.1105** | **9.7938** | **0.0784** | **9.8722** | **2.6177** | **0.0726** | **2.6903** | | **11,268.2361** | **11,268.2361** | **0.3892** | | **11,277.9663** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,555.6989 | 2,555.6989 | 0.6044 | | 2,570.8077 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,555.6989** | **2,555.6989** | **0.6044** | | **2,570.8077** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.3039 | 9.7284 | 3.2060 | 0.0334 | 0.8964 | 0.0117 | 0.9081 | 0.2581 | 0.0112 | 0.2693 | | 3,580.4380 | 3,580.4380 | 0.2021 | | 3,585.4912 |
| Worker | 3.1869 | 1.9333 | 23.1033 | 0.0771 | 8.8974 | 0.0667 | 8.9641 | 2.3596 | 0.0614 | 2.4210 | | 7,687.7981 | 7,687.7981 | 0.1871 | | 7,692.4751 |
| **Total** | **3.4908** | **11.6617** | **26.3093** | **0.1105** | **9.7938** | **0.0784** | **9.8722** | **2.6177** | **0.0726** | **2.6903** | | **11,268.2361** | **11,268.2361** | **0.3892** | | **11,277.9663** |

## 3.5 Building Construction - 2025

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **1.3674** | **12.4697** | **16.0847** | **0.0270** | | **0.5276** | **0.5276** | | **0.4963** | **0.4963** | | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2961 | 9.6460 | 3.1241 | 0.0332 | 0.8964 | 0.0115 | 0.9079 | 0.2581 | 0.0110 | 0.2691 | | 3,561.2395 | 3,561.2395 | 0.1991 | | 3,566.2167 |
| Worker | 3.0357 | 1.7685 | 21.4370 | 0.0741 | 8.8974 | 0.0653 | 8.9627 | 2.3596 | 0.0601 | 2.4198 | | 7,390.1981 | 7,390.1981 | 0.1705 | | 7,394.4610 |
| **Total** | **3.3318** | **11.4145** | **24.5611** | **0.1073** | **9.7938** | **0.0768** | **9.8706** | **2.6177** | **0.0711** | **2.6888** | | **10,951.4376** | **10,951.4376** | **0.3696** | | **10,960.6777** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2961 | 9.6460 | 3.1241 | 0.0332 | 0.8964 | 0.0115 | 0.9079 | 0.2581 | 0.0110 | 0.2691 | | 3,561.2395 | 3,561.2395 | 0.1991 | | 3,566.2167 |
| Worker | 3.0357 | 1.7685 | 21.4370 | 0.0741 | 8.8974 | 0.0653 | 8.9627 | 2.3596 | 0.0601 | 2.4198 | | 7,390.1981 | 7,390.1981 | 0.1705 | | 7,394.4610 |
| **Total** | **3.3318** | **11.4145** | **24.5611** | **0.1073** | **9.7938** | **0.0768** | **9.8706** | **2.6177** | **0.0711** | **2.6888** | | **10,951.4376** | **10,951.4376** | **0.3696** | | **10,960.6777** |

## 3.5 Building Construction - 2026

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **1.3674** | **12.4697** | **16.0847** | **0.0270** | | **0.5276** | **0.5276** | | **0.4963** | **0.4963** | | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vendor | 0.2894 | 9.5564 | 3.0610 | 0.0330 | 0.8964 | 0.0112 | 0.9076 | 0.2581 | 0.0107 | 0.2688 | | 3,542.8210 | 3,542.8210 | 0.1961 | | 3,547.7229 |
| Worker | 2.9065 | 1.6291 | 20.0269 | 0.0715 | 8.8974 | 0.0631 | 8.9605 | 2.3596 | 0.0581 | 2.4177 | | 7,133.5373 | 7,133.5373 | 0.1563 | | 7,137.4441 |
| **Total** | **3.1959** | **11.1854** | **23.0879** | **0.1045** | **9.7938** | **0.0743** | **9.8681** | **2.6177** | **0.0688** | **2.6865** | | **10,676.3582** | **10,676.3582** | **0.3524** | | **10,685.1670** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2894 | 9.5564 | 3.0610 | 0.0330 | 0.8964 | 0.0112 | 0.9076 | 0.2581 | 0.0107 | 0.2688 | | 3,542.8210 | 3,542.8210 | 0.1961 | | 3,547.7229 |
| Worker | 2.9065 | 1.6291 | 20.0269 | 0.0715 | 8.8974 | 0.0631 | 8.9605 | 2.3596 | 0.0581 | 2.4177 | | 7,133.5373 | 7,133.5373 | 0.1563 | | 7,137.4441 |
| **Total** | **3.1959** | **11.1854** | **23.0879** | **0.1045** | **9.7938** | **0.0743** | **9.8681** | **2.6177** | **0.0688** | **2.6865** | | **10,676.3582** | **10,676.3582** | **0.3524** | | **10,685.1670** |

## 3.5 Building Construction - 2027

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3674 | 12.4697 | 16.0847 | 0.0270 | | 0.5276 | 0.5276 | | 0.4963 | 0.4963 | | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **1.3674** | **12.4697** | **16.0847** | **0.0270** | | **0.5276** | **0.5276** | | **0.4963** | **0.4963** | | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2837 | 9.4699 | 3.0102 | 0.0329 | 0.8964 | 0.0110 | 0.9074 | 0.2581 | 0.0105 | 0.2686 | | 3,526.2548 | 3,526.2548 | 0.1931 | | 3,531.0819 |
| Worker | 2.7786 | 1.5027 | 18.7634 | 0.0692 | 8.8974 | 0.0596 | 8.9570 | 2.3596 | 0.0549 | 2.4145 | | 6,906.1337 | 6,906.1337 | 0.1434 | | 6,909.7180 |
| **Total** | **3.0623** | **10.9726** | **21.7736** | **0.1021** | **9.7938** | **0.0706** | **9.8644** | **2.6177** | **0.0654** | **2.6831** | | **10,432.3885** | **10,432.3885** | **0.3365** | | **10,440.7998** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3278 | 2.2347 | 17.4603 | 0.0270 | | 6.1200e-003 | 6.1200e-003 | | 6.1200e-003 | 6.1200e-003 | 0.0000 | 2,556.4744 | 2,556.4744 | 0.6010 | | 2,571.4981 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0270** | | **6.1200e-003** | **6.1200e-003** | | **6.1200e-003** | **6.1200e-003** | **0.0000** | **2,556.4744** | **2,556.4744** | **0.6010** | | **2,571.4981** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.2837 | 9.4699 | 3.0102 | 0.0329 | 0.8964 | 0.0110 | 0.9074 | 0.2581 | 0.0105 | 0.2686 | | 3,526.2548 | 3,526.2548 | 0.1931 | | 3,531.0819 |
| Worker | 2.7786 | 1.5027 | 18.7634 | 0.0692 | 8.8974 | 0.0596 | 8.9570 | 2.3596 | 0.0549 | 2.4145 | | 6,906.1337 | 6,906.1337 | 0.1434 | | 6,909.7180 |
| **Total** | **3.0623** | **10.9726** | **21.7736** | **0.1021** | **9.7938** | **0.0706** | **9.8644** | **2.6177** | **0.0654** | **2.6831** | | **10,432.3885** | **10,432.3885** | **0.3365** | | **10,440.7998** |

## 3.6 Architectural Coating - 2027

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 61.5841 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.1709 | 1.1455 | 1.8091 | 2.9700e-003 | | 0.0515 | 0.0515 | | 0.0515 | 0.0515 | | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| **Total** | **61.7549** | **1.1455** | **1.8091** | **2.9700e-003** | | **0.0515** | **0.0515** | | **0.0515** | **0.0515** | | **281.4481** | **281.4481** | **0.0154** | | **281.8319** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.5550 | 0.3002 | 3.7480 | 0.0138 | 1.7773 | 0.0119 | 1.7892 | 0.4713 | 0.0110 | 0.4823 | | 1,379.4915 | 1,379.4915 | 0.0286 | | 1,380.2075 |
| **Total** | **0.5550** | **0.3002** | **3.7480** | **0.0138** | **1.7773** | **0.0119** | **1.7892** | **0.4713** | **0.0110** | **0.4823** | | **1,379.4915** | **1,379.4915** | **0.0286** | | **1,380.2075** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 61.5841 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0297 | 0.1288 | 1.8324 | 2.9700e-003 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 281.4481 | 281.4481 | 0.0154 | | 281.8319 |
| **Total** | **61.6138** | **0.1288** | **1.8324** | **2.9700e-003** | | **5.9000e-004** | **5.9000e-004** | | **5.9000e-004** | **5.9000e-004** | **0.0000** | **281.4481** | **281.4481** | **0.0154** | | **281.8319** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.5550 | 0.3002 | 3.7480 | 0.0138 | 1.7773 | 0.0119 | 1.7892 | 0.4713 | 0.0110 | 0.4823 | | 1,379.4915 | 1,379.4915 | 0.0286 | | 1,380.2075 |
| **Total** | **0.5550** | **0.3002** | **3.7480** | **0.0138** | **1.7773** | **0.0119** | **1.7892** | **0.4713** | **0.0110** | **0.4823** | | **1,379.4915** | **1,379.4915** | **0.0286** | | **1,380.2075** |

## 3.7 Paving - 2027

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.9152 | 8.5816 | 14.5780 | 0.0228 | | 0.4185 | 0.4185 | | 0.3850 | 0.3850 | | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.9152** | **8.5816** | **14.5780** | **0.0228** | | **0.4185** | **0.4185** | | **0.3850** | **0.3850** | | **2,206.7452** | **2,206.7452** | **0.7137** | | **2,224.5878** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | lb/day | | | | | | | | | | | lb/day | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0524 | 0.0283 | 0.3536 | 1.3000e-003 | 0.1677 | 1.1200e-003 | 0.1688 | 0.0445 | 1.0300e-003 | 0.0455 | | 130.1407 | 130.1407 | 2.7000e-003 | | 130.2083 |
| **Total** | **0.0524** | **0.0283** | **0.3536** | **1.3000e-003** | **0.1677** | **1.1200e-003** | **0.1688** | **0.0445** | **1.0300e-003** | **0.0455** | | **130.1407** | **130.1407** | **2.7000e-003** | | **130.2083** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.2805 | 1.2154 | 17.2957 | 0.0228 | | 5.6100e-003 | 5.6100e-003 | | 5.6100e-003 | 5.6100e-003 | 0.0000 | 2,206.7452 | 2,206.7452 | 0.7137 | | 2,224.5878 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **0.2805** | **1.2154** | **17.2957** | **0.0228** | | **5.6100e-003** | **5.6100e-003** | | **5.6100e-003** | **5.6100e-003** | **0.0000** | **2,206.7452** | **2,206.7452** | **0.7137** | | **2,224.5878** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.0524 | 0.0283 | 0.3536 | 1.3000e-003 | 0.1677 | 1.1200e-003 | 0.1688 | 0.0445 | 1.0300e-003 | 0.0455 | | 130.1407 | 130.1407 | 2.7000e-003 | | 130.2083 |
| **Total** | **0.0524** | **0.0283** | **0.3536** | **1.3000e-003** | **0.1677** | **1.1200e-003** | **0.1688** | **0.0445** | **1.0300e-003** | **0.0455** | | **130.1407** | **130.1407** | **2.7000e-003** | | **130.2083** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 9.3809 | 45.2995 | 108.2028 | 0.4600 | 45.1466 | 0.3316 | 45.4782 | 12.0777 | 0.3079 | 12.3855 | | 47,086.8270 | 47,086.8270 | 2.1585 | | 47,140.7897 |
| Unmitigated | 9.3809 | 45.2995 | 108.2028 | 0.4600 | 45.1466 | 0.3316 | 45.4782 | 12.0777 | 0.3079 | 12.3855 | | 47,086.8270 | 47,086.8270 | 2.1585 | | 47,140.7897 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 142.00 | 154.25 | 130.75 | 485,724 | 485,724 |
| Apartments Mid Rise | 3,925.22 | 3,769.38 | 3457.70 | 13,108,771 | 13,108,771 |
| General Office Building | 280.80 | 62.55 | 26.55 | 687,138 | 687,138 |
| High Turnover (Sit Down Restaurant) | 2,306.88 | 2,873.52 | 2392.20 | 3,270,817 | 3,270,817 |
| Hotel | 187.00 | 187.50 | 136.00 | 428,999 | 428,999 |
| Quality Restaurant | 488.00 | 511.92 | 391.52 | 679,975 | 679,975 |
| Regional Shopping Center | 514.14 | 601.47 | 303.81 | 1,074,000 | 1,074,000 |
| Total | 7,844.04 | 8,160.59 | 6,838.53 | 19,735,424 | 19,735,424 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down Restaurant) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NaturalGas Mitigated | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |
| NaturalGas Unmitigated | 0.7648 | 6.7363 | 4.2503 | 0.0417 | | 0.5284 | 0.5284 | | 0.5284 | 0.5284 | | 8,343.7363 | 8,343.7363 | 0.1599 | 0.1530 | 8,393.3189 |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Low Rise | 1119.16 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | | 8.3400e-003 | 8.3400e-003 | | 8.3400e-003 | 8.3400e-003 | | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35747.6 | 0.3855 | 3.2944 | 1.4019 | 0.0210 | | 0.2664 | 0.2664 | | 0.2664 | 0.2664 | | 4,205.5986 | 4,205.5986 | 0.0806 | 0.0771 | 4,230.5903 |
| General Office Building | 1283.42 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | | 9.5600e-003 | 9.5600e-003 | | 9.5600e-003 | 9.5600e-003 | | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22759.9 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | | 0.1696 | 0.1696 | | 0.1696 | 0.1696 | | 2,677.6342 | 2,677.6342 | 0.0513 | 0.0491 | 2,693.5460 |
| Hotel | 4769.72 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5057.75 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | | 0.0377 | 0.0377 | | 0.0377 | 0.0377 | | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 184.219 | 1.9900e-003 | 0.0181 | 0.0152 | 1.1000e-004 | | 1.3700e-003 | 1.3700e-003 | | 1.3700e-003 | 1.3700e-003 | | 21.6728 | 21.6728 | 4.2000e-004 | 4.0000e-004 | 21.8016 |
| **Total** | | **0.7648** | **6.7363** | **4.2503** | **0.0417** | | **0.5284** | **0.5284** | | **0.5284** | **0.5284** | | **8,343.7363** | **8,343.7363** | **0.1599** | **0.1530** | **8,393.3189** |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | 1.11916 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | | 8.3400e-003 | 8.3400e-003 | | 8.3400e-003 | 8.3400e-003 | | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35.7476 | 0.3855 | 3.2944 | 1.4019 | 0.0210 | | 0.2664 | 0.2664 | | 0.2664 | 0.2664 | | 4,205.5986 | 4,205.5986 | 0.0806 | 0.0771 | 4,230.5903 |
| General Office Building | 1.28342 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | | 9.5600e-003 | 9.5600e-003 | | 9.5600e-003 | 9.5600e-003 | | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22.7599 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | | 0.1696 | 0.1696 | | 0.1696 | 0.1696 | | 2,677.6342 | 2,677.6342 | 0.0513 | 0.0491 | 2,693.5460 |
| Hotel | 4.76972 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | | 0.0355 | 0.0355 | | 0.0355 | 0.0355 | | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5.05775 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | | 0.0377 | 0.0377 | | 0.0377 | 0.0377 | | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 0.184219 | 1.9900e-003 | 0.0181 | 0.0152 | 1.1000e-004 | | 1.3700e-003 | 1.3700e-003 | | 1.3700e-003 | 1.3700e-003 | | 21.6728 | 21.6728 | 4.2000e-004 | 4.0000e-004 | 21.8016 |
| **Total** | | **0.7648** | **6.7363** | **4.2503** | **0.0417** | | **0.5284** | **0.5284** | | **0.5284** | **0.5284** | | **8,343.7363** | **8,343.7363** | **0.1599** | **0.1530** | **8,393.3189** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |
| Unmitigated | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |

## 6.2 Area by SubCategory

### Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 2.2272 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 23.7917 | | | | | 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 | 2.4739 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | | 148.4431 | 148.4431 | 0.1422 | | 151.9986 |
| **Total** | **28.4928** | **0.9486** | **82.3590** | **4.3500e-003** | | **0.4570** | **0.4570** | | **0.4570** | **0.4570** | **0.0000** | **148.4431** | **148.4431** | **0.1422** | **0.0000** | **151.9986** |

### Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 2.2272 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 23.7917 | | | | | 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 | 2.4739 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | | 148.4431 | 148.4431 | 0.1422 | | 151.9986 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 28.4928 | 0.9486 | 82.3590 | 4.3500e-003 | | 0.4570 | 0.4570 | | 0.4570 | 0.4570 | 0.0000 | 148.4431 | 148.4431 | 0.1422 | 0.0000 | 151.9986 |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# APPENDIX C

## Cultural Resources Evaluation

# Cultural Resource Assessment for the Village South Specific Plan Project, City of Claremont, Los Angeles County, California

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June 2017

**National Archaeological Database (NADB)**
*Type of Study*: Literature Search, Reconnaissance Site Visit
*USGS 7.5' Quadrangle*: Ontario, CA
*Acreage*: 17 acres
*Level of Investigation*: CEQA Cultural Resource Investigation
*Key Words*: Vortex Building; City of Claremont; Village South Specific Plan; Los Angeles County; CEQA; 17 acres surveyed; 21 built-environment resources

# MANAGEMENT SUMMARY

The City of Claremont proposed to develop the Village South Specific Plan (Project), in the city of Claremont, Los Angeles County, California. The City proposes to develop a specific plan for transit-oriented development and multi-modal connections to transit for a 17-acre area just south of Claremont Village. Applied EarthWorks, Inc. (Æ) was retained to conduct a cultural resource investigation of the Project area in accordance with the California Environmental Quality Act (CEQA).

This report summarizes the methods and results of the cultural resource investigation of the 17-acre proposed Project area. This assessment included archaeological and historical background research, communication with Native American tribal representatives, and a reconnaissance-level site visit of the Project area. The purpose of the investigation was to determine the potential for the proposed Project to impact historical resources under CEQA.

The cultural literature and records search at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton, indicated that 61 cultural resources have been documented within a 1-mile radius of the Project area. One of these resources, the Vortox building (a historic-period built-environment resource), is located within the Project area. In addition to the records search conducted at the SCCIC, Æ also examined the City's local historical registry and identified nine additional historic-period built-environment resources located within the Project area.

As part of the cultural resource assessment of the Project area, Æ also requested a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC). Results of the SLF search indicate that there are no known Native American cultural resources within the immediate Project area. Native American individuals and organizations were contacted to elicit information on Native American resources within the proposed Project area. Of the nine groups and/or individuals contacted, two responses have been received to date. The Fernando Tataviam Band of Mission Indians indicated that the Project area is outside of the Tribe's boundary. The Gabrieleno Band of Mission Indians – Kizh Nation stated that the Project is within a prehistoric Gabrieleno village area and, as such, the area is very sensitive for Native American cultural resources. The Tribe has requested to have a Native American monitor on site during all ground disturbance associated with the Project.

A reconnaissance-level site visit of the Project area was conducted by Æ on May 8, 2017. The site visit of the Project area did not identify any potentially significant prehistoric or historical archaeological resources within or immediately adjacent to the Project area. However, 10 previously recorded historic-period built-environment resources that were identified within the Project area during the records search effort were revisited during the site visit. In addition, the surveyor identified 11 other historic-period built-environment resources within the Project area. Of the 21 properties identified, 11 properties are considered eligible for listing on the California Register of Historical Resources and are therefore historical resources for the purposes of CEQA. Æ recommends that any actions that may result in substantial adverse change to these 11 resources be avoided. In the event that avoidance is not possible, documentation of the historic

resources based on the requirements of the Historic American Building Survey (HABS) is recommended.

Field notes documenting the current investigation are on file at Æ's Pasadena office. A copy of the final report will be placed on file at the SCCIC.

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# 1
# INTRODUCTION

The City of Claremont (City) proposes to develop a specific plan for transit oriented development and multi-modal connections to transit for a 17-acre area just south of Claremont Village in Claremont, Los Angeles, California. Applied EarthWorks, Inc. (Æ) was retained by Meridian Consultants to conduct a cultural resource investigation of the Village South Specific Plan Project (hereafter "Project") in accordance with the California Environmental Quality Act (CEQA). The City of Claremont is the Lead Agency for the purposes of CEQA. Vanessa Mirro, MA, RPA, served as Æ's Principal Investigator while Roberta Thomas, MA, RPA, served as Project Manager / Archaeologist and co-author, and Justin Castells, MA, served as Project Architectural Historian and co-author, as well as Field Archaeologist/Architectural Historian.

## 1.1 PROJECT LOCATION

The Project area consists of approximately 17 acres of land, in the center of Claremont, south of the eastern San Gabriel Mountains, approximately 1.8 miles south of the State Route 210 (SR 210), and approximately 0.6 miles north of the Interstate-10 (I-10) along Indian Hill Boulevard (Figure 1). Specifically, the Project area is located within an unsectioned area of the San Jose Landgrant, Township 1 South/Range 8 West; San Bernardino Baseline & Meridian, as depicted on the Ontario, CA 7.5' U.S. Geological Survey (USGS) quadrangle map (Figure 1-2). Elevations of the Project area range from approximately 1,112 to 1,140 feet above mean sea level (amsl).

## 1.2 REGULATORY CONTEXT

### 1.2.1 California Environmental Quality Act

The Project is subject to compliance with CEQA, as amended. Therefore, cultural resource management work conducted as part of the Project shall comply with the CEQA Statutes and Guidelines (California 2016), which directs lead agencies to determine first whether cultural resources are "historically significant" resources. A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment (California Code of Regulations [CCR], § 15064.5[b]). Generally, a cultural resource shall be considered "historically significant" if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets the requirements for listing on the California Register of Historical Resources (CRHR) under any one of the following criteria (Title 14 CCR, § 15064.5):

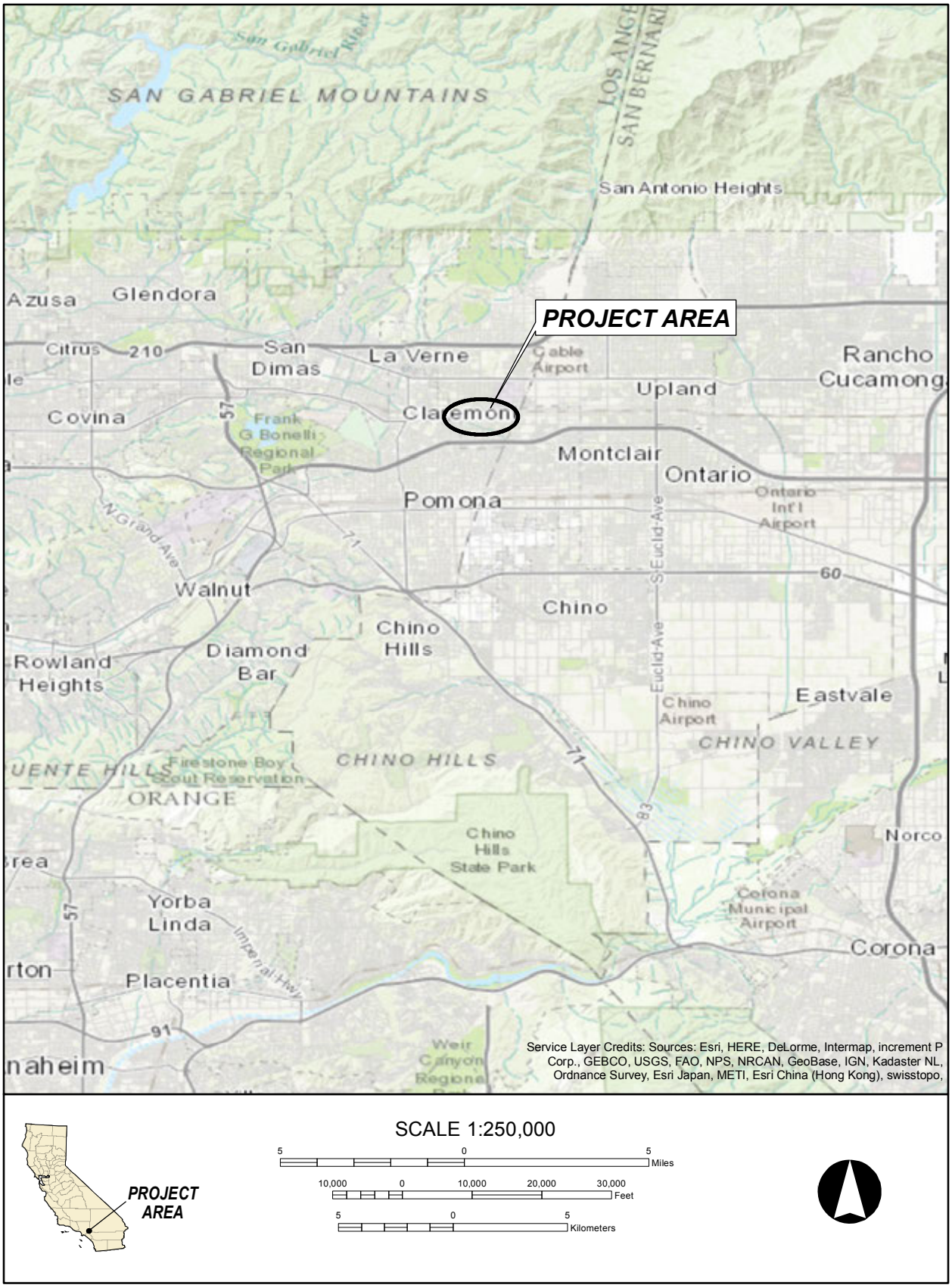



**Figure 1-1 Project vicinity map.**

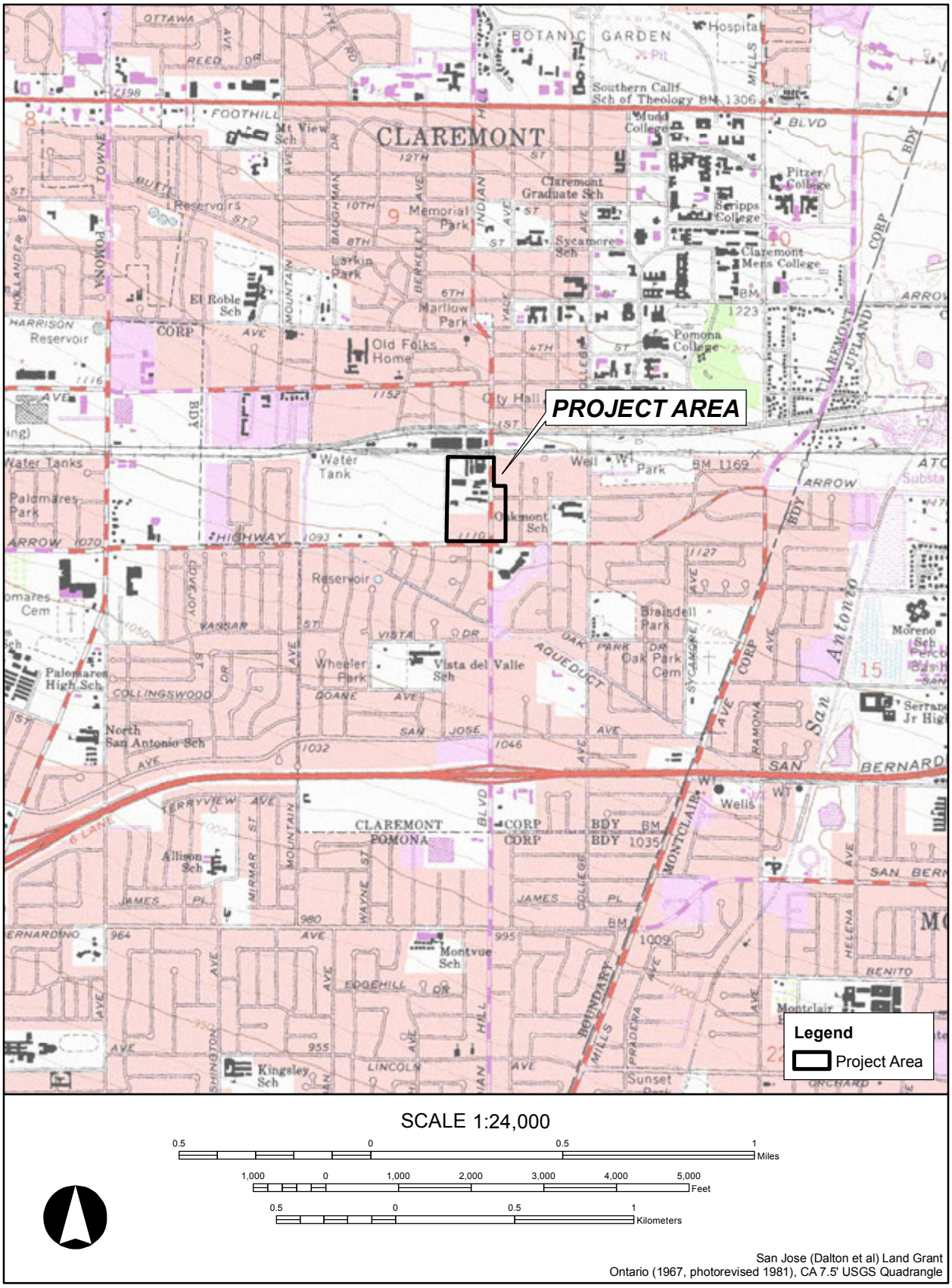



**Figure 1-2 Project location map.**

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

The cited statutes and guidelines specify how cultural resources are to be managed in the context of projects, such as the Village South Specific Plan Project. Briefly, archival and field surveys must be conducted, and identified cultural resources must be inventoried and evaluated in prescribed ways. Prehistoric and historical archaeological resources, as well as built-environment resources such as standing structures, buildings, and objects, deemed "historically significant" must be considered in project planning and development.

### 1.2.2 City of Claremont Register of Structures of Historic and Architectural Merit

In 1980, the City of Claremont created the Claremont Register of Structures of Historic and Architectural Merit (City Register) (City of Claremont 2009). In order for a property to be listed on the City Register, it must be approved by the Architectural Commission and meet one or more of the following criteria:

1) Buildings, structures or places, including landscaping, are important key focal or pivotal points in the visual quality or character of an area, neighborhood or survey district; or
2) Structures are associated with historic figures; or
3) Structures represent an architectural type of period and/or represent the work of known architects, draftsmen, or builders; or
4) Structures illustrate the development of California locally or regionally; or
5) Buildings remain in good condition and illustrate a given period; or
6) Structures are unique in design or detail; or
7) Structures serve as examples of a period or style; or
8) Structures contribute to the architectural continuity of the street; or
9) Buildings appear to retain the integrity of their original design fabric.

## 1.3 REPORT ORGANIZATION

This report documents the results of a cultural resource investigation of the Project area for the proposed Project. Chapter 1 has introduced the scope of the work and stated the regulatory context. Chapter 2 synthesizes the natural and cultural setting of the Project area and surrounding region. Chapter 3 presents the results of the cultural resource literature and records search conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resource Information System (CHRIS), housed at California State, Fullerton. Chapter 4

summarizes the Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC) and Native American communications. The field methods employed during this investigation and findings are outlined in Chapter 5. Management recommendations are provided in Chapter 6. This is followed by bibliographic references and appendices.

# 2
# SETTING

This chapter describes the prehistoric, ethnographic, and historical cultural setting of the Project area to provide a context for understanding the nature and significance of cultural properties identified within the region. Prehistorically, ethnographically, and historically, the nature and distribution of human activities in the region have been affected by such factors as topography and the availability of water and natural resources. Therefore, prior to a discussion of the cultural setting, the environmental setting of the area is summarized below.

## 2.1 ENVIRONMENTAL SETTING

The Project area is on an alluvial fan along the margin between the San Gabriel Mountains of the Transverse Ranges and the northern alluvial plains of the geologically complex Peninsular Ranges geomorphic province (Morton and Miller, 2006). A geomorphic province is a region of unique topography and geology that is distinguished from other regions based on its landforms and diastrophic history (Norris and Webb, 1976). The Peninsular Ranges are a northwest-southeast oriented complex of blocks that extend 125 miles from the Transverse Ranges to the tip of Baja California. The Peninsular Ranges are bounded to the east by the Colorado Desert and range in width from 30 to 100 miles (Norris and Webb, 1976). Specifically, the Project area is within the Pomona Valley on large alluvial fan complex that emanates from the south flanks of the San Gabriel Mountains and is within the northern part of the Peninsular Ranges. The Project area is less than one mile southeast of the San Jose Fault, which forms the approximate structural boundary between the Peninsular Ranges and San Gabriel Mountain bedrock assemblages and is approximately one mile west of San Antonio Creek, a tributary of the Santa Ana River. The geology in the vicinity of the Project area includes Pre-Mesozoic to Cretaceous plutonic igneous rocks of the Peninsular Ranges Batholith; Paleozoic metamorphic rocks; Late Cenozoic terrestrial, marine, and volcanic deposits; and widespread Quaternary alluvial fan and valley deposits (Morton and Miller, 2006).

Prior to historical development, the immediate Project area would have been characterized by coastal sage scrub coastal sage scrub composed of California sagebrush (*Artemisia californica*), black sage (*Salvia mellefera*), and California buckwheat (*Efiogonum fasciculatum*).

## 2.2 PREHISTORIC SETTING

For the most part, research indicates that human occupation of the Southern California coastal region and the Southern California desert regions dates back to at least 10,000 years before present (B.P.). Recent archaeological studies for the Eastside Reservoir Project (ESRP) and the Inland Feeder Pipeline Project, located in western Riverside County, southeast of the Project area, suggest that human occupation of the inland valley regions of Southern California may date to as early as 7,000 to 9,000 B.P. (Goldberg et al. 2001; Horne and McDougall 2008). Four broad cultural periods of human settlement and subsistence strategies are believed to have operated in Southern California during the past 10,000 years: the Early Holocene Interval (ca. 10,000–7,500 B.P.); the Middle Holocene Interval (ca. 7,500 to 5,000 B.P.); the Middle to Late

Holocene Interval (ca. 5,000 to 1,500 B.P.); and the Late Horizon Period (ca. 2,000 years B.P. to the initial period of European contact).

Both coastal and desert region designations (Wallace 1978; Warren 1980, 1984) for the early Holocene Interval refer to a long period of human adaptation to environmental changes brought about by the transition from the late Pleistocene to the early Holocene geologic periods. As climatic conditions became warmer and more arid, Pleistocene megafauna perished abruptly between 13,000 and 10,000 B.P. Human populations responded to these changing environmental conditions by focusing their subsistence efforts on the procurement of a wider variety of faunal, as well as floral, resources. These early occupants of Southern California are believed to have been nomadic large-game hunters whose tool assemblage included percussion-flaked scrapers and knives; large, well-made stemmed, fluted, or leaf-shaped projectile points (e.g., Lake Mojave, Silver Lake); crescentics; heavy core/cobble tools; hammerstones; bifacial cores; and choppers and scraper planes.

Although sites assigned to the Middle Holocene Interval are similar in many respects, their content, structure, and age can vary. This variability is largely due to geographical differences between the coast and interior. The primary difference between the archaeological assemblages of coastal and inland sites appears to be related to subsistence. Coastal occupants gathered fish and plant resources, and hunting was generally less important (projectile points are rare). The inland occupants primarily collected hard seeds and hunted small mammals; therefore, projectile points are more common in inland assemblages. King (1967:66–67) suggests that the coastal sites probably represent more permanent occupations than are found in the interior, since coastal inhabitants were sustained by more reliable and abundant food resources. A more mobile subsistence was likely necessary for inland inhabitants. It is possible, too, that inland and coastal sites of this period represent seasonal movement by the same groups of people.

Overall, the general settlement-subsistence patterns of the Middle Holocene Interval were exemplified by a greater emphasis on seed gathering, with coastal and inland sites exhibiting shallow midden accumulations, suggesting seasonal camping. Midden accumulation at desert locales dating to this period is generally rare. Based on the distribution of sites assigned to this period, aboriginal groups likely followed a modified, central based wandering pattern with an inferred shift toward enhanced logistical settlement organization (cf. Binford 1980; Warren 1968). In this semisedentary pattern, a base camp was occupied during a portion of the year, while satellite camps were occupied by smaller groups of people to exploit seasonally available floral resources such as grass seeds, berries, tubers, and nuts. The exploitation of terrestrial faunal resources was also an important economic pursuit, especially in the inland and desert regions of Southern California. The degree of population sedentism was based upon the availability of reliable water sources and the abundance of exploitable resources in the general locale; coastal occupants of this period are believed to have practiced a higher degree of sedentism than other Southern California groups because of a more reliable and abundant resource base.

During the Middle to Late Holocene Interval, the subsistence base in Southern California broadened. The technological advancement of the mortar and pestle may indicate the use of acorns, an important storable subsistence resource. Hunting presumably also gained in importance. An abundance of broad, leaf shaped blades and heavy, often stemmed or notched

projectile points have been found in association with large numbers of terrestrial and aquatic mammal bones. Other characteristic features of this period include the appearance of bone and antler implements and the occasional use of asphaltum and steatite. Most chronological sequences for Southern California recognize the introduction of the bow and arrow by 1,500 B.P., marked by the appearance of small arrow points and arrow shaft straighteners.

In general, cultural patterns remained similar in character to those of the preceding horizon. However, the material culture at many coastal sites became more elaborate, reflecting an increase in sociopolitical complexity and increased efficiency in subsistence strategies (e.g., the introduction of the bow and arrow for hunting). The settlement subsistence patterns and cultural development during this period are not well understood because of a lack of large amounts of data; however, the limited data do suggest that the duration and intensity of occupation at the base camps increased, especially toward the latter part of this period. However, through time, Southern California populations became increasingly diversified and economically specialized, especially among the coastal Southern California cultures. Adaptation to various ecological niches and further population growth typify the subsequent periods of cultural history in Southern California. This subsistence orientation, characterized by a heavy dependence on both hunting and plant gathering, continues into the historic period.

The Post 1,500 B.P. Interval (Late Holocene to the time of Spanish settlement [approximately 1769]) is characterized by a reliance on the bow and arrow for hunting, along with the use of bedrock mortars and milling slicks. Late prehistoric coastal sites are numerous. Diagnostic artifacts include small triangular projectile points, mortars and pestles, steatite ornaments and containers, perforated stones, circular shell fishhooks, and numerous and varied bone tools, as well as bone and shell ornamentation. Elaborate mortuary customs, as well as generous use of asphaltum and the development of extensive trade networks, are also characteristic of this period. During the latter half of this period in the southern coastal region, pottery, ceramic smoking pipes, cremation urns, rock paintings, and some European trade goods were added to the previous cultural assemblage (Meighan 1954). Increased hunting efficiency (through use of the bow and arrow) and widespread exploitation of acorns and other hard nuts and berries (indicated by the abundance of mortars and pestles) provided reliable and storable food resources. This, in turn, promoted greater sedentism. Related to this increase in resource utilization and sedentism are sites with deeper middens, suggesting central based wandering or permanent habitation. These would have been the villages, or *rancherias*, noted by the early non-native explorers (True 1966, 1970). By about 500 B.P., strong ethnic patterns developed among native populations in Southern California. This may reflect accelerated cultural change brought about by increased efficiency in cultural adaptation and diffusion of technology from the central coastal region of California and the southern Great Basin (Douglas et al. 1981:10).

## 2.3 ETHNOGRAPHIC SETTING

Archival and published reports suggest that the Project area is situated along the fringes of territories traditionally assigned to the Serrano and Gabrielino Native American cultural groups. The Serrano and Gabrielino belonged to cultural nationalities speaking languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock. A brief review of the ethnography of these two groups is provided below.

### 2.3.1 Serrano

Historically, the Project area appears to be along the southern fringe of Serrano territory. Altschul et al. (1984) have provided a useful overview of the ethnographic land-use patterns, social organization, and early ethnohistorical interactions in Serrano territory; pertinent aspects of this overview, along with ethnographic information obtained primarily from Strong (1929), Gifford (1918), Kroeber (1925), Bean and Smith (1978), and Harrington n.d. (Bean et al. 1981) are presented below.

The Serrano occupied the territory of the San Bernardino Mountains east to Mount San Gorgonio, the San Gabriel Mountains west to Mount San Antonio, and portions of the desert to the north and the fringe of the San Bernardino Valley to the south (Kroeber 1925:615–616). Numbering no more than perhaps 1,500 people, the Serrano were scattered over a rugged, expansive landscape. The Serrano's most intensive cultural contacts were with the Pass Cahuilla, who occupied the territory to the southeast, and the Gabrielino, who occupied the lands westward to the Pacific coast.

Serrano clans were politically autonomous, although linked by ceremonial ties to other clans and peoples of other tribal groupings (i.e., the Cahuilla and Gabrielino). Each Serrano clan had a hereditary leader, or kika, and an assistant who was a ceremonial leader, or paha (Strong 1929:17–18). These individuals were central to the ritual life of the Serrano, providing leadership during yearly ceremonial periods. Kroeber (1925:617) indicates that villages were generally located where streams emerged from the foothills. Bean et al. (1981:85–86) are considerably more precise in their descriptions of Serrano village and camp locations. Groups of lineages lived in villages at the valley margins in the winter and in smaller encampments at higher elevations in the summer. Proximity to water sources and adequate arrays of resources predictably dictated settlement location choices. Localities rich in oaks, pinyon, yucca, agave, or seasonal migratory fowl, for example, were favored for population convergence at peak "harvest" times. Streamside areas, canyon mouths by alluvial fans, and flats near springs or lakes were frequently chosen as prime locations, with avoidance of wind and floods, and adequate defensive position also of considerable concern. Bean et al. (1981:85) note also that individual homes were quite scattered across the landscape in order to ensure privacy, to the extent that some "villages" covered up to 5 square miles. This clearly has important implications for archaeological interpretations of occupation sites.

Serrano residences were circular, domed, willow-and-tule thatch structures. The home of the kika also served as a large ceremonial house, and large, semi-subterranean, earth-covered sweathouses were found immediately adjacent to streams in most villages (Bean and Smith 1978). Subsistence during winter months consisted mostly of reliance on stored foods (acorns, pinyon nuts, mesquite beans) and some fresh meats and greens. In the spring, agave, cacti, greens, and a mix of game provided the bulk of the food resources. Many fruits and seeds became available during the summer months, but perhaps the richest season was autumn, when major harvests of acorns, pinyon nuts, mesquite beans, and screwbeans occurred, and when communal rabbit hunts took place in the context of much feasting and ritual activity (Bean et al. 1981:86–87). In addition to occupation sites and food procurement sites, rock cairns ("offering" places along trails), cupule petroglyph sites, hot springs (sacred areas), sources of lithic materials

suitable for the production of stone tools and other artifacts, and trails represent important land uses by the Serrano.

Serrano technology was very similar to neighboring cultural groups, particularly the Cahuilla. Bows and arrows were used commonly for the hunting of large game, and curved throwing sticks, traps, snares, and deadfalls were used for obtaining smaller game and birds. Primary food processing utensils included stone knives, stone or bone scrapers, pottery trays and bowls, baskets, horn and bone spoons and stirrers, as well as mortars (of stone or wood), pestles, manos, and metates. Shells, wood, bone, stone, and plant fibers were used in making a variety of technomic and non-technomic items, including decorated blankets, rabbit skin blankets, awls, arrow straighteners, sinew-backed bows, arrows, fire drills, stone pipes, musical instruments (rattles of turtle or tortoise shell, deer-hoof rattles, wood rasps, bone whistles, bull-roarers, flutes), feathered costumes, mats (for floor and wall coverings), bags and storage pouches, cordage (usually of yucca fiber), and nets (Bean 1962-1972; Benedict 1924; Drucker 1937; Smith and Simpson 1964; Strong 1929).

### 2.3.2 Gabrielino

During the protohistoric period, most of the Los Angeles and Orange County areas were inhabited by the Gabrielino peoples; the Project area is located near what appears to be the eastern boundary of Gabrielino territory. Strong (1929:150) states that the Cahuilla villages of Pulatana in the vicinity of Riverside and Sahatapa in the San Timoteo Canyon had probably originally belonged to the Gabrielino.

It is believed that the total Gabrielino territory covered more than 1,500 square miles and included the watersheds of the Los Angeles River, San Gabriel River, Santa Ana River, and Rio Hondo. The Gabrielino also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities with populations that ranged from approximately 50 to 150 individuals. Each community consisted of one or more lineages that maintained a permanent geographic territory, which included a permanent settlement and a variety of hunting and gathering areas as well as ritual sites. A typical Gabrielino settlement contained a variety of structures used for religious, residential, and recreational purposes. In the larger communities, a sacred enclosure surrounded by the houses of the chief and other members of the elite community was generally located near the center of the community. Surrounding these structures were the smaller homes occupied by the rest of community. Other features common at residential sites were sweathouses, and level clearings used as playing fields and dance grounds as well as cemeteries (McCawley 1996:32–33).

Gabrielino territory offered a rich and diverse resource base. Subsistence items described in ethnohistorical sources include large numbers of native grass seeds, six or more types of acorns, pinyon pine nuts, seeds and berries from various shrubs, fresh greens and shoots, mule deer, pronghorn, mountain sheep, rabbits and rodents, quail and waterfowl, snakes, lizards, insects, and freshwater fish, plus a wide variety of marine fish, shellfish, and sea mammals in coastal zones. This wealth of resources, coupled with an effective technology and a well-developed trade and ritual system, resulted in a society that was among one of the most materially wealthy and culturally sophisticated cultural groups in California (McCawley 1996:141). The management of food resources by the chief was the heart of the Gabrielino economy; a portion of each day's

hunting, fishing, or gathered food resources was given to the chief who was responsible for managing the community's food reserves. Each family also kept a food supply for use in lean times.

The material culture of the Gabrielino is elaborate and in many ways comparable to that of the Chumash. An excellent descriptive source is Blackburn's (1963) compendium of Gabrielino material culture, which is intended for an archaeological audience and exhaustively summarizes Padre Geronimo Boscana's accounts of the Juaneño farther south in the vicinity of San Juan Capistrano, Hugo Reid's 1852 letters to the Los Angeles Star (Blackburn 1963), and Harrington's early twentieth-century interviews (Harrington n.d.), among a number of other sources. Shell ornaments and beads, baskets, bone tools, flint weapons and drills, fishhooks, mortars and pestles, wooden bowls and paddles, shell spoons, wooden war clubs, and a variety of steatite items (cooking vessels, comals, ornaments) are among the many artifact types common in descriptions of Gabrielino culture (Blackburn 1963). Highly developed artisanship is particularly evident in the many technomic implements inlaid with shell (using asphaltum) and in the steatite items from production centers on Catalina Island.

Trade was an important element of the Gabrielino economy. While the principal Gabrielino-produced commodity—steatite vessels from centers on Catalina Island—originated well outside the area, trade in steatite items was conducted throughout local territory and involved external relations with cultural groups beyond Gabrielino borders, including the Cahuilla, Serrano, Luiseño, Chumash, and Mojave. Additionally, *Olivella* shell callus beads, manufactured on the northern Channel Islands by the Chumash and their predecessors, were reportedly used quite frequently as a currency by the Gabrielino and other Southern California groups, particularly in situations when bartering methods were inappropriate or ineffective.

In general, the Gabrielino cultivated alliances with other groups and also maintained cult or ritual centers (such as the village Povongna, presumed to be located in the vicinity of Long Beach) where trade fairs, mourning ceremonies, and other sorts of social and economic interaction linked villages of many environmental zones into exchange and social partnerships. Strong (1929:98) indicates that there was a "loose ceremonial union" among the Cahuilla, Luiseño, Serrano, and Gabrielino, manifested in gifts of shell money sent by all to leaders of clans in which a death had occurred. Blackburn (1976:240) notes that ceremonialism, in general, provided a context for far-ranging social interaction, especially between the Gabrielino and several neighboring groups, and resulted in strong unity against external enemies. However, Bean and Smith (1978:546) conclude that the Gabrielino peoples quarreled constantly among themselves and that inter-village conflict was frequent and deadly, although rarely extended. Marriage ties usually dictated affiliations during conflicts.

## 2.4 HISTORICAL SETTING

The Portuguese navigator, Juan Rodriguez Cabrillo, sailing under the Spanish flag, commanded the first expedition along the California coast in 1542. As he sailed the southern California coastline, he gave names to several geographical features, including San Pedro Bay, Santa Catalina Island, and Santa Monica Bay, where he is believed to have dropped anchor on October 9, 1542. Although the territory was placed under Spanish rule at that time, the territorial lands were not explored until 1769 when the King of Spain sent a party of missionaries to colonize

California, creating missions up and down the coast one day's journey apart. Many of the soldiers of these early Spanish exploration parties were subsequently granted large tracts of land in payment for their services, which began the Rancho system in California.

The first known inhabitants of the Claremont region were the Serrano Indians who continued to inhabit the land until their population was decimated during smallpox epidemics in 1862 and 1873. In 1771, Mission San Gabriel was founded in San Gabriel, California and Claremont were included in the mission lands and used primarily as pasture lands. When the Mexican government seized ownership of church properties through the Secularization Act of 1833, most of the land that now comprises Claremont became part of Rancho San Jose which was granted to Ricardo Vejar and Don Ygnacio Palomares (City of Claremont 2017). Luis Arenas later partnered with Vejar and Palomares and expanded the land holdings in 2840. In 1846, Arena sold his share of the rancho to Henry Dalton. Following the 1848 Treaty of Guadalupe Hidalgo, California was annexed by the United States. As required by the Land Act of 1851, a claim for the Rancho San Jose was filled with the Land Commission in 1852 and the grant was patented to Vejar, Palomares, and Dolton in 1875. Ygnacio Palomares died in 1864, and his widow began selling the ranch land in 1865. Vejar lost his share by foreclosure to two Los Angeles merchants, Isaac Schlesinger and Hyman Tischler, in 1864. In 1866, Schlesinger and Tischler sold the ranch to Louis Phillips (Landsberg and Stanley 2014).

When the Santa Fe Railway came through Claremont in 1887, the area was still largely undeveloped with the exception of a few residents. Claremont was one of about 30 town sites laid out between San Bernardino and Los Angeles built with the expectation that the railroad would create a population boom (City of Claremont 2017).

Claremont is named in honor of the hometown of one of the corporate directors of the Pacific Land and Improvement Company, the railroad's land-developing subsidiary (Pitt and Pitt 1997). In January of 1887, the railroad subsidiary land company, the Pacific Land Improvement Company, began developing Claremont for residential and commercial use. The anticipated real estate boom proved to be short lived. Claremont experienced around $80,000 in land sales by the end of 1877, but by the spring of 1888 the land boom had ended (Landsberg and Stanley 2014). The community was saved due to the establishment of Pomona College and the citrus industry.

In 1888 the Pacific Land Improvement Company transferred ownership of the unfinished Hotel Claremont and 260 vacant lots to Pomona College (Wright 1980). The founders of Pomona College wanted to establish a school in "the New England" style and the community that grew around the college reflected the founder's New England heritage (City of Claremont 2017). Pomona College was the first of what became the Claremont Colleges, a consortium of colleges formed in the 1920s devised by Pomona College President James Blaisdell and based on the Oxford University and Cambridge University model. The consortium is currently comprised of Pomona College, Scripps College, Claremont McKenna College, Harvey Mudd College, Pitzer College, Claremont Graduate University, and Keck Graduate Institute of Applied Life Science (Claremont University Consortium 2017). The Claremont Colleges have been responsible for bringing significant employment to Claremont and are significant contributors to Claremont's character and identity (City of Claremont 2009).

Peter Dreher planted the first orange trees in Claremont in 1888. In 1893 Dreher formed California's first citrus cooperative, the Claremont Fruit Growers Association, to market the fruits grown in the area (Wright 1980). At its height, the citrus industry supported four citrus packing houses, an ice house, and a pre-cooling plant along the Santa Fe Railroad tracks from which the fruit was shipped all over the country (City of Claremont 2017). Of the structures associated with the citrus industry, only the College Heights lemon packing house remains (City of Claremont 2009). By 1900, citrus ranches made up the majority of the City of Claremont. In addition to the economic boom the citrus industry provided, it also attracted many Hispanic families to Claremont who primarily resided in the East and West Barrios communities (Landsberg and Stanley 2014).

Starting in 1904, the residents of Claremont began considering incorporating as a city. Proponents did not want to rely on Los Angeles County for services, while opponents feared the community's weak tax base would result in bankruptcy for a newly formed city. The debate continued until a vote was called on September 23, 1907, and the City of Claremont was incorporated on October 3, 1907 (City of Claremont 2017).

Beginning in the 1940s and through the 1950s, artists flocked to Claremont due in part to the appeal of the landscape and the resources provided by the many colleges. Claremont began to have a reputation as an artist colony which attracted such notable artists as Karl Benjamin, Millard Sheets, Milford Zornes, Betty Davenport Ford, Harrison McIntosh, and Richard Patterson. Many of the local artists established their homes and studios in the Padua Hills neighborhood near the Padua Theater (Landsberg and Stanley 2014). The area continued as an agricultural community largely until the end of WW II. At that time, the Post-War Planning Committee, known as the "Committee of 100," was formed to guide the development of the former citrus orchards. Following the general trend of the development of the aerospace industry in Southern California with the growth of companies like Lockheed and Northrop Corporation at this time and construction of I-10, Claremont largely became a suburban bedroom community with workers commuting to Los Angeles or San Bernardino (Wright 1980).

The Claremont General Plan divides the city into a cohesive collection of distinct neighborhoods (City of Claremont 2009). The project area is located within three of these neighborhoods, The Village, Vista, and Oakmont.

The Village neighborhood of Claremont is the city's central business district. The area was first platted in 1889 and is the home of City Hall, the Santa Fe Depot, and the U.S. Post Office. The Village also served as the economic hub of the local citrus industry. Nearby farmers would bring their harvests to the packing houses to be shipped by rail to locations throughout the United States. By the mid-1970s, the citrus industry had moved out of Claremont and the more industrialized southern portion of the Village had trouble attracting new businesses (City of Claremont 2009).

The Vista neighborhood is one of the earliest large-scale suburban developments constructed in Claremont in the post-war period. It is defined by the Santa Fe Railroad tracks to the north, the I-10 freeway to the south, Cambridge Avenue to the west, and Indian Hill Boulevard to the east (City of Claremont 2009). Before the post-War housing boom, the Vista neighborhood was primarily agricultural land with scattered residential development (NETR 1938, 1948 aerials).

The neighborhood has been Claremont's most dense neighborhoods in part due to many smaller, single-family apartment complexes. The neighborhood is also known for the Cinderella Tract located south of Arrow Highway and west of South Indian Hill Avenue. The Cinderella tract was developed in the 1950s by Lewis Homes and is characterized by single-family storybook-style ranch homes. In addition to residential development, the neighborhood is characterized by light-industrial properties, auto-oriented retail and restraint uses, and business parks (City of Claremont 2009).

The Oakmont neighborhood is one of the earliest large-scale suburban developments constructed in Claremont in the post-war period. It is defined by the Santa Fe Railroad tracks to the north, the 10 freeway to the south, Montclair to the east, and Indian Hill Boulevard to the West City of Claremont 2009). Before the post-War housing boom, the Vista neighborhood was primarily agricultural land with scattered residential development (NETR 1938, 1948 aerials). Many of the homes constructed in this neighborhood were single-family ranch-style homes typical of other large-scale suburban developments of the period. During the 1990s, second-story additions were added to many homes within this neighborhood (City of Claremont 2009).

# 3
# CULTURAL RESOURCE LITERATURE AND RECORDS SEARCH

Prior to the systematic cultural resource survey of the Project area, a literature and records search was conducted at the SCCIC, housed at California State University, Fullerton, on April 19, 2017. This search included the entire 17-acre Project area with an additional 1-mile radius (herein, Project study area). The objective of this records search was to determine whether any prehistoric or historical cultural resources have been recorded previously within the Project area or within a 1-mile radius of it prior to the intensive pedestrian survey. Additional sources consulted during the cultural resource literature and records search include the Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File.

## 3.1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

Results of the records search indicate that no fewer than 38 investigations have been conducted previously within the Project study area since 1979. One of the previous investigations encompassed portions of the Project area, covering less than five percent of the Project area (Table 3-1).

**Table 3-1**
**Previous Cultural Studies within the Project Study Area**

| SCCIC Document # | Date | Author(s) | Title |
|---|---|---|---|
| LA-01363 | 1984 | Cameron, Constance | Archaeological Survey of Cobblestone Creek Tract 41745, City of Pomona |
| LA-02578 | 1992 | Cameron, Constance | An Archaeological Assessment for the School of Theology at Claremont, California |
| LA-02932 | 1993 | Wlodarski, Robert J. | Negative Archaeological Survey Report Provide High Occupancy Vehicle (HOV) Lanes on Interstate 10 (i-10) From the Junction of State Route 57 (SR 57/interstate 610 (i-210) in the City of Pomona to the Los Angeles/San Bernardino County Line 07-la-i10/p.m. 4 |
| LA-03626 | 1997 | Hogan, Michael, and Sterner Matthew | Report on Monitoring at Scrooby Lane, Pilgrim Place, Claremont, Los Angeles County, California |
| LA-03779 | 1994 | Smith, Francesca | Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Between SR 57/i-210 and the Los Angeles County/San Bernardino County Line in Los Angeles County 07-la-10-41.7/48.3 |
| LA-04208 | 1998 | Maki, Mary K. | Negative Phase I Archaeological Survey and Impact Assessment of 4.8 Acres at Larkin Park for the Senior Modular Unit/#d9811-34-98 City of Claremont Los Angeles County, California |
| LA-04338 | 1998 | McKenna, Jeanette A. | A Phase I Archaeological Survey for the Claremont Colleges' North Campus Master Plan Project Area and a Phase Ii Archaeological |

**Table 3-1**
**Previous Cultural Studies within the Project Study Area**

| SCCIC Document # | Date | Author(s) | Title |
|---|---|---|---|
| | | | Investigation of Site CA-LAN-108, City of Claremont, Los Angeles Co., California |
| LA-04426 | 1979 | Unknown | Exhibit F Historic Property Survey Arrow Highway-Indian Hill Boulevard to San Bernardino County Line |
| LA-04505 | 1998 | Brown, Joan C. | Archaeological Monitoring of Excavations at 715 Plymouth Road, Claremont, Los Angeles County, California |
| LA-05149 | 2000 | Maki, Mary K. | Negative Phase I Archaeological Survey and Impact Assessment of Approximately 1.2 Acres for the San Jose Corridor Mini-park Project 662 W. San Jose Avenue, Claremont, Los Angeles County, Ca |
| LA-05219 | 2001 | Duke, Curt | Cultural Resource Assessment Cingular Wireless Facility No. Sb 108-01 Los Angeles County, California |
| LA-05220 | 2000 | Slawson, Dana N. | Historical Resources Impact Assessment: College Heights Lemon Packing House Claremont, Ca |
| LA-05221 | 2001 | Duke, Curt | Cultural Resource Assessment Cingular Wireless Facility No. Cm 222-03 Los Angeles County, California |
| LA-05222 | 2001 | Ferraro, David D. | Archaeological Monitoring of Grading at 755 Berkley, Pilgrim Place, Claremont, Los Angeles County, Ca |
| LA-05223 | 2000 | Bissell, Ronald M. | Archaeological Monitoring of Grading at 620 Leyden Lane, Pilgrim Place, Claremont, Los Angeles County, Ca |
| LA-05650 | 2002 | Brown, Joan C. | Archaeological Monitoring of Excavations at 560 Mayflower Road and 520-522 Mayflower Road / 555 West Harrison Avenue Claremont, Los Angeles County, California |
| LA-05925 | 1994 | Smith, Francesca | Historic Property Survey Report Provide High Occupancy Vehicle Lanes on Interstate 10 Sr57/i-210 and the Los Angeles County/San Bernardino County Lines in Los Angeles 07-la-10-41.7/48.3 |
| LA-06252 | 2002 | Brown, Joan C. | Archaeological Monitoring of Excavation at 729 Harrison Avenue, Claremont, California |
| LA-06253 | 2002 | Duke, Curt | Cultural Resource Assessment Cingular Wireless Facility No. Cm 236-11 Los Angeles County, California |
| LA-07223 | 2004 | Tibbet, Casey and Daniel Ballester | Historical/Archaeological Resources Survey Report 831 East Arrow Highway City of Pomona Los Angeles County, California |
| LA-07915 | 2006 | Bonner, Wayne H. | Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate La37xc525e (Indian), 1935 Indian Hill Boulevard, Pomona, Los Angeles County, California |
| LA-08284 | 2007 | Bonner, Wayne H. | Cultural Resources Record Search and Site Visit Results for Royal Street Communications, LLC Candidate La2313a (Claremont High School), 415 West Foothill Boulevard, Claremont, Los Angeles County, California |
| LA-09059 | 2005 | Bonner, Wayne H., and Supernowicz, Dana | Cultural Resources Records Search Results and Site Visit for Sprint Nextel Candidate Ca7738a (Honnold) 450 North College Way, Claremont, Los Angeles County, California / Cultural Resources Study of the Honnold Project - 450 N College Way, Claremont 91711 |

**Table 3-1**
**Previous Cultural Studies within the Project Study Area**

| SCCIC Document # | Date | Author(s) | Title |
|---|---|---|---|
| LA-09060 | 2005 | Bonner, Wayne H. | Cultural Resource Records Search Results and Site Visit for Cingular Wireless Site Es-017-01(Honnold Mudd Library), 800 North Dartmouth Avenue, Claremont, Los Angeles County, California |
| LA-09577 | 2008 | Chandler, Evelyn N., and Jennifer M. Howard | Cultural Resources Inventory of Two Proposed Pole Replacements in the City of Claremont, Los Angeles County, California (DWO 6026-4800, AI 8-4880) |
| LA-10129 | 2006 | Billat, Lorna | Palomares Park/ CA-7148D |
| LA-10321 | 2009 | Bonner, Wayne H. and Sarah A. Williams | Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate IE05445D (Pilgrim Place), 660 Avery Rd., Claremont, Los Angeles County, California. |
| LA-10436 | 2010 | Maki, Mary | Archaeological Survey Report of 3.4-Acres for the Claremont Village Apartments Project 111 S. College Avenue, Claremont, Los Angeles County, California |
| LA-10641 | 2010 | Tang, Bai "Tom" | Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino |
| LA-10896[a] | 2004 | Greenwood, David | Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) Los Angeles and San Bernardino Counties, CA |
| LA-10956 | 2011 | Bonner, Wayne | Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate IE24202-A (Stuart Wheeler Park), 626 Vista Drive, Claremont, Los Angeles County, California. |
| LA-11217 | 2011 | Hunt, Kevin | Negative Results of Archaeological Monitoring for the Courier Place Project, Claremont, Los Angeles County, California |
| LA-11653 | 2011 | Puckett, Heather | Orchard, 865 S. Indian Hill Blvd., Claremont, California 91711 |
| LA-12023 | 2010 | Stewart, Noah | Relinquishment to the City of Claremont state-owned right of way, State Route 66 (Foothill Blvd) between Towne Avenue and the Los Angeles/San Bernardino County Line |
| LA-12525 | 2003 | Poka, Ervin | NHPA Section 106 Review; Metro Gold Line Phase II Extension Project |
| LA-12618 | 1996 | Gregory, Tim | A History of 673 Harrison Avenue; Well No. 1 of the Harrison Avenue Water Company ("The Old Well") |
| LA-12626 | 1998 | Maxon, Patrick, Ronald Bissell, and Tim Gregory | Archaeological Monitoring of the Demolition of 532/536 West 6th Street, Pilgrim Place, Claremont, California |
| LA-13201 | 2015 | Roland, Jennifer | Phase I Investigation for the Verizon Wireless Arrow Hill Tower Installation Project, Claremont, Los Angeles County, California |

a - Previous study encompassing portions of the Project area

## 3.2 CULTURAL RESOURCES REPORTED WITHIN THE PROJECT AREA

The records search also indicated that 61 cultural resources have been identified previously within the Project study area (Table 3-2). One of these previously identified cultural resources,

19-186059, is reported to be located within the Project area and is the historic-period Vortox Building. This built-environment resource is a commercial manufacturing building and was constructed in 1926. This resource was evaluated and listed on the City Register in 1979 and was recommended eligible for listing on the CRHR under Criterion 3 as a good example of early commercial architecture in Claremont (Wright/Wright 1979). The CRHR resource code 5D was given to this resource indicating that the property was "Not eligible for the National Register but is a contributor to a fully documented historic district."; however, the DPR form does not indicate which 'fully documented historic district' the assigned resource code references. The DPR form was updated in 2004 and it was recommended that the CRHR status code is changed to 5S1 as an "Individual property that is listed or designated locally" pending SHPO concurrence since it is listed on the City Register (Chasteen 2003). The remaining cultural resources in the Project study area include one prehistoric archaeological site, two historic-period archaeological sites, and 57 built-environment resources. The built-environment resources are mainly composed of building and structures associated with the Claremont Colleges District (19-186058) and the Scripps College for Women District (19-186146). The Claremont Colleges District includes a group of five colleges, a graduate school, and affiliated institutions; this district also encompasses the Scripps College for Women. The remainder of the built-environment resources includes a railroad station depot, a section of the street, a highway, single family residences, community properties, and commercial properties. A brief description of each of the cultural resources within the Project study area is described in Table 3-2, below.

**Table 3-2**
**Cultural Resources within the Project Study Area**

| Primary | Trinomial | Age | Type | Description |
|---|---|---|---|---|
| 19-000349 | CA-LAN-349 | Prehistoric | Site | Remnants of a midden |
| 19-002445 | CA-LAN-2445H | Historic-period | Site | Two wells and a refuse scatter |
| 19-002878 | CA-LAN-2878H | Historic-period | Site | Refuse scatter |
| 19-180728 | | Historic-period | Built | Claremont Depot, Atchison Topeka & Santa Fe Railroad station |
| 19-180776 | | Historic-period | Built | Russian Village or Rock Houses |
| 19-185223 | | Historic-period | Built | Single family property; Colcord House |
| 19-185226 | | Historic-period | Built | Single family property; Hastings House |
| 19-185227 | | Historic-period | Built | Single family property; Munz House |
| 19-185228 | | Historic-period | Built | Single family property; Jencks House |
| 19-185275 | | Historic-period | Built | Single family property |
| 19-185280 | | Historic-period | Built | Residential property; Phi Dike's Studio |
| 19-185281 | | Historic-period | Built | Single family property; Stover House |
| 19-185282 | | Historic-period | Built | Single family property; Blaisdell House |
| 19-185354 | | Historic-period | Built | Section of 11th Street, between Dartmouth and Indian Hill |
| 19-185416 | | Historic-period | Built | Community property; Women's Club of Claremont |
| 19-185548 | | Historic-period | Built | Single family property, educational building; Sumner House |

**Table 3-2**
**Cultural Resources within the Project Study Area**

| Primary | Trinomial | Age | Type | Description |
|---|---|---|---|---|
| 19-185658 | | Historic-period | Built | Single family property |
| 19-185784 | | Historic-period | Built | Community property; Pilgrim Place / Claremont Missionary Home |
| 19-185894 | | Historic-period | Built | Commercial property; the Packing House / Corona-College Heights Lemon Packing House |
| 19-185898 | | Historic-period | Built | Single family property; Shaw House |
| 19-185900 | | Historic-period | Built | Residential property and pump house; Ira B. Welch House and Harrison Avenue Water Company |
| 19-186026 | | Historic-period | Built | Residential property; the President's House (Pomona College) |
| 19-186027 | | Historic-period | Built | Commericial/residential property; Pomona/Sumner Hall |
| 19-186028 | | Historic-period | Built | Le Bus Court - Marston Quadrangle (Pomona College) |
| 19-186029 | | Historic-period | Built | Pomona/ Crookshank Hall (Pomona College) |
| 19-186030 | | Historic-period | Built | Carnegie Library (Pomona College) |
| 19-186031 | | Historic-period | Built | Holmes Hall (Pomona College) |
| 19-186032 | | Historic-period | Built | Bridges Hall "Big Bridges" (Claremont Graduate School and University Center) |
| 19-186033 | | Historic-period | Built | Smith Tower, Frary Hall, and Norton Hall (Pomona College) |
| 19-186034 | | Historic-period | Built | Smith Tower, Frary Hall, and Norton Hall (Pomona College) |
| 19-186035 | | Historic-period | Built | Smith Tower, Frary Hall, and Norton Hall (Pomona College) |
| 19-186036 | | Historic-period | Built | Renwick Gymnasium (Pomona College) |
| 19-186037 | | Historic-period | Built | Replica House (Pomona College) |
| 19-186038 | | Historic-period | Built | Brackett Observatory (Pomona College) |
| 19-186039 | | Historic-period | Built | Pomona/Clark Hall (Pomona College) |
| 19-186040 | | Historic-period | Built | Pomona/Smiley Hall (Pomona College) |
| 19-186041 | | Historic-period | Built | Greek Theater |
| 19-186042 | | Historic-period | Built | Rembrant Hall (Pomona College) |
| 19-186043 | | Historic-period | Built | Pomona/Harwood Hall (Pomona College) |
| 19-186044 | | Historic-period | Built | Language Arts Building |
| 19-186045 | | Historic-period | Built | Bridges Hall of Music "Little Bridges" |
| 19-186046 | | Historic-period | Built | Pearsons Hall |
| 19-186047 | | Historic-period | Built | Mason's Hall (Pomona College) |
| 19-186048 | | Historic-period | Built | Honnold Library (Claremont Colleges) |
| 19-186049 | | Historic-period | Built | Harper Hall |
| 19-186050 | | Historic-period | Built | President's House/Scripps (Scripps College) |

**Table 3-2**
**Cultural Resources within the Project Study Area**

| Primary | Trinomial | Age | Type | Description |
|---|---|---|---|---|
| 19-186051 | | Historic-period | Built | Denison Library/Scripps (Scripps College) |
| 19-186052 | | Historic-period | Built | Grace Scripps Hall/Eleanor Toll Hall |
| 19-186053 | | Historic-period | Built | Balch Hall/Scripps (Scripps College) |
| 19-186054 | | Historic-period | Built | Browning/Dorsey Hall (Scripps College) |
| 19-186055 | | Historic-period | Built | Margaret Fowler Memorial Garden (Scripps College) |
| 19-186056 | | Historic-period | Built | Oriental Garden/Scripps (Scripps College) |
| 19-186057 | | Historic-period | Built | Rose Garden/Scripps (Scripps College) |
| 19-186058 | | Historic-period | Built | Claremont Colleges District; group of 5 colleges, graduate school, and affiliated institutions; includes 99 properties |
| 19-186059 | | Historic-period | Built | Commercial property; Vortox Company |
| 19-186146 | | Historic-period | Built | Scripps College for Women District; includes 13 properties |
| 19-186690 | | Historic-period | Built | Commercial/Educational building; Claremont High School/Griswold's Old School House |
| 19-189147 | | Historic-period | Built | Commercial property; Ace Hardware |
| 19-189171 | | Historic-period | Built | Public utilities building; Southern California Water Company building |
| 19-189187 | | Historic-period | Built | Single family property/educational building; Kenvon House (Pomona College) |
| 19-190111 | | Historic-period | Built | California State Route 66; highway |

a - Resources located within or immediately adjacent to the Project area

Historical maps consulted include the Cucamonga (1903) and Ontario (1954) 15' USGS Quadrangle maps, and Claremont (1928) and Ontario (1954 and 1963) 7.5’ USGS Quadrangle maps; several structures including the Vortex Company buildings were noted within the Project area on these maps. These structures will be discussed in Chapter 4.

## 3.3 OTHER SOURCES CONSULTED

In order to develop a historic context within which to evaluate the resources located within the Project area, research was conducted using the *Los Angeles Times* (ProQuest), Los Angeles County Assessor records, Sanborn Fire Insurance maps, and the City of Claremont on-line building permit viewer. Additionally, research was conducted at the City of Claremont City Hall. The purpose of this research was to determine if the buildings have significant associations with historic trends and persons, and to assess the architectural quality of the resources.

As a result of this additional archival research, 10 historic-period built-environment properties were identified within the Project area that are listed on the City Register. One of those properties is the Vortex Company building (19-186059); the remaining properties were not identified during the records search at the SCCIC. These resources are presented in the table below.

**Table 3-3**
**City of Claremont Register Listed Properties within the Project Area**

| Resource Address | Year Built | Description |
|---|---|---|
| 121 S. Indian Hill Blvd. | 1926 | Vortox Company (19-186059) |
| 188 S. Indian Hill Blvd. | 1917 | Single family residence; Henderson House |
| 194 S. Indian Hill Blvd. | 1930 | Single family residence |
| 230 S. Indian Hill Blvd. | 1947; 1952 | Single family residence |
| 233 S. Indian Hill Blvd. | 1922 | Richard Hibbard Chevrolet |
| 253 S. Indian Hill Blvd. | 1947; 1953 | Single family residence |
| 433 W. Arrow Highway | 1931 | Personal Growth Center/Pete Robertson Insurance |
| 445 W. Arrow Highway | 1932 | Single family residence |
| 449 W. Arrow Highway | 1940 | Single family residence |
| 471 W. Arrow Highway | 1930 | Single family residence; Miller House |

# 4
# NATIVE AMERICAN CONSULTATION

As part of the cultural resource assessment, Æ contacted the NAHC on May 11, 2017, for a review of the SLF. The purpose of the SLF search request was to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity, etc.) are present within or adjacent to the Project area. The NAHC responded on May 15, 2017, stating that the records search failed to indicate the presence of Native American cultural resources within the immediate Project area; the NAHC requested that 14 Native American individuals and/or organizations, representing nine tribal groups, be contacted to elicit information regarding cultural resource issues related to the proposed Project (Appendix A). All of the requested individuals and/or organizations were contacted by email or letter on May 16, 2017.

Individuals/organizations contacted at the request of the NAHC include:

- Kimia Fatehi, Tribal Historic Preservation Officer of the Fernando Tataviam Band of Mission Indians
- Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation
- Robert Dorame, Chairperson of the Gabrielino Tongva Indians of California Tribal Council
- Linda Candelaria, Co-chairperson of the Gabrielino-Tongva Tribe
- Temet Aguilar, Chairperson of the Pauma Band of Luiseno Indians – Pauma & Yuima Reservation
- John Valenzuela, Chairperson of the San Fernando Band of Mission Indians
- Joseph Ontiveros, Cultural Resource Department of the Soboba Band of Luiseno Indians

An example of the SLF Search request letter, the list of contacts, and the responses received are included in Appendix A.

Ms. Kimia Fatehi, Tribal Historic Preservation Officer of the Fernando Tataviam Band of Mission Indians, responded via email indicating that the Project area is located outside of the Tribe's boundary. Mr. Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians – Kizh Nation, replied via email stating that the Project is located within a prehistoric Gabrieleno village area and, as such, the area is very sensitive for Native American cultural resources. Mr. Salas has requested that one of the Tribe's Native American monitors be on site during all

ground disturbance to protect any resources that might be unearthed as a result of Project construction.

Æ sent a follow-up email and conducted follow-up telephone calls with the Native American groups and individuals on June 6, 2017, as only two responses were received as a result of the initial email and letter outreach. No additional responses have been received.

A table of responses summarizing consultation with Native American groups and/or individuals consulted is presented in Appendix A.

# 5
# CULTURAL RESOURCE SURVEY

## 5.1 SURVEY METHODS

A windshield/reconnaissance survey of the Project area was conducted via vehicle by Mr. Justin Castells on May 8, 2017. The purpose of the survey was to identify the various conditions of the Project area including the extent of hardscape, the overall degree of ground disturbance, and the character and nature of the area. Any areas likely to contain or exhibit archaeologically or historically sensitive cultural resources were inspected carefully to ensure that visible, potentially significant archaeological resources were discovered and documented.

For purposes of this study, cultural resources are any location that contains material culture greater than 45 years old. In order for the material culture to be considered important and/or significant from an archaeological perspective, the material culture should retain some degree of integrity, as the contextual information is paramount in providing valuable insight and/or advancements in our understanding of prehistoric and historical human culture.

## 5.2 ARCHAEOLOGICAL RESOURCE SURVEY RESULTS

The windshield/reconnaissance survey revealed that the majority of the Project area has been developed and contains residential or commercial structures with associated landscaping and hardscaping. As such, the ground surface is obscured throughout most of the area by hardscape that includes buildings, paved driveways, curbs and sidewalks, paved roadways, and parking lots. The small portions of the Project area that lack hardscape are characterized by landscaped lawns and yards associated with residences and businesses as well as what appears to be a vacant lot (Figure 5-1). Given the lack of ground visibility and extensive disturbance, the Project Archaeologist determined that a pedestrian survey of the Project area was not necessary (see Figures 5-2, 5-3, and 5-4). Field documentation consisted of general observations and digital photography. No archaeological resources were observed within the Project area during the windshield/reconnaissance survey.

Geologic data indicate that the surface in the vicinity of the Project area has been relatively stable for the last several thousand years and archaeological deposits post-dating the middle Holocene would likely be near the ground surface. As such, any archaeological remains within the Project area dating to the latter half of the Holocene would be within the plow zone, observable on the surface, and detected during an archaeological survey. The sensitivity for older archaeological deposits within deeper subsurface contexts is low. While the sediments underlying the Project area were deposited during the first half of the Holocene, they consist of alluvial fan deposits of San Antonio Canyon. These types of deposits are part of a high energy system and deposited as a single stratum precluding the possibility of finding archaeological sites within any given layer. Cultural material located at contacts between debris-flows would be subject to high-energy erosion and redeposition. Archaeological remains in these settings, if

present, are often entrained into debris-flows and reworked into secondary contexts. As such, the likelihood of finding intact buried resources within the Project area is low to very low.



**Figure 5-1 Overview of the vacant lot located adjacent to 244 Bucknell Avenue (view to the east).**



**Figure 5-2 Overview of paved lot adjacent to 180 Bucknell Avenue (view to the northeast).**



**Figure 5-3 Example of hardscaping/landscaping at 188 S. Indian Hill Blvd (view to the northeast).**



**Figure 5-4 Example of hardscaping/landscaping at 445 W. Arrow Hwy (view to the northwest).**

## 5.3 HISTORICAL BUILT-ENVIRONMENT RESOURCE SURVEY RESULTS

Based on archival research, which included a review of the Los Angeles County Assessor records, it was determined that the Project area contains 21 properties that were constructed in or before 1972 (45 years of age) (Table 5-1 and Figure 5-5). A survey of these 21 properties was conducted by Justin Castells, Æ Associate Architectural Historian, on May 8, 2017. Digital photographs were taken from the public right-of-way (ROW), and field notes were taken.

Of the 21 historical properties identified, one property was previously recommended eligible for listing on the CRHR and is listed on the City Register (121 S. Indian Hill Blvd.). Nine additional properties have been previously listed on the City Register (188 S. Indian Hill Blvd., 194 S. Indian Hill Blvd., 230 S. Indian Hill Blvd., 233 S. Indian Hill Blvd., 253 S. Indian Hill Blvd., 433 W. Arrow Highway, 445 W. Arrow Highway, 449 W. Arrow Highway, and 471 W. Arrow Highway). The remaining 11 properties have not been previously evaluated for listing on the CRHR or the City Register. Æ evaluated these 11 properties based on the four criteria outlined in the CRHR and the nine criteria in the City Register. Based on archival research and evaluation efforts, one additional property is recommended eligible for listing on the CRHR and City Register (260 Bucknell Avenue) and three additional properties are recommended eligible for listing on the City Register (177 S. Indian Hill Blvd., 191 S. Indian Hill Blvd., and 259 S. Indian Hill Blvd.).The remaining seven properties are not recommended eligible for listing on the CRHR or the City Register (180 Bucknell Avenue, 204 Bucknell Avenue, 240 S. Indian Hill

Blvd., 241 S. Indian Hill Blvd., 244 Bucknell Avenue, 250 S. Indian Hill Blvd., and 254 S. Indian Hill Blvd.). Each of the 21 historical properties is discussed in further detail below.

**Table 5-1 Buildings Located within the Project Study Area**

| Resource Address | Year Built | City | County | Current CRHR Status Code | Recommended CRHR Status Code |
|---|---|---|---|---|---|
| 121 S. Indian Hill Blvd. | 1926 | Claremont | Los Angeles | 5D2, 5S1 | |
| 177 S. Indian Hill Blvd. | 1956 | Claremont | Los Angeles | | 5S3 |
| 180 Bucknell Avenue | 1956 | Claremont | Los Angeles | | 6Z |
| 188 S. Indian Hill Blvd. | 1917 | Claremont | Los Angeles | 5S1 | |
| 191 S. Indian Hill Blvd. | 1959 | Claremont | Los Angeles | | 5S3 |
| 194 S. Indian Hill Blvd. | 1930 | Claremont | Los Angeles | 5S1 | |
| 204 Bucknell Avenue | 1959 | Claremont | Los Angeles | | 6Z |
| 230 S. Indian Hill Blvd. | 1947; 1952 | Claremont | Los Angeles | 5S1 | |
| 233 S. Indian Hill Blvd. | 1922 | Claremont | Los Angeles | 5S1 | |
| 240 S. Indian Hill Blvd. | 1948 | Claremont | Los Angeles | | 6Z |
| 241 S. Indian Hill Blvd. | 1949 | Claremont | Los Angeles | | 6Z |
| 244 Bucknell Avenue | 1958 | Claremont | Los Angeles | | 6Z |
| 250 S. Indian Hill Blvd. | 1952; 1953 | Claremont | Los Angeles | | 6Z |
| 253 S. Indian Hill Blvd. | 1947; 1953 | Claremont | Los Angeles | 5S1 | |
| 254 S. Indian Hill Blvd. | 1953 | Claremont | Los Angeles | | 6Z |
| 259 S. Indian Hill Blvd. | 1945 | Claremont | Los Angeles | | 5S3 |
| 260 Bucknell Avenue | 1926, 1947 | Claremont | Los Angeles | | 3CS, 5S3 |
| 433 W. Arrow Highway | 1931 | Claremont | Los Angeles | 5S1 | |
| 445 W. Arrow Highway | 1932 | Claremont | Los Angeles | 5S1 | |
| 449 W. Arrow Highway | 1940 | Claremont | Los Angeles | 5S1 | |
| 471 W. Arrow Highway | 1930 | Claremont | Los Angeles | 5S1 | |




**Figure 5-5 Historical properties within the Project area.**

### 5.3.1 121 S. Indian Hill Blvd. (19-186059)

121 S. Indian Hill Blvd. is a Mission Revival style industrial property constructed in 1926 and is known as the Vortox Building (Figure 5-6). The building features a two-story main building clad in stucco with a red tile roof. The east elevation has carved wooden brackets that support the eaves. Glass commercial doors are centered on the east elevation and are flanked by four French doors with multi-light windows. A hyphen with a large roll top garage door connects the main building to a one-story flat roofed addition. The southeast elevation has a shed-roof addition with three double-hung windows. Warehouse facilities are located west of the main building, and are constructed of corrugated metal and painted concrete.

This resource was evaluated and listed on the City Register in 1979 and was recommended eligible for listing on the CRHR under Criterion 3 as a good example of early commercial architecture in Claremont (Wright/Wright 1979). The CRHR resource code 5D was given to this resource indicating that the property was "Not eligible for the National Register but is a contributor to a fully documented historic district." Based on the OHP Historic Property Data File, this property is a contributor to The Village (P-19-186123). The DPR form was updated in 2004 and it was recommended that the CRHR status code is changed to 5S1 as an "Individual property that is listed or designated locally" pending SHPO concurrence since it is listed on the City Register (Chasteen 2003).

Based on field observations the building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the CRHR under Criterion 3 and the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-6 East elevation of 121 S. Indian Hill Blvd. (view to the northwest).**

### 5.3.2 177 S. Indian Hill Blvd.

177 S. Indian Hill Blvd. is a one-story commercial building constructed in 1956 with an L-shaped plan (Figure 5-7). The building features a flat roof with HVAC and other mechanical equipment. The east elevation is clad in concrete with horizontal molded detailing. A fixed window is located off center on the east elevation. The east elevation features an entrance door within a recessed porch located off-center of the façade. The recessed porch features lateral raised detailing. The north elevation features concrete walls with entrance and roll-top doors, and a small one story addition. The west elevation features a covered storage area with a corrugated metal roof supported by metal poles.

The building does not appear to meet any of the four criteria to be eligible for the CRHR or City Register Criteria 1-8, however, it does appear to meet Criterion 9 of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This International style industrial building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the building were not identified; however, it is unlikely that this building is the work of a master. The building is

essentially similar to other industrial buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is the design distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5), and it is not unique in design or detail (City Register Criterion 6). While the building displays some of the character defining features of the International style, it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building does, however; appear to meet City Register Criterion 9 as a building that appears to retain the integrity of the original design fabric. The building has undergone minimal visible changes since its original construction in 1956 (City Register Criterion 9). While this property does appear to be eligible for inclusion on the City Register under Criterion 9, it does not appear to be eligible for the CRHR nor is it listed on the City Register. Therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-7 East elevation of 177 S. Indian Hill Blvd. (view to the southwest).**

### 5.3.3 180 Bucknell Avenue

180 Bucknell Avenue is a one to one and a half story split level industrial building constructed in 1956 with a rectangular plan (Figure 5-8). The building features a flat roof with HVAC and other mechanical equipment. The west elevation is clad in concrete with horizontal molded detailing. A fixed window is located off center on the west elevation. The west elevation features an

entrance door beneath a recessed porch that is supported by decorative concrete brick walls located off-center on the façade. The wall beneath the recessed porch features lateral raised detailing. The north elevation features a fixed window on the western portion of the wall, entrance doors, and roll-top doors. The west elevation features a covered storage area with a corrugated metal roof supported by metal poles. The south elevation features entrance doors, vents, and piping.

The building does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This International style industrial building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the building were not identified; however, it is unlikely that this building is the work of a master. The building is essentially similar to other industrial buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is the design distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the building displays some of the character defining features of the International style, however; it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building has undergone significant changes since its original construction and does not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-8 West elevation of 180 Bucknell Avenue (view to the east).**

### 5.3.4 188 S. Indian Hill Blvd.

188 S. Indian Hill Blvd. is a one-story Craftsman style single-family residence constructed in 1917 (Figure 5-9). The building features a low-pitched cross-gabled roof, a porch supported by stone cobble pillars, clapboard siding, stone foundation, double hung wood frame windows.

This resource was listed on the City Register in 1985 (Claremont Heritage 1985a). Based on field observations that building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-9 West elevation of 188 S. Indian Hill Blvd. (view to the northeast).**

### 5.3.5 191 S. Indian Hill Blvd.

191 S. Indian Hill Blvd. is comprised of a one- to one and a half-story split level Mid-Century Modern style car dealership showroom constructed in 1959 and associated service buildings (Figure 5-10). The showroom was constructed in 1959 and features a low-pitched front gabled roof on the 1-story portion of the building and a low-pitched front gabled roof on the two-story portion of the building. The east elevation features large fixed windows and commercial glass doors centered on the façade. The north elevation features large fixed windows, double-hung aluminum frame windows, and glass commercial doors. The west elevation features a small one-story addition with a steep pitched roof located beneath the extended roofline of the main building. The south elevation features large to medium fixed windows and a glass commercial door. Large rectangular automobile bays with flat roofs are located on the north and south portions of the property. The bays are supported by metal support poles. West of the showroom there is a large rectangular service building with a low-pitched roof. The building has open bays with metal supports and a brick-lined base.

The property does not appear to meet any of the four criteria to be eligible for the CRHR or the City Register Criteria 1-8, however, it does appear to meet Criterion 9 of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the property as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The property is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this property is

associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This Mid-Century Modern style car dealership displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the property were not identified; however, it is unlikely that this property is the work of a master. The property is essentially similar to other car dealerships throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this property has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The property is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the property displays some of the character defining features the Mid-Century modern style, it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the property does not contribute to the architectural continuity of the street (City Register Criterion 8). The property does, however; appears to meet City Register Criterion 9 as a building that appears to retain the integrity of their original design fabric. The property has undergone minimal visible changes since its original construction (City Register Criterion 9). While this property does appear to be eligible for inclusion on the City Register, it does not appear to be eligible for the CRHR nor is it listed on the City Register. Therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-10 East elevation of 191 S. Indian Hill Blvd. (view to the southwest).**

### 5.3.6 194 S. Indian Hill Blvd.

194 S. Indian Hill Blvd. is a one-story Spanish Colonial Revival style single family residence constructed in 1930 (Figure 5-11). This building features a low-pitch roof with intersecting gables covered in tile. The building features stucco siding. A large arched picture window is located on the east elevation. The east elevation roofline extends to an arched wing wall. The courtyard is enclosed by a small stucco clad wall and iron railings. The south elevation features a tripartite window.

This building was listed in the City Register in 1984 (Alvarez-Barkey 1984). Based on field observations that building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-11 West elevation of 194 S. Indian Hill Blvd. (view to the east).**

### 5.3.7 204 Bucknell Avenue

204 Bucknell Avenue is a two-story industrial building built in 1959 (Figure 5-12). The building features a flat roof and is of concrete construction. The west elevation is clad in concrete with intermittent square grid detailing. A covered porch supported by decorative concrete block walls is located off-center on the west elevation. Fixed window and entrance door are located beneath the overhang. A fixed window is located off center on the west elevation. The south elevation

features two roll-top doors and an entrance door. The southeast corner of the building features a one-story wraparound addition.

The building does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This International style industrial building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect of the building was H.M. Hansen, who does not appear to be considered a master. The building is essentially similar to other industrial buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the building displays some of the character defining features of the International style, it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on Bucknell Avenue, the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building has undergone changes since its original construction and does not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore, this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-12 West elevation of 204 Bucknell Avenue (view to the east).**

### 5.3.8 230 S. Indian Hill Blvd.

230 S. Indian Hill Blvd. is comprised of two one-story single-family Minimal Traditional style bungalows (Figure 5-13). The east bungalow was constructed in 1947 and features a medium-pitched side gabled roof with a front-gabled porch cover centered on the west elevation. The primary entrance is centered on the west elevation and is flanked by two replacement windows with non-historic decorative detailing. The south elevation features replacement windows with non0hisotirc decorative detailing. A gable-roof addition is located on the east elevation of the building. The west bungalow was constructed in 1952 and features a medium-pitched hipped roof. Fenestration and doors all appear to have been replaced. Each bungalow has an associated detached one-car garage.

This property does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the property does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The property is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this property is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). These bungalows are Minimal Traditional in style and lack distinctive stylistic characteristics. They are fairly common and unremarkable examples of bungalows and do not appear to possess high artistic values. The architect and builder of the buildings were not identified, but it is unlikely they are the work of a master. The buildings are

essentially similar to other bungalows throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this property has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The property is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). These buildings are fairly unremarkable and common examples of Minimal traditional bungalows (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the buildings do not contribute to the architectural continuity of the street (City Register Criterion 8). The buildings have undergone changes since their original construction and do not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-13 South elevation of 230 S. Indian Hill Blvd. (view to the northeast).**

### 5.3.9 233 S. Indian Hill Blvd.

233 S. Indian Hill Blvd. is a one-story single-family residence constructed in 1922 that has been converted into a commercial building (Figure 5-14). The building features a low-pitched roof with intersecting gables. The porch on the northeast corner of the building has been enclosed. The north elevation features two sliding doors. The east elevation features sliding windows.

This resource was evaluated and listed on the City Register in 1984 (Kazam-Barkey 1984). Based on field observations that building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-14 North elevation of 233 S. Indian Hill Blvd. (view to the southwest).**

### 5.3.10 240 S. Indian Hill Blvd.

240 S. Indian Hill Blvd. is a one-story single-family Minimal Traditional style house (Figure 5-15). The building features a medium-pitched side gable roof that extends over a recessed porch on the northwest corner of the building. The south elevation of the building is clad in clapboard siding while the north elevation of the house has an addition constructed of brick. The east elevation of the house features an enclosed porch addition. The windows and doors of the building appear to have been replaced. A detached garage with a carport addition is associated with the property.

The building does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical

significance (CRHR Criterion 2/ City Register Criterion 2). This Minimal Traditional style building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the buildings were not identified, but it is unlikely they are the work of a master. The building is essentially similar to other industrial buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the building displays some of the character defining features of Minimal Traditional style, it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building has undergone changes since its original construction and does not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-15 West elevation of 240 S. Indian Hill Blvd. (view to the southeast).**

### 5.3.11 241 S. Indian Hill Blvd.

241 S. Indian Hill Blvd. is a one-story single-family Minimal Traditional style house constructed in 1949 that has been converted into a commercial building (Figure 5-16). The building features a medium-pitched front gable roof that extends out on the south elevation into a covered car port. The building is clad in stucco. The east elevation features a non-historic concrete wheelchair access ramp and stairs with metal railings. The east elevation features an off-center commercial glass entrance door, a picture window recessed beneath a fabric awning, and a small sliding window recessed beneath a fabric awning. The north and south corners of the east elevation feature decorative brickwork. The west elevation features a patio enclosed with clapboard siding and fixed windows. Additional fenestration on the west elevation and the enclosed patio entrance has been filled with plywood. The north elevation features two casement windows

The building does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This Minimal Traditional style building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the buildings were not identified, but it is unlikely they are the work of a master. The building is essentially similar to other Minimal Traditional buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the building displays some of the character defining features of Minimal Traditional style, it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building has undergone changes since its original construction and does not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-16 East elevation of 241 S. Indian Hill Blvd. (view to the west).**

### 5.3.12 244 Bucknell Avenue

244 Bucknell Avenue is a one-story single-family Ranch style house (Figure 5-17). The building features a cross-gabled roof and stucco siding. The primary entrance is recessed off-center beneath a roof extension on the south elevation. Two picture windows with horizontal lights are located on the south elevation. The south elevation also features two garage doors. The west elevation features two sliding windows, the larger of which is located beneath an aluminum awning.

The building does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This Ranch style building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the buildings were not identified, but it is unlikely they are the work of a master. The building is essentially similar to other Ranch style buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state,

or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the building displays some of the character defining features of Ranch style, however; it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on Bucknell Avenue, the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building has undergone changes since its original construction and does not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-17 South elevation of 244 Bucknell Avenue (view to the northeast).**

### 5.3.13 250 S. Indian Hill Blvd.

250 S. Indian Hill Blvd. is comprised of two one-story single-family Minimal Traditional style bungalows (Figure 5-18). The east bungalow features a medium-pitched hipped roof that has been extended over the attached garage addition. The walls are clad in stucco. The primary entrance is centered on the west elevation and flanked by two windows. An attached garage addition is located on the south elevation with the garage door located on the west elevation. The west bungalow features a medium-pitched hipped roof that has been extended over the attached garage addition. The walls are clad in stucco. The primary entrance is centered on the south elevation and flanked by two windows. An attached garage addition is located on the east

elevation with the garage door located on the south elevation. A double-hung and fixed window is located off-center on the east elevation.

This property does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the property does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The property is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this property is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). These bungalows are Minimal Traditional in style and lack distinctive stylistic characteristics. They are fairly common and unremarkable examples of bungalows and do not appear to possess high artistic values. The architect and builder of the buildings were not identified, but it is unlikely they are the work of a master. The buildings are essentially similar to other bungalows throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this property has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The property is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). These buildings are fairly unremarkable and common examples of Minimal Traditional bungalows (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The buildings have undergone changes since their original construction and do not retain the integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-18 West elevation of 250 S. Indian Hill Blvd. (view to the northeast).**

### 5.3.14 253 S. Indian Hill Blvd.

253 S. Indian Hill Blvd. is a one-story Craftsman style single family residence constructed in 1925 (Figure 5-19). It has subsequently been converted into a commercial residence. The building features a medium-pitched gable roof, a raised concrete porch recessed beneath a gabled roof, clapboard siding, and a primary entrance centered on the east elevation. Double hung and fixed wood-frame windows are located on the north, south and west elevations. An associated detached one-car garage is located on the property.

This building was listed in the City Register in 1985 (Barkey 1985a). The building has undergone minor changes, including the removal of decorative trellises described in the original site form. Based on field observations that building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.




**Figure 5-19 East elevation of 253 S. Indian Hill Blvd. (view to the west).**

### 5.3.15 254 S. Indian Hill Blvd.

254 S. Indian Hill Blvd. is comprised of two one-story single-family Minimal Traditional style residences constructed in 1947 and 1953 (Figure 5-20). The east building features a medium-pitched hipped roof and attached garage. The walls are clad in stucco. The primary entrance is centered on the west elevation and fenestration includes replacement vinyl windows. The west building features a medium-pitched cross gabled roof that extends into a porch on the west elevation. The building is clad in stucco. The west elevation features a primary entrance located off-center on the façade and double-hung windows. A chimney and two windows are located on the north elevation. The northeast corner of the building features an addition that extends east and connects to a previously detached garage.

This property does not appear to meet any of the four criteria to be eligible for the CRHR or the nine criteria of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the property does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The property is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this property is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). These buildings are Minimal Traditional in style and lack distinctive stylistic characteristics. They are fairly common and unremarkable examples and do not appear to possess high artistic values. The architect and builder of the buildings were not identified, but it is unlikely they are the work of a master. The buildings are essentially

similar to other Minimal Traditional buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this property has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The property is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). These buildings are fairly unremarkable and common examples of Minimal Traditional buildings (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., they do not contribute to the architectural continuity of the street (City Register Criterion 8). The buildings have undergone changes since their original construction and do not retain integrity of the original design fabric (City Register Criterion 9). This property does not appear to be eligible for the CRHR nor is it listed on the City Register; therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-20 West elevation of 254 S. Indian Hill Blvd. (view to the east).**

### 5.3.16 259 S. Indian Hill Blvd.

259 S. Indian Hill Blvd. is a one-story single-family Minimal Traditional style residence constructed in 1925 that has been converted into a commercial building (Figure 5-21). The building features a medium-pitched hipped roof that extends into a patio cover on the southeast corner. The building is clad stucco. The primary entrance is located on the southeast corner of the building and is accessed by concrete stairs. Fenestration includes double-hung windows. An associated detached garage is located on the property.

The building does not appear to meet any of the four criteria to be eligible for the CRHR or the City Register Criteria 1-8, however, it does appear to meet Criterion 9 of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the building as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The building is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this building is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). This Minimal Traditional style building displays some of the character defining features of that style, however; it is a fairly unremarkable and common example and does not appear to possess high artistic values. The architect and builder of the building were not identified; however, it is unlikely that this building is the work of a master. The building is essentially similar to other Minimal Traditional buildings throughout California and the United States (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this building has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The building is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), nor is it distinctive enough to convey the period of time in which it was constructed (City Register Criterion 5) or is it unique is design or detail (City Register Criterion 6). While the building displays some of the character defining features of Minimal Traditional style, it is a fairly unremarkable and common example (City Register Criterion 7) and due to the eclectic architectural styles present on S. Indian Hill Blvd., the building does not contribute to the architectural continuity of the street (City Register Criterion 8). The building does, however; appears to meet City Register Criterion 9 as a building that appears to retain the integrity of their original design fabric. The building has undergone minimal visible changes since its original construction (City Register Criterion 9). While this property does appear to be eligible for inclusion on the City Register, it does not appear to be eligible for the CRHR nor is it listed on the City Register. Therefore this property does not appear to be a historical resource for the purposes of CEQA.



**Figure 5-21 East elevation of 254 S. Indian Hill Blvd. (view to the southwest).**

### 5.3.17 260 S. Bucknell Avenue

260 Bucknell Avenue is comprised of a one-story Minimal Traditional style residence constructed in 1947 (north building) and a one-story Craftsman style residence constructed in 1926 (south building) (Figure 5-22). The north building features a medium pitched hipped roof with asphalt shingles. The north and south elevations of the building feature concrete brick additions and vinyl double-hung windows. The west elevation has clapboard siding flanked by the concrete block additions. A double-hung vinyl window and an entrance door are located off center on the west elevation. The south building features a cross-gabled roof and clapboard siding. The west elevation has a raised porch accessed by concrete stairs. The porch features a gabled cover supported by wood beams. The primary entrance is centered on the west elevation beneath the gabled covering. A picture window flanked by two double-hung windows is located on the south portion of the west elevation and a double-hung window is located on the north portion of the west elevation. The south elevation has a picture window flanked by two double-hung windows. The north elevation has double-hung windows and an addition to the northwest corner. The addition has a large window centered on the west elevation and a flat roof.

The property does appear to meet Criterion 3 of the CRHR and Criteria 3, 5, 7, and 9 of the City Register. It is not known to be associated with any specific events of local, state, or national significance, and the property as a whole does not appear to have made a significant contribution to the development of the city of Claremont (CRHR Criterion 1). The property is not an important key focal or pivotal point in the visual quality or character of an area, neighborhood or survey district (City Register Criterion 1). No evidence has been found that indicates that this

property is associated with any persons of recognized historical significance (CRHR Criterion 2/ City Register Criterion 2). The north building is a fairly common and unremarkable example of a minimal traditional residence and significant alterations including additions and the replacement of windows and the roof have compromised the historic design of the building; however, the south building is a good example of a Craftsman style residence. It conveys many of the character-defining features of the style and is a fairly early example of the surrounding area. It appears to maintain much of its original historic fabric. The architect and builder of the property were not identified; however, it is unlikely that this building is the work of a master (CRHR Criterion 3/ City Register Criterion 3). Under CRHR Criterion 4, this property has not yielded, nor does it have the potential to yield information important to the study of local, state, or national history. The property is not distinctively illustrative of the development of California locally or regionally (City Register Criterion 4), but the south building is in good condition and retains enough character-defining features of the Craftsman style to convey the period of time in which it was constructed (City Register Criterion 5). While the south building is a good example the Craftsman style, it is not unique is design or detail (City Register Criterion 6). The south building is a good example the Craftsman style and displays many of the character-defining features (City Register Criterion 7). Due to the eclectic architectural styles present on Bucknell Avenue, the property does not contribute to the architectural continuity of the street (City Register Criterion 8). The south building appears to meet City Register Criterion 9 as a building that appears to retain the integrity of their original design fabric. The building has undergone minimal visible changes since its original construction (City Register Criterion 9). While the south building on the property does appear to meet Criterion 3 of the CRHR and Criteria 3, 5, 7, and 9 of the City Register, the north building has been substantially altered and does not appear to meet any of the criteria for the CRHR or the City Register and is not a contributor to this resource. This property appears eligible for the CRHR under Criterion 3 and the City Register under Criteria 3, 5, 7, and 9, therefore this property does appear to be a historical resource for the purposes of CEQA.



**Figure 5-22 West elevation of 260 Bucknell Avenue (view to the northeast).**

### 5.3.18 433 W. Arrow Highway

433 W. Arrow Highway is a two-story Spanish Colonial Revival style single-family residence constructed in 1931 that has been converted to an office building (Figure 5-23). The building features a clay tile clad medium-pitched front-gabled roof that extends over a second floor balcony on the south elevation. The south elevation features a one-story wing with clay tile front-gabled roof. The wing has a large window on the south elevation. The primary entrance is centered on the south elevation and is accessed by a raised concrete porch. Fenestration on the building includes double-hung windows on the first and second floors. The north elevation features a two-story addition. The addition has garages and entrance doors on the first floor and sliding windows on the second floor. Both the building and the addition are clad in stucco.

This building was listed in the City Register in 1985 (Claremont Heritage 1985b). Based on field observations that building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-23 South Elevation of 433 W. Arrow Highway (view to the northeast).**

### 5.3.19 445 W. Arrow Highway

445 W. Arrow Highway is a one-story Spanish Colonial Revival style single-family residence constructed in 1932 that has been converted to a commercial building (Figure 5-24). The building features a clay tile clad low-pitched intersecting-gabled roof and is clad in stucco. A large arched window with decorative tile is located on the south elevation. An archway centered on the south elevation leads to a covered patio and the primary entrance to the building. A decorative block wall forms the support for a covered carport on the south elevation. The west elevation features a chimney and casement windows.

This building was listed in the City Register in 1985 (Barkey 1985b). Based on field observations that building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-24 South Elevation of 445 W. Arrow Highway (view to the northwest).**

### 5.3.20 449 W. Arrow Highway

449 W, Arrow Highway is a one-story single-family residence constructed in 1940 that has been converted to a multi-family residence (Figure 5-25). The building has a low-pitched cross-gabled roof and an L-shaped plan. The building is clad in vertical wood siding. A porch addition connecting a previously detached building is located on the north elevation. Entrances are located off-center on the south elevation and off-center on the east elevation of the wing extending from the south elevation.

This building was listed in the City Register in 1985 (Claremont Heritage 1985c). Based on field observations the building appears to have undergone significant changes since it was first recorded in 1985. The original site record makes no mention of the second entrance on the building or the addition connecting the previously detached building to the house. The changes made to the building have altered the integrity of materials, design, and workmanship. The site form indicates that the building was found eligible for inclusion on the City Register as was having once been the residence of “Deedle,” however no further information regarding Deedle has been uncovered. Because the building was found eligible for its association with a person, not for the architectural merit and because the City Register does not have stipulations for building integrity; Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 2 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-25 South Elevation of 449 W. Arrow Highway (view to the northwest).**

### 5.3.21 471 W. Arrow Highway

471 W. Arrow Highway is a one-story Spanish Colonial Revival style single-family residence constructed in 1930 (Figure 5-26). The building features a clay tile medium-pitched intersecting-gabled roof with composite shingle and decorative tile along the roofline. The building is clad in stucco. The south elevation features an arched entryway centered on the façade. The south elevation features two double hung windows each flanked by two smaller double-hung windows. The west elevation features a porch recessed beneath a shed roof. An entrance door flanked by windows is centered on the west elevation. The west elevation also features double-hung windows and a chimney. A detached garage with clapboard siding is also located on the property.

This building was listed in the City Register in 1985 (Arias-Barkey 1984). Based on field observations the building appears to be in good condition and does not appear to have been significantly modified in such a way as to compromise the historic integrity of the building. Æ concurs with the earlier determination that the building is eligible for listing on the City Register under Criterion 3 and, therefore; is a historical resource for the purposes of CEQA.



**Figure 5-26 South Elevation of 471 W. Arrow Highway (view to the north).**

# 6
# MANAGEMENT RECOMMENDATIONS

The results of the records search performed at the SCCIC indicate that there are no known archaeological resources within the project area. Given the lack of ground visibility, the project area was not systematically surveyed; however, undeveloped areas with exposed ground surface were inspected for archaeological resources. The portions of the Project area that have been previously disturbed are unlikely to yield intact archaeological deposits. Archival research suggests there is a history of Native American villages and habitation in the general area; however, there are no known archaeological sites reported within the Project area. While the Project area is within the use area of the nearby villages and may have been within range of processing and hunting associated with the villages, a surface survey would likely have revealed the presence of a village or associated archaeological site. Additionally, the mid-fan location of the Project area, with relatively low natural resource density (no springs, mountains, etc.), is not an ideal village location. As such, due to the degree of disturbance throughout the Project area, the Project's location within an alluvial fan deposit with high-energy erosion and redeposition, lack of natural resources, and the absence of identified cultural resources, there appears to be little potential to encounter intact, buried cultural deposits during Project-related construction activities. As a result, no further cultural resource management of the Project area is recommended at this time. However, it should be noted, the Gabrieleno Band of Mission Indians – Kizh Nation indicated that the area is culturally sensitive due to the proximity to a prehistoric village and have requested that a Native American monitor is present during ground-disturbing activity associated with the Project.

Based upon preliminary research, 21 properties were identified within the Project area that were constructed in or before 1972 (45 years of age). Of the 21 properties identified, 11 properties are historic resources for the purposes of CEQA. One property was previously recommended eligible for the CRHR and listed on the City Register (121 S. Indian Hill Blvd.), nine additional properties have been previously listed on the City Register (188 S. Indian Hill Blvd., 194 S. Indian Hill Blvd., 230 S. Indian Hill Blvd., 233 S. Indian Hill Blvd., 253 S. Indian Hill Blvd., 433 W. Arrow Highway, 445 W. Arrow Highway, 449 W. Arrow Highway, and 471 W. Arrow Highway), and Æ recommends that one previously unrecorded property is eligible for the CRHR and the City Register (260 Bucknell Avenue). Æ recommends that any actions that may result in a substantial adverse change to these resources be avoided. The substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC Section 5020.1(q)). In the event that avoidance is not possible, documentation of the historic resources based on the requirements of the Historic American Building Survey (HABS) is recommended.

In the unlikely event that potentially significant buried archaeological materials are encountered during construction activities, all work must be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. As well, Health and Safety Code § 7050.5, State CEQA Guidelines 15064.5(e), and PRC § 5097.98 mandate the process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, in accordance with PRC § 5097.98, the Los Angeles County Coroner

must be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she must contact the NAHC by phone within 24 hours, in accordance with PRC § 5097.98. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD will then have the opportunity to recommend to the Project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.

# 7
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# APPENDIX A

# Native American Coordination

**NATIVE AMERICAN HERITAGE COMMISSION**
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

May 15, 2017

Roberta Thomas
Applied EarthWorks, Inc.

Sent by E-mail: rthomas@appliedearthworks.com

RE: Proposed City of Claremont Indian Hills Specific Plan Project (AE #3677), City of Claremont; Ontario USGS Quadrangle, Los Angeles County, California

Dear Ms. Thomas:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

**Native American Heritage Commission**
**Native American Contact List**
**Los Angeles County**
**5/15/2017**

***Fernandeno Tataviam Band of Mission Indians***
Beverly Folkes, Elders Council
1019 Second St. Suite 1 — Tataviam
San Fernando, CA, 91340

***Fernandeno Tataviam Band of Mission Indians***
Beverly Salazar, Councilmember
1931 Shady Brooks Drive — Tataviam
Thousand Oaks, CA, 91362
Phone: (805) 558 - 1154

***Fernandeno Tataviam Band of Mission Indians***
Alan Salazar, Chairman Elders Council
229 Ute Lane — Tataviam
Ventura, CA, 93001
Phone: (805) 423 - 0091

***Fernandeno Tataviam Band of Mission Indians***
Kimia Fatehi, Tribal Historic and Cultural Preservation Officer
1019 Second Street, Suite 1 — Tataviam
San Fernando, CA, 91340
Phone: (818) 837 - 0794
Fax: (818) 837-0796
kfatehi@tataviam-nsn.us

***Gabrieleno Band of Mission Indians - Kizh Nation***
Andrew Salas, Chariperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

***Gabrieleno/Tongva San Gabriel Band of Mission Indians***
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

***Gabrielino /Tongva Nation***
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
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***Gabrielino Tongva Indians of California Tribal Council***
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

***Gabrielino-Tongva Tribe***
Linda Candelaria, Co-Chairperson
23453 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (626) 676 - 1184
palmsprings9@yahoo.com

***Pauma Band of Luiseno Indians - Pauma & Yuima Reservation***
Temet Aguilar, Chairperson
P.O. Box 369, Ext. 303 — Luiseno
Pauma Valley, CA, 92061
Phone: (760) 742 - 1289
Fax: (760) 742-3422

***San Fernando Band of Mission Indians***
John Valenzuela, Chairperson
P.O. Box 221838 — Kitanemuk
Newhall, CA, 91322 — Serrano
Phone: (760) 885 - 0955 — Tataviam
tsen2u@hotmail.com

***Soboba Band of Luiseno Indians***
Carrie Garcia, Cultural Resources Manager
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92583 — Luiseno
Phone: (951)654-2765
Fax: (951)654-4198
carrieg@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of Claremont Indian Hills Specific Plan Project, Los Angeles County.

**Native American Heritage Commission**
**Native American Contact List**
**Los Angeles County**
**5/15/2017**

***Soboba Band of Luiseno Indians***
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 663 - 5279
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jontiveros@soboba-nsn.gov

***Soboba Band of Luiseno Indians***
Rosemary Morillo, Chairperson
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San Jacinto, CA, 92583 — Luiseno
Phone: (951) 654 - 2765
Fax: (951) 654-4198
rmorillo@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed City of Claremont Indian Hills Specific Plan Project, Los Angeles County.

# Sacred Lands File & Native American Contacts List Request

**NATIVE AMERICAN HERITAGE COMMISSION**
915 Capitol Mall, RM 364
Sacramento, CA 95814
(916) 653-4082
(916) 657-5390 – Fax
nahc@pacbell.net

*Information Below is Required for a Sacred Lands File Search*

Date: May 11, 2017

Project: City of Claremont Indian Hills Specific Plan Project (AE #3677)

County: Los Angeles

USGS Quadrangle Name: Ontario

Township 1S Range 8W Section(s) 9, 16, and San Jose Landgrant

Company/Firm/Agency: Applied EarthWorks, Inc.

Contact Person: Roberta Thomas

Street Address: 133 N. San Gabriel Blvd., Suite 201

City: Pasadena Zip: 91107

Phone: (626) 578-0119

Fax: (626) 696-3982

Email: rthomas@appliedearthworks.com

Project Description: The Project proposes to develop a specific plan for transit oriented development and multi-modal connections to transit for a 17 acre area just south of Claremont Village in the city of Claremont in Los Angeles, California.

Applied EARTHWORKS Inc.

133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107-3414
(626) 578-0119

May 16, 2017

Linda Candelaria, Co-Chairperson
Gabrielino-Tongva Tribe
23453 Vanowen Street
West Hills, CA 91307
Transmitted via email to palmsprings9@yahoo.com

**Re:** Cultural Resource Investigation for the Indian Hills Specific Plan Project, Los Angeles County, California

Dear Ms. Candelaria,

On behalf of Meridian Consultants, Applied EarthWorks, Inc. (Æ) is conducting a cultural resource study, in compliance with the California Environmental Quality Act (CEQA), for the proposed City of Claremont Indian Hills Specific Plan Project (Project) within the city of Claremont in Los Angeles County, California. The Project proposes to develop a specific plan for transit oriented development and multi-modal connections to transit for a 17 acre area just south of Claremont Village. The Project area is located on the Ontario, Calif. 7.5' USGS quadrangle map, within an unsectioned area of the San Jose Landgrant in T1S/R8W (see attached map).

A cultural resource literature review and records search conducted at the South Central Coastal Information Center (SCCIC) housed at the California State University, Fullerton, indicates that no less than 38 cultural resource studies have been conducted within a one-mile radius of the Project area; one of these studies intersect the Project area. The records search also indicated that 61 cultural resources have been identified within a one-mile radius of the Project area; one of which (a historical built-environment resource, the Vortex Building) is located within the Project area. The majority of the cultural resources located within one-mile of the Project area are historical built-environment resources associated with the Claremont College and Scripps College for Women which are both historical districts.

Æ performed a reconnaissance cultural resource survey of the Project area on May 8, 2017. During the survey, the undisturbed, open ground surface areas of the Project area were inspected for archaeological resources. Close attention was paid to soils, vegetation, and natural and human-modified landforms. Naturally occurring rocks were inspected for any indication of prehistoric or historic human modification. No prehistoric or historic-period archaeological resources were identified during the survey. The surveyor identified 20 additional historical built-environment resources; eight of which are locally registered with the City of Claremont (in addition to the Vortex Building).

As part of the cultural resource inventory of the Project area, Æ requested a search of the Native American Heritage Commission's (NAHC's) *Sacred Lands File* on May 11, 2017. The NAHC responded on May 15, 2017 indicating that no Native American cultural resources were identified within the Project area. However, should your records show that cultural properties exist within or near the Project area shown on the enclosed map, please contact me at (626) 578-0119 (ext. 116) or via e-mail at

SAMPLE

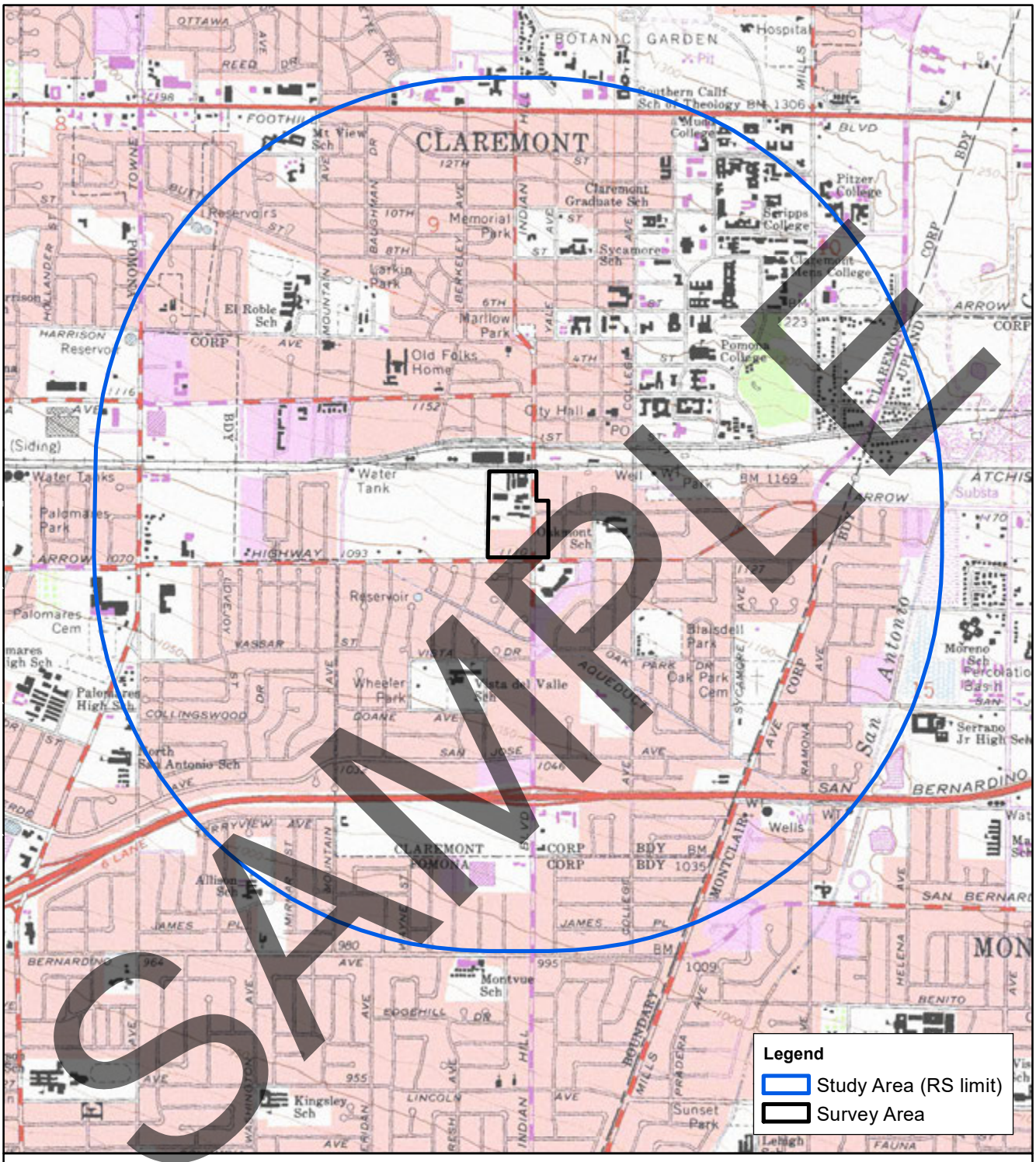
rthomas@appliedearthworks.com. If I do not hear from you within in the next two weeks, I will contact you with a follow-up phone call or email.

Your comments are very important to us, and to the successful completion of this Project. I look forward to hearing from you in the near future. Thank you, in advance, for taking the time to review this request.

Respectfully yours,

Roberta Thomas, M.A., RPA
Associate Archaeologist
Applied EarthWorks, Inc.

SAMPLE




SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

San Jose Landgrant and Township 1 South, Range 8 West, Sections 3-4, 8-10, 15, and 22
Ontario (1953-PR1979), CA 7.5' USGS Quadrangle

**Records Search location map for the *City of Claremont Specific Plan Project.***

LIST OF NATIVE AMERICAN CONTACTS AND RECORD OF RESPONSES

| Name | Initial Letter Contact | Follow Up | Responses |
|---|---|---|---|
| Kimia Fatehi<br>Tribal Historic and Cultural Preservation Officer<br>Fernando Tataviam Band of Mission Indians | Letter/email sent on May 16, 2017 | | Ms. Fatehi responded via email on May 17 indicating that the Project area is located outside of the Tribe's boundary. |
| Andrew Salas<br>Chairperson<br>Gabrieleno Band of Mission Indians – Kizh Nation | Letter/email sent on May 16, 2017 | | Mr. Salas responded via email on May 17 stating that the Project is located within a prehistoric Gabrieleno village area and, as such, the area is very sensitive for Native American cultural resources. He also provided a copy of a book page that indicates the name and general location of a village in the vicinity. Mr. Salas has requested that one of the Tribe's Native American monitors be on site during all ground disturbance to protect any resources that might be unearthed as a result of Project construction. |
| Anthony Morales<br>Chairperson<br>Gabrieleno/Tongva San Gabriel Band of Mission Indians | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up email sent.<br><br>No response received to date. |
| Sandonne Goad<br>Chairperson<br>Gabrielino/Tongva Nation | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up email sent.<br><br>No response received to date. |
| Robert Dorame<br>Chairperson<br>Gabrielino Tongva Indians of California Tribal Council | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up email sent.<br><br>No response received to date. |
| Linda Candelaria<br>Co-Chairperson<br>Gabrielino-Tongva Tribe | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up email sent.<br><br>No response received to date. |
| Temet Aguilar<br>Chairperson<br>Pauma Band of Luiseno Indians – Pauma & Yuima Reservation | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up phone call made; message left on the number listed.<br><br>No response received to date. |

| Name | Initial Letter Contact | Follow Up | Responses |
|---|---|---|---|
| John Valenzuela<br>Chairperson<br>San Fernando Band of Mission Indians | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up email sent.<br><br>No response received to date. |
| Joseph Ontiveros<br>Cultural Resource Department<br>Soboba Band of Luiseno Indians | Letter/email sent on May 16, 2017 | June 6, 2017 | Follow up email sent; Ms. Jessica Valdez was included to ensure that the email was received by the Tribe's Cultural Resource Department.<br><br>No response received to date. |

## Roberta Thomas

**From:** Kimia Fatehi
**Sent:** Wednesday, May 17, 2017 9:26 AM
**To:** Roberta Thomas
**Subject:** Re: Information Request for the Indian Hills Specific Plan Project

Hello,

Thank you for your e-mail. Your Project is outside of the Tribe's boundary.

Best,
Kimia

On Tue, May 16, 2017 at 4:54 PM, Roberta Thomas <rthomas@appliedearthworks.com> wrote:

Good evening,

Attached please find a scoping letter and map for the Indian Hills Specific Plan Project in the city of Claremont, Los Angeles County.

Thank you,

Robbie

***Roberta Thomas*** **| Applied EarthWorks, Inc.**
***Associate Archaeologist***

133 North San Gabriel Blvd., Ste 201

Pasadena, CA 91107
626.578.0119 ext. 116 office
www.appliedearthworks.com

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**Kimia Fatehi**
Director, Public Relations
Officer, Tribal Historic and Cultural Preservation
**Fernandeño Tataviam Band of Mission Indians**
1019 Second Street, Suite 1
San Fernando, California 91340
Mobile: (949) 235-2838
Office: (818) 837-0794
Website: http://www.tataviam-nsn.us

## Roberta Thomas

**From:** Andy
**Sent:** Wednesday, May 17, 2017 11:49 PM
**To:** Roberta Thomas
**Cc:** Matt Teutimez.Kizh Gabrieleno
**Subject:** Re: Information Request for the Indian Hills Specific Plan Project

Dear Roberta Thomas ,
Thank you for your email regarding this project . Please Note that when the NAHC states that there is nothing within in the project location that doesn't mean nothing is NOT there . Please see the following NAHC respond to a lead agency .

We would like to schedule a consultation at your earliest convenience . Thank you

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

November 15, 2016

[redacted]

RE: [redacted] City of Upland; Ontario USGS Quadrangle, San Bernardino County, California

Dear [redacted]

Attached is a contact list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. A search of the SFL was completed for the USGS quadrangle information provided with negative results.

**Our records indicate that the lead agency for this project has not requested a Native American Consultation List for the purposes of formal consultation.** Lists for cultural resource assessments are different than consultation lists. Please note that the intent of the referenced codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.
   - All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

The results of these searches and surveys should be included in the "Tribal Cultural Resources" subsection of the Cultural Resources section of the environmental document submitted for review.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Sent from my iPhone

On May 16, 2017, at 4:57 PM, Roberta Thomas <rthomas@appliedearthworks.com> wrote:

> Good evening,
>
> Attached please find a scoping letter and map for the Indian Hills Specific Plan Project in the city of Claremont, Los Angeles County.
>
> Thank you,
> Robbie

***Roberta Thomas* | Applied EarthWorks, Inc.**
***Associate Archaeologist***

<image001.jpg>
133 North San Gabriel Blvd., Ste 201
Pasadena, CA 91107
626.578.0119 ext. 116 office
www.appliedearthworks.com

<Salas Letter.pdf>

<City of Claremont SP_Cultural RS map.pdf>

## Roberta Thomas

**From:** Andy
**Sent:** Thursday, May 18, 2017 12:14 AM
**To:** Roberta Thomas
**Cc:** Matt Teutimez.Kizh Gabrieleno
**Subject:** Re: Information Request for the Indian Hills Specific Plan Project

Roberta
I also wanted to share the attached document with you. Also regarding site walk through surveys. When it is stated that there were No cultural resources discovered during a walk through survey also does not mean there is nothing beneath . Therefore because your project is within village area and very sensitive we are requesting a tribal monitor to be on site during all ground disturbances . Thank you
McCawley (1996)

"This recitative tells how thin and sick Ouiot grew," wrote Benedict. "Every song of the *Pikmavul* tells about Ouiot and they change from one to the other.

"Then they march around the fire carrying some of the possessions of the dead person, and burn these things, telling how the First People burned Ouiot. Many dance and a few carry the things. Then they stop and sit down for a while.

"They now make an invocation to the sky three times, breathing, groaning indescribable sounds, and put the things on the fire. They sing: 'No towi, no towi, my spirit, my spirit.' These are the songs of Chum towi, our spirit."

Although a late Gabrielino might translate *towis* and *sisu* as "devil" it is probable that he did so either through ignorance of the ancient concepts, or as a part of his general refusal to expose these to possible ridicule. In the ancient religion the "breath," or ghost, was something quite different from *nisun*, the "heart," or soul. The latter never lingered on earth but ascended to the sky to become a planet.

On Reid's list was "Toybipet," located on the Rancho San José, a domain which includes the modern cities of Pomona, La Verne and part of Claremont. The root of this, *tojts*, refers to the "devil woman who was there," living nearby, a *Sisuvit* of the village at "San Antonio." This woman had a child who was not her own. Gopher told the child to run away, and although the woman tried hard to recapture him, he made good his escape. She had very long fingernails and toenails. This woman also was trapped by the white men, but freed by an American government which did not know what to do with her. All this happened "a long time ago."

Another of these names which might have referred to the spirit concept was *Toviscangna*, which shares with *Sibangna*, sometimes recorded on the baptismal

Sent from my iPhone

On May 16, 2017, at 4:57 PM, Roberta Thomas <rthomas@appliedearthworks.com> wrote:

> Good evening,
>
> Attached please find a scoping letter and map for the Indian Hills Specific Plan Project in the city of Claremont, Los Angeles County.
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> ***Roberta Thomas* | Applied EarthWorks, Inc.**
> ***Associate Archaeologist***
>
> <image001.jpg>
> 133 North San Gabriel Blvd., Ste 201
> Pasadena, CA 91107
> 626.578.0119 ext. 116 office
> www.appliedearthworks.com
>
> <Salas Letter.pdf>
> <City of Claremont SP_Cultural RS map.pdf>

# APPENDIX B

# DPR Forms

# APPENDIX D

## Energy

| Table 1. Summary of Annual Energy Use During Operation | | |
|---|---|---|
| **Source** | **Units** | **Buildout** |
| **Electricity** | | |
| Light Industrial | kWh/yr | 888,000 |
| Single Family Residential | kWh/yr | 49,250 |
| General Office | kWh/yr | 129,900 |
| *Total Building* | *kWh/yr* | *1,067,150* |
| Water | kWh/yr | 284,031 |
| **Total Electricity** | **kWh/yr** | **1,351,181** |
| **Natural Gas** | | |
| Light Industrial | kBTU/yr | 1,448,000 |
| Single Family Residential | kBTU/yr | 164,848 |
| General Office | kBTU/yr | 104,100 |
| **Total** | **kBTU/yr** | **1,716,948** |
| **Transportation/On-Site Sources** | | |
| Diesel | gallons | 10,862 |
| Gasoline | gallons | 65,358 |
| **Total** | **gallons** | **76,220** |

| Table 2. Water by Land Use | | | |
|---|---|---|---|
| **Land Use** | **Units** | **Indoor/Outdoor Use** | **Indoor Use** |
| Buildout | Mgal | 20.67/1.34 | 20.67 |

**Water and Wastewater Electricity Intensity (kWh/gallon)**

| | |
|---|---|
| Supply Water | 0.009727 |
| Treat Water | 0.000111 |
| Distribute Water | 0.001272 |
| Wastewater Treatment | 0.001911 |

*Source: CalEEMod User's Guide, Appendix D, Table 9.2 Los Angeles County - Los Angele*

| | | |
|---|---|---|
| Indoor Water Factor | 0.013021 | kWh/gallon (supply, treat, distribute, waste |
| Outdoor Water Factor | 0.01111 | kWh/gallon (supply, treat, and distribute) |

**Notes:**

*Electricity and Natural Gas for the Proposed Project is total operational usage. Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*

| Table 3. On road Vehicles - Operational | | | | |
|---|---|---|---|---|
| | | Fuel Consumption (gal) | | |
| Scenario | Annual VMT | Gasoline | Diesel | Total |
| Unmitigated | 1,758,883 | 65,358 | 10,862 | 76,220 |

| Table 4. Fuel Consumption Summary | | |
|---|---|---|
| Fuel | Fuel Efficiency (MPG) | %Fleet |
| Gasoline | 25.2 | 93.7% |
| Diesel | 9.9 | 6.1% |
| Natural Gas | 3.4 | 0.2% |

**Notes:**

*Percent fleet based on VMT from EMFAC2017 as shown in* ***Table 5: EMFAC2017 Emissions Inventory-Operations***

Annual VMT obtained from the CalEEMod.

*Fuel efficiency based on calculations in* ***Table 5: EMFAC2017 Emissions Inventory-Operations,*** *from EMFAC2017.*

| Table 5. EMFAC2017 Emissions Inventory - Operations | | | | |
|---|---|---|---|---|
| Fuel | VMT (miles/day) | Fuel Consumption (1,000 gal/day) | Fuel Efficiency (miles per gallon) | Fuel Percentage |
| GAS | 268,138,638 | 10,634 | 25.2 | 93.7 |
| DSL | 17,596,625 | 1,781 | 9.9 | 6.1 |
| Natural Gas | 539,849 | 157 | 3.4 | 0.2 |

*Note: Fuel percentage based on VMT.*
*Fuel efficiency calculated using fuel consumption and VMT from EMFAC2017.*

**Buildout**
EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: Los Angeles
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN

| Region | Calendar Year | Vehicle Category | Model Year | Speed | Fuel | Population | VMT | Trips | Fuel_Consumption |
|---|---|---|---|---|---|---|---|---|---|
| LOS ANGELES | 2021 | All Other Buses | Aggregated | Aggregated | DSL | 2395.753094 | 142177.9043 | 20124.326 | 14.3259165 |
| LOS ANGELES | 2021 | LDA | Aggregated | Aggregated | DSL | 33364.94911 | 1336170.355 | 157695.71 | 28.995514 |
| LOS ANGELES | 2021 | LDT1 | Aggregated | Aggregated | DSL | 297.0410267 | 7338.123275 | 1055.646 | 0.34019744 |
| LOS ANGELES | 2021 | LDT2 | Aggregated | Aggregated | DSL | 8126.390234 | 355535.4183 | 40234.87 | 10.5057561 |
| LOS ANGELES | 2021 | LHD1 | Aggregated | Aggregated | DSL | 61698.84585 | 2667214.83 | 776093.86 | 124.558738 |
| LOS ANGELES | 2021 | LHD2 | Aggregated | Aggregated | DSL | 24847.529 | 1035822.88 | 312550.66 | 53.6927664 |
| LOS ANGELES | 2021 | MDV | Aggregated | Aggregated | DSL | 18030.2644 | 734378.7436 | 88958.853 | 28.1215299 |
| LOS ANGELES | 2021 | MH | Aggregated | Aggregated | DSL | 5837.585418 | 61474.42824 | 583.75854 | 5.91762863 |
| LOS ANGELES | 2021 | Motor Coach | Aggregated | Aggregated | DSL | 703.2457106 | 91424.80552 | 10267.387 | 14.43958 |
| LOS ANGELES | 2021 | PTO | Aggregated | Aggregated | DSL | 0 | 78431.86638 | 0 | 16.376071 |
| LOS ANGELES | 2021 | SBUS | Aggregated | Aggregated | DSL | 3836.738425 | 121324.4844 | 44275.429 | 16.1045611 |
| LOS ANGELES | 2021 | T6 Ag | Aggregated | Aggregated | DSL | 12.13095267 | 104.3587548 | 53.376192 | 0.01245006 |
| LOS ANGELES | 2021 | T6 CAIRP heavy | Aggregated | Aggregated | DSL | 334.3089902 | 65862.4333 | 4880.9113 | 5.8875751 |
| LOS ANGELES | 2021 | T6 CAIRP small | Aggregated | Aggregated | DSL | 176.7171664 | 9271.232452 | 2580.0706 | 0.87953936 |
| LOS ANGELES | 2021 | T6 instate construc | Aggregated | Aggregated | DSL | 2463.579926 | 167642.3835 | 11137.749 | 17.1513201 |
| LOS ANGELES | 2021 | T6 instate construc | Aggregated | Aggregated | DSL | 8566.238267 | 443239.724 | 38727.63 | 44.5959743 |
| LOS ANGELES | 2021 | T6 instate heavy | Aggregated | Aggregated | DSL | 10455.48502 | 1410072.143 | 120654.85 | 133.21754 |
| LOS ANGELES | 2021 | T6 instate small | Aggregated | Aggregated | DSL | 38393.79645 | 1920331.232 | 443059.09 | 191.398187 |
| LOS ANGELES | 2021 | T6 OOS heavy | Aggregated | Aggregated | DSL | 191.6398006 | 38081.09496 | 2797.9411 | 3.39693993 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| LOS ANGELES | 2021 | T6 OOS small | Aggregated | Aggregated | DSL | 101.7297612 | 5283.650628 | 1485.2545 | 0.50224621 |
| LOS ANGELES | 2021 | T6 Public | Aggregated | Aggregated | DSL | 4497.854571 | 69891.41772 | 13643.492 | 8.72661111 |
| LOS ANGELES | 2021 | T6 utility | Aggregated | Aggregated | DSL | 1007.559291 | 16957.30385 | 11586.932 | 1.7773803 |
| LOS ANGELES | 2021 | T7 Ag | Aggregated | Aggregated | DSL | 4.854707518 | 113.1890197 | 21.360713 | 0.02033268 |
| LOS ANGELES | 2021 | T7 CAIRP | Aggregated | Aggregated | DSL | 6279.132793 | 1115075.522 | 91675.339 | 165.030438 |
| LOS ANGELES | 2021 | T7 CAIRP construct | Aggregated | Aggregated | DSL | 666.4134286 | 120418.9803 | 3012.8292 | 16.8216232 |
| LOS ANGELES | 2021 | T7 NNOOS | Aggregated | Aggregated | DSL | 6776.419057 | 1359344.742 | 98935.718 | 192.91627 |
| LOS ANGELES | 2021 | T7 NOOS | Aggregated | Aggregated | DSL | 2465.53665 | 438114.9058 | 35996.835 | 66.3671614 |
| LOS ANGELES | 2021 | T7 POLA | Aggregated | Aggregated | DSL | 8055.06441 | 1016317.432 | 61218.49 | 181.646039 |
| LOS ANGELES | 2021 | T7 Public | Aggregated | Aggregated | DSL | 5442.962372 | 110265.6618 | 16510.319 | 19.2585814 |
| LOS ANGELES | 2021 | T7 Single | Aggregated | Aggregated | DSL | 5864.858433 | 394998.5563 | 67679.653 | 62.68356 |
| LOS ANGELES | 2021 | T7 single constructi | Aggregated | Aggregated | DSL | 4248.667003 | 298737.3414 | 19208.058 | 46.1272664 |
| LOS ANGELES | 2021 | T7 SWCV | Aggregated | Aggregated | DSL | 1524.436923 | 62284.87901 | 5945.304 | 30.711876 |
| LOS ANGELES | 2021 | T7 tractor | Aggregated | Aggregated | DSL | 12117.53918 | 1643190.233 | 153892.75 | 238.492637 |
| LOS ANGELES | 2021 | T7 tractor construc | Aggregated | Aggregated | DSL | 3547.888701 | 246432.0056 | 16039.867 | 38.3201864 |
| LOS ANGELES | 2021 | T7 utility | Aggregated | Aggregated | DSL | 403.9712025 | 8195.988304 | 4645.6688 | 1.3089764 |
| LOS ANGELES | 2021 | UBUS | Aggregated | Aggregated | DSL | 37.1389 | 5105.145298 | 148.5556 | 0.80713293 |
| LOS ANGELES | 2021 | LDA | Aggregated | Aggregated | GAS | 3998082.55 | 154957028.3 | 18859046 | 5253.03608 |
| LOS ANGELES | 2021 | LDT1 | Aggregated | Aggregated | GAS | 451923.1455 | 17065391.26 | 2083892.5 | 670.361256 |
| LOS ANGELES | 2021 | LDT2 | Aggregated | Aggregated | GAS | 1370275.92 | 52553142.22 | 6426189.2 | 2238.86259 |
| LOS ANGELES | 2021 | LHD1 | Aggregated | Aggregated | GAS | 108025.983 | 3955472.057 | 1609426.2 | 382.697692 |
| LOS ANGELES | 2021 | LHD2 | Aggregated | Aggregated | GAS | 17947.14388 | 636046.3967 | 267385.7 | 70.6194273 |
| LOS ANGELES | 2021 | MCY | Aggregated | Aggregated | GAS | 174733.5483 | 1259345.847 | 349467.1 | 35.1842513 |
| LOS ANGELES | 2021 | MDV | Aggregated | Aggregated | GAS | 932036.8903 | 33105798.77 | 4313561.3 | 1730.98692 |
| LOS ANGELES | 2021 | MH | Aggregated | Aggregated | GAS | 19738.38855 | 198097.0268 | 1974.6284 | 39.1762534 |
| LOS ANGELES | 2021 | OBUS | Aggregated | Aggregated | GAS | 4043.633604 | 172164.4313 | 80905.021 | 34.9094023 |
| LOS ANGELES | 2021 | SBUS | Aggregated | Aggregated | GAS | 1289.957091 | 53467.22336 | 5159.8284 | 5.87033195 |
| LOS ANGELES | 2021 | T6TS | Aggregated | Aggregated | GAS | 14589.7762 | 807949.859 | 291912.24 | 162.461531 |
| LOS ANGELES | 2021 | T7IS | Aggregated | Aggregated | GAS | 58.22843706 | 5770.219973 | 1165.0346 | 1.44358329 |
| LOS ANGELES | 2021 | UBUS | Aggregated | Aggregated | GAS | 458.4288176 | 33383.22271 | 1833.7153 | 8.03586891 |
| LOS ANGELES | 2021 | LDA | Aggregated | Aggregated | ELEC | 67210.71775 | 2697315.265 | 336259.36 | 0 |
| LOS ANGELES | 2021 | LDT1 | Aggregated | Aggregated | ELEC | 2539.277034 | 100849.3946 | 12618.758 | 0 |
| LOS ANGELES | 2021 | LDT2 | Aggregated | Aggregated | ELEC | 11051.44449 | 368949.9062 | 56028.94 | 0 |
| LOS ANGELES | 2021 | MDV | Aggregated | Aggregated | ELEC | 4837.670599 | 167248.7908 | 24796.004 | 0 |
| LOS ANGELES | 2021 | UBUS | Aggregated | Aggregated | ELEC | 14 | 1217.553685 | 56 | 0 |
| LOS ANGELES | 2021 | T7 SWCV | Aggregated | Aggregated | NG | 2453.780525 | 99862.0129 | 9569.744 | 45.3680742 |
| LOS ANGELES | 2021 | UBUS | Aggregated | Aggregated | NG | 4152.468621 | 439987.1908 | 16609.874 | 111.654151 |

| | VMT Sum | Fuel Sum | Fuel Sum/Year |
|---|---|---|---|
| Diesel | 17596625.4 | 1781.436102 | **650,224,177** |
| Gas | 268138637.7 | 10633.64519 | **3,881,280,493** |
| Natural Gas | 539849.2037 | 157.022225 | **57,313,112** |
| | | | 4,588,817,782 |

| Table 1. Summary of Energy Use During Construction | | |
|---|---|---|
| **Fuel Type** | **Quantity** | |
| **Diesel** | | |
| On-Site Construction Equipment | 375,755 | Gallons |
| Off-Site Motor Vehicles | 740,670 | Gallons |
| **Total** | **1,116,425** | **Gallons** |
| **Gasoline** | | |
| On-Site Construction Equipment | 0 | Gallons |
| Off-Site Motor Vehicles | 681,886 | Gallons |
| **Total** | **681,886** | **Gallons** |
| **Electricity** | | |
| **Total** | **169,203** | **kWh** |

| Table 2. Summary of Annual Energy Use During Operation | | |
|---|---|---|
| **Source** | **Units** | **Buildout** |
| **Electricity** | | |
| Office | kWh/yr | 584,550 |
| Sit Down Restaurant | kWh/yr | 1,589,040 |
| Hotel | kWh/yr | 550,308 |
| Quality Restaurant | kWh/yr | 353,120 |
| Apartments (Low Rise) | kWh/yr | 106,010 |
| Apartments (Mid Rise) | kWh/yr | 3,942,920 |
| Retail | kWh/yr | 553,500 |
| *Total Building* | *kWh/yr* | *7,679,448* |
| Water | kWh/yr | 1,723,843 |
| **Total Electricity** | **kWh/yr** | **9,403,291** |
| **Natural Gas** | | |
| Office | kBTU/yr | 468,450 |
| Sit Down Restaurant | kBTU/yr | 8,307,360 |
| Hotel | kBTU/yr | 1,740,950 |
| Quality Restaurant | kBTU/yr | 1,846,080 |
| Apartments (Low Rise) | kBTU/yr | 408,494 |
| Apartments (Mid Rise) | kBTU/yr | 13,047,900 |
| Retail | kBTU/yr | 67,240 |
| **Total** | **kBTU/yr** | **25,886,474** |
| **Transportation/On-Site Sources** | | |
| Diesel | gallons | 117,733 |
| Gasoline | gallons | 588,058 |
| **Total** | **gallons** | **705,791** |

| Table 3. Water by Land Use | | | |
|---|---|---|---|
| **Land Use** | **Units** | **Indoor/Outdoor Use** | **Indoor Use** |
| Buildout | Mgal | 90.76/48.79 | 90.76 |

**Water and Wastewater Electricity Intensity (kWh/gallon)**

| | |
|---|---|
| Supply Water | 0.009727 |
| Treat Water | 0.000111 |
| Distribute Water | 0.001272 |
| Wastewater Treatment | 0.001911 |

*Source: CalEEMod User's Guide, Appendix D, Table 9.2 Los Angeles County - Los An*

| | | |
|---|---|---|
| Indoor Water Factor | 0.013021 | kWh/gallon (supply, treat, distribute, wast |
| Outdoor Water Factor | 0.01111 | kWh/gallon (supply, treat, and distribute) |

**Notes:**

*Electricity and Natural Gas for the Proposed Project is total operational usage. Electricity, natural gas, and mobile usage was calculated from CalEEMod. Indoor water factor used for entire Project Site for conservative analysis.*

| Table 4. Off-Road Equipment Fuel Usage During Construction | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase Name | Off-road Equipment Type | Amount | Hours per Day | Horsepower | Load Factor | Number of Days | Diesel Fuel Usage (Gallons per Project) |
| Demolition | Concrete/Industrial Saws | 1 | 8 | 81 | 0.73 | 30 | 710 |
| Demolition | Excavators | 3 | 8 | 158 | 0.38 | 30 | 2,161 |
| Demolition | Rubber Tired Dozers | 2 | 8 | 247 | 0.4 | 30 | 2,371 |
| Site Preparation | Rubber Tired Dozers | 3 | 8 | 247 | 0.4 | 20 | 2,371 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8 | 97 | 0.37 | 20 | 1,148 |
| Grading | Excavators | 2 | 8 | 158 | 0.38 | 45 | 2,161 |
| Grading | Graders | 1 | 8 | 187 | 0.41 | 45 | 1,380 |
| Grading | Rubber Tired Dozers | 1 | 8 | 247 | 0.4 | 45 | 1,778 |
| Grading | Scrpaers | 2 | 8 | 367 | 0.48 | 45 | 6,342 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8 | 97 | 0.37 | 45 | 1,292 |
| Building Construction | Cranes | 1 | 7 | 231 | 0.29 | 1,543 | 36,178 |
| Building Construction | Forklifts | 3 | 8 | 89 | 0.2 | 1,543 | 32,958 |
| Building Construction | Generator Sets | 1 | 8 | 84 | 0.74 | 1,543 | 38,365 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7 | 97 | 0.37 | 1,543 | 58,147 |
| Building Construction | Welders | 1 | 8 | 46 | 0.45 | 1,543 | 12,776 |
| Architectural Coating | Air Compressors | 1 | 6 | 78 | 0.48 | 132 | 1,483 |
| Paving | Pavers | 2 | 8 | 130 | 0.42 | 45 | 1,966 |
| Paving | Paving Equipment | 2 | 8 | 132 | 36 | 45 | 171,072 |
| Paving | Rollers | 2 | 8 | 80 | 0.38 | 45 | 1,094 |
| **Sub-Total** | | | | | | | **375,755** |

**Notes:**

*Equipment assumptions from CalEEMod.*

*Fuel usage estimate of 0.05 gallons per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3 E.*

| Table 5. On-Road Vehicle Fuel Usage During Construction | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily Trips | | Total | | | Trip Length (Miles) | | | Total Length (Miles) | | | Fuel Consumption (Gallons) | |
| Phase | Days | Worker | Vendor | Worker Trips | Vendor Trips | Haul Trips | Worker | Vendor | Hauling | Worker | Vendor | Hauling | Gasoline | Diesel |
| Demolition | 30 | 15 | 0 | 450 | 0 | 458 | 14.7 | 6.9 | 20 | 6,615 | 0 | 9,160 | 245 | 1,604 |
| Site Preparation | 20 | 18 | 0 | 360 | 0 | 0 | 14.7 | 6.9 | 20 | 5,292 | 0 | 0 | 196 | 143 |
| Grading | 45 | 20 | 0 | 900 | 0 | 0 | 14.7 | 6.9 | 20 | 13,230 | 0 | 0 | 490 | 359 |
| Building Construction | 1,543 | 796 | 140 | 1,228,228 | 216,020 | 0 | 14.7 | 6.9 | 20 | 18,054,952 | 1,490,538 | 0 | 669,152 | 721,152 |
| Architectural Coating | 132 | 159 | 62 | 20,988 | 8,184 | 0 | 14.7 | 6.9 | 20 | 308,524 | 56,470 | 0 | 11,434 | 17,143 |
| Paving | 45 | 15 | 0 | 675 | 0 | 0 | 14.7 | 6.9 | 20 | 9,923 | 0 | 0 | 368 | 269 |
| **Total** | **1815** | **1023** | **202** | **1,251,601** | **224,204** | **458** | **n/a** | **n/a** | **n/a** | **18,398,535** | **1,547,008** | **9,160** | **681,886** | **740,670** |

| **Fuel Efficiency** | Gas | DSL |
|---|---|---|
| Workers | 26.98 | 36.89 |
| Vendor/Haul Trucks | 0 | 6.43 |

| | | |
|---|---|---|
| Total | 681,886 | 740,670 |

**Notes:**

*Fuel efficiency calculated in* ***Table 10: EMFAC2017 Results - Construction.***

| Table 6. Water Usage for Control of Fugitive Dust During Construction | | | | |
|---|---|---|---|---|
| **Phase Name** | **Square Feet** | **Acres** | **Gallons for Project** | **Electricity (kWh)** |
| Project | - | 24.0 | **17,395,200** | **169,203.1** |

**Notes:**

*Project site is 24 acres in size*

**Construction Schedule**

| | |
|---|---|
| 5 | days per week |
| 20 | days per month |
| 240 | days per year |

**Water Usage**

| | |
|---|---|
| 3,020 | gallons per acre per day |

*Source: Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition*

**Supply Water Electricity Intensity**

| | |
|---|---|
| 0.009727 | kWh/gallons (CalEEMod default for South Coast Air Basin) |
| 43,560.00 | sf to acres |

| Table 10. EMFAC2017 Results - Construction | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Vehicle Class** | **Fuel** | **VMT (miles per day)** | **Fuel (1,000 gal per day)** | **Fuel Efficiency (miles per gallon)** | **Fuel** | **VMT (miles per day)** | **Fuel (1,000 gal per day)** | **Fuel Efficiency (miles per gallon)** |
| LDA | GAS | 154,957,028 | 5,253.04 | 29.50 | DSL | 1,336,170 | 29.00 | 46.08 |
| LDT1 | GAS | 17,065,391 | 670.36 | 25.46 | DSL | 7,338 | 0.34 | 21.57 |
| LDT2 | GAS | 52,553,142 | 2,238.86 | 23.47 | DSL | 355,535 | 10.51 | 33.84 |
| | | | **Average (LDA, LDT1, LDT2)** | **26.98** | | | | **36.89** |
| T7 Tractor Construction | DSL | 246,432 | 38.32 | 6.43 | | | | |

**Construction Worker Fleet Mix**

| | |
|---|---|
| LDA | 50% |
| LDT1 | 25% |
| LDT2 | 25% |

**Vendor and Delivery/Haul Truck Fleet Mix**

| | |
|---|---|
| HHDT | 100% |

EMFAC2014 (v1.0.7) Emissions Inventory
Region Type: County
Region: Los Angeles
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

| Region | CalYr | VehClass | MdlYr | Speed | Fuel | Population | VMT | Trips | Fuel_Consumption |
|---|---|---|---|---|---|---|---|---|---|
| LOS ANGELES | 2021 | LDA | Aggregated | Aggregated | GAS | 3998082.55 | 154957028.3 | 18859046.25 | 5253.036076 |
| LOS ANGELES | 2021 | LDA | Aggregated | Aggregated | DSL | 33364.94911 | 1336170.355 | 157695.7088 | 28.995514 |
| LOS ANGELES | 2021 | LDA | Aggregated | Aggregated | ELEC | 67210.71775 | 2697315.265 | 336259.3563 | 0 |
| LOS ANGELES | 2021 | LDT1 | Aggregated | Aggregated | GAS | 451923.1455 | 17065391.26 | 2083892.52 | 670.3612556 |
| LOS ANGELES | 2021 | LDT1 | Aggregated | Aggregated | DSL | 297.0410267 | 7338.123275 | 1055.645987 | 0.340197438 |
| LOS ANGELES | 2021 | LDT1 | Aggregated | Aggregated | ELEC | 2539.277034 | 100849.3946 | 12618.75756 | 0 |
| LOS ANGELES | 2021 | LDT2 | Aggregated | Aggregated | GAS | 1370275.92 | 52553142.22 | 6426189.155 | 2238.862589 |
| LOS ANGELES | 2021 | LDT2 | Aggregated | Aggregated | DSL | 8126.390234 | 355535.4183 | 40234.87001 | 10.50575614 |
| LOS ANGELES | 2021 | LDT2 | Aggregated | Aggregated | ELEC | 11051.44449 | 368949.9062 | 56028.93957 | 0 |
| LOS ANGELES | 2021 | T7 tractor constr | Aggregated | Aggregated | DSL | 3547.888701 | 246432.0056 | 16039.86688 | 38.32018639 |
| | | | | | | | | | 8240.421574 |
| | | | | | | | | | 8240421.574 |

| | | | | |
|---|---|---|---|---|
| Gas | 8162.25992 | 8162259.92 | 2979224871 | 3,007,753,874.51 |
| Diesel | 39.84146758 | 39841.46758 | 14542135.67 | |
| Electricity | 0 | 0 | 0 | |

| Table 7. On road Vehicles - Operational | | | | |
|---|---|---|---|---|
| | | Fuel Consumption (gal) | | |
| Scenario | Annual VMT | Gasoline | Diesel | Total |
| Unmitigated | 19,735,424 | 588,058 | 117,733 | 705,791 |

| Table 8. Fuel Consumption Summary | | |
|---|---|---|
| Fuel | Fuel Efficiency (MPG) | %Fleet |
| Gasoline | 31.1 | 92.6% |
| Diesel | 12.1 | 7.2% |
| Natural Gas | 3.4 | 0.2% |

**Notes:**

*Percent fleet based on VMT from EMFAC2017 as shown in* ***Table 9: EMFAC2017 Emissions Inventory-Operations***

Annual VMT obtained from the CalEEMod.

*Fuel efficiency based on calculations in* ***Table 9: EMFAC2017 Emissions Inventory-Operations,*** *from EMFAC2017.*

| Table 9. EMFAC2017 Emissions Inventory - Operations | | | | |
|---|---|---|---|---|
| Fuel | VMT (miles/day) | Fuel Consumption (1,000 gal/day) | Fuel Efficiency (miles per gallon) | Fuel Percentage |
| GAS | 274,403,949 | 8,830 | 31.1 | 92.6 |
| DSL | 21,279,675 | 1,763 | 12.1 | 7.2 |
| Natural Gas | 610,719 | 177 | 3.4 | 0.2 |

*Note: Fuel percentage based on VMT.*
*Fuel efficiency calculated using fuel consumption and VMT from EMFAC2017.*

**Buildout**
EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: Los Angeles
Calendar Year: 2028
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN

| Region | Calendar Year | Vehicle Category | Model Year | Speed | Fuel | Population | VMT | Trips | Fuel_Consumption |
|---|---|---|---|---|---|---|---|---|---|
| LOS ANGELES | 2028 | All Other Buses | Aggregated | Aggregated | DSL | 3028.051473 | 170951.1317 | 25435.632 | 14.8562285 |
| LOS ANGELES | 2028 | LDA | Aggregated | Aggregated | DSL | 45151.7604 | 1679125.713 | 216188.02 | 30.7581088 |
| LOS ANGELES | 2028 | LDT1 | Aggregated | Aggregated | DSL | 138.0170597 | 3764.186379 | 544.22733 | 0.15256681 |
| LOS ANGELES | 2028 | LDT2 | Aggregated | Aggregated | DSL | 13534.56727 | 504449.4711 | 65431.78 | 12.5372934 |
| LOS ANGELES | 2028 | LHD1 | Aggregated | Aggregated | DSL | 92816.51093 | 3542244.231 | 1167514.9 | 148.272161 |
| LOS ANGELES | 2028 | LHD2 | Aggregated | Aggregated | DSL | 37777.42206 | 1383164.119 | 475192.45 | 64.388286 |
| LOS ANGELES | 2028 | MDV | Aggregated | Aggregated | DSL | 29374.54339 | 1032500.346 | 141788.13 | 33.1111338 |
| LOS ANGELES | 2028 | MH | Aggregated | Aggregated | DSL | 7816.990283 | 76000.88399 | 781.69903 | 6.63504553 |
| LOS ANGELES | 2028 | Motor Coach | Aggregated | Aggregated | DSL | 846.6414022 | 102483.9657 | 12360.964 | 14.0783393 |
| LOS ANGELES | 2028 | PTO | Aggregated | Aggregated | DSL | 0 | 83753.37523 | 0 | 15.3005154 |
| LOS ANGELES | 2028 | SBUS | Aggregated | Aggregated | DSL | 3978.821935 | 125716.6889 | 45915.053 | 15.312471 |
| LOS ANGELES | 2028 | T6 Ag | Aggregated | Aggregated | DSL | 12.9853684 | 70.52520942 | 57.135621 | 0.00835451 |
| LOS ANGELES | 2028 | T6 CAIRP heavy | Aggregated | Aggregated | DSL | 409.7003034 | 74066.87496 | 5981.6244 | 5.43905165 |
| LOS ANGELES | 2028 | T6 CAIRP small | Aggregated | Aggregated | DSL | 223.8114985 | 10517.78044 | 3267.6479 | 0.8534893 |
| LOS ANGELES | 2028 | T6 instate construc | Aggregated | Aggregated | DSL | 2818.886743 | 171712.3474 | 12744.077 | 15.3761474 |
| LOS ANGELES | 2028 | T6 instate construc | Aggregated | Aggregated | DSL | 9000.654181 | 456790.5901 | 40691.608 | 39.2662373 |
| LOS ANGELES | 2028 | T6 instate heavy | Aggregated | Aggregated | DSL | 14242.83921 | 1689774.124 | 164360.39 | 135.250075 |
| LOS ANGELES | 2028 | T6 instate small | Aggregated | Aggregated | DSL | 47385.47844 | 2266994.994 | 546821.85 | 193.270716 |
| LOS ANGELES | 2028 | T6 OOS heavy | Aggregated | Aggregated | DSL | 237.6248765 | 43058.46001 | 3469.3232 | 3.16003569 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| LOS ANGELES | 2028 | T6 OOS small | Aggregated | Aggregated | DSL | 127.7762081 | 5969.085353 | 1865.5326 | 0.48505245 |
| LOS ANGELES | 2028 | T6 Public | Aggregated | Aggregated | DSL | 4798.579398 | 75671.49216 | 14555.691 | 8.27784369 |
| LOS ANGELES | 2028 | T6 utility | Aggregated | Aggregated | DSL | 1084.617911 | 17993.35762 | 12473.106 | 1.63697769 |
| LOS ANGELES | 2028 | T7 Ag | Aggregated | Aggregated | DSL | 6.732828346 | 21.51531405 | 29.624445 | 0.00488466 |
| LOS ANGELES | 2028 | T7 CAIRP | Aggregated | Aggregated | DSL | 6466.504783 | 1248733.655 | 94410.97 | 152.243029 |
| LOS ANGELES | 2028 | T7 CAIRP construct | Aggregated | Aggregated | DSL | 671.4071864 | 123342.4708 | 3035.4058 | 14.5378709 |
| LOS ANGELES | 2028 | T7 NNOOS | Aggregated | Aggregated | DSL | 8325.235654 | 1522176.498 | 121548.44 | 177.312969 |
| LOS ANGELES | 2028 | T7 NOOS | Aggregated | Aggregated | DSL | 2582.082985 | 490658.5044 | 37698.412 | 61.5217315 |
| LOS ANGELES | 2028 | T7 POLA | Aggregated | Aggregated | DSL | 9086.792339 | 1462035.636 | 69059.622 | 216.409023 |
| LOS ANGELES | 2028 | T7 Public | Aggregated | Aggregated | DSL | 5827.275878 | 118051.7777 | 17676.07 | 18.2467225 |
| LOS ANGELES | 2028 | T7 Single | Aggregated | Aggregated | DSL | 6183.515388 | 421798.7386 | 71356.91 | 57.4621221 |
| LOS ANGELES | 2028 | T7 single constructi | Aggregated | Aggregated | DSL | 4328.621552 | 305989.9836 | 19569.53 | 40.2983515 |
| LOS ANGELES | 2028 | T7 SWCV | Aggregated | Aggregated | DSL | 773.0643777 | 31584.9816 | 3014.9511 | 15.4870628 |
| LOS ANGELES | 2028 | T7 tractor | Aggregated | Aggregated | DSL | 15101.21747 | 1777391.57 | 191785.46 | 216.409065 |
| LOS ANGELES | 2028 | T7 tractor construc | Aggregated | Aggregated | DSL | 3664.045457 | 252414.7969 | 16565.007 | 33.5004479 |
| LOS ANGELES | 2028 | T7 utility | Aggregated | Aggregated | DSL | 429.5905176 | 8700.873304 | 4940.291 | 1.27257891 |
| LOS ANGELES | 2028 | UBUS | Aggregated | Aggregated | DSL | 0 | 0 | 0 | 0 |
| LOS ANGELES | 2028 | LDA | Aggregated | Aggregated | GAS | 4260665.777 | 151032519.1 | 20071135 | 4281.76191 |
| LOS ANGELES | 2028 | LDT1 | Aggregated | Aggregated | GAS | 547345.8492 | 18937123.51 | 2537622.8 | 629.60734 |
| LOS ANGELES | 2028 | LDT2 | Aggregated | Aggregated | GAS | 1555368.616 | 54793345.98 | 7301460.1 | 1863.58517 |
| LOS ANGELES | 2028 | LHD1 | Aggregated | Aggregated | GAS | 107836.2516 | 3756340.734 | 1606599.5 | 330.408535 |
| LOS ANGELES | 2028 | LHD2 | Aggregated | Aggregated | GAS | 18955.01525 | 636747.7133 | 282401.48 | 64.4164612 |
| LOS ANGELES | 2028 | MCY | Aggregated | Aggregated | GAS | 218157.5601 | 1403717.656 | 436315.12 | 39.6208573 |
| LOS ANGELES | 2028 | MDV | Aggregated | Aggregated | GAS | 1003846.118 | 33141341.44 | 4671965.4 | 1389.99253 |
| LOS ANGELES | 2028 | MH | Aggregated | Aggregated | GAS | 19829.72329 | 198357.4129 | 1983.7655 | 35.0505841 |
| LOS ANGELES | 2028 | OBUS | Aggregated | Aggregated | GAS | 4004.854903 | 151310.7632 | 80129.137 | 27.4929325 |
| LOS ANGELES | 2028 | SBUS | Aggregated | Aggregated | GAS | 2007.891274 | 76428.4286 | 8031.5651 | 7.79659701 |
| LOS ANGELES | 2028 | T6TS | Aggregated | Aggregated | GAS | 15672.41942 | 844458.7493 | 313573.77 | 151.493127 |
| LOS ANGELES | 2028 | T7IS | Aggregated | Aggregated | GAS | 53.00274758 | 7079.013563 | 1060.479 | 1.49994603 |
| LOS ANGELES | 2028 | UBUS | Aggregated | Aggregated | GAS | 480.5220833 | 34770.19391 | 1922.0883 | 7.11291123 |
| LOS ANGELES | 2028 | LDA | Aggregated | Aggregated | ELEC | 170919.7038 | 6950369.331 | 842885.87 | 0 |
| LOS ANGELES | 2028 | LDT1 | Aggregated | Aggregated | ELEC | 11328.09342 | 469619.7788 | 56210.559 | 0 |
| LOS ANGELES | 2028 | LDT2 | Aggregated | Aggregated | ELEC | 40872.83739 | 1170687.267 | 202752.79 | 0 |
| LOS ANGELES | 2028 | MDV | Aggregated | Aggregated | ELEC | 27357.67712 | 799584.3056 | 136637.31 | 0 |
| LOS ANGELES | 2028 | UBUS | Aggregated | Aggregated | ELEC | 2 | 147.1503742 | 8 | 0 |
| LOS ANGELES | 2028 | T7 SWCV | Aggregated | Aggregated | NG | 3583.592281 | 146013.0157 | 13976.01 | 58.995236 |
| LOS ANGELES | 2028 | UBUS | Aggregated | Aggregated | NG | 4376.254608 | 464705.5557 | 17505.018 | 118.147886 |

| | VMT Sum | Fuel Sum | Fuel Sum/Year |
|---|---|---|---|
| Diesel | 21279674.74 | 1763.131989 | **643,543,176** |
| Gas | 274403948.5 | 8829.838902 | **3,222,891,199** |
| Natural Gas | 610718.5714 | 177.143122 | **64,657,240** |
| | | | 3,931,091,615 |

# APPENDIX E

## Geotechnical Report

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# GEOTECHNICAL STUDY TO SUPPORT THE ENVIRONMENTAL IMPACT REPORT VILLAGE SOUTH SPECIFIC PLAN EAST AND WEST OF INDIAN HILL BOULEVARD NORTH OF ARROW HIGHWAY CITY OF CLAREMONT, CALIFORNIA

Prepared for:

**MERIDIAN CONSULTANTS, LLC**
910 Hampshire Road, Suite V
Westlake Village, California 91361

Project No. 11647.002

July 12, 2017

DRAFT

July 12, 2017

Project No. 11647.002

To: Meridian Consultants, LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

Attention: Mr. Tony Locacciato

Subject: Geotechnical Study to Support the Environmental Impact Report, Village South Specific Plan, East and West of Indian Hill Boulevard, North of Arrow Highway, City of Claremont, California

In accordance with your request and authorization, Leighton Consulting, Inc. (Leighton) has conducted a geotechnical study to support the Environmental Impact Report (EIR) for the Village South Specific Plan to be located east of Bucknell Avenue, south of Santa Fe Street and north of Arrow Highway in the City of Claremont, California (see Figures 1 and 2, *Site Location Map)*. The site consists of 34 properties on a total of approximately 17 acres. We understand the currently proposed specific plan will consist of rezoning the subject site to encourage pedestrian-oriented development in order to support nearby transit stations and mixed use areas. The purpose of this study has been to evaluate the impact of geologic/geotechnical conditions on future site development based on existing data, with the understanding that this report will be incorporated into an Environmental Impact Report (EIR). This study is based on our understanding of the project from the City of Claremont Request for Proposals for the Indian Hill Corridor Specific Plan, issued October 12, 2016, our site reconnaissance, and our review of available pertinent reports, maps, and aerial photographs as well as data collected during previous exploration in the area.

Specific items addressed in our study include:

- Onsite earth units and their engineering characteristics
- Faulting and seismicity
- Secondary seismic hazards
- Slope stability
- Geologic structure
- Groundwater conditions
- Erosion

This report summarizes our findings and conclusions and presents possible mitigation measures for the geotechnical constraints identified for development of the project. The most significant potential geotechnical hazard affecting the project site is strong seismic shaking. Good planning and design of the project can limit the impact of this and other geotechnical constraints discussed in this report. Although we have not identified any major geologic conditions that would preclude development of the project, additional geotechnical investigation(s) based on actual development plans will be required to more fully evaluate potential geotechnical impacts to site development and to provide detailed, specific recommendations for the project as conceptually planned.

We appreciate the opportunity to provide our services for this interesting project. If you have any questions, please contact this office at your convenience.

Respectfully submitted,

LEIGHTON CONSULTING, INC.

Jason D. Hertzberg, GE 2711
Principal Engineer

Philip A. Buchiarelli, CEG 1715
Principal Geologist

BER/JMD/SGO/JDH/PB/rsm

Distribution: (1) Addressee

DRAFT

11647.002

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GBA *Important Information About Your Geotechnical Report*

# 1.0 INTRODUCTION

## 1.1 Site Location and Topography

The project is located on approximately 17 acres of land located east of Bucknell Avenue, south of Santa Fe Street and north of Arrow Highway. The northern portion of the site is bounded to the east by Indian Hill Boulevard. The site also includes the first row of parcels on the eastern side of Indian Hill in the southern portion of the site (see Figures 1 and 2, *Site Location Map*).

Review of the California Geological Survey (CGS) "Ontario Quadrangle Seismic Hazard Zones" map (2000) indicates the site is located in Section 9, Township 1 South, Range 8 West of the San Bernardino Baseline and Meridian. Topographic map coverage of the subject site and vicinity indicates ground surface elevations ranging from approximately 1,140 feet above mean sea level (msl) in the north portion of the site to approximately 1,108 feet msl in the south portion of the site. Drainage is accomplished as sheetflow over paved and unpaved surfaces to the curb and gutter.

## 1.2 Purpose

The purpose of our study has been to review available geologic/geotechnical data (Section 5.0, *References*) to look for adverse geologic and seismic conditions at the site that would have a significant impact on the proposed improvements. The presented geotechnical recommendations derived from our findings are general and preliminary, and will not be sufficient for design and building/grading permit approval by governing agencies (i.e., county or city building departments). The information provided herein is intended for use as part of the Environmental Impact Report (EIR) currently being prepared by others for the project.

## 1.3 Scope of Work

This study was conducted in general accordance with the guidelines set forth by the California Geological Survey for preparation of Environmental Impact Reports. More specifically, this geotechnical study was conducted as follows:

- Available published geotechnical reports and geologic maps were reviewed and the data analyzed with respect to the specific plan. The literature search also included review and analysis of aerial photographs from flights between 1938 and 2012 obtained from our in-house library and outside sources. The references and aerial photographs reviewed are listed in Section 5.0, *References*.

- Review of geotechnical data collected during previous explorations in the general vicinity of the site, including test pit excavations and hollow-stem auger borings.

- Preparation of this report addressing the geologic, seismic, groundwater, and soil engineering aspects of the site. This report is based on our experience in the general site vicinity and review and incorporation of data obtained from the above-mentioned sources. General geotechnical aspects of the site have been reviewed, and where appropriate, potential mitigation measures are provided.

## 1.4 Aerial Review and Previous Uses

Review of aerial photos spanning from 1938 to 2016 indicates the site was used primarily for agriculture in 1938 with approximately nine single-story detached residential units in the southern area of the property and what appears to be a larger single-story warehouse in the north. By 1959, the agriculture crops had been cleared, approximately 5 warehouses had been developed in the central area of the property, and more single-story detached residential units had been developed in the south, totaling about 20. From 1959 to present, the remaining space between the warehouses was paved and used for what looks like truck and trailer parking/storage. In 1979, a gas station was developed on the southeastern corner of the site, which is still in use, and many of the single-story detached residential units are currently being used as store-fronts.

## 1.5 Proposed Project

Our understanding of the project is based on our discussions with you and the City of Claremont Request for Proposals (RFP) for Indian Hill Corridor Specific Plan provided by you. We understand that the project name has since been changed to “Village South Specific Plan”. Based on the information provided in the RFP, the City of Claremont plans to prepare a new specific plan for the project area. An environmental impact report (EIR) will be included as a part of the new specific plan.

# 2.0 GEOTECHNICAL CONDITIONS

## 2.1 Regional Geologic Setting

The site is located in the Los Angeles Basin in the northern portion Peninsular Range geomorphic province of California. This is an area of complex geology as the relatively northwestward-moving Peninsular Range Province collides with the Transverse Range Province (San Gabriel Mountains) to the north. Several active or potentially active faults have been mapped in the region and are believed to accommodate compression associated with this collision. The site is located approximately 2.3 miles south of the active Cucamonga fault. The San Jose fault has been mapped to either traverse the site in the southeast (CDMG, 1977), or is mapped approximately 0.1 miles southeast of the site (CGS, 2000a; Chino Basin Watermaster, 2012). In the region of the site, the San Jose Fault has been mapped only as a subsurface water barrier within Quaternary alluvium (CDMG, 1977), and is considered potentially active. Faulting is discussed further in Section 2.7 of this report.

The site is underlain by a thick accumulation of alluvial soil consisting of sand, gravel, silt, and clay eroded from the San Gabriel Mountains, then transported and deposited at the site. The valley surface in the region is covered by fine- to very coarse-grained younger Quaternary alluvial soil deposits that make up the upper portion of the large alluvial fan developed by San Antonio Creek and other drainages from the San Gabriel Mountains north of this site. The portion of the alluvial fan in the site vicinity is dominated by deposits rich in sand and gravel.

Review of regional geologic maps and historical topographic maps spanning the time period from 1938 to 2016 did not identify geologic features of significance that could potentially affect the site.

## 2.2 Earth Units

***Quaternary Age Alluvium (Qa)***: Geological mapping of the area (Dibblee, 2002) indicates that the subject area is underlain by Quaternary age (<1.5 million years) alluvium. Based on previous subsurface investigations in the vicinity of the site, these deposits are expected to consist of silty sand with gravel, sand with gravel and cobbles, gravel and sand, and gravel. For an overview of mapped geologic units see Figure 3, *Regional Geology Map*.

## 2.3 Groundwater

Groundwater was not encountered during any of the reviewed borings excavated during previous projects in the vicinity. Borings from these projects extended to depths reaching 56.5 feet below the ground surface (bgs). Shallow groundwater levels are not expected to be present beneath the site. California Geologic Survey (CGS) groundwater data indicates the historically highest level of groundwater recorded in the site vicinity was on the order of 100 feet bgs (CGS, 2000). California Department of Water Resources (CDWR) data from an active nearby well shows current groundwater levels at approximately 180 feet bgs.

Fluctuations of the groundwater level, localized zones of perched water and an increase in soil moisture should be anticipated during and following the rainy season or following construction of any stormwater infiltration devices. Infiltration testing was not performed as part of this study. Subsurface soils below the site appear to be suitable to accommodate infiltration; however, infiltration testing specific to planned locations (if any) should be performed to quantify design rates for which water is anticipated to infiltrate into the subsurface soils. Infiltration devices should be constructed in native alluvial soil, since compacted fill typically does not infiltrate well. Should basins be planned, care should be taken during grading and construction to leave the bottom of the basins in an as-natural condition as possible. Shallow groundwater impacts on subterranean structures, should they become a consideration, and underground utilities, etc. should be anticipated as possible future conditions in design aspects of infiltration devices. Infiltration devices should be located away from building foundations, below-grade walls and other sensitive structures.

## 2.4 Soil Expansion Potential

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink with the loss of water. Foundations and structures constructed on these soils can be subjected to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of building foundations and slabs-on-grade could result. Standard engineering and earthwork construction practices, such as proper foundation design and proper moisture conditioning of earthen fills will reduce the impacts associated with expansive soils.

Based on the granular materials described in previous subsurface explorations nearby, we expect the onsite native soils to have very low expansion potential.

## 2.5 Soil Corrosion Potential

In general, soil environments that are detrimental to concrete have high concentrations of soluble sulfates and/or pH values of less than 5.5. Soils with chloride content greater than 500 ppm per California Test 532 are considered corrosive to steel, either in the form of reinforcement protected by concrete cover or plain steel substructures, such as steel pipes. Additionally, soil with minimum resistivity of less than 2,000 Ohm-cm is considered corrosive to ferrous metal.

We recommend that corrosion testing be conducted as part of geotechnical investigations for future proposed projects.

## 2.6 Excavation Characteristics

Based on previous subsurface explorations nearby and experience from grading jobs in the vicinity of the site, we anticipate that soils at the site will be rippable with modern earth-moving equipment. However, oversized rock and abundant cobbles are anticipated to be present within the shallow alluvium underlying the site. Caving of cohesionless strata and loose fill soil may be encountered in unshored excavations. To protect workers entering excavations, excavations should be performed in accordance with OSHA and Cal-OSHA requirements, and the current edition of the California Construction Safety Orders, see: http://www.dir.ca.gov/title8/sb4a6.

Contractors should be advised that fill soil should be considered Type C soil (unless otherwise determined) as defined in the California Construction Safety Orders. As indicated in Table B-1 of Article 6, Section 1541.1, Appendix B, of the California Construction Safety Orders, excavations less than 20 feet deep within Type C soil should be sloped back no steeper than 1½:1 (horizontal:vertical), where workers are to enter the excavation. This may be impractical near adjacent existing utilities and structures; so shoring may be required depending on trench locations. Loose, non-cohesive sand and sandy gravel channels below the site should be expected to ravel and cave in unshored excavations.

During construction, soil conditions should be regularly evaluated to verify that conditions are as anticipated. The contractor is responsible for providing the "competent person" required by OSHA standards to evaluate soil conditions. Close coordination between the competent person and the geotechnical consultant should be maintained to facilitate construction while providing safe excavations.

## 2.7 Primary Seismic Hazards

In general, the primary seismic hazards for sites in Southern California include surface fault rupture and strong ground shaking. The potential for surface fault rupture and seismic shaking are discussed below.

The closest major active fault to the site with surface expression is the Cucamonga thrust fault, which is located approximately 2½ miles to the north of the site.

Our review of available in-house literature indicates that the San Jose fault may cross the site in the southeast. In this area, this fault is mapped as a subsurface water barrier within quaternary alluvium that does not extend to the surface (CDMG, 1977). The San Jose Fault is an 11- to 14-mile-long fault that splays west-southwest from the Cucamonga-Sierra Madre Fault Zone in the Upland/Claremont area and continues southwest along the southern boundary of the San Jose Hills. The fault has been mapped based on a water barrier near the project site that reportedly impedes the flow of groundwater, with groundwater levels on the north side of the fault higher than water levels on the south side of the fault (Tinsley et al., 1985; Los Angeles County Department of Public Works, 1996). Because the fault is not present at the surface, its location is poorly constrained.

Two Upland earthquakes of 1988 and 1990 (4.7 Mw and 5.4 Mw, respectively) have been attributed to this fault (Hauksson and Jones, 1991). Analyses of these earthquakes indicate the San Jose Fault has left-lateral strike-slip motion on a northeast-oriented fault plane. However, apparent dip-slip separation of a buried aquifer offset across the fault, plus subsurface mapping suggest the San Jose Fault may be a reverse fault (Yeats, 2001; Hauksson and Jones, 1991). An earthquake on this fault, rupturing the entire length of the fault, could produce a maximum 6.5 Mw earthquake (Cao et al., 2003). No Holocene surface rupture associated with these or other earthquakes on the fault has been found.

Our review of historic aerial photographs does not indicate surface expression of this fault across the site. No State-established Earthquake Fault Zone map has been prepared for the site vicinity. The San Jose fault is the closest potentially active fault to the site.

Considering the fault is not exposed at the surface in the site vicinity and the absence of Holocene surface rupture on the fault, the potential for future surface rupture onsite in the anticipated life of the structures is expected to be low. Nonetheless, the fault appears capable of generating moderately sized earthquakes. As such, the principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California.

- **Mitigation:** Future geologic/geotechnical studies should consider the potential for ground movement associated with the San Jose Fault.

A map showing the active and older faults mapped near the site is included herein as Figure 4, *Regional Fault and Seismicity Map*.

### 2.7.1 Historical Seismicity

Documentation of only the strongest earthquakes in southern California from up to 200 years is available. Early descriptions of earthquakes were rarely specific enough to allow an association with any particular fault zone. It is also not possible to precisely locate epicenters of earthquakes that have occurred prior to the Twentieth Century. Figure 4, *Regional Fault and Seismicity Map*, shows known earthquake events from 1769 to 2010 and nearby faults.

The nearest fault, the San Jose Fault, has been mapped in the near-site vicinity (Bryant, 2005; CDMG, 1977; City of Claremont, 2009).

**Seismicity:** The site is likely to experience strong ground shaking after the proposed project is developed resulting from an earthquake occurring along several major active or potentially active faults in southern California.

- **Mitigation:** This project should be designed in accordance with applicable current codes (California Building Code, 2016) and

standards utilizing the appropriate seismic design parameters presented in Section 3.2 of this report to reduce seismic risk as defined by California Geological Survey (CGS) Chapter 2 of Special Publication 117a (CGS, 2008).

## 2.8 Secondary Seismic Hazards

In general, secondary seismic hazards for sites in the region could include soil liquefaction, earthquake-induced settlement, lateral displacement, landsliding, seiches, and Tsunamis. The potential for secondary seismic hazards at the subject site is discussed below.

**Liquefaction Potential:** Liquefaction is the loss of soil strength or stiffness due to a buildup of excess pore-water pressure during strong ground shaking. Liquefaction is associated primarily with low density, granular, saturated soil. Effects of severe liquefaction can include sand boils, excessive settlement, bearing capacity failures, and lateral spreading.

The site is not mapped within an area prone to liquefaction or landslides as shown on the State of California Seismic Hazard Zones Map for the Ontario Quadrangle (CGS, 2000b); see Figure 5, *Seismic Hazard Map* as overlain in green and blue. Groundwater was not encountered during the nearby referenced explorations to maximum depths of approximately 51.5 feet bgs. Based on these considerations, the potential for liquefaction occurring at the site is considered low.

- **Mitigation:** No mitigation required

**Seismically Induced Settlement:** Seismically induced settlement generally consists predominantly of liquefaction-induced settlement (below groundwater) and to a lesser extent dynamic compaction of unsaturated, granular soil (above groundwater). These settlements occur primarily within low-density sandy soil due to reduction in volume during and shortly after an earthquake event. Based on the depth to groundwater, the potential for liquefaction is considered to be low; therefore, the potential for seismically induced settlement due to liquefaction is also considered low.

Based on our review of nearby geotechnical data, it appears that potential seismic settlement of dry sands is relatively low. However, geotechnical exploration will be required for specific projects to further evaluate the potential for seismic settlement.

- **Mitigation:** Thought to be low; however, should be further evaluated during future project-specific geotechnical studies.

**Earthquake-Induced Lateral Displacement:** Liquefaction may also cause lateral spreading. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area such as an unlined river channel. Since the potential for liquefaction at the site is considered to be low, the potential for lateral spreading at the site is also considered low.

- **Mitigation:** No mitigation required

**Seismically Induced Landslides:** According to the State of California Seismic Hazard Zones Report for the Ontario Quadrangle (CGS, 2000b), see Figure 5, *Seismic Hazard Map* (landslide areas shown in blue on Figure 5), the Site is not located within a zone of potential seismically induced landslides. Due to relatively level ground surrounding the site, the potential for seismically induced landslides at the site is not a consideration for this project.

- **Mitigation:** No mitigation required

**Earthquake-Induced Flooding:** Earthquake-induced flooding can result from the failure of dams or other water-retaining structures resulting from earthquakes. Considering there are no dams or reservoirs within 5 miles of the site, the potential for earthquake-induced flooding of the site due to dam failure is considered low. Flooding due to possible failure of the San Antonio Dam would inundate the project site with approximately 4 to 7 feet of water (United States Army Corps of Engineers, 1986). However, this flood control dam retains significant levels of water at intermittent and short periods of time. Therefore, the probability of site inundation resulting from a seismically induced failure of the San Antonio Dam appears low.

- **Mitigation:** No mitigation required

**Seiches and Tsunamis:** Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Based on the inland elevated location of the site and that there are no significant retained bodies of water near the site, seiches and tsunamis are not considered hazards.

- **Mitigation:** No mitigation required

## 2.9 Flood Hazard

Based on the Flood Insurance Rate Map prepared by The Federal Emergency Management Agency (FEMA), the site is not located within a flood hazard zone (Figure 6, *Flood Hazard Map*). Based on this information, the potential for flooding at the site is considered low. However, flooding should be reviewed during civil design of future projects.

- **Mitigation:** No mitigation anticipated

## 2.10 Slope Stability and Landslides

Since the site generally consists of relatively level terrain, the potential for slope instability and landslides is not considered a geotechnical hazard for the site.

- **Mitigation:** No mitigation required

## 2.11 Methane Gas

The site is not located within a known methane zone.

- **Mitigation:** No mitigation required

## 2.12 Erosion

The erosion characteristics of the unconsolidated alluvial deposits exposed on any future potential cut slopes onsite is expected to be moderately to highly susceptible to erosion. Although not currently anticipated, any manufactured slopes composed of compacted fill would be expected to be moderately susceptible to erosion.

The native soils onsite, as well as fill slopes constructed with native soils, will have a moderate susceptibility to erosion. These materials will be particularly prone to erosion during the site development, especially during heavy rains.

- **Mitigation:** The potential for erosion can typically be reduced by appropriate paving of exposed ground surfaces, landscaping, providing terraces on slopes, placing berms or V-ditches at the tops of slopes, and installing adequate storm drain systems. Graded slopes should be protected until healthy plant growth is established. Typically, protection can be provided by the use of sprayed polymers, straw waddles, jute mesh or by other measures.

Temporary erosion control measures should be provided during construction, as required by current grading codes. Such measures typically include temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the project site. Correct implementation of these erosion control measures is expected to reduce the impact resulting from erosion to less than significant.

## 2.13 Regional Subsidence

Regional ground subsidence generally occurs due to rapid and intensive removal of subterranean fluids, typically water or oil. It is generally attributed to the consolidation of sediments as the fluid in the sediment is removed. The total load of the soils in partially saturated or saturated deposits is born by their granular structure and the fluid. When the fluid is removed, the load is born by the sediment alone and it settles. No reports of regional subsidence have documented subsidence in the site vicinity, and lack of intense removal of significant quantities of water or oil extraction in the area makes the potential for damage due to ground subsidence low.

- **Mitigation:** No mitigation required

## 3.0 CONCLUSIONS AND PRELIMINARY RECOMMENDATIONS

This site is not located within a currently designated State of California Earthquake Fault Zone for surface fault rupture. However, the San Jose Fault has been mapped in the near-site vicinity and may extend through the site. As is the case for most of Southern California, strong ground shaking has and will occur at this site. This site is also not within a currently designated liquefaction hazard zone. Due to the depth to groundwater and age/density of deeper native soil, damaging liquefaction is unlikely to occur at this site.

The results of our geologic and seismic hazard review are summarized below.

| GEOLOGIC AND SEISMIC HAZARDS | HAZARD |
|---|---|
| • Fault rupture | Low. However, the presence of the San Jose Fault should be further evaluated during future project-specific geotechnical studies |
| • Liquefaction | Low |
| • Seismically induced settlement | Thought to be low. However, seismically induced settlement should be further evaluated during future project-specific geotechnical studies |
| • Seismically induced lateral displacement | Low |
| • Seismically induced landslide | Low |
| • Seismically induced flooding | Low |
| • Seiches and tsunamis | Not a Hazard |
| • Flood hazard | Low |
| • Soil expansion | Low |
| • Soil corrosion | Corrosion testing should be conducted as part of geotechnical investigations for future proposed projects |
| • Slope stability and landslide | Not a Hazard |
| • Methane Gas | Not a Hazard |
| • Erosion | Moderate |
| • Regional Subsidence | Low |

Any undocumented fill below proposed improvements including concrete flatwork, vehicular traffic pavements, floor slabs, and shallow foundations should be completely removed and replaced as engineered fill. From a geotechnical engineering standpoint, concrete and asphalt could be crushed and reused onsite either within the fill material or as structural support for flexible or rigid pavement.

It is our opinion that the conceptually proposed improvements at the site are feasible from a geotechnical engineering standpoint provided our recommendations are incorporated into the design and during construction of the project.

## 3.1 Recommendations for Foundation Types

Currently there are no plans showing proposed building types for this project. Further review will be required once plans become available.

## 3.2 Seismic Design Parameters

To accommodate effects of ground shaking produced by regional seismic events, seismic design should, at the discretion of the designing structural engineer, be performed in accordance with the 2016 edition of the California Building Code (CBC). Table 1, *2016 CBC Seismic Parameters*, below tabulates seismic design parameters based on the 2016 CBC methodology, which is based on ASCE/SEI 7-10. Site Specific Response Spectra may also be performed to aid in structural design.

**Table 1 - 2016 CBC Seismic Parameters**

| Seismic Design Parameters | Value |
|---|---|
| Site Latitude (decimal degrees) | 34.0926 |
| Site Longitude (decimal degrees) | -117.7203 |
| Site Class Definition (ASCE 7 Table 20.3-1) | D |
| Mapped Spectral Response Acceleration at 0.2s Period, $S_s$ | 2.680 g |
| Mapped Spectral Response Acceleration at 1s Period, $S_1$ | 0.992 g |
| Short Period Site Coefficient at 0.2s Period, $F_a$ | 1.0 |
| Long Period Site Coefficient at 1s Period, $F_v$ | 1.5 |
| Adjusted Spectral Response Acceleration at 0.2s Period, $S_{MS}$ | 2.680 g |
| Adjusted Spectral Response Acceleration at 1s Period, $S_{M1}$ | 1.487 g |
| Design Spectral Response Acceleration at 0.2s Period, $S_{DS}$ | 1.787 g |
| Design Spectral Response Acceleration at 1s Period, $S_{D1}$ | 0.992 g |

## 4.0 LIMITATIONS

This report does not address the potential for encountering hazardous materials in site soils nor groundwater. This report was necessarily based in part upon data obtained from a limited number of observances, site visits, soil samples, tests, analyses, histories of occurrences, spaced subsurface explorations and limited information on historical events and observations. Such information is necessarily incomplete. The nature of many sites is such that differing characteristics can be experienced within small distances and under various climatic conditions. Changes in subsurface conditions can and do occur over time. This exploration was performed with the understanding that this subject site is proposed for development as described in Section 1.5 of this report. Important information about limitations of geotechnical reports in general is presented in GBA *Important Information About Your Geotechnical Report*.

This report was prepared for based on their needs, directions and requirements at the time of our exploration, in accordance with generally accepted geotechnical engineering practices at this time in California. This report is not authorized for use by, and is not to be relied upon by, any party except Meridian Consultants, LLC and their design and construction management team. Use of or reliance on this report by any other party is at that party's risk. Unauthorized use of or reliance on this report constitutes an agreement to defend and indemnify Leighton Consulting, Inc. from and against any liability which may arise as a result of such use or reliance, regardless of any fault, negligence, and/or strict liability of Leighton Consulting, Inc.

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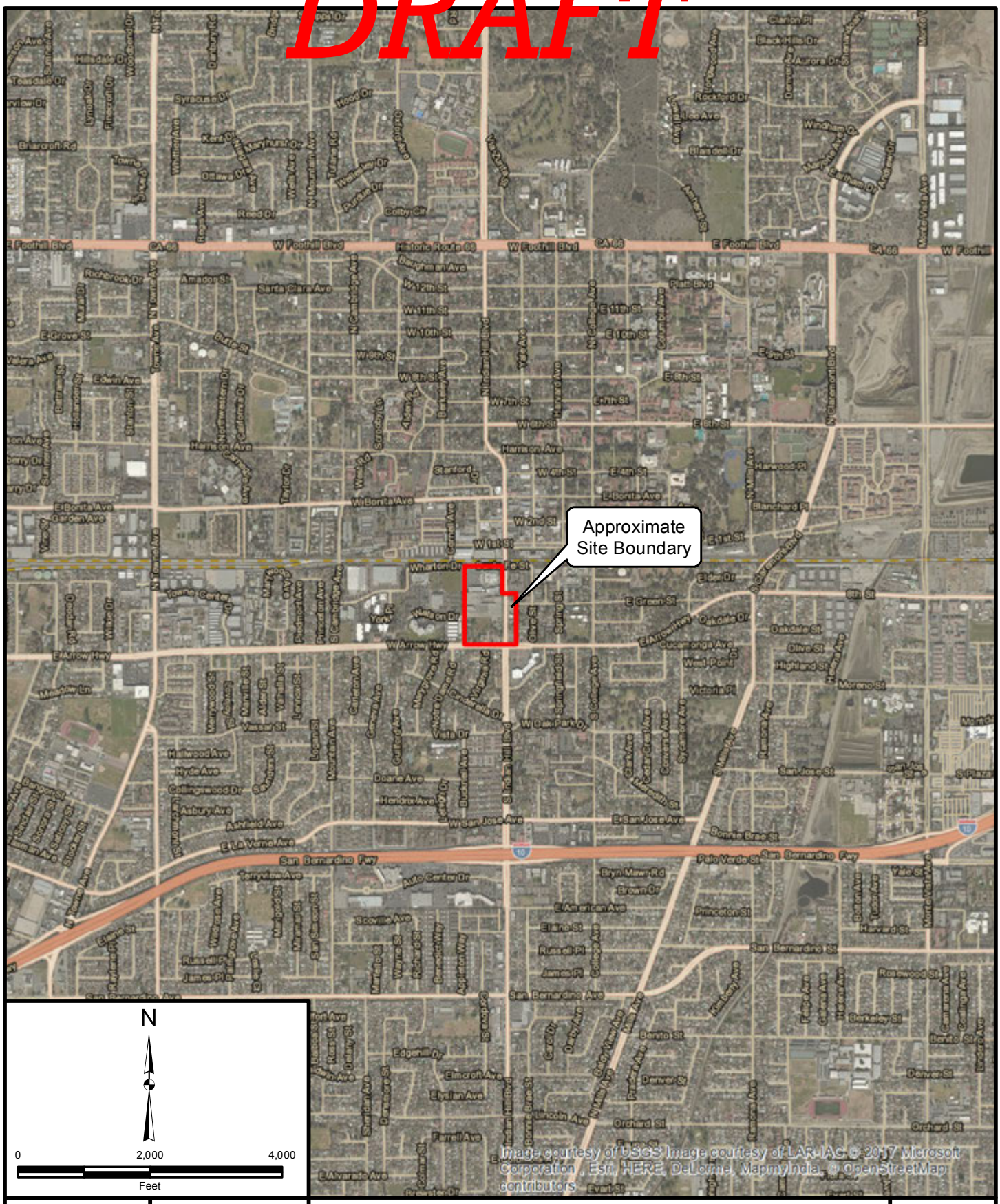
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Base Map: Bing Maps 2017
Thematic Information: Leighton
Author: Leighton Geomatics (mmurphy)

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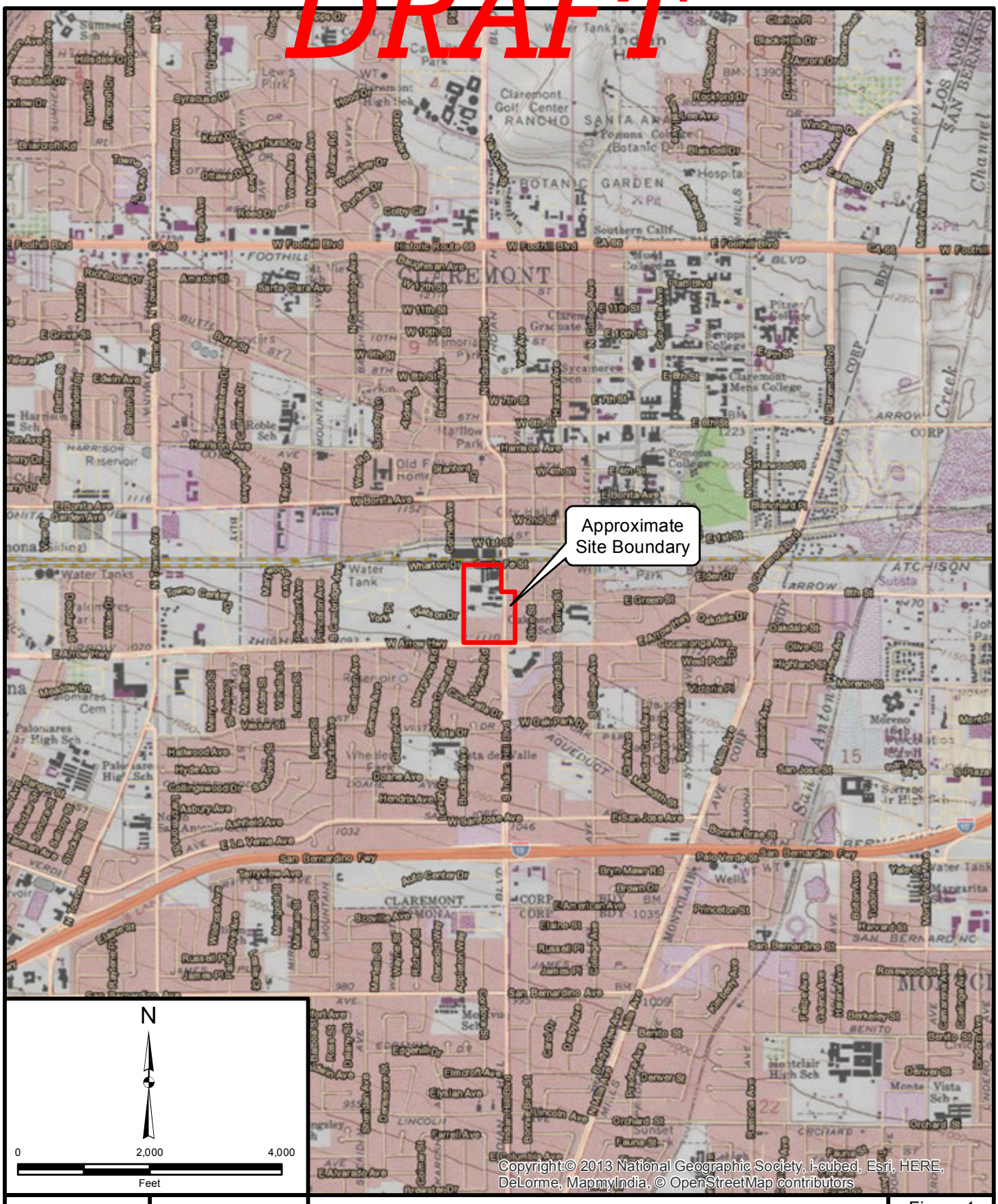
Village South Specific Plan
City of Claremont, California

Figure 1

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Author: Leighton Geomatics (mmurphy)

# SITE LOCATION MAP

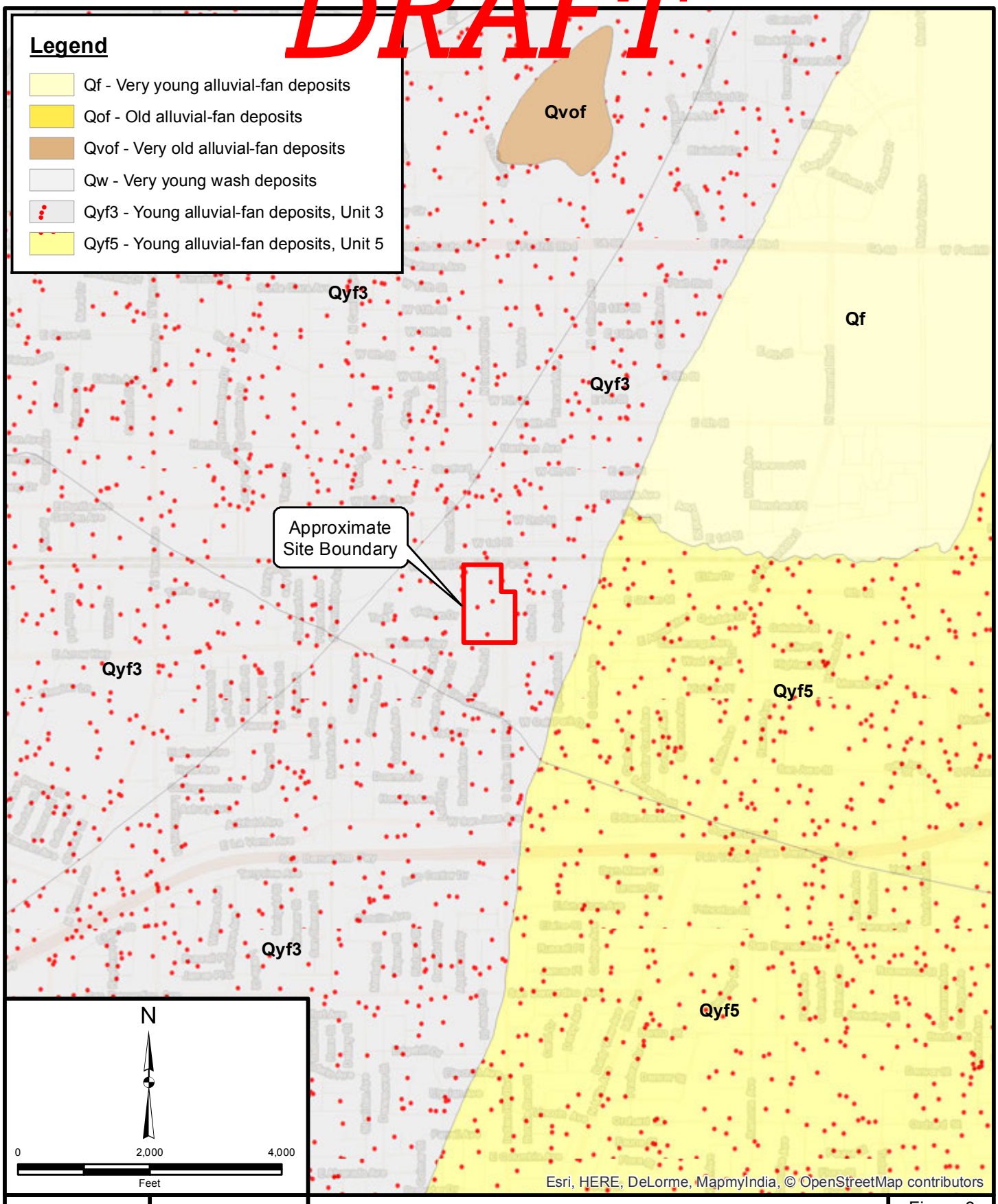
Village South Specific Plan
City of Claremont, California

Figure 1

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| Scale: 1 " = 2,000 ' | Date: June 2017 |

Base Map: Bing Maps 2017
Thematic Information: Leighton
Author: Leighton Geomatics (mmurphy)

# REGIONAL GEOLOGY MAP

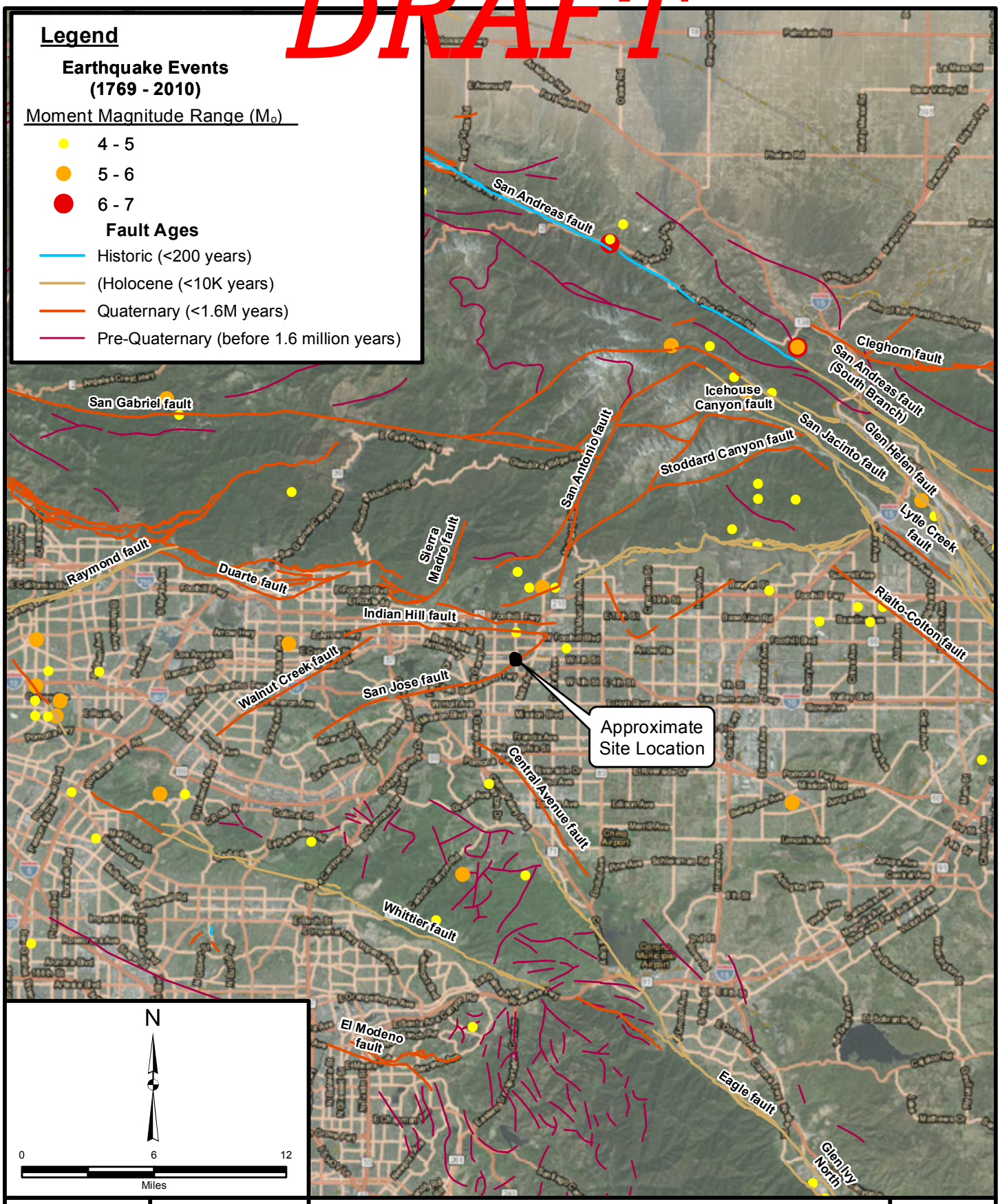
Village South Specific Plan
City of Claremont, California

Figure 3

Leighton

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| | |
|---|---|
| Project: 11647.002 | Eng/Geol: JDH/PB |
| Scale: 1 " = 6 miles | Date: June 2017 |

Base Map: ESRI ArcGIS Online 2017
Thematic Information: Leighton, Bryant, W. A. (compiler), 2005, Digital Database of Quaternary and Younger Faults from the Fault Activity Map of California, version 2.0: CGS, USGS, SCEC.
Author: Leighton Geomatics (mmurphy)

# REGIONAL FAULT AND SEISMICITY MAP

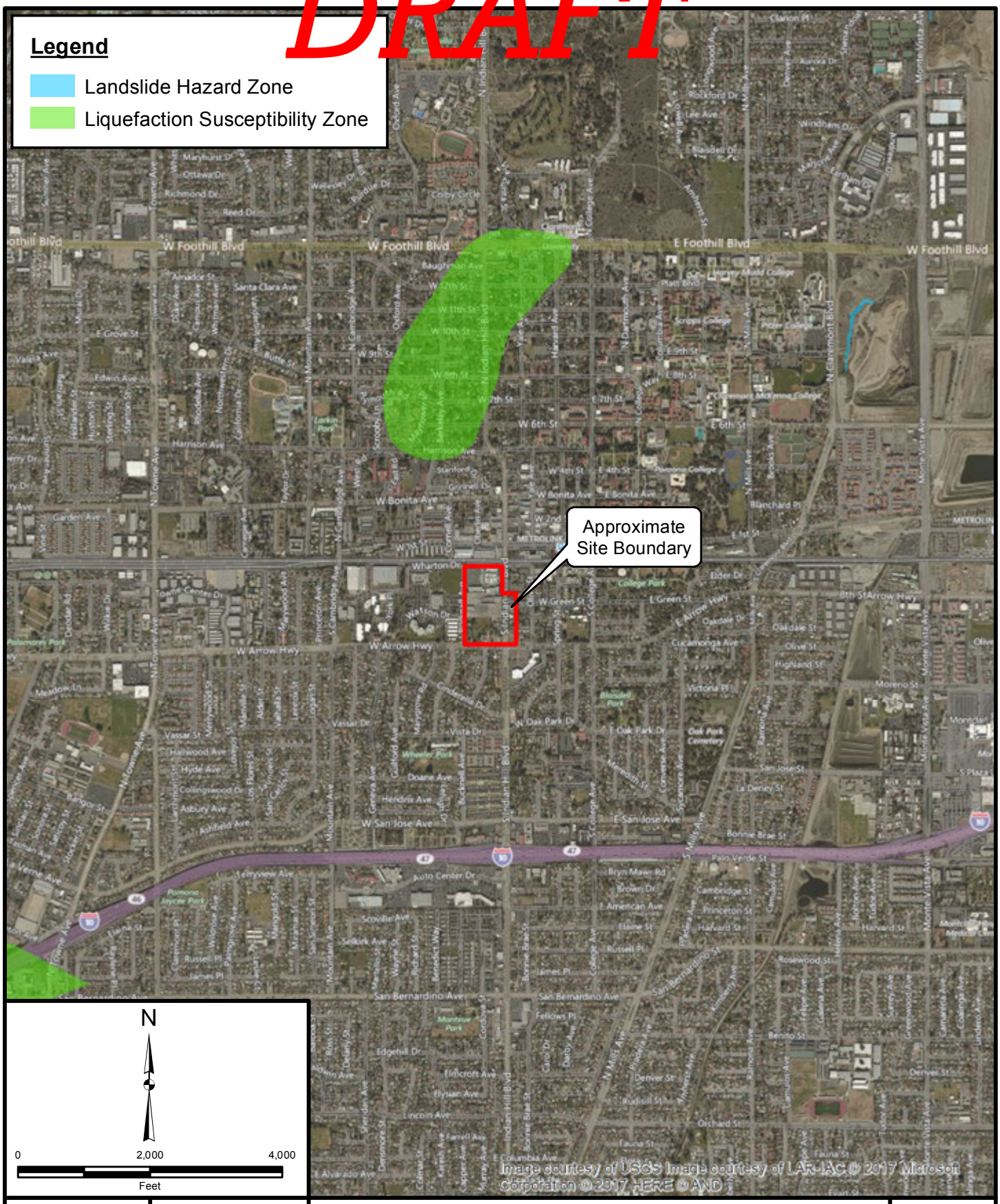
Village South Specific Plan
City of Claremont, California

Figure 4

Leighton

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| | |
|---|---|
| Project: 11647.002 | Eng/Geol: PB/JDH |
| Scale: 1 " = 2,000 ' | Date: June 2017 |

Base Map: Bing Maps 2017
Thematic Information: Leighton
Author: Leighton Geomatics (mmurphy)

# SEISMIC HAZARD MAP

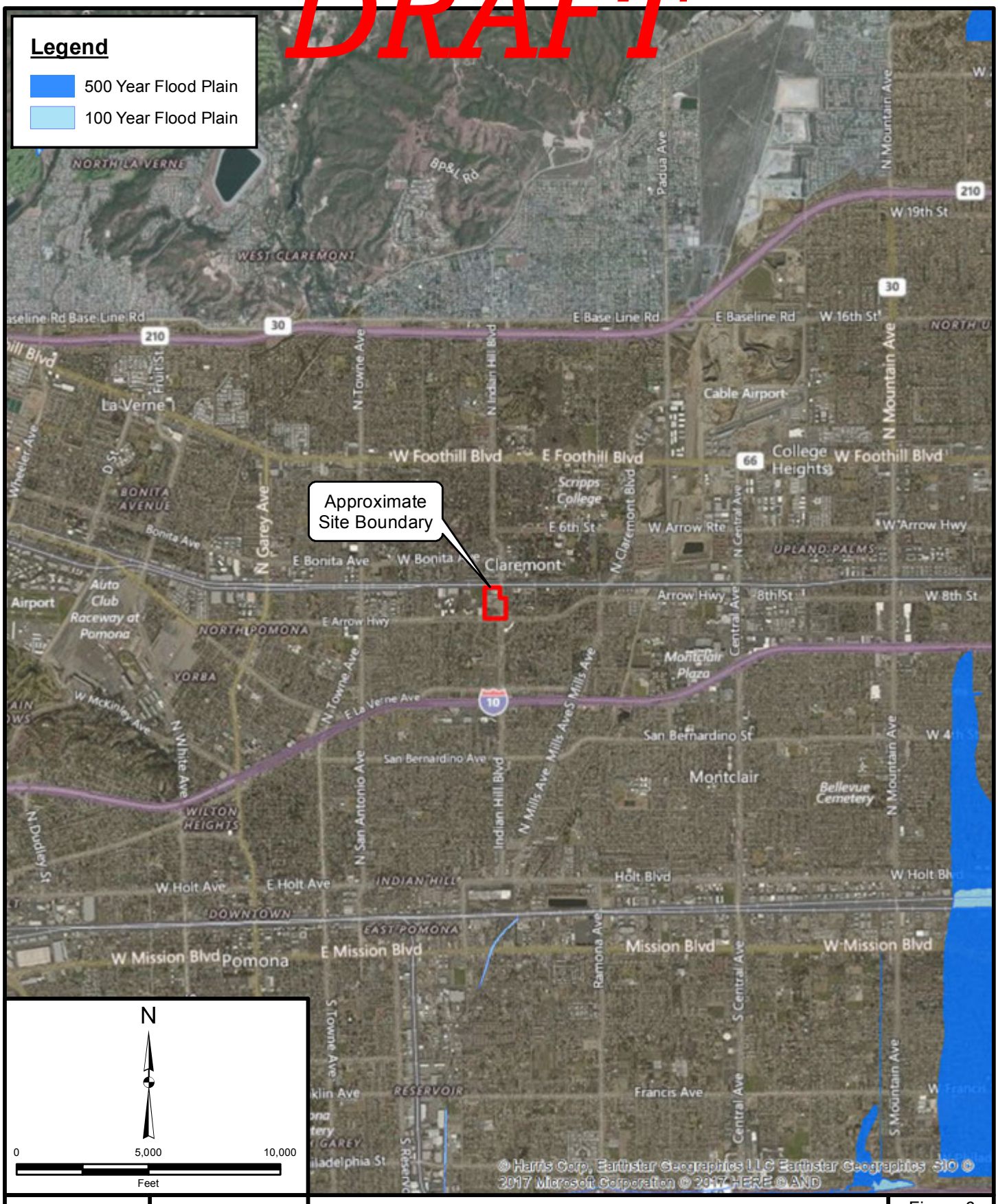
Village South Specific Plan
City of Claremont, California

Figure 5

Leighton

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| | |
|---|---|
| Project: 11647.002 | Eng/Geol: PB/JDH |
| Scale: 1 " = 5,000 ' | Date: June 2017 |

Base Map: Bing Maps 2017
Thematic Information: Leighton
Author: Leighton Geomatics (mmurphy)

# FLOOD HAZARD MAP

Village South Specific Plan
City of Claremont, California

Figure 6

Leighton

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Important Information about This

# Geotechnical-Engineering Report

**Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.**

**While you cannot eliminate all such risks, you can manage them. The following information is provided to help.**

**The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, clients can benefit from a lowered exposure to the subsurface problems that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed below, contact your GBA-member geotechnical engineer. Active involvement in the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.**

## Geotechnical-Engineering Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. *Those who rely on a geotechnical-engineering report prepared for a different client can be seriously misled*. No one except authorized client representatives should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one – not even you – should apply this report for any purpose or project except the one originally contemplated.*

## Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read it *in its entirety*. Do not rely on an executive summary. Do not read selected elements only. *Read this report in full.*

## You Need to Inform Your Geotechnical Engineer about Change

Your geotechnical engineer considered unique, project-specific factors when designing the study behind this report and developing the confirmation-dependent recommendations the report conveys. A few typical factors include:

- the client's goals, objectives, budget, schedule, and risk-management preferences;
- the general nature of the structure involved, its size, configuration, and performance criteria;
- the structure's location and orientation on the site; and
- other planned or existing site improvements, such as retaining walls, access roads, parking lots, and underground utilities.

Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light-industrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.*

## This Report May Not Be Reliable

*Do not rely on this report* if your geotechnical engineer prepared it:

- for a different client;
- for a different project;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, that it could be unwise to rely on a geotechnical-engineering report whose reliability may have been affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If your geotechnical engineer has not indicated an "apply-by" date on the report, ask what it should be*, and, in general, *if you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying it. A minor amount of additional testing or analysis – if any is required at all – could prevent major problems.

## Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface through various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing were performed*. The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgment to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team from project start to project finish, so the individual can provide informed guidance quickly, whenever needed.

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## This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, *they are not final*, because the geotechnical engineer who developed them relied heavily on judgment and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* revealed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

## This Report Could Be Misinterpreted

Other design professionals' misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a full-time member of the design team, to:

- confer with other design-team members,
- help develop specifications,
- review pertinent elements of other design professionals' plans and specifications, and
- be on hand quickly whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction observation.

## Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note conspicuously that you've included the material for informational purposes only*. To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report, but they may rely on the factual data relative to the specific times, locations, and depths/elevations referenced. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

## Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely*. Ask questions. Your geotechnical engineer should respond fully and frankly.

## Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures*. If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. As a general rule, *do not rely on an environmental report prepared for a different client, site, or project, or that is more than six months old.*

## Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, none of the engineer's services were designed, conducted, or intended to prevent uncontrolled migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, ***proper implementation of the geotechnical engineer's recommendations will not of itself be sufficient to prevent moisture infiltration.*** Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. ***Geotechnical engineers are not building-envelope or mold specialists.***

GEOPROFESSIONAL BUSINESS ASSOCIATION

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# APPENDIX F

## Greenhouse Gas

Village South Specific Plan (Existing) - Los Angeles-South Coast County, Annual

# Village South Specific Plan (Existing)

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 80.00 | 1000sqft | 1.84 | 80,000.00 | 0 |
| Single Family Housing | 6.00 | Dwelling Unit | 1.95 | 10,800.00 | 17 |
| General Office Building | 10.00 | 1000sqft | 0.23 | 10,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2021 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Table 7: Specific Plan Trip Generation Estimates, from TIS

Construction Phase - Existing Run

Vehicle Trips - Based on Trip Generation reates from Traffic Study (Table 7)

Woodstoves - No woodstoves

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

| | | | |
|---|---|---|---|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 0.30 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.94 |
| tblVehicleTrips | ST_TR | 2.46 | 2.16 |
| tblVehicleTrips | SU_TR | 0.68 | 0.48 |
| tblVehicleTrips | SU_TR | 1.05 | 0.92 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 11.03 | 9.70 |
| tblWoodstoves | NumberCatalytic | 0.30 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 0.30 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2020 | 0.0338 | 0.3326 | 0.2237 | 4.1000e-004 | 1.6400e-003 | 0.0166 | 0.0182 | 4.4000e-004 | 0.0154 | 0.0159 | 0.0000 | 35.5306 | 35.5306 | 9.6500e-003 | 0.0000 | 35.7718 |
| **Maximum** | **0.0338** | **0.3326** | **0.2237** | **4.1000e-004** | **1.6400e-003** | **0.0166** | **0.0182** | **4.4000e-004** | **0.0154** | **0.0159** | **0.0000** | **35.5306** | **35.5306** | **9.6500e-003** | **0.0000** | **35.7718** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2020 | 0.0338 | 0.3326 | 0.2237 | 4.1000e-004 | 1.6400e-003 | 0.0166 | 0.0182 | 4.4000e-004 | 0.0154 | 0.0159 | 0.0000 | 35.5306 | 35.5306 | 9.6500e-003 | 0.0000 | 35.7717 |
| **Maximum** | **0.0338** | **0.3326** | **0.2237** | **4.1000e-004** | **1.6400e-003** | **0.0166** | **0.0182** | **4.4000e-004** | **0.0154** | **0.0159** | **0.0000** | **35.5306** | **35.5306** | **9.6500e-003** | **0.0000** | **35.7717** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **1** | **9-15-2020** | **9-30-2020** | 0.2093 | 0.2093 |
| | | **Highest** | 0.2093 | 0.2093 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.4114 | 1.7800e-003 | 0.0636 | 1.0000e-005 | | 4.3000e-004 | 4.3000e-004 | | 4.3000e-004 | 4.3000e-004 | 0.0000 | 1.3280 | 1.3280 | 1.3000e-004 | 2.0000e-005 | 1.3379 |
| Energy | 9.2600e-003 | 0.0837 | 0.0671 | 5.0000e-004 | | 6.4000e-003 | 6.4000e-003 | | 6.4000e-003 | 6.4000e-003 | 0.0000 | 431.6396 | 431.6396 | 0.0158 | 4.5800e-003 | 433.4005 |
| Mobile | 0.1577 | 0.8397 | 2.3354 | 8.2300e-003 | 0.6676 | 7.0000e-003 | 0.6746 | 0.1790 | 6.5400e-003 | 0.1855 | 0.0000 | 759.3220 | 759.3220 | 0.0399 | 0.0000 | 760.3188 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 23.4394 | 0.0000 | 23.4394 | 1.3852 | 0.0000 | 58.0700 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.5571 | 90.4764 | 97.0335 | 0.6772 | 0.0167 | 118.9329 |
| **Total** | **0.5784** | **0.9251** | **2.4662** | **8.7400e-003** | **0.6676** | **0.0138** | **0.6814** | **0.1790** | **0.0134** | **0.1923** | **29.9965** | **1,282.7661** | **1,312.7625** | **2.1182** | **0.0213** | **1,372.0601** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.4114 | 1.7800e-003 | 0.0636 | 1.0000e-005 | | 4.3000e-004 | 4.3000e-004 | | 4.3000e-004 | 4.3000e-004 | 0.0000 | 1.3280 | 1.3280 | 1.3000e-004 | 2.0000e-005 | 1.3379 |
| Energy | 9.2600e-003 | 0.0837 | 0.0671 | 5.0000e-004 | | 6.4000e-003 | 6.4000e-003 | | 6.4000e-003 | 6.4000e-003 | 0.0000 | 431.6396 | 431.6396 | 0.0158 | 4.5800e-003 | 433.4005 |
| Mobile | 0.1577 | 0.8397 | 2.3354 | 8.2300e-003 | 0.6676 | 7.0000e-003 | 0.6746 | 0.1790 | 6.5400e-003 | 0.1855 | 0.0000 | 759.3220 | 759.3220 | 0.0399 | 0.0000 | 760.3188 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 23.4394 | 0.0000 | 23.4394 | 1.3852 | 0.0000 | 58.0700 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6.5571 | 90.4764 | 97.0335 | 0.6772 | 0.0167 | 118.9329 |
| **Total** | **0.5784** | **0.9251** | **2.4662** | **8.7400e-003** | **0.6676** | **0.0138** | **0.6814** | **0.1790** | **0.0134** | **0.1923** | **29.9965** | **1,282.7661** | **1,312.7625** | **2.1182** | **0.0213** | **1,372.0601** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | 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 | 9/15/2020 | 10/12/2020 | 5 | 20 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0**

**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 | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |

**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 | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0331 | 0.3320 | 0.2175 | 3.9000e-004 | | 0.0166 | 0.0166 | | 0.0154 | 0.0154 | 0.0000 | 33.9986 | 33.9986 | 9.6000e-003 | 0.0000 | 34.2386 |
| **Total** | **0.0331** | **0.3320** | **0.2175** | **3.9000e-004** | | **0.0166** | **0.0166** | | **0.0154** | **0.0154** | **0.0000** | **33.9986** | **33.9986** | **9.6000e-003** | **0.0000** | **34.2386** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.9000e-004 | 5.6000e-004 | 6.1700e-003 | 2.0000e-005 | 1.6400e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.5320 | 1.5320 | 5.0000e-005 | 0.0000 | 1.5332 |
| **Total** | **6.9000e-004** | **5.6000e-004** | **6.1700e-003** | **2.0000e-005** | **1.6400e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.5320** | **1.5320** | **5.0000e-005** | **0.0000** | **1.5332** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0331 | 0.3320 | 0.2175 | 3.9000e-004 | | 0.0166 | 0.0166 | | 0.0154 | 0.0154 | 0.0000 | 33.9986 | 33.9986 | 9.6000e-003 | 0.0000 | 34.2385 |
| **Total** | **0.0331** | **0.3320** | **0.2175** | **3.9000e-004** | | **0.0166** | **0.0166** | | **0.0154** | **0.0154** | **0.0000** | **33.9986** | **33.9986** | **9.6000e-003** | **0.0000** | **34.2385** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 6.9000e-004 | 5.6000e-004 | 6.1700e-003 | 2.0000e-005 | 1.6400e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.5320 | 1.5320 | 5.0000e-005 | 0.0000 | 1.5332 |
| **Total** | **6.9000e-004** | **5.6000e-004** | **6.1700e-003** | **2.0000e-005** | **1.6400e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.5320** | **1.5320** | **5.0000e-005** | **0.0000** | **1.5332** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.1577 | 0.8397 | 2.3354 | 8.2300e-003 | 0.6676 | 7.0000e-003 | 0.6746 | 0.1790 | 6.5400e-003 | 0.1855 | 0.0000 | 759.3220 | 759.3220 | 0.0399 | 0.0000 | 760.3188 |
| Unmitigated | 0.1577 | 0.8397 | 2.3354 | 8.2300e-003 | 0.6676 | 7.0000e-003 | 0.6746 | 0.1790 | 6.5400e-003 | 0.1855 | 0.0000 | 759.3220 | 759.3220 | 0.0399 | 0.0000 | 760.3188 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 397.00 | 75.18 | 38.72 | 1,327,790 | 1,327,790 |
| Single Family Housing | 57.12 | 59.46 | 51.72 | 193,694 | 193,694 |
| General Office Building | 97.00 | 21.63 | 9.22 | 237,399 | 237,399 |

| | | | | | |
|---|---|---|---|---|---|
| Total | 551.12 | 156.27 | 99.66 | 1,758,883 | 1,758,883 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-... | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Single Family Housing | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |
| Single Family Housing | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |
| General Office Building | 0.547192 | 0.045177 | 0.202743 | 0.121510 | 0.016147 | 0.006143 | 0.019743 | 0.029945 | 0.002479 | 0.002270 | 0.005078 | 0.000682 | 0.000891 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 340.0168 | 340.0168 | 0.0140 | 2.9000e-003 | 341.2332 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 340.0168 | 340.0168 | 0.0140 | 2.9000e-003 | 341.2332 |
| NaturalGas Mitigated | 9.2600e-003 | 0.0837 | 0.0671 | 5.0000e-004 | | 6.4000e-003 | 6.4000e-003 | | 6.4000e-003 | 6.4000e-003 | 0.0000 | 91.6229 | 91.6229 | 1.7600e-003 | 1.6800e-003 | 92.1673 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NaturalGas Unmitigated | 9.2600e-003 | 0.0837 | 0.0671 | 5.0000e-004 | | 6.4000e-003 | 6.4000e-003 | | 6.4000e-003 | 6.4000e-003 | 0.0000 | 91.6229 | 91.6229 | 1.7600e-003 | 1.6800e-003 | 92.1673 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Light Industry | 1.448e+006 | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.3900e-003 | 5.3900e-003 | | 5.3900e-003 | 5.3900e-003 | 0.0000 | 77.2708 | 77.2708 | 1.4800e-003 | 1.4200e-003 | 77.7300 |
| General Office Building | 104100 | 5.6000e-004 | 5.1000e-003 | 4.2900e-003 | 3.0000e-005 | | 3.9000e-004 | 3.9000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 5.5552 | 5.5552 | 1.1000e-004 | 1.0000e-004 | 5.5882 |
| Single Family Housing | 164848 | 8.9000e-004 | 7.6000e-003 | 3.2300e-003 | 5.0000e-005 | | 6.1000e-004 | 6.1000e-004 | | 6.1000e-004 | 6.1000e-004 | 0.0000 | 8.7969 | 8.7969 | 1.7000e-004 | 1.6000e-004 | 8.8492 |
| **Total** | | **9.2600e-003** | **0.0837** | **0.0671** | **5.1000e-004** | | **6.3900e-003** | **6.3900e-003** | | **6.3900e-003** | **6.3900e-003** | **0.0000** | **91.6229** | **91.6229** | **1.7600e-003** | **1.6800e-003** | **92.1673** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Light Industry | 1.448e+006 | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.3900e-003 | 5.3900e-003 | | 5.3900e-003 | 5.3900e-003 | 0.0000 | 77.2708 | 77.2708 | 1.4800e-003 | 1.4200e-003 | 77.7300 |
| General Office Building | 104100 | 5.6000e-004 | 5.1000e-003 | 4.2900e-003 | 3.0000e-005 | | 3.9000e-004 | 3.9000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 5.5552 | 5.5552 | 1.1000e-004 | 1.0000e-004 | 5.5882 |
| Single Family Housing | 164848 | 8.9000e-004 | 7.6000e-003 | 3.2300e-003 | 5.0000e-005 | | 6.1000e-004 | 6.1000e-004 | | 6.1000e-004 | 6.1000e-004 | 0.0000 | 8.7969 | 8.7969 | 1.7000e-004 | 1.6000e-004 | 8.8492 |
| **Total** | | **9.2600e-003** | **0.0837** | **0.0671** | **5.1000e-004** | | **6.3900e-003** | **6.3900e-003** | | **6.3900e-003** | **6.3900e-003** | **0.0000** | **91.6229** | **91.6229** | **1.7600e-003** | **1.6800e-003** | **92.1673** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 888000 | 282.9358 | 0.0117 | 2.4200e-003 | 283.9480 |
| General Office Building | 129900 | 41.3889 | 1.7100e-003 | 3.5000e-004 | 41.5370 |
| Single Family Housing | 49249.7 | 15.6920 | 6.5000e-004 | 1.3000e-004 | 15.7482 |
| **Total** | | **340.0168** | **0.0140** | **2.9000e-003** | **341.2332** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 888000 | 282.9358 | 0.0117 | 2.4200e-003 | 283.9480 |
| General Office Building | 129900 | 41.3889 | 1.7100e-003 | 3.5000e-004 | 41.5370 |
| Single Family Housing | 49249.7 | 15.6920 | 6.5000e-004 | 1.3000e-004 | 15.7482 |
| **Total** | | **340.0168** | **0.0140** | **2.9000e-003** | **341.2332** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.4114 | 1.7800e-003 | 0.0636 | 1.0000e-005 | | 4.3000e-004 | 4.3000e-004 | | 4.3000e-004 | 4.3000e-004 | 0.0000 | 1.3280 | 1.3280 | 1.3000e-004 | 2.0000e-005 | 1.3379 |
| Unmitigated | 0.4114 | 1.7800e-003 | 0.0636 | 1.0000e-005 | | 4.3000e-004 | 4.3000e-004 | | 4.3000e-004 | 4.3000e-004 | 0.0000 | 1.3280 | 1.3280 | 1.3000e-004 | 2.0000e-005 | 1.3379 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0451 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.3642 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 1.2000e-004 | 1.0600e-003 | 4.5000e-004 | 1.0000e-005 | | 9.0000e-005 | 9.0000e-005 | | 9.0000e-005 | 9.0000e-005 | 0.0000 | 1.2247 | 1.2247 | 2.0000e-005 | 2.0000e-005 | 1.2320 |
| Landscaping | 1.9900e-003 | 7.3000e-004 | 0.0632 | 0.0000 | | 3.5000e-004 | 3.5000e-004 | | 3.5000e-004 | 3.5000e-004 | 0.0000 | 0.1033 | 0.1033 | 1.0000e-004 | 0.0000 | 0.1059 |
| **Total** | **0.4114** | **1.7900e-003** | **0.0636** | **1.0000e-005** | | **4.4000e-004** | **4.4000e-004** | | **4.4000e-004** | **4.4000e-004** | **0.0000** | **1.3280** | **1.3280** | **1.2000e-004** | **2.0000e-005** | **1.3379** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0451 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.3642 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 1.2000e-004 | 1.0600e-003 | 4.5000e-004 | 1.0000e-005 | | 9.0000e-005 | 9.0000e-005 | | 9.0000e-005 | 9.0000e-005 | 0.0000 | 1.2247 | 1.2247 | 2.0000e-005 | 2.0000e-005 | 1.2320 |
| Landscaping | 1.9900e-003 | 7.3000e-004 | 0.0632 | 0.0000 | | 3.5000e-004 | 3.5000e-004 | | 3.5000e-004 | 3.5000e-004 | 0.0000 | 0.1033 | 0.1033 | 1.0000e-004 | 0.0000 | 0.1059 |
| **Total** | **0.4114** | **1.7900e-003** | **0.0636** | **1.0000e-005** | | **4.4000e-004** | **4.4000e-004** | | **4.4000e-004** | **4.4000e-004** | **0.0000** | **1.3280** | **1.3280** | **1.2000e-004** | **2.0000e-005** | **1.3379** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 97.0335 | 0.6772 | 0.0167 | 118.9329 |
| Unmitigated | 97.0335 | 0.6772 | 0.0167 | 118.9329 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 18.5 / 0 | 82.6214 | 0.6060 | 0.0149 | 102.2083 |
| General Office Building | 1.77734 / 1.08934 | 11.7938 | 0.0584 | 1.4600e-003 | 13.6893 |
| Single Family Housing | 0.390924 / 0.246452 | 2.6183 | 0.0128 | 3.2000e-004 | 3.0353 |
| **Total** | | **97.0335** | **0.6772** | **0.0167** | **118.9329** |

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 18.5 / 0 | 82.6214 | 0.6060 | 0.0149 | 102.2083 |
| General Office Building | 1.77734 / 1.08934 | 11.7938 | 0.0584 | 1.4600e-003 | 13.6893 |
| Single Family Housing | 0.390924 / 0.246452 | 2.6183 | 0.0128 | 3.2000e-004 | 3.0353 |
| **Total** | | **97.0335** | **0.6772** | **0.0167** | **118.9329** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 23.4394 | 1.3852 | 0.0000 | 58.0700 |
| Unmitigated | 23.4394 | 1.3852 | 0.0000 | 58.0700 |

## 8.2 Waste by Land Use

### Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 99.2 | 20.1367 | 1.1901 | 0.0000 | 49.8878 |
| General Office Building | 9.3 | 1.8878 | 0.1116 | 0.0000 | 4.6770 |
| Single Family Housing | 6.97 | 1.4149 | 0.0836 | 0.0000 | 3.5052 |
| **Total** | | **23.4394** | **1.3852** | **0.0000** | **58.0700** |

### Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 99.2 | 20.1367 | 1.1901 | 0.0000 | 49.8878 |

| | | | | | |
|---|---|---|---|---|---|
| General Office Building | 9.3 | 1.8878 | 0.1116 | 0.0000 | 4.6770 |
| Single Family Housing | 6.97 | 1.4149 | 0.0836 | 0.0000 | 3.5052 |
| **Total** | | **23.4394** | **1.3852** | **0.0000** | **58.0700** |

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Village South Specific Plan (Proposed)

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 974.00 | Dwelling Unit | 25.63 | 974,000.00 | 2786 |
| Regional Shopping Center | 41.00 | 1000sqft | 0.94 | 41,000.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 9 | | | **Operational Year** | 2028 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 702.44 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Default schedule

Demolition - Based on square footage from existing conditions run

Vehicle Trips - Based on Trip Estimates (Table 7). ITE weekend ration adjusted accordingly

Woodstoves - No woodstoves, no wood fireplace

Construction Off-road Equipment Mitigation - SCAQMD Fugitive Dust Rule 403

Area Mitigation -

Water Mitigation -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblAreaMitigation | UseLowVOCPaintParkingCheck | False | True |
| tblConstDustMitigation | WaterUnpavedRoadVehicleSpeed | 0 | 15 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | DPF | No Change | Level 3 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 5.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 6.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 35.00 | 132.00 |
| tblConstructionPhase | NumDays | 500.00 | 1,543.00 |
| tblConstructionPhase | NumDays | 35.00 | 45.00 |

| | | | |
|---|---|---|---|
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 21.25 | 0.00 |
| tblFireplaces | NumberGas | 827.90 | 0.00 |
| tblFireplaces | NumberNoFireplace | 2.50 | 0.00 |
| tblFireplaces | NumberNoFireplace | 97.40 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.70 | 0.00 |
| tblVehicleTrips | ST_TR | 7.16 | 6.17 |
| tblVehicleTrips | ST_TR | 6.39 | 3.87 |
| tblVehicleTrips | ST_TR | 2.46 | 1.39 |
| tblVehicleTrips | ST_TR | 158.37 | 79.82 |
| tblVehicleTrips | ST_TR | 8.19 | 3.75 |
| tblVehicleTrips | ST_TR | 94.36 | 63.99 |
| tblVehicleTrips | ST_TR | 49.97 | 14.67 |
| tblVehicleTrips | SU_TR | 6.07 | 5.23 |
| tblVehicleTrips | SU_TR | 5.86 | 3.55 |
| tblVehicleTrips | SU_TR | 1.05 | 0.59 |
| tblVehicleTrips | SU_TR | 131.84 | 66.45 |
| tblVehicleTrips | SU_TR | 5.95 | 2.72 |
| tblVehicleTrips | SU_TR | 72.16 | 48.94 |
| tblVehicleTrips | SU_TR | 25.24 | 7.41 |
| tblVehicleTrips | WD_TR | 6.59 | 5.68 |
| tblVehicleTrips | WD_TR | 6.65 | 4.03 |
| tblVehicleTrips | WD_TR | 11.03 | 6.24 |
| tblVehicleTrips | WD_TR | 127.15 | 64.08 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | WD_TR | 8.17 | 3.74 |
| tblVehicleTrips | WD_TR | 89.95 | 61.00 |
| tblVehicleTrips | WD_TR | 42.70 | 12.54 |
| tblWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tblWoodstoves | NumberCatalytic | 48.70 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 48.70 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.1713 | 1.8242 | 1.1662 | 2.4000e-003 | 0.4169 | 0.0817 | 0.4986 | 0.1795 | 0.0754 | 0.2549 | 0.0000 | 213.1969 | 213.1969 | 0.0601 | 0.0000 | 214.6993 |
| 2022 | 0.6867 | 4.0767 | 6.1309 | 0.0187 | 1.2965 | 0.1200 | 1.4165 | 0.3435 | 0.1127 | 0.4561 | 0.0000 | 1,706.3752 | 1,706.3752 | 0.1287 | 0.0000 | 1,709.5933 |
| 2023 | 0.6364 | 3.4425 | 5.8406 | 0.0185 | 1.2486 | 0.1013 | 1.3499 | 0.3343 | 0.0951 | 0.4294 | 0.0000 | 1,683.3372 | 1,683.3372 | 0.1197 | 0.0000 | 1,686.3284 |
| 2024 | 0.6062 | 3.3157 | 5.6330 | 0.0183 | 1.2582 | 0.0906 | 1.3488 | 0.3368 | 0.0850 | 0.4219 | 0.0000 | 1,664.8941 | 1,664.8941 | 0.1177 | 0.0000 | 1,667.8376 |
| 2025 | 0.5710 | 3.1427 | 5.3674 | 0.0178 | 1.2534 | 0.0788 | 1.3322 | 0.3356 | 0.0740 | 0.4096 | 0.0000 | 1,620.4567 | 1,620.4567 | 0.1146 | 0.0000 | 1,623.3207 |
| 2026 | 0.5544 | 3.1120 | 5.1709 | 0.0174 | 1.2534 | 0.0785 | 1.3319 | 0.3356 | 0.0737 | 0.4093 | 0.0000 | 1,587.3101 | 1,587.3101 | 0.1125 | 0.0000 | 1,590.1229 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 4.6374 | 3.1959 | 5.4184 | 0.0177 | 1.3001 | 0.0872 | 1.3872 | 0.3478 | 0.0819 | 0.4297 | 0.0000 | 1,616.9533 | 1,616.9533 | 0.1216 | 0.0000 | 1,619.9922 |
| **Maximum** | **4.6374** | **4.0767** | **6.1309** | **0.0187** | **1.3001** | **0.1200** | **1.4165** | **0.3478** | **0.1127** | **0.4561** | **0.0000** | **1,706.3752** | **1,706.3752** | **0.1287** | **0.0000** | **1,709.5933** |

## Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0314 | 0.1790 | 1.2293 | 2.4000e-003 | 0.1387 | 7.8000e-004 | 0.1395 | 0.0583 | 7.7000e-004 | 0.0591 | 0.0000 | 213.1967 | 213.1967 | 0.0601 | 0.0000 | 214.6991 |
| 2022 | 0.5023 | 2.2596 | 6.2835 | 0.0187 | 1.2409 | 0.0128 | 1.2537 | 0.3311 | 0.0119 | 0.3430 | 0.0000 | 1,706.3748 | 1,706.3748 | 0.1287 | 0.0000 | 1,709.5929 |
| 2023 | 0.4746 | 1.8630 | 5.9988 | 0.0185 | 1.2486 | 0.0111 | 1.2597 | 0.3343 | 0.0103 | 0.3446 | 0.0000 | 1,683.3369 | 1,683.3369 | 0.1197 | 0.0000 | 1,686.3280 |
| 2024 | 0.4564 | 1.8473 | 5.8024 | 0.0183 | 1.2582 | 0.0110 | 1.2692 | 0.3368 | 0.0103 | 0.3471 | 0.0000 | 1,664.8937 | 1,664.8937 | 0.1177 | 0.0000 | 1,667.8373 |
| 2025 | 0.4353 | 1.8071 | 5.5469 | 0.0178 | 1.2534 | 0.0108 | 1.2642 | 0.3356 | 0.0100 | 0.3456 | 0.0000 | 1,620.4563 | 1,620.4563 | 0.1146 | 0.0000 | 1,623.3203 |
| 2026 | 0.4187 | 1.7763 | 5.3504 | 0.0174 | 1.2534 | 0.0105 | 1.2639 | 0.3356 | 9.7500e-003 | 0.3453 | 0.0000 | 1,587.3097 | 1,587.3097 | 0.1125 | 0.0000 | 1,590.1225 |
| 2027 | 4.4860 | 1.7042 | 5.6503 | 0.0177 | 1.3001 | 0.0104 | 1.3104 | 0.3478 | 9.6800e-003 | 0.3575 | 0.0000 | 1,616.9529 | 1,616.9529 | 0.1216 | 0.0000 | 1,619.9918 |
| **Maximum** | **4.4860** | **2.2596** | **6.2835** | **0.0187** | **1.3001** | **0.0128** | **1.3104** | **0.3478** | **0.0119** | **0.3575** | **0.0000** | **1,706.3748** | **1,706.3748** | **0.1287** | **0.0000** | **1,709.5929** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **13.46** | **48.27** | **-3.27** | **0.00** | **4.16** | **89.45** | **10.44** | **6.04** | **89.50** | **23.79** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| **1** | **9-1-2021** | **11-30-2021** | 1.4103 | 0.1602 |
| **2** | **12-1-2021** | **2-28-2022** | 1.3557 | 0.4367 |
| **3** | **3-1-2022** | **5-31-2022** | 1.1880 | 0.7031 |

| | | | | |
|---|---|---|---|---|
| 4 | 6-1-2022 | 8-31-2022 | 1.1816 | 0.6967 |
| 5 | 9-1-2022 | 11-30-2022 | 1.1814 | 0.7017 |
| 6 | 12-1-2022 | 2-28-2023 | 1.0686 | 0.6229 |
| 7 | 3-1-2023 | 5-31-2023 | 1.0238 | 0.5837 |
| 8 | 6-1-2023 | 8-31-2023 | 1.0179 | 0.5778 |
| 9 | 9-1-2023 | 11-30-2023 | 1.0184 | 0.5831 |
| 10 | 12-1-2023 | 2-29-2024 | 0.9932 | 0.5802 |
| 11 | 3-1-2024 | 5-31-2024 | 0.9769 | 0.5711 |
| 12 | 6-1-2024 | 8-31-2024 | 0.9713 | 0.5655 |
| 13 | 9-1-2024 | 11-30-2024 | 0.9718 | 0.5703 |
| 14 | 12-1-2024 | 2-28-2025 | 0.9352 | 0.5609 |
| 15 | 3-1-2025 | 5-31-2025 | 0.9287 | 0.5582 |
| 16 | 6-1-2025 | 8-31-2025 | 0.9233 | 0.5529 |
| 17 | 9-1-2025 | 11-30-2025 | 0.9238 | 0.5574 |
| 18 | 12-1-2025 | 2-28-2026 | 0.9111 | 0.5487 |
| 19 | 3-1-2026 | 5-31-2026 | 0.9171 | 0.5467 |
| 20 | 6-1-2026 | 8-31-2026 | 0.9120 | 0.5416 |
| 21 | 9-1-2026 | 11-30-2026 | 0.9121 | 0.5457 |
| 22 | 12-1-2026 | 2-28-2027 | 0.8997 | 0.5373 |
| 23 | 3-1-2027 | 5-31-2027 | 0.9062 | 0.5357 |
| 24 | 6-1-2027 | 8-31-2027 | 2.7884 | 2.3836 |
| 25 | 9-1-2027 | 9-30-2027 | 0.9760 | 0.8428 |
| | | Highest | 2.7884 | 2.3836 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Area | 5.0577 | 0.1186 | 10.2949 | 5.4000e-004 | | 0.0571 | 0.0571 | | 0.0571 | 0.0571 | 0.0000 | 16.8332 | 16.8332 | 0.0161 | 0.0000 | 17.2364 |
| Energy | 0.1396 | 1.2294 | 0.7757 | 7.6100e-003 | | 0.0964 | 0.0964 | | 0.0964 | 0.0964 | 0.0000 | 3,828.2349 | 3,828.2349 | 0.1275 | 0.0462 | 3,845.1975 |
| Mobile | 1.5224 | 7.6773 | 18.4200 | 0.0788 | 7.4879 | 0.0557 | 7.5436 | 2.0064 | 0.0517 | 2.0582 | 0.0000 | 7,317.4337 | 7,317.4337 | 0.3272 | 0.0000 | 7,325.6124 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 204.5175 | 0.0000 | 204.5175 | 12.0866 | 0.0000 | 506.6833 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 28.7901 | 549.2060 | 577.9960 | 2.9797 | 0.0745 | 674.6930 |
| **Total** | **6.7197** | **9.0253** | **29.4905** | **0.0870** | **7.4879** | **0.2093** | **7.6972** | **2.0064** | **0.2053** | **2.2117** | **233.3075** | **11,711.7078** | **11,945.0153** | **15.5371** | **0.1207** | **12,369.4226** |

## Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 5.0577 | 0.1186 | 10.2949 | 5.4000e-004 | | 0.0571 | 0.0571 | | 0.0571 | 0.0571 | 0.0000 | 16.8332 | 16.8332 | 0.0161 | 0.0000 | 17.2364 |
| Energy | 0.1396 | 1.2294 | 0.7757 | 7.6100e-003 | | 0.0964 | 0.0964 | | 0.0964 | 0.0964 | 0.0000 | 3,828.2349 | 3,828.2349 | 0.1275 | 0.0462 | 3,845.1975 |
| Mobile | 1.5224 | 7.6773 | 18.4200 | 0.0788 | 7.4879 | 0.0557 | 7.5436 | 2.0064 | 0.0517 | 2.0582 | 0.0000 | 7,317.4337 | 7,317.4337 | 0.3272 | 0.0000 | 7,325.6124 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 204.5175 | 0.0000 | 204.5175 | 12.0866 | 0.0000 | 506.6833 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 23.0320 | 463.3721 | 486.4042 | 2.3847 | 0.0598 | 563.8477 |
| **Total** | **6.7197** | **9.0253** | **29.4905** | **0.0870** | **7.4879** | **0.2093** | **7.6972** | **2.0064** | **0.2053** | **2.2117** | **227.5495** | **11,625.8739** | **11,853.4234** | **14.9422** | **0.1061** | **12,258.5773** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **2.47** | **0.73** | **0.77** | **3.83** | **12.17** | **0.90** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/10/2027 | 5 | 1543 | |
| 5 | Architectural Coating | Architectural Coating | 6/10/2027 | 12/10/2027 | 5 | 132 | |
| 6 | Paving | Paving | 10/10/2027 | 12/10/2027 | 5 | 45 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 0**

**Residential Indoor: 2,022,975; Residential Outdoor: 674,325; Non-Residential Indoor: 303,900; Non-Residential Outdoor: 101,300; Striped**

### 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 | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |

| | | | | | |
|---|---|---|---|---|---|
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |

**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 | 6 | 15.00 | 0.00 | 458.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 796.00 | 140.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 159.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0496 | 0.0000 | 0.0496 | 7.5100e-003 | 0.0000 | 7.5100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | | 0.0233 | 0.0233 | | 0.0216 | 0.0216 | 0.0000 | 51.0012 | 51.0012 | 0.0144 | 0.0000 | 51.3601 |
| **Total** | **0.0475** | **0.4716** | **0.3235** | **5.8000e-004** | **0.0496** | **0.0233** | **0.0729** | **7.5100e-003** | **0.0216** | **0.0291** | **0.0000** | **51.0012** | **51.0012** | **0.0144** | **0.0000** | **51.3601** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 1.9300e-003 | 0.0634 | 0.0148 | 1.8000e-004 | 3.9400e-003 | 1.9000e-004 | 4.1300e-003 | 1.0800e-003 | 1.8000e-004 | 1.2600e-003 | 0.0000 | 17.4566 | 17.4566 | 1.2100e-003 | 0.0000 | 17.4869 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 9.7000e-004 | 7.5000e-004 | 8.5100e-003 | 2.0000e-005 | 2.4700e-003 | 2.0000e-005 | 2.4900e-003 | 6.5000e-004 | 2.0000e-005 | 6.7000e-004 | 0.0000 | 2.2251 | 2.2251 | 7.0000e-005 | 0.0000 | 2.2267 |
| **Total** | **2.9000e-003** | **0.0641** | **0.0233** | **2.0000e-004** | **6.4100e-003** | **2.1000e-004** | **6.6200e-003** | **1.7300e-003** | **2.0000e-004** | **1.9300e-003** | **0.0000** | **19.6816** | **19.6816** | **1.2800e-003** | **0.0000** | **19.7136** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fugitive Dust | | | | | 0.0155 | 0.0000 | 0.0155 | 2.3400e-003 | 0.0000 | 2.3400e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.9300e-003 | 0.0301 | 0.3492 | 5.8000e-004 | | 1.4000e-004 | 1.4000e-004 | | 1.4000e-004 | 1.4000e-004 | 0.0000 | 51.0011 | 51.0011 | 0.0144 | 0.0000 | 51.3600 |
| **Total** | **6.9300e-003** | **0.0301** | **0.3492** | **5.8000e-004** | **0.0155** | **1.4000e-004** | **0.0156** | **2.3400e-003** | **1.4000e-004** | **2.4800e-003** | **0.0000** | **51.0011** | **51.0011** | **0.0144** | **0.0000** | **51.3600** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 1.9300e-003 | 0.0634 | 0.0148 | 1.8000e-004 | 3.9400e-003 | 1.9000e-004 | 4.1300e-003 | 1.0800e-003 | 1.8000e-004 | 1.2600e-003 | 0.0000 | 17.4566 | 17.4566 | 1.2100e-003 | 0.0000 | 17.4869 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 9.7000e-004 | 7.5000e-004 | 8.5100e-003 | 2.0000e-005 | 2.4700e-003 | 2.0000e-005 | 2.4900e-003 | 6.5000e-004 | 2.0000e-005 | 6.7000e-004 | 0.0000 | 2.2251 | 2.2251 | 7.0000e-005 | 0.0000 | 2.2267 |
| **Total** | **2.9000e-003** | **0.0641** | **0.0233** | **2.0000e-004** | **6.4100e-003** | **2.1000e-004** | **6.6200e-003** | **1.7300e-003** | **2.0000e-004** | **1.9300e-003** | **0.0000** | **19.6816** | **19.6816** | **1.2800e-003** | **0.0000** | **19.7136** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1807 | 0.0000 | 0.1807 | 0.0993 | 0.0000 | 0.0993 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | | 0.0204 | 0.0204 | | 0.0188 | 0.0188 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7061 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **0.0389** | **0.4050** | **0.2115** | **3.8000e-004** | **0.1807** | **0.0204** | **0.2011** | **0.0993** | **0.0188** | **0.1181** | **0.0000** | **33.4357** | **33.4357** | **0.0108** | **0.0000** | **33.7061** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 7.7000e-004 | 6.0000e-004 | 6.8100e-003 | 2.0000e-005 | 1.9700e-003 | 2.0000e-005 | 1.9900e-003 | 5.2000e-004 | 1.0000e-005 | 5.4000e-004 | 0.0000 | 1.7801 | 1.7801 | 5.0000e-005 | 0.0000 | 1.7814 |
| **Total** | **7.7000e-004** | **6.0000e-004** | **6.8100e-003** | **2.0000e-005** | **1.9700e-003** | **2.0000e-005** | **1.9900e-003** | **5.2000e-004** | **1.0000e-005** | **5.4000e-004** | **0.0000** | **1.7801** | **1.7801** | **5.0000e-005** | **0.0000** | **1.7814** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0564 | 0.0000 | 0.0564 | 0.0310 | 0.0000 | 0.0310 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.6600e-003 | 0.0202 | 0.2087 | 3.8000e-004 | | 9.0000e-005 | 9.0000e-005 | | 9.0000e-005 | 9.0000e-005 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7060 |
| **Total** | **4.6600e-003** | **0.0202** | **0.2087** | **3.8000e-004** | **0.0564** | **9.0000e-005** | **0.0565** | **0.0310** | **9.0000e-005** | **0.0311** | **0.0000** | **33.4357** | **33.4357** | **0.0108** | **0.0000** | **33.7060** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 7.7000e-004 | 6.0000e-004 | 6.8100e-003 | 2.0000e-005 | 1.9700e-003 | 2.0000e-005 | 1.9900e-003 | 5.2000e-004 | 1.0000e-005 | 5.4000e-004 | 0.0000 | 1.7801 | 1.7801 | 5.0000e-005 | 0.0000 | 1.7814 |
| **Total** | **7.7000e-004** | **6.0000e-004** | **6.8100e-003** | **2.0000e-005** | **1.9700e-003** | **2.0000e-005** | **1.9900e-003** | **5.2000e-004** | **1.0000e-005** | **5.4000e-004** | **0.0000** | **1.7801** | **1.7801** | **5.0000e-005** | **0.0000** | **1.7814** |

## 3.4 Grading - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1741 | 0.0000 | 0.1741 | 0.0693 | 0.0000 | 0.0693 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | | 0.0377 | 0.0377 | | 0.0347 | 0.0347 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |
| **Total** | **0.0796** | **0.8816** | **0.5867** | **1.1800e-003** | **0.1741** | **0.0377** | **0.2118** | **0.0693** | **0.0347** | **0.1040** | **0.0000** | **103.5405** | **103.5405** | **0.0335** | **0.0000** | **104.3776** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.6400e-003 | 1.2700e-003 | 0.0144 | 4.0000e-005 | 4.1600e-003 | 3.0000e-005 | 4.2000e-003 | 1.1100e-003 | 3.0000e-005 | 1.1400e-003 | 0.0000 | 3.7579 | 3.7579 | 1.1000e-004 | 0.0000 | 3.7607 |
| **Total** | **1.6400e-003** | **1.2700e-003** | **0.0144** | **4.0000e-005** | **4.1600e-003** | **3.0000e-005** | **4.2000e-003** | **1.1100e-003** | **3.0000e-005** | **1.1400e-003** | **0.0000** | **3.7579** | **3.7579** | **1.1000e-004** | **0.0000** | **3.7607** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0543 | 0.0000 | 0.0543 | 0.0216 | 0.0000 | 0.0216 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0145 | 0.0627 | 0.6270 | 1.1800e-003 | | 2.9000e-004 | 2.9000e-004 | | 2.9000e-004 | 2.9000e-004 | 0.0000 | 103.5403 | 103.5403 | 0.0335 | 0.0000 | 104.3775 |
| **Total** | **0.0145** | **0.0627** | **0.6270** | **1.1800e-003** | **0.0543** | **2.9000e-004** | **0.0546** | **0.0216** | **2.9000e-004** | **0.0219** | **0.0000** | **103.5403** | **103.5403** | **0.0335** | **0.0000** | **104.3775** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 1.6400e-003 | 1.2700e-003 | 0.0144 | 4.0000e-005 | 4.1600e-003 | 3.0000e-005 | 4.2000e-003 | 1.1100e-003 | 3.0000e-005 | 1.1400e-003 | 0.0000 | 3.7579 | 3.7579 | 1.1000e-004 | 0.0000 | 3.7607 |
| **Total** | **1.6400e-003** | **1.2700e-003** | **0.0144** | **4.0000e-005** | **4.1600e-003** | **3.0000e-005** | **4.2000e-003** | **1.1100e-003** | **3.0000e-005** | **1.1400e-003** | **0.0000** | **3.7579** | **3.7579** | **1.1000e-004** | **0.0000** | **3.7607** |

## 3.4 Grading - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0807 | 0.0000 | 0.0807 | 0.0180 | 0.0000 | 0.0180 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | | 5.7200e-003 | 5.7200e-003 | | 5.2600e-003 | 5.2600e-003 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |
| **Total** | **0.0127** | **0.1360** | **0.1017** | **2.2000e-004** | **0.0807** | **5.7200e-003** | **0.0865** | **0.0180** | **5.2600e-003** | **0.0233** | **0.0000** | **19.0871** | **19.0871** | **6.1700e-003** | **0.0000** | **19.2414** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 2.1000e-004 | 2.4400e-003 | 1.0000e-005 | 7.7000e-004 | 1.0000e-005 | 7.7000e-004 | 2.0000e-004 | 1.0000e-005 | 2.1000e-004 | 0.0000 | 0.6679 | 0.6679 | 2.0000e-005 | 0.0000 | 0.6684 |
| **Total** | **2.8000e-004** | **2.1000e-004** | **2.4400e-003** | **1.0000e-005** | **7.7000e-004** | **1.0000e-005** | **7.7000e-004** | **2.0000e-004** | **1.0000e-005** | **2.1000e-004** | **0.0000** | **0.6679** | **0.6679** | **2.0000e-005** | **0.0000** | **0.6684** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0252 | 0.0000 | 0.0252 | 5.6200e-003 | 0.0000 | 5.6200e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.6700e-003 | 0.0116 | 0.1155 | 2.2000e-004 | | 5.0000e-005 | 5.0000e-005 | | 5.0000e-005 | 5.0000e-005 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |
| **Total** | **2.6700e-003** | **0.0116** | **0.1155** | **2.2000e-004** | **0.0252** | **5.0000e-005** | **0.0252** | **5.6200e-003** | **5.0000e-005** | **5.6700e-003** | **0.0000** | **19.0871** | **19.0871** | **6.1700e-003** | **0.0000** | **19.2414** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 2.1000e-004 | 2.4400e-003 | 1.0000e-005 | 7.7000e-004 | 1.0000e-005 | 7.7000e-004 | 2.0000e-004 | 1.0000e-005 | 2.1000e-004 | 0.0000 | 0.6679 | 0.6679 | 2.0000e-005 | 0.0000 | 0.6684 |
| **Total** | **2.8000e-004** | **2.1000e-004** | **2.4400e-003** | **1.0000e-005** | **7.7000e-004** | **1.0000e-005** | **7.7000e-004** | **2.0000e-004** | **1.0000e-005** | **2.1000e-004** | **0.0000** | **0.6679** | **0.6679** | **2.0000e-005** | **0.0000** | **0.6684** |

## 3.5 Building Construction - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | | 0.1023 | 0.1023 | | 0.0963 | 0.0963 | 0.0000 | 293.1324 | 293.1324 | 0.0702 | 0.0000 | 294.8881 |
| **Total** | **0.2158** | **1.9754** | **2.0700** | **3.4100e-003** | | **0.1023** | **0.1023** | | **0.0963** | **0.0963** | **0.0000** | **293.1324** | **293.1324** | **0.0702** | **0.0000** | **294.8881** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0516 | 1.6605 | 0.4484 | 4.4600e-003 | 0.1116 | 3.1200e-003 | 0.1147 | 0.0322 | 2.9800e-003 | 0.0352 | 0.0000 | 432.7111 | 432.7111 | 0.0259 | 0.0000 | 433.3573 |
| Worker | 0.4063 | 0.3047 | 3.5085 | 0.0106 | 1.1034 | 8.8100e-003 | 1.1122 | 0.2931 | 8.1100e-003 | 0.3012 | 0.0000 | 960.7766 | 960.7766 | 0.0265 | 0.0000 | 961.4381 |
| **Total** | **0.4579** | **1.9652** | **3.9568** | **0.0151** | **1.2150** | **0.0119** | **1.2269** | **0.3253** | **0.0111** | **0.3364** | **0.0000** | **1,393.4878** | **1,393.4878** | **0.0523** | **0.0000** | **1,394.7954** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0415 | 0.2827 | 2.2087 | 3.4100e-003 | | 7.7000e-004 | 7.7000e-004 | | 7.7000e-004 | 7.7000e-004 | 0.0000 | 293.1321 | 293.1321 | 0.0702 | 0.0000 | 294.8877 |
| **Total** | **0.0415** | **0.2827** | **2.2087** | **3.4100e-003** | | **7.7000e-004** | **7.7000e-004** | | **7.7000e-004** | **7.7000e-004** | **0.0000** | **293.1321** | **293.1321** | **0.0702** | **0.0000** | **294.8877** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0516 | 1.6605 | 0.4484 | 4.4600e-003 | 0.1116 | 3.1200e-003 | 0.1147 | 0.0322 | 2.9800e-003 | 0.0352 | 0.0000 | 432.7111 | 432.7111 | 0.0259 | 0.0000 | 433.3573 |
| Worker | 0.4063 | 0.3047 | 3.5085 | 0.0106 | 1.1034 | 8.8100e-003 | 1.1122 | 0.2931 | 8.1100e-003 | 0.3012 | 0.0000 | 960.7766 | 960.7766 | 0.0265 | 0.0000 | 961.4381 |
| **Total** | **0.4579** | **1.9652** | **3.9568** | **0.0151** | **1.2150** | **0.0119** | **1.2269** | **0.3253** | **0.0111** | **0.3364** | **0.0000** | **1,393.4878** | **1,393.4878** | **0.0523** | **0.0000** | **1,394.7954** |

## 3.5 Building Construction - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2045 | 1.8700 | 2.1117 | 3.5000e-003 | | 0.0910 | 0.0910 | | 0.0856 | 0.0856 | 0.0000 | 301.3462 | 301.3462 | 0.0717 | 0.0000 | 303.1383 |
| **Total** | **0.2045** | **1.8700** | **2.1117** | **3.5000e-003** | | **0.0910** | **0.0910** | | **0.0856** | **0.0856** | **0.0000** | **301.3462** | **301.3462** | **0.0717** | **0.0000** | **303.1383** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0394 | 1.2893 | 0.4134 | 4.4300e-003 | 0.1147 | 1.5000e-003 | 0.1162 | 0.0331 | 1.4400e-003 | 0.0345 | 0.0000 | 430.7620 | 430.7620 | 0.0235 | 0.0000 | 431.3488 |
| Worker | 0.3926 | 0.2832 | 3.3155 | 0.0105 | 1.1339 | 8.8000e-003 | 1.1427 | 0.3012 | 8.1000e-003 | 0.3093 | 0.0000 | 951.2290 | 951.2290 | 0.0245 | 0.0000 | 951.8412 |
| **Total** | **0.4320** | **1.5725** | **3.7289** | **0.0150** | **1.2486** | **0.0103** | **1.2589** | **0.3343** | **9.5400e-003** | **0.3438** | **0.0000** | **1,381.9911** | **1,381.9911** | **0.0480** | **0.0000** | **1,383.1901** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0426 | 0.2905 | 2.2698 | 3.5000e-003 | | 8.0000e-004 | 8.0000e-004 | | 8.0000e-004 | 8.0000e-004 | 0.0000 | 301.3458 | 301.3458 | 0.0717 | 0.0000 | 303.1380 |
| **Total** | **0.0426** | **0.2905** | **2.2698** | **3.5000e-003** | | **8.0000e-004** | **8.0000e-004** | | **8.0000e-004** | **8.0000e-004** | **0.0000** | **301.3458** | **301.3458** | **0.0717** | **0.0000** | **303.1380** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0394 | 1.2893 | 0.4134 | 4.4300e-003 | 0.1147 | 1.5000e-003 | 0.1162 | 0.0331 | 1.4400e-003 | 0.0345 | 0.0000 | 430.7620 | 430.7620 | 0.0235 | 0.0000 | 431.3488 |
| Worker | 0.3926 | 0.2832 | 3.3155 | 0.0105 | 1.1339 | 8.8000e-003 | 1.1427 | 0.3012 | 8.1000e-003 | 0.3093 | 0.0000 | 951.2290 | 951.2290 | 0.0245 | 0.0000 | 951.8412 |
| **Total** | **0.4320** | **1.5725** | **3.7289** | **0.0150** | **1.2486** | **0.0103** | **1.2589** | **0.3343** | **9.5400e-003** | **0.3438** | **0.0000** | **1,381.9911** | **1,381.9911** | **0.0480** | **0.0000** | **1,383.1901** |

## 3.5 Building Construction - 2024

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1928 | 1.7611 | 2.1179 | 3.5300e-003 | | 0.0803 | 0.0803 | | 0.0756 | 0.0756 | 0.0000 | 303.7223 | 303.7223 | 0.0718 | 0.0000 | 305.5179 |
| **Total** | **0.1928** | **1.7611** | **2.1179** | **3.5300e-003** | | **0.0803** | **0.0803** | | **0.0756** | **0.0756** | **0.0000** | **303.7223** | **303.7223** | **0.0718** | **0.0000** | **305.5179** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0387 | 1.2943 | 0.4038 | 4.4500e-003 | 0.1155 | 1.4900e-003 | 0.1170 | 0.0333 | 1.4300e-003 | 0.0348 | 0.0000 | 432.3463 | 432.3463 | 0.0233 | 0.0000 | 432.9289 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.3747 | 0.2602 | 3.1113 | 0.0103 | 1.1427 | 8.7400e-003 | 1.1514 | 0.3035 | 8.0400e-003 | 0.3115 | 0.0000 | 928.8255 | 928.8255 | 0.0226 | 0.0000 | 929.3909 |
| **Total** | **0.4134** | **1.5546** | **3.5151** | **0.0147** | **1.2582** | **0.0102** | **1.2684** | **0.3368** | **9.4700e-003** | **0.3463** | **0.0000** | **1,361.1718** | **1,361.1718** | **0.0459** | **0.0000** | **1,362.3198** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0429 | 0.2928 | 2.2873 | 3.5300e-003 | | 8.0000e-004 | 8.0000e-004 | | 8.0000e-004 | 8.0000e-004 | 0.0000 | 303.7220 | 303.7220 | 0.0718 | 0.0000 | 305.5175 |
| **Total** | **0.0429** | **0.2928** | **2.2873** | **3.5300e-003** | | **8.0000e-004** | **8.0000e-004** | | **8.0000e-004** | **8.0000e-004** | **0.0000** | **303.7220** | **303.7220** | **0.0718** | **0.0000** | **305.5175** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0387 | 1.2943 | 0.4038 | 4.4500e-003 | 0.1155 | 1.4900e-003 | 0.1170 | 0.0333 | 1.4300e-003 | 0.0348 | 0.0000 | 432.3463 | 432.3463 | 0.0233 | 0.0000 | 432.9289 |
| Worker | 0.3747 | 0.2602 | 3.1113 | 0.0103 | 1.1427 | 8.7400e-003 | 1.1514 | 0.3035 | 8.0400e-003 | 0.3115 | 0.0000 | 928.8255 | 928.8255 | 0.0226 | 0.0000 | 929.3909 |
| **Total** | **0.4134** | **1.5546** | **3.5151** | **0.0147** | **1.2582** | **0.0102** | **1.2684** | **0.3368** | **9.4700e-003** | **0.3463** | **0.0000** | **1,361.1718** | **1,361.1718** | **0.0459** | **0.0000** | **1,362.3198** |

## 3.5 Building Construction - 2025

## Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1785 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6549 | 302.6549 | 0.0711 | 0.0000 | 304.4335 |
| **Total** | **0.1785** | **1.6273** | **2.0991** | **3.5200e-003** | | **0.0689** | **0.0689** | | **0.0648** | **0.0648** | **0.0000** | **302.6549** | **302.6549** | **0.0711** | **0.0000** | **304.4335** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0376 | 1.2783 | 0.3919 | 4.4000e-003 | 0.1151 | 1.4600e-003 | 0.1166 | 0.0332 | 1.4000e-003 | 0.0346 | 0.0000 | 428.3493 | 428.3493 | 0.0229 | 0.0000 | 428.9212 |
| Worker | 0.3549 | 0.2372 | 2.8765 | 9.8300e-003 | 1.1383 | 8.5200e-003 | 1.1468 | 0.3023 | 7.8500e-003 | 0.3102 | 0.0000 | 889.4525 | 889.4525 | 0.0205 | 0.0000 | 889.9659 |
| **Total** | **0.3925** | **1.5154** | **3.2684** | **0.0142** | **1.2534** | **9.9800e-003** | **1.2634** | **0.3356** | **9.2500e-003** | **0.3448** | **0.0000** | **1,317.8018** | **1,317.8018** | **0.0434** | **0.0000** | **1,318.8872** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.0428 | 0.2916 | 2.2786 | 3.5200e-003 | | 8.0000e-004 | 8.0000e-004 | | 8.0000e-004 | 8.0000e-004 | 0.0000 | 302.6545 | 302.6545 | 0.0711 | 0.0000 | 304.4331 |
| **Total** | **0.0428** | **0.2916** | **2.2786** | **3.5200e-003** | | **8.0000e-004** | **8.0000e-004** | | **8.0000e-004** | **8.0000e-004** | **0.0000** | **302.6545** | **302.6545** | **0.0711** | **0.0000** | **304.4331** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0376 | 1.2783 | 0.3919 | 4.4000e-003 | 0.1151 | 1.4600e-003 | 0.1166 | 0.0332 | 1.4000e-003 | 0.0346 | 0.0000 | 428.3493 | 428.3493 | 0.0229 | 0.0000 | 428.9212 |
| Worker | 0.3549 | 0.2372 | 2.8765 | 9.8300e-003 | 1.1383 | 8.5200e-003 | 1.1468 | 0.3023 | 7.8500e-003 | 0.3102 | 0.0000 | 889.4525 | 889.4525 | 0.0205 | 0.0000 | 889.9659 |
| **Total** | **0.3925** | **1.5154** | **3.2684** | **0.0142** | **1.2534** | **9.9800e-003** | **1.2634** | **0.3356** | **9.2500e-003** | **0.3448** | **0.0000** | **1,317.8018** | **1,317.8018** | **0.0434** | **0.0000** | **1,318.8872** |

## 3.5 Building Construction - 2026

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1785 | 1.6273 | 2.0991 | 3.5200e-003 | | 0.0689 | 0.0689 | | 0.0648 | 0.0648 | 0.0000 | 302.6549 | 302.6549 | 0.0711 | 0.0000 | 304.4335 |
| **Total** | **0.1785** | **1.6273** | **2.0991** | **3.5200e-003** | | **0.0689** | **0.0689** | | **0.0648** | **0.0648** | **0.0000** | **302.6549** | **302.6549** | **0.0711** | **0.0000** | **304.4335** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0367 | 1.2662 | 0.3839 | 4.3800e-003 | 0.1151 | 1.4300e-003 | 0.1165 | 0.0332 | 1.3700e-003 | 0.0346 | 0.0000 | 426.0966 | 426.0966 | 0.0225 | 0.0000 | 426.6602 |
| Worker | 0.3392 | 0.2185 | 2.6879 | 9.4900e-003 | 1.1383 | 8.2300e-003 | 1.1465 | 0.3023 | 7.5800e-003 | 0.3099 | 0.0000 | 858.5586 | 858.5586 | 0.0188 | 0.0000 | 859.0292 |
| **Total** | **0.3759** | **1.4847** | **3.0718** | **0.0139** | **1.2534** | **9.6600e-003** | **1.2631** | **0.3356** | **8.9500e-003** | **0.3445** | **0.0000** | **1,284.6552** | **1,284.6552** | **0.0414** | **0.0000** | **1,285.6894** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0428 | 0.2916 | 2.2786 | 3.5200e-003 | | 8.0000e-004 | 8.0000e-004 | | 8.0000e-004 | 8.0000e-004 | 0.0000 | 302.6545 | 302.6545 | 0.0711 | 0.0000 | 304.4331 |
| **Total** | **0.0428** | **0.2916** | **2.2786** | **3.5200e-003** | | **8.0000e-004** | **8.0000e-004** | | **8.0000e-004** | **8.0000e-004** | **0.0000** | **302.6545** | **302.6545** | **0.0711** | **0.0000** | **304.4331** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0367 | 1.2662 | 0.3839 | 4.3800e-003 | 0.1151 | 1.4300e-003 | 0.1165 | 0.0332 | 1.3700e-003 | 0.0346 | 0.0000 | 426.0966 | 426.0966 | 0.0225 | 0.0000 | 426.6602 |
| Worker | 0.3392 | 0.2185 | 2.6879 | 9.4900e-003 | 1.1383 | 8.2300e-003 | 1.1465 | 0.3023 | 7.5800e-003 | 0.3099 | 0.0000 | 858.5586 | 858.5586 | 0.0188 | 0.0000 | 859.0292 |
| **Total** | **0.3759** | **1.4847** | **3.0718** | **0.0139** | **1.2534** | **9.6600e-003** | **1.2631** | **0.3356** | **8.9500e-003** | **0.3445** | **0.0000** | **1,284.6552** | **1,284.6552** | **0.0414** | **0.0000** | **1,285.6894** |

## 3.5 Building Construction - 2027

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1682 | 1.5338 | 1.9784 | 3.3200e-003 | | 0.0649 | 0.0649 | | 0.0610 | 0.0610 | 0.0000 | 285.2609 | 285.2609 | 0.0671 | 0.0000 | 286.9373 |
| **Total** | **0.1682** | **1.5338** | **1.9784** | **3.3200e-003** | | **0.0649** | **0.0649** | | **0.0610** | **0.0610** | **0.0000** | **285.2609** | **285.2609** | **0.0671** | **0.0000** | **286.9373** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0340 | 1.1824 | 0.3558 | 4.1000e-003 | 0.1085 | 1.3200e-003 | 0.1098 | 0.0313 | 1.2700e-003 | 0.0326 | 0.0000 | 399.7044 | 399.7044 | 0.0209 | 0.0000 | 400.2278 |
| Worker | 0.3051 | 0.1900 | 2.3742 | 8.6600e-003 | 1.0729 | 7.3300e-003 | 1.0802 | 0.2850 | 6.7500e-003 | 0.2917 | 0.0000 | 783.4235 | 783.4235 | 0.0163 | 0.0000 | 783.8305 |
| **Total** | **0.3391** | **1.3724** | **2.7299** | **0.0128** | **1.1814** | **8.6500e-003** | **1.1900** | **0.3163** | **8.0200e-003** | **0.3243** | **0.0000** | **1,183.1279** | **1,183.1279** | **0.0372** | **0.0000** | **1,184.0582** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0403 | 0.2749 | 2.1476 | 3.3200e-003 | | 7.5000e-004 | 7.5000e-004 | | 7.5000e-004 | 7.5000e-004 | 0.0000 | 285.2606 | 285.2606 | 0.0671 | 0.0000 | 286.9370 |
| **Total** | **0.0403** | **0.2749** | **2.1476** | **3.3200e-003** | | **7.5000e-004** | **7.5000e-004** | | **7.5000e-004** | **7.5000e-004** | **0.0000** | **285.2606** | **285.2606** | **0.0671** | **0.0000** | **286.9370** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0340 | 1.1824 | 0.3558 | 4.1000e-003 | 0.1085 | 1.3200e-003 | 0.1098 | 0.0313 | 1.2700e-003 | 0.0326 | 0.0000 | 399.7044 | 399.7044 | 0.0209 | 0.0000 | 400.2278 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Worker | 0.3051 | 0.1900 | 2.3742 | 8.6600e-003 | 1.0729 | 7.3300e-003 | 1.0802 | 0.2850 | 6.7500e-003 | 0.2917 | 0.0000 | 783.4235 | 783.4235 | 0.0163 | 0.0000 | 783.8305 |
| **Total** | **0.3391** | **1.3724** | **2.7299** | **0.0128** | **1.1814** | **8.6500e-003** | **1.1900** | **0.3163** | **8.0200e-003** | **0.3243** | **0.0000** | **1,183.1279** | **1,183.1279** | **0.0372** | **0.0000** | **1,184.0582** |

## 3.6 Architectural Coating - 2027

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 4.0646 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0113 | 0.0756 | 0.1194 | 2.0000e-004 | | 3.4000e-003 | 3.4000e-003 | | 3.4000e-003 | 3.4000e-003 | 0.0000 | 16.8515 | 16.8515 | 9.2000e-004 | 0.0000 | 16.8745 |
| **Total** | **4.0758** | **0.0756** | **0.1194** | **2.0000e-004** | | **3.4000e-003** | **3.4000e-003** | | **3.4000e-003** | **3.4000e-003** | **0.0000** | **16.8515** | **16.8515** | **9.2000e-004** | **0.0000** | **16.8745** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0327 | 0.0204 | 0.2545 | 9.3000e-004 | 0.1150 | 7.9000e-004 | 0.1158 | 0.0305 | 7.2000e-004 | 0.0313 | 0.0000 | 83.9691 | 83.9691 | 1.7400e-003 | 0.0000 | 84.0127 |
| **Total** | **0.0327** | **0.0204** | **0.2545** | **9.3000e-004** | **0.1150** | **7.9000e-004** | **0.1158** | **0.0305** | **7.2000e-004** | **0.0313** | **0.0000** | **83.9691** | **83.9691** | **1.7400e-003** | **0.0000** | **84.0127** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 4.0646 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.9600e-003 | 8.5000e-003 | 0.1209 | 2.0000e-004 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 16.8515 | 16.8515 | 9.2000e-004 | 0.0000 | 16.8744 |
| **Total** | **4.0665** | **8.5000e-003** | **0.1209** | **2.0000e-004** | | **4.0000e-005** | **4.0000e-005** | | **4.0000e-005** | **4.0000e-005** | **0.0000** | **16.8515** | **16.8515** | **9.2000e-004** | **0.0000** | **16.8744** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0327 | 0.0204 | 0.2545 | 9.3000e-004 | 0.1150 | 7.9000e-004 | 0.1158 | 0.0305 | 7.2000e-004 | 0.0313 | 0.0000 | 83.9691 | 83.9691 | 1.7400e-003 | 0.0000 | 84.0127 |
| **Total** | **0.0327** | **0.0204** | **0.2545** | **9.3000e-004** | **0.1150** | **7.9000e-004** | **0.1158** | **0.0305** | **7.2000e-004** | **0.0313** | **0.0000** | **83.9691** | **83.9691** | **1.7400e-003** | **0.0000** | **84.0127** |

# 3.7 Paving - 2027

## Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.0206 | 0.1931 | 0.3280 | 5.1000e-004 | | 9.4200e-003 | 9.4200e-003 | | 8.6600e-003 | 8.6600e-003 | 0.0000 | 45.0433 | 45.0433 | 0.0146 | 0.0000 | 45.4075 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0206** | **0.1931** | **0.3280** | **5.1000e-004** | | **9.4200e-003** | **9.4200e-003** | | **8.6600e-003** | **8.6600e-003** | **0.0000** | **45.0433** | **45.0433** | **0.0146** | **0.0000** | **45.4075** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.0500e-003 | 6.5000e-004 | 8.1800e-003 | 3.0000e-005 | 3.7000e-003 | 3.0000e-005 | 3.7200e-003 | 9.8000e-004 | 2.0000e-005 | 1.0100e-003 | 0.0000 | 2.7006 | 2.7006 | 6.0000e-005 | 0.0000 | 2.7020 |
| **Total** | **1.0500e-003** | **6.5000e-004** | **8.1800e-003** | **3.0000e-005** | **3.7000e-003** | **3.0000e-005** | **3.7200e-003** | **9.8000e-004** | **2.0000e-005** | **1.0100e-003** | **0.0000** | **2.7006** | **2.7006** | **6.0000e-005** | **0.0000** | **2.7020** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 6.3100e-003 | 0.0274 | 0.3892 | 5.1000e-004 | | 1.3000e-004 | 1.3000e-004 | | 1.3000e-004 | 1.3000e-004 | 0.0000 | 45.0433 | 45.0433 | 0.0146 | 0.0000 | 45.4075 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **6.3100e-003** | **0.0274** | **0.3892** | **5.1000e-004** | | **1.3000e-004** | **1.3000e-004** | | **1.3000e-004** | **1.3000e-004** | **0.0000** | **45.0433** | **45.0433** | **0.0146** | **0.0000** | **45.4075** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.0500e-003 | 6.5000e-004 | 8.1800e-003 | 3.0000e-005 | 3.7000e-003 | 3.0000e-005 | 3.7200e-003 | 9.8000e-004 | 2.0000e-005 | 1.0100e-003 | 0.0000 | 2.7006 | 2.7006 | 6.0000e-005 | 0.0000 | 2.7020 |
| **Total** | **1.0500e-003** | **6.5000e-004** | **8.1800e-003** | **3.0000e-005** | **3.7000e-003** | **3.0000e-005** | **3.7200e-003** | **9.8000e-004** | **2.0000e-005** | **1.0100e-003** | **0.0000** | **2.7006** | **2.7006** | **6.0000e-005** | **0.0000** | **2.7020** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 1.5224 | 7.6773 | 18.4200 | 0.0788 | 7.4879 | 0.0557 | 7.5436 | 2.0064 | 0.0517 | 2.0582 | 0.0000 | 7,317.4337 | 7,317.4337 | 0.3272 | 0.0000 | 7,325.6124 |
| Unmitigated | 1.5224 | 7.6773 | 18.4200 | 0.0788 | 7.4879 | 0.0557 | 7.5436 | 2.0064 | 0.0517 | 2.0582 | 0.0000 | 7,317.4337 | 7,317.4337 | 0.3272 | 0.0000 | 7,325.6124 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Low Rise | 142.00 | 154.25 | 130.75 | 485,724 | 485,724 |
| Apartments Mid Rise | 3,925.22 | 3,769.38 | 3457.70 | 13,108,771 | 13,108,771 |
| General Office Building | 280.80 | 62.55 | 26.55 | 687,138 | 687,138 |
| High Turnover (Sit Down Restaurant) | 2,306.88 | 2,873.52 | 2392.20 | 3,270,817 | 3,270,817 |
| Hotel | 187.00 | 187.50 | 136.00 | 428,999 | 428,999 |
| Quality Restaurant | 488.00 | 511.92 | 391.52 | 679,975 | 679,975 |
| Regional Shopping Center | 514.14 | 601.47 | 303.81 | 1,074,000 | 1,074,000 |
| Total | 7,844.04 | 8,160.59 | 6,838.53 | 19,735,424 | 19,735,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down Restaurant) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,446.8358 | 2,446.8358 | 0.1010 | 0.0209 | 2,455.5894 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,446.8358 | 2,446.8358 | 0.1010 | 0.0209 | 2,455.5894 |
| NaturalGas Mitigated | 0.1396 | 1.2294 | 0.7757 | 7.6100e-003 | | 0.0964 | 0.0964 | | 0.0964 | 0.0964 | 0.0000 | 1,381.3991 | 1,381.3991 | 0.0265 | 0.0253 | 1,389.6081 |
| NaturalGas Unmitigated | 0.1396 | 1.2294 | 0.7757 | 7.6100e-003 | | 0.0964 | 0.0964 | | 0.0964 | 0.0964 | 0.0000 | 1,381.3991 | 1,381.3991 | 0.0265 | 0.0253 | 1,389.6081 |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Low Rise | 408494 | 2.2000e-003 | 0.0188 | 8.0100e-003 | 1.2000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 21.7988 | 21.7988 | 4.2000e-004 | 4.0000e-004 | 21.9284 |
| Apartments Mid Rise | 1.30479e+007 | 0.0704 | 0.6012 | 0.2558 | 3.8400e-003 | | 0.0486 | 0.0486 | | 0.0486 | 0.0486 | 0.0000 | 696.2840 | 696.2840 | 0.0134 | 0.0128 | 700.4217 |
| General Office Building | 468450 | 2.5300e-003 | 0.0230 | 0.0193 | 1.4000e-004 | | 1.7500e-003 | 1.7500e-003 | | 1.7500e-003 | 1.7500e-003 | 0.0000 | 24.9983 | 24.9983 | 4.8000e-004 | 4.6000e-004 | 25.1468 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Turnover (Sit Down Restaurant) | 8.30736e+006 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-003 | | 0.0310 | 0.0310 | | 0.0310 | 0.0310 | 0.0000 | 443.3124 | 443.3124 | 8.5000e-003 | 8.1300e-003 | 445.9468 |
| Hotel | 1.74095e+006 | 9.3900e-003 | 0.0853 | 0.0717 | 5.1000e-004 | | 6.4900e-003 | 6.4900e-003 | | 6.4900e-003 | 6.4900e-003 | 0.0000 | 92.9036 | 92.9036 | 1.7800e-003 | 1.7000e-003 | 93.4557 |
| Quality Restaurant | 1.84608e+006 | 9.9500e-003 | 0.0905 | 0.0760 | 5.4000e-004 | | 6.8800e-003 | 6.8800e-003 | | 6.8800e-003 | 6.8800e-003 | 0.0000 | 98.5139 | 98.5139 | 1.8900e-003 | 1.8100e-003 | 99.0993 |
| Regional Shopping Center | 67240 | 3.6000e-004 | 3.3000e-003 | 2.7700e-003 | 2.0000e-005 | | 2.5000e-004 | 2.5000e-004 | | 2.5000e-004 | 2.5000e-004 | 0.0000 | 3.5882 | 3.5882 | 7.0000e-005 | 7.0000e-005 | 3.6095 |
| **Total** | | **0.1396** | **1.2294** | **0.7757** | **7.6100e-003** | | **0.0965** | **0.0965** | | **0.0965** | **0.0965** | **0.0000** | **1,381.3991** | **1,381.3991** | **0.0265** | **0.0253** | **1,389.6081** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Low Rise | 408494 | 2.2000e-003 | 0.0188 | 8.0100e-003 | 1.2000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 21.7988 | 21.7988 | 4.2000e-004 | 4.0000e-004 | 21.9284 |
| Apartments Mid Rise | 1.30479e+007 | 0.0704 | 0.6012 | 0.2558 | 3.8400e-003 | | 0.0486 | 0.0486 | | 0.0486 | 0.0486 | 0.0000 | 696.2840 | 696.2840 | 0.0134 | 0.0128 | 700.4217 |
| General Office Building | 468450 | 2.5300e-003 | 0.0230 | 0.0193 | 1.4000e-004 | | 1.7500e-003 | 1.7500e-003 | | 1.7500e-003 | 1.7500e-003 | 0.0000 | 24.9983 | 24.9983 | 4.8000e-004 | 4.6000e-004 | 25.1468 |
| High Turnover (Sit Down Restaurant) | 8.30736e+006 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-003 | | 0.0310 | 0.0310 | | 0.0310 | 0.0310 | 0.0000 | 443.3124 | 443.3124 | 8.5000e-003 | 8.1300e-003 | 445.9468 |
| Hotel | 1.74095e+006 | 9.3900e-003 | 0.0853 | 0.0717 | 5.1000e-004 | | 6.4900e-003 | 6.4900e-003 | | 6.4900e-003 | 6.4900e-003 | 0.0000 | 92.9036 | 92.9036 | 1.7800e-003 | 1.7000e-003 | 93.4557 |
| Quality Restaurant | 1.84608e+006 | 9.9500e-003 | 0.0905 | 0.0760 | 5.4000e-004 | | 6.8800e-003 | 6.8800e-003 | | 6.8800e-003 | 6.8800e-003 | 0.0000 | 98.5139 | 98.5139 | 1.8900e-003 | 1.8100e-003 | 99.0993 |
| Regional Shopping Center | 67240 | 3.6000e-004 | 3.3000e-003 | 2.7700e-003 | 2.0000e-005 | | 2.5000e-004 | 2.5000e-004 | | 2.5000e-004 | 2.5000e-004 | 0.0000 | 3.5882 | 3.5882 | 7.0000e-005 | 7.0000e-005 | 3.6095 |
| **Total** | | **0.1396** | **1.2294** | **0.7757** | **7.6100e-003** | | **0.0965** | **0.0965** | | **0.0965** | **0.0965** | **0.0000** | **1,381.3991** | **1,381.3991** | **0.0265** | **0.0253** | **1,389.6081** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 106010 | 33.7770 | 1.3900e-003 | 2.9000e-004 | 33.8978 |
| Apartments Mid Rise | 3.94292e+006 | 1,256.2980 | 0.0519 | 0.0107 | 1,260.7925 |
| General Office Building | 584550 | 186.2502 | 7.6900e-003 | 1.5900e-003 | 186.9165 |
| High Turnover (Sit Down Restaurant) | 1.58904e+006 | 506.3022 | 0.0209 | 4.3200e-003 | 508.1135 |
| Hotel | 550308 | 175.3399 | 7.2400e-003 | 1.5000e-003 | 175.9672 |
| Quality Restaurant | 353120 | 112.5116 | 4.6500e-003 | 9.6000e-004 | 112.9141 |
| Regional Shopping Center | 553500 | 176.3570 | 7.2800e-003 | 1.5100e-003 | 176.9879 |
| **Total** | | **2,446.8358** | **0.1010** | **0.0209** | **2,455.5894** |

## Mitigated

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 106010 | 33.7770 | 1.3900e-003 | 2.9000e-004 | 33.8978 |
| Apartments Mid Rise | 3.94292e+006 | 1,256.2980 | 0.0519 | 0.0107 | 1,260.7925 |
| General Office Building | 584550 | 186.2502 | 7.6900e-003 | 1.5900e-003 | 186.9165 |
| High Turnover (Sit Down Restaurant) | 1.58904e+006 | 506.3022 | 0.0209 | 4.3200e-003 | 508.1135 |
| Hotel | 550308 | 175.3399 | 7.2400e-003 | 1.5000e-003 | 175.9672 |
| Quality Restaurant | 353120 | 112.5116 | 4.6500e-003 | 9.6000e-004 | 112.9141 |

| | | | | | |
|---|---|---|---|---|---|
| Regional Shopping Center | 553500 | 176.3570 | 7.2800e-003 | 1.5100e-003 | 176.9879 |
| **Total** | | **2,446.8358** | **0.1010** | **0.0209** | **2,455.5894** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 5.0577 | 0.1186 | 10.2949 | 5.4000e-004 | | 0.0571 | 0.0571 | | 0.0571 | 0.0571 | 0.0000 | 16.8332 | 16.8332 | 0.0161 | 0.0000 | 17.2364 |
| Unmitigated | 5.0577 | 0.1186 | 10.2949 | 5.4000e-004 | | 0.0571 | 0.0571 | | 0.0571 | 0.0571 | 0.0000 | 16.8332 | 16.8332 | 0.0161 | 0.0000 | 17.2364 |

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Architectural Coating | 0.4065 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 4.3420 | | | | | 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 | 0.3092 | 0.1186 | 10.2949 | 5.4000e-004 | | 0.0571 | 0.0571 | | 0.0571 | 0.0571 | 0.0000 | 16.8332 | 16.8332 | 0.0161 | 0.0000 | 17.2364 |
| **Total** | **5.0577** | **0.1186** | **10.2949** | **5.4000e-004** | | **0.0571** | **0.0571** | | **0.0571** | **0.0571** | **0.0000** | **16.8332** | **16.8332** | **0.0161** | **0.0000** | **17.2364** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.4065 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 4.3420 | | | | | 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 | 0.3092 | 0.1186 | 10.2949 | 5.4000e-004 | | 0.0571 | 0.0571 | | 0.0571 | 0.0571 | 0.0000 | 16.8332 | 16.8332 | 0.0161 | 0.0000 | 17.2364 |
| **Total** | **5.0577** | **0.1186** | **10.2949** | **5.4000e-004** | | **0.0571** | **0.0571** | | **0.0571** | **0.0571** | **0.0000** | **16.8332** | **16.8332** | **0.0161** | **0.0000** | **17.2364** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 486.4042 | 2.3847 | 0.0598 | 563.8477 |
| Unmitigated | 577.9960 | 2.9797 | 0.0745 | 674.6930 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 1.62885 / 1.02688 | 10.9095 | 0.0535 | 1.3400e-003 | 12.6471 |
| Apartments Mid Rise | 63.46 / 40.0074 | 425.0355 | 2.0846 | 0.0523 | 492.7305 |
| General Office Building | 7.99802 / 4.90201 | 53.0719 | 0.2627 | 6.5900e-003 | 61.6019 |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702 | 0.3580 | 8.8200e-003 | 62.8482 |
| Hotel | 1.26834 / 0.140927 | 6.1633 | 0.0416 | 1.0300e-003 | 7.5079 |
| Quality Restaurant | 2.42827 / 0.154996 | 11.3934 | 0.0796 | 1.9600e-003 | 13.9663 |

| | | | | | |
|---|---|---|---|---|---|
| Regional Shopping Center | 3.03697 / 1.86137 | 20.1522 | 0.0998 | 2.5000e-003 | 23.3912 |
| **Total** | | **577.9960** | **2.9797** | **0.0745** | **674.6930** |

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Low Rise | 1.30308 / 0.964244 | 9.2329 | 0.0428 | 1.0800e-003 | 10.6248 |
| Apartments Mid Rise | 50.768 / 37.567 | 359.7138 | 1.6685 | 0.0420 | 413.9402 |
| General Office Building | 6.39841 / 4.60299 | 44.8695 | 0.2103 | 5.2900e-003 | 51.7021 |
| High Turnover (Sit Down Restaurant) | 8.74177 / 0.654935 | 41.3594 | 0.2864 | 7.0600e-003 | 50.6230 |
| Hotel | 1.01467 / 0.13233 | 5.0000 | 0.0333 | 8.2000e-004 | 6.0759 |
| Quality Restaurant | 1.94262 / 0.145541 | 9.1910 | 0.0637 | 1.5700e-003 | 11.2496 |
| Regional Shopping Center | 2.42958 / 1.74783 | 17.0377 | 0.0798 | 2.0100e-003 | 19.6321 |
| **Total** | | **486.4042** | **2.3847** | **0.0598** | **563.8476** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 204.5175 | 12.0866 | 0.0000 | 506.6833 |
| Unmitigated | 204.5175 | 12.0866 | 0.0000 | 506.6833 |

## 8.2 Waste by Land Use

### Unmitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 11.5 | 2.3344 | 0.1380 | 0.0000 | 5.7834 |
| Apartments Mid Rise | 448.04 | 90.9481 | 5.3749 | 0.0000 | 225.3200 |
| General Office Building | 41.85 | 8.4952 | 0.5021 | 0.0000 | 21.0464 |
| High Turnover (Sit Down Restaurant) | 428.4 | 86.9613 | 5.1393 | 0.0000 | 215.4430 |
| Hotel | 27.38 | 5.5579 | 0.3285 | 0.0000 | 13.7694 |
| Quality Restaurant | 7.3 | 1.4818 | 0.0876 | 0.0000 | 3.6712 |
| Regional Shopping Center | 43.05 | 8.7388 | 0.5165 | 0.0000 | 21.6499 |
| **Total** | | **204.5175** | **12.0866** | **0.0000** | **506.6833** |

### Mitigated

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Low Rise | 11.5 | 2.3344 | 0.1380 | 0.0000 | 5.7834 |
| Apartments Mid Rise | 448.04 | 90.9481 | 5.3749 | 0.0000 | 225.3200 |
| General Office Building | 41.85 | 8.4952 | 0.5021 | 0.0000 | 21.0464 |
| High Turnover (Sit Down Restaurant) | 428.4 | 86.9613 | 5.1393 | 0.0000 | 215.4430 |
| Hotel | 27.38 | 5.5579 | 0.3285 | 0.0000 | 13.7694 |
| Quality Restaurant | 7.3 | 1.4818 | 0.0876 | 0.0000 | 3.6712 |
| Regional Shopping Center | 43.05 | 8.7388 | 0.5165 | 0.0000 | 21.6499 |
| **Total** | | **204.5175** | **12.0866** | **0.0000** | **506.6833** |

## 9.0 Operational Offroad

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

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

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

### Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

**APPENDIX G**

**Phase I Environmental Site Assessment**

DRAFT

# PHASE I ENVIRONMENTAL SITE ASSESSMENT CLAREMONT VILLAGE SOUTH, NORTH OF ARROW HIGHWAY AND EAST AND WEST OF INDIAN HILL BOULEVARD, CITY OF CLAREMONT, LOS ANGELES COUNTY, CALIFORNIA

Prepared For:

**MERIDIAN CONSULTANTS, LLC**
910 Hampshire Road, Suite V
Westlake Village, California 91361

Project No. 11647.001

July 12, 2017

July 12, 2017

Project No. 11647.001

To: Meridian Consultants, LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

Attention: Mr. Tony Locacciato

Subject: Phase I Environmental Site Assessment, Claremont Village South, North of Arrow Highway and East and West of Indian Hill Boulevard, City of Claremont, Los Angeles County, California

Leighton Consulting, Inc. (Leighton Consulting) is pleased to present this Phase I Environmental Site Assessment, for the property located north of Arrow Highway and east and west of Indian Hill Boulevard, City of Claremont, Los Angeles County, California (subject site). Leighton Consulting declares that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 Code of Federal Regulations (CFR) 312, and the ASTM International E1527-13.

Leighton Consulting has the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject site. Leighton Consulting has developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

If you have questions regarding this report, please contact us. We appreciate the opportunity to be of service to Meridian Consultants, LLC.

Respectfully submitted,

LEIGHTON CONSULTING, INC.

Zachary Freeman, PG 9460
Project Geologist

Richard L. Orr, PG 7199
Associate Geologist

Distribution: (1) Addressee (electronic)

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Appendix A – References
Appendix B – Site Reconnaissance Photos
Appendix C – Client Supplied Documentation
Appendix D – Environmental Radius Report
Appendix E – Regulatory Records Documentation
Appendix F – Historical Research Documentation
Appendix G – GBA Geoenvironmental Report

# 1.0 INTRODUCTION

## 1.1 Authorization

Leighton Consulting, Inc. (Leighton Consulting) performed a Phase I Environmental Site Assessment (ESA) for the property located north of Arrow Highway and east and west of Indian Hill Boulevard, City of Claremont, Los Angeles County, California (subject site – Figure 1) in accordance with the Meridian Consultants, LLC's (Client) authorization.

## 1.2 Purpose

The purpose of the Phase I ESA was to identify, to the extent feasible and pursuant to the processes prescribed in ASTM International (ASTM) E1527-13, recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) in connection with the subject site.

RECs are defined, according to ASTM E1527-13 as "*the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs."*

HRECs are defined, according to ASTM E1527-13 as "*a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.*"

CRECs are defined, according to ASTM E1527-13 as "*a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.*" (ASTM E1527-13, 2013).

## 1.3 Scope of Work

The scope of work was performed in accordance with Leighton Consulting's proposal and included the following tasks:

- A reconnaissance-level visit of the subject site for evidence of the release(s) of hazardous materials and petroleum products and to assess the potential for onsite releases of hazardous materials and petroleum products;
- Records review (including review of previous environmental reports, selected governmental databases, and historical review);
- Interviews; and
- Preparation of this report presenting our findings.

## 1.4 Significant Assumptions

Leighton Consulting assumes that the purpose of this Phase I ESA is to provide appropriate inquiry into the previous ownership and use of the subject site so that the Client may qualify for the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) landowner liability protections as defined in CERCLA, 42 USC §9601(35)(B). Leighton Consulting also assumes that the information provided by the Client and its agents, regulatory database provider, and regulatory agencies is true and reliable.

## 1.5 Limitations and Exceptions

Property-specific activities performed by Leighton Consulting and information collected regarding these activities are summarized in the following sections. The findings of this Phase I ESA are presented in Section 7.0. Opinions, and conclusions drawn by Leighton Consulting, based on the information collected as part of the Phase I ESA, are presented in Sections 8.0 and 9.0, respectively. References are included as Appendix A. Site photographs are presented in Appendix B. Client supplied documentation is included as Appendix C. The Environmental Radius Report is included as Appendix D. Regulatory records requests and responses are included as Appendix E. Historical documentation is provided in Appendix F. The Geoprofessional Business Association (GBA) Geoenvironmental Report is provided in Appendix G.

This Phase I ESA was conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

The observations and conclusions presented in this report are professional opinions based on the scope of activities, work schedule, and information obtained through the Phase I ESA described herein. Opinions presented herein apply to property conditions existing at the time of our study and cannot necessarily be taken to apply to property conditions or changes that we are not aware of or have not had the opportunity to evaluate. It must be recognized that conclusions drawn from these data are limited to the amount, type, distribution, and integrity of the information collected at the time of the investigation, and the methods utilized to collect and evaluate the data. Although Leighton Consulting has taken steps to obtain true copies of available information, we make no representation or warranty with respect to the accuracy or completeness of the information provided by others.

This practice does not address whether requirements in addition to all appropriate inquiry have been met in order to qualify for the landowner liability protections including the continuing obligation not to impede the integrity and effectiveness of activity and use limitations, or the duty to take reasonable steps to prevent releases, or the duty to comply with legally required release reporting obligations. Users should also be aware that there are likely to be other legal obligations with regard to hazardous substances or petroleum products discovered on the subject site that are not addressed in this practice and that may pose risks of civil and/or criminal sanctions for non-compliance.

## 1.6 Special Terms and Conditions

The scope of work for this Phase I ESA did not include testing of electrical equipment for the presence of polychlorinated biphenyls (PCBs) or collection of other environmental samples such as soil, air, water, building materials, paint, or other media; assessment of natural hazards such as naturally occurring asbestos, radon gas or methane gas; assessment of the potential presence of radionuclides; or assessment of nonchemical hazards such as the potential for damage from earthquakes or floods, or the presence of endangered species or wildlife habitats. This Phase I ESA also did not include an extensive assessment of the environmental compliance status of the subject site or of businesses operating at the subject site or a health-based risk assessment.

## 1.7 User Reliance

This report is for the exclusive use of the Meridian Consultants, LLC and the City of Claremont. Use of this report by any other party shall be at such party's sole risk.

## 1.8 Important Information about Geoenvironmental Reports

The Client is referred to Appendix G regarding important information provided by the GBA on geoenvironmental studies and reports.

# 2.0 SITE DESCRIPTION

## 2.1 Location and Legal Description

The subject site is located north of Arrow Highway, South of Santa Fe Street, east of Bucknell Avenue and east and west of Indian Hill Boulevard in the City of Claremont, Los Angeles County, California (Figure 1). The Los Angeles County Assessor's Office designates the Site as Assessor Parcel Numbers 8313-008-003, -004, -006, -007, -009, -010, -011, -014, -015, -016, -017, -018, -019, -020, -021, -024, -025, -026 -027, -028, -031, -900, 8313-024-009, 8313-024-910, 8313-025-011, -012, -013, -014, -015, -016, -019, -020, and -023.

## 2.2 Property and Vicinity General Characteristics

The site vicinity and the surrounding area are generally developed for commercial, light industrial, and residential purposes.

## 2.3 Current Use of the Subject Property

Sixteen commercial structures and 11 residences are present on the portion of the subject site west of Indian Hill Boulevard (Figure 2). Two commercial structures and ten residential structures are present on the portion of the subject site east of Indian Hill Boulevard. Several of the residences on the east and west sides of the subject site have been converted to commercial use. Approximately 1.2 acres of vacant land is present on the south-central portion of the west side of the subject site. A vacant lot is also present at the northeast corner of Arrow Highway and Indian Hill Boulevard.

## 2.4 Descriptions of Structures, Roads and Other Improvements on the Property

The subject site is bisected by Indian Hill Boulevard and bounded to the north by Santa Fe Street (Figure 2). The subject site is bounded to the west by Bucknell Avenue and by Arrow Highway on the south. The subject site is bordered by residential properties to the east. The eastern portion of the subject property primarily consists of residential properties and residential properties that have been converted to commercial use. West Green Street crosses the northeastern portion of the subject site and dead ends into Indian Hill Boulevard.

The northwestern portion of the subject site west of Indian Hill Boulevard is occupied by two manufacturing firms (Vortox Air Technology and King Precision Glass) and an automobile dealership. The dealership appears to be inactive although a large number of what appears to be new cars were parked on the lot. The two manufacturing facilities appeared to be operational.

The following utilities provide or will provide service to the subject site:

| | |
|---|---|
| Natural Gas: | The Southern California Gas Company |
| Source of Potable Water: | Golden State Water Company |
| Electric: | Southern California Edison |
| Sewage Disposal: | City of Claremont |
| Waste Disposal: | City of Claremont |

## 2.5 Current Uses of Adjoining Properties

Properties adjacent to the subject site include (Figure 2):

| Direction | Address | Company Name/Site Use |
|---|---|---|
| North | One North Indian Hill Boulevard and 250 West 1st Street | Restaurants, retail structures and an art gallery |
| East | 255-211 (odd) East Olive Street, 307, 310, 311, 328 West Green Street | Residences |
| South | 352 S. Indian Hill Boulevard<br>307 S. Indian Hill Boulevard<br>305 Virginia Road<br>411 Fordham Drive<br>423 Fordham Drive<br>431 Fordham Drive | Peppertree square shopping center<br><br>Residences |
| West | 525 W. Arrow Highway<br>535 Wharton Drive | Extra Space Storage<br>Keck Graduate School |

# 3.0 USER PROVIDED INFORMATION

The user of this Phase I ESA is identified as Meridian Consultants, Inc and the City of Claremont. As a part of the ASTM E1527-13 process, Mr. Ned Baldwin, Senior Project Manager for Meridian Consultants, Inc. completed a questionnaire regarding the property. A copy of this questionnaire is provided in Appendix C.

## 3.1 Environmental Liens or Activity and Use Limitations

Meridian Consulting indicated that they were not aware of environmental liens or activity and use limitations filed or recorded for the subject site.

## 3.2 Specialized Knowledge

Meridian Consulting indicated that they do not have specialized knowledge or experience related to the subject site.

## 3.3 Commonly Known or Reasonably Ascertainable Information

Meridian Consulting stated they are aware of past uses of the property but are not aware of specific chemicals present or once present at the property, spills or other chemical releases that have taken place, or any environmental cleanups.

## 3.4 Valuation Reduction for Environmental Issues

Meridian Consulting stated no valuation reduction for environmental reasons.

## 3.5 Owner, Property Manager, and Occupant Information

Meridian Consulting provided Leighton with a list of owners of the various parcels on the subject site included in Appendix C.

### 3.6 Reason for Performing Phase I ESA

The reason the Phase I ESA was in support of a specific plan for the City of Claremont and the redevelopment of the Claremont Village South.

### 3.7 Other

Additional information was not provided by Meridian Consulting.

# 4.0 RECORDS REVIEW

## 4.1 Physical Setting Source(s)

Leighton Consulting reviewed pertinent maps and readily available literature for information on the physiography and hydrogeology of the subject site. A summary of this information is presented in the following subsections.

### 4.1.1 Topography

The subject site is located in Section 9, Township 1 South, Range 8 West of the San Bernardino Baseline and Meridian. The subject site is depicted on the United States Geological Survey (USGS) Ontario 7.5-Minute Topographic Quadrangle, dated 2012. The subject site elevation ranges from approximately 1,110 to 1,140 feet above mean sea level (MSL). The subject site slopes gently to the south-southwest.

### 4.1.2 Surface Water

San Antonio Creek is located approximately 0.95 mile east of the subject site. An unnamed aqueduct is depicted on the topographic map approximately 1,000 feet south of the subject site.

### 4.1.3 Geology and Soils

The site is located in the Los Angeles Basin in the northern portion Peninsular Range geomorphic province of California. This is an area of complex geology as the relatively northwestward moving Peninsular Range Province collides with the Transverse Range Province (San Gabriel Mountains) to the north. Several active or potentially active faults have been mapped in the region and are believed to accommodate compression associated with this collision. The site is located approximately 2.3 miles south of the active Cucamonga fault. The San Jose fault has been mapped to either traverse the site in the southeast (CDMG, 1977), or approximately 0.1 miles southeast of the site (CGS, 2000a; CBW, 2012). The San Jose Fault has mapped only as a subsurface water barrier within Quaternary alluvium (CDMG, 1977), but is potentially active.

The site is underlain by a thick accumulation of alluvial soil consisting of sand, gravel, silt, and clay eroded from the San Gabriel Mountains, then transported and deposited at the site. The valley surface in the region is covered by fine- to very coarse-grained younger Quaternary alluvial soil deposits that make up the upper portion of the large alluvial fan developed by San Antonio Creek and other drainages from the San Gabriel Mountains north of this site. The portion of the alluvial fan in the site vicinity is dominated by deposits rich in sand and gravel.

#### 4.1.4 Hydrogeology

The subject property is located in the San Gabriel Valley Groundwater Basin. The basin is bounded to the north by the San Gabriel Mountains, to the east by the impermeable rocks of the Chino and San Jose Hills, on the southeast and south by the Puente Hills and on the west by the impermeable rocks of the San Rafael Hills (SWRCB, 2016). The surface of the basin is drained by San Gabriel River which exits the basin at the Whittier Narrows. Beneficial use includes municipal, agricultural, industrial, and process (SARWQCB, 1995).

Groundwater flow in the vicinity of the subject property is estimated to be south-southwest following local topography. According to Spring 2017 Groundwater Information Center groundwater depth data groundwater in the vicinity of the subject site is approximately 160 feet below ground surface (DWR, 2017).

#### 4.1.5 Oil and Gas Fields

On June 20, 2017, Leighton Consulting reviewed the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) Online Mapping System. No evidence of onsite oil wells or oilfield-related facilities was identified for the subject site or on adjacent sites.

### 4.2 Standard Environmental Record Sources

A search of selected government databases was conducted by Leighton Consulting using the GeoSearch Radius Report (GeoSearch Report) prepared by GeoSearch, dated May 23, 2017. Details of the database search along with descriptions of each

database researched are provided in the GeoSearch Report (Appendix D). The report meets the government records search requirements of ASTM E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The database listings were reviewed within the specified radii established by ASTM E1527-13.

4.2.1 Subject Property

The subject site was identified in the GeoSearch database report under the names Vortox Air Technology, Inc.; Richard Hibbard Chevrolet, Inc.; Garner Glass Co.; King Precision Glass, Inc.; Shell Service Station; and Comcast Cable Communications.

- Vortox Air Technology, Inc. was listed on the WIP, LAHMS, FRSCA, and HWTS databases relating to the manufacture of sheet metal products and the disposal of waste oil, waste water, acids, and photographic chemical waste generated during manufacturing. Vortox Air Technology is also listed on the NPDES database relating to an active County of Los Angeles Sanitation District industrial wastewater disposal permit. The EMI listings relates to a South Coast Air Quality Management District air discharge permit. No violations or enforcements for the Vortox facility are listed in the GeoSearch report.

- Richard Hibbard Chevrolet was listed on the CLEANUPSITES, LAHMS, SWEEPS, LUST, CORTESE, and HISTUST databases regarding the removal of two 500-gallon gasoline USTs and one 280-gallon waste oil UST in 1989. The tanks were found to have been leaking when they were removed. The release was reported to the Los Angeles Regional Water Quality Control Board in 1990 and a soil and groundwater investigation was performed in 2002. The case was closed by the Los Angeles Regional Water Quality Control Board in 2004.

- Richard Hibbard Chevrolet was also listed on the HWTS and RCRAGR09 listings regarding the production of waste oil and spent solvents related to automotive repair work performed at the dealership. No violations or enforcements related to the storage,

handling, or disposal of these wastes were listed in the GeoSearch report.

- Garner Glass Company/King Precision Glass is listed on the FRSCA, ECHOR09, TRI, HWTS, RCRAGR09, and WIP databases regarding the production of small quantities of hazardous waste during the manufacturing of glass products. The facility also holds a NPDES permit for the discharge of industrial waste water. No violations or enforcements related to the storage, handling, or disposal of hazardous wastes were listed in the GeoSearch report.

- Shell Service Station is listed on the CLEANUPSITES, LAHMS, USTCUPA, SWEEPS HISTUST, FRSCA ECHOR09, BRS, LUST HWST, and RCRAGR09 databases. The facility originally had five underground storage tanks: two 10,000-gallon fuel tanks, one 8,000 gallon fuel tank, one 2,000-gallon fuel tank, and one 550-gallon waste oil tank that were installed in 1973. These were later replaced with three 10,000-gallon tanks and one 550-gallon waste oil tank. Two LUST cases were reported at the facility. The first was a gasoline release identified during a tank removal in 1985. The release was listed as a soil only impact and the case was closed by the Lost Angeles Regional Water Quality Control Board the same year. The second LUST case was a gasoline release reported in 2001. The case was closed by the Los Angeles Regional Water Quality Control Board in 2004.

- Shell Service Station is listed on the HWTS and RCRAGR09 databases. The listings refer to manifests documenting disposal of hazardous waste of unspecified oil-containing waste, waste oil and mixed oil and aqueous solution with total organic residues less than 10% related to the repair of automobiles between 2002 and 2011. No violations or enforcements are listed related to the handling, storage, or removal of hazardous wastes at the facility

- Comcast Cable is listed on the HWTS database for an asbestos abatement that was performed during the renovation of their offices. No violations or enforcements are listed.

4.2.2 Offsite

Two offsite properties were found to have the potential to impact the subject site.

Camarcos Valet Dry Cleaners/5 Star Cleaners/Peppertree Cleaners, 334 South Indian Hill Boulevard is located adjacent to the southeast across Arrow Highway and Indian Hill Boulevard from the subject site. The facility is a dry cleaner and RCRA small quantity generator that produces tetrachloroethylene as a waste product. No violations or enforcements are reported for this facility. The facility is located down-gradient appears to have a low potential to impact the subject site.

Connie & Dick's Service Center, 150 Olive Street is located adjacent to the east of the subject site. The facility is an automotive repair shop that operates an underground storage tank of unknown contents. The facility is also listed as a RCRA small quantity generator. No violations or enforcements are reported for this facility. The facility appears to have a low potential to impact the subject site.

The remaining listings in the database report were reviewed and not interpreted to represent an adverse effect to the subject site at the time of this report preparation based on one or more of the following:

- Nature of the database listing and not appearing on a database that reports unauthorized releases of hazardous substances,
- Reported regulatory agency status (ex. Case Closed),
- Reported nature of the case (soil contamination only),
- Distance of the facility to the subject site, and/or
- Location of the facility with respect to anticipated groundwater flow direction.

Unmapped Listings: Three properties were listed within the GeoSearch Report as "Unlocated Sites". Unlocated Sites listings are properties without a complete street address and therefore cannot be located on a map. Leighton Consulting reviewed these listings to evaluate if the properties were possibly located near the subject site. The properties were not identified as likely to adversely affect the subject site based on their distance to the subject site or the status of the database listing.

### 4.2.3 Vapor Encroachment

Leighton performed a vapor encroachment study of the subject site in conformance with the search requirements of the ASTM Standard Practice for Assessment of Vapor Encroachment into Structures on Property Involved in Real Estate Transactions (E2600-10), also referred to as the Tier 1 VES, as defined by ASTM E2600-10.

Based on the available information there are two facilities on the subject site (Richard Hibbard Chevrolet and Shell Service Station), that have the potential to be soil vapor sources. Additionally there are two offsite facilities (Camarcos Valet Dry Cleaners/5 Star Cleaners and Connie and Dick's Service Center, Inc.) that have the potential to produce soil vapors that could impact the subject site. The on-site and off-site listings near the subject site found that vapor encroachment is a potential REC.

### 4.2.4 Regulatory Agency Contacts

On May 23, 2017, Leighton requested regulatory records from the following agencies for the addresses 100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Boulevard and 180, 204, 244, and 260 Bucknell Avenue, City of Claremont, Los Angeles County, California:

- Department of Toxic Substances Control (DTSC) – Cypress and Chatsworth Divisions;
- Regional Water Quality Control Board, Los Angeles Region;
- Los Angeles County Public Health Investigations; and
- Los Angeles County Public Works Department

On May 30, 2017, Leighton received a response from the DTSC Chatsworth office stating that no records were found for the Indian Hill Boulevard or Bucknell Avenue addresses.

On June 2, 2017, Leighton received responses from the County of Los Angeles Public Health Investigations stating that no records were found for the Indian Hill Boulevard or Bucknell Avenue addresses.

On June 12, 2017, Leighton received responses from the County of Los Angeles Public Health Investigations Landfills and Septic Tanks division

stating that no records were found for the Indian Hill Boulevard or Bucknell Avenue addresses.

At the time this report was prepared Leighton had not received a response from the County of Los Angeles Department of Public Works, DTSC Cypress office, or Los Angeles Regional Water Quality Control Board. If responses are received that significantly alter the conclusions of this report those conclusions will be forwarded in an addendum to this report.

Copies of records requests and responses are provided in Appendix E.

Leighton also accessed the following online databases for information about the subject site and surrounding properties:

- South Coast Air Quality Management District (SCAQMD) Facility Inventory Database (FIND);
- National Pipeline Mapping System (NPMS); and
- California Department of Water Resources Geotracker online database
- Department of Toxic Substances Control Envirostor online database

The SCAQMD FIND database identified four listings on the subject site Vortox Air Technology Inc, Richard Hibbard Chevrolet, King Precision Glass, and Integrated Business Inc. (Shell Service Station). None of the identified facilities had histories of violations or releases of toxic pollutants.

No hazardous materials pipelines were identified on or adjacent to the subject site by the NPMS.

The Geotracker database did identified one closed LUST case and one permitted UST at the Shell Service Station. The LUST case was closed in 2004 by the Los Angeles Regional Water Quality Control Board.

The Envirostor database also identified the LUST case at the Shell Service Station. No other cases were identified on the subject site.

#### 4.2.5 Radon

Radon is not regulated within the State of California. Nonetheless, the California Department of Health Services (CDPH) and the United States Environmental Protection Agency (US EPA) both recommend a threshold of 4 picocuries per liter (pCi/L) above which certain precautions be taken to mitigate radon buildup in structures.

The California Department of Health Services maintains a database of indoor radon levels that are sorted by zip code. According to the most recent update prepared on May 4, 2010 and updated February 2016 states that 47 tests have been completed within the subject site's zip code (91711) and 0 tests (or 0%) exceeded 4pCi/L. Therefore, the potential for elevated radon levels at the subject property appears to be low.

#### 4.2.6 Other Reports

No past environmental reports for the subject site or its component facilities were available for review.

### 4.3 Historical Use Information on the Property

Leighton Consulting reviewed selected historical information on the subject site. These references were reviewed for evidence of activities, which would suggest the presence of hazardous substances at the subject site and to evaluate the potential for the subject site to be impacted by offsite sources of contamination.

#### 4.3.1 Aerial Photographs

Historical aerial photographs were reviewed for information regarding past subject site uses. Aerial photographs dated 1938, 1948, 1953, 1964, 1972, 1980, 1989, 1994, 2002, 2010, and 2014 were reviewed. References are provided in Appendix A and copies of the aerial photographs are included in Appendix F. Features observed on each aerial photograph are summarized below, arranged from the oldest to most recent photograph.

In the **1938** aerial photograph, the portion of the subject site west of Indian Hill Boulevard appears to be developed for agricultural use (orchards) with several small, apparently residential structures along Indian Hill

Boulevard, Arrow Highway and Bucknell Avenue. The portion of the subject site east of Indian Hill Boulevard appears mostly vacant with a few residences visible. The properties adjacent to the east appear to be residential. The properties adjacent to the south across Arrow Highway and adjacent to the west across Bucknell Avenue are agricultural (orchards). The properties adjacent to the north appear industrial and related to the railroad line adjacent to the north.

In the **1948 and 1953** the subject site does not appear to have changed significantly with the exception of a large commercial structure on present on the subject site near the northern boundary. Some commercial structures appear to have been added adjacent to the east of the subject site.

In the **1964** aerial photograph, the agriculture appears to have been removed and replaced with commercial development on the northern portion of the subject site and residential development on the southern portion of the subject site. A small commercial building appears to be visible at the northwest corner of Arrow Highway and Indian Hill Boulevard. Indian Hill Boulevard also appears to have been widened. The properties adjacent to the east and south appear to be developed for commercial and residential use. The property adjacent to the west appears undeveloped. The properties adjacent to the north appear to be commercial or industrial and likely related to the railroad line adjacent to the north of the subject site.

In the **1972** aerial photograph, the subject site and surrounding properties do not appear to have changed significantly.

In the **1980** aerial photograph, the subject site and surrounding properties do not appear to have changed significantly with the exception of the addition of several large commercial structures adjacent to the southwest corner of the subject site across Bucknell Avenue.

In the **1989** aerial photograph, the subject site and surrounding properties do not appear to have changed significantly with the exception of additional commercial development west of Bucknell Avenue.

In the **1994** aerial photograph, the subject site and surrounding properties do not appear to have changed significantly with the exception of the

addition of an apartment complex adjacent to the northeastern corner of the subject site.

In the **2002, 2010, and 2014** aerial photographs, there are no significant changes with the subject site or the adjacent properties.

4.3.2 Historical Topographic Maps

Historical topographic maps were reviewed to obtain information regarding past site uses. Topographic map coverage of the site included United States Geological Survey (USGS) Cucamonga, California 15-Minute Quadrangle (1897) Claremont, California 7.5-Minute Quadrangle (1928), and the Ontario, California 7.5-Minute Quadrangle (1954, 1967, 1967 Photorevised 1973, 1967 Photorevised 1981, and 2012) topographic maps. References are provided in Appendix A and copies of the maps have been provided in Appendix F.

The scale of the topographic maps in **1897** made it difficult to determine subject site and adjacent properties features; however, it appeared that the subject site was vacant.

**1928 (Claremont):** Several small structures adjacent to Alexander Avenue (Indian Hill Boulevard) and Cucamonga Avenue (Arrow Highway) are depicted on the subject site. The surrounding properties to the east, south, and west are also depicted as containing small structures. A Santa Fe railroad track is depicted adjacent to the north of the subject site. Adjacent to the north across the railroad tracks are several large commercial structures.

**1954 (Ontario):** Three commercial structures are depicted on the subject site adjacent to the northern boundary. The portion of the subject site west of Alexander Avenue (Indian Hill Boulevard) is depicted as occupied by agriculture. Two oil tanks are depicted 1,000 feet west of the subject site. An aqueduct is depicted approximately 600 feet southwest of the subject site. San Antonio Creek is depicted approximately 4,500 feet southeast of the subject site

**1967 (Ontario):** Approximately 12 commercial structures are depicted on the northern portion of the subject site west of Indian Hill Boulevard. Significant changes to the surrounding properties are not depicted.

**1973 (Ontario):** Significant changes to the subject site or surrounding properties are not depicted.

**1981 (Ontario):** Significant changes to the subject site or surrounding properties are not depicted.

**2012 (Ontario):** Structures, tanks, or wells were not depicted on the subject site or surrounding properties.

4.3.3 Fire Insurance Maps

Fire insurance maps, or Sanborn® maps, are detailed city plans showing building footprints, construction details, use of structure, street address, etc. The maps were designed to assist fire insurance agents in determining the degree of hazard associated with a particular property. Sanborn Maps were produced from approximately 1867 to the present for commercial, industrial, and residential sections of approximately 12,000 cities and towns in the United States.

According to the report by GeoSearch, there is no Fire Insurance Map coverage for the subject site. A copy of this report has been provided in Appendix F.

4.3.4 Historical City Directories

Historical City Directories were provided by GeoSearch. A copy of this report is provided in Appendix F. The following is a summary of the addresses that were occupied by businesses and their periods of occupation. City directory records prior to 1972 are unavailable. The remaining addresses were private residences:

**121 S. Indian Hill Boulevard:**
From 1972 to 2016 the address has been occupied by Vortox Air Technology and during 2016 by King Precision Glass.

**177 S. Indian Hill Boulevard**
1972 to 1980 – Garner Glass Company
1996 to 2002 – Garner Glass Company
2016 – King Precision Glass

**191 S. Indian Hill Boulevard**
1972 to 1980 – College Chevrolet
1984 to 2006 – Hibbard Chevrolet

**212 S. Indian Hill Boulevard**
1980 to 1984 – Metropolitan Life Insurance
1991 to 2002 – Insight Cablevision
2016 – Comcast Cable

**220 S. Indian Hill Boulevard**
1980 – Wolsborn W Development
2016 to 1991 – Children's Diagnostic Services
2016 – Divine Promotions
2016 to 2011 – First Choice Funding Solutions
2016 – Nwafor Enterprises
2016 – Jon's Kool Stuff.com
2011 to 2006 – Source One Tax Consultants
2016 to 2001 – First Executive Mortgage
2016 to 2001 – JR & JG Enterprises
2016 to 2006 – Law Intake Corporation
2016 to 2006 – Legacy International Realty
2016 to 2006 – Magellan Empire Escrow
2016 to 1991 – Prudential Financial
2001 – Prudential Agents
2006 to 1996– Domond Realty Services
2001 to 1996 – Branch Business Services
2001 – Branch Realty Childrens
2001 to 1996 – Claremont Business Services
2001 – Claremont Remedial Reading Clinic
2001 – Empire Escrow
2001 to 1996 – Farmers Insurance Agent
2001 to 1996 – Medical Insurance Specialist
2001 – Medical Life Disability and Annuity Specialist
2001 – US Navy Reserve Recruiting Office

1996 to 1991 – Compu fix
1996 to 1991 – Compu stat
1996 – Dental Insurance Specialist
1991– Bond Insurance Services
1991 – Advertising Affair
1991 – Business Insurance Specialist
1991 – Cableware Systems
1991 – Eloret Institute
1991 – H& Income Tax Services
1991 – Health Insurance Specialist
1991 – Mortgage Insurance Specialist
1991 – Positive Electronic
1991 – Rullamn & Associates
1984 – Alpha Counseling
1984 – Blue Shield Agent
1984 – CA Financial Security
1984 – Copple M. Packaging
1984 – Deans Realty
1984 – Pac Tile Works

**259 S. Indian Hill Boulevard**
2006 – Profit Tool Plan
2016 – Money Breeders

**267 S. Indian Hill Boulevard**
2016 – Chevron
2011 to 2006 – All American Gas, G&B Automotive Service, U-Haul
2001 to 1991 – Auto Care Shell
1984 – John's Super Shell
1980 – Green River Shell
1975 – Claremont Shell
1972 – Chuck's Shell Service

**300 S. Indian Hill Boulevard**
2011 – A&A Locks & Locksmith 24 HR
2001 to 1991 – The Green Burrito, The Warehouse Music

**307 S. Indian Hill Boulevard**
1984 – Farmers Insurance Agent
1980 to 1972 – Landis Realty Co

**433 W Arrow Highway**
2016 to 1980 – Daybreak Seminars, Pete Robertson Insurance, Catharine Lombardo Attorney, Johnson Kendall & Associates

**434 W Arrow Highway**
2016 to 2011 – Primerica Financial Services
2006 to 2001 – Flippin & Keefe Attorneys at Law
2001 to 1992– Christopher Michael Photo
1984 – Wayne Book Photo
1972 – Lambda Chi

4.3.5 Building Department, Zoning and/or Land Use Records

Leighton Consulting contacted the City of Claremont regarding building permits issued for the subject site. On June 14, 2017, the Claremont Building Department forwarded copies of building permits for the subject site address via electronic mail. Copies of these permits are located in Appendix F. The following is a summary of pertinent building permits on file for the subject site.

| Date | Owner | Permit |
|---|---|---|
| Unknown | 100 S. Indian Hill Boulevard | Permits are poorly scanned and illegible, permits appear to be for residential construction and improvement |
| 1997 - 2010 | Vortox Air Technology 121 S. Indian Hill Boulevard | NPDES: Vortox received notices of violation in 1994, 1996, 1997 for exceedance of zinc concentration in their stormwater runoff. Vortox was issued an industrial wastewater discharge permit by the County of Los Angeles Sanitation in 1993 for disposal of cooling tower blow down water. |

| | | |
|---|---|---|
| 1988 | Garner Glass 171 S. Indian Hill Boulevard | Permit for the installation of a clarifier, sump pump, and spill containment. |
| 1959 | Garner Glass 171 S. Alexander Street (Indian Hill Boulevard) | Permit for the installation of a septic leach field. |
| 1989 | Hibbard Chevrolet 191 S. Indian Hill Boulevard | Permit and closure report to the removal of one 280-gallon waste oil tank and two 500-gallon gasoline tanks. Tanks were removed under County of Los Angeles Public Works oversight. According to the removal report the tanks were located on the northeastern portion of the Hibbard property |
| 1991 | Hibbard Chevrolet/ College Chevrolet 191 S. Indian Hill Boulevard | Notice of violation of wastewater discharge permit. Water with pH less than 6.0 |

4.3.6 Summary of Historical Land Use

Based on historical records, land usage for the subject site is summarized as follows:

| Time Period | Land Usage | Reference |
|---|---|---|
| Prior to 1928 | Unknown | None |
| Approximately 1928 to approximately 1953 | Agricultural | Aerial Photographs Topographic Maps |
| Approximately 1953 to present | Industrial, commercial and residential | Site Reconnaissance, Aerial Photographs Building Permits |

# 5.0 SITE RECONNAISSANCE

## 5.1 Methodology and Limiting Conditions

On June 9, 2016, representatives of Leighton conducted a reconnaissance–level assessment of the subject site. The site reconnaissance consisted of observing and documenting existing conditions of the subject site and nature of the neighboring development. Photographs of the subject site are presented in Appendix B and their view directions are noted on Figure 2. Items noted during the property reconnaissance are also depicted on Figure 2.

## 5.2 General Property Setting

The site vicinity and the surrounding area are generally developed for industrial, commercial and residential purposes. The subject site consists of 16.7 acres of industrial, commercial residential and vacant properties comprising 33 individual lots (Photos 1 through 12, Appendix B). The northern portion of the subject site between S. Indian Hill Boulevard and Bucknell Avenue is occupied by three industrial facilities: Vortox Air Technology, Inc., King Precision Glass, and Hibbard Chevrolet. The remainder of the lots on the subject site are either residential or residences that have been converted to commercial use. Two notable exceptions are the lots on the northwest and northeast corners of W. Arrow Highway and S. Indian Hill Boulevard. The northwest corner is occupied by a Chevron service station while the northeastern corner is vacant and used seasonally as a Christmas tree lot.

## 5.3 Exterior and Interior Observations

### 5.3.1 Hazardous Substances, Drums, and Other Chemical Containers

Hazardous or regulated substance containers were not observed on the subject site. However, observations were conducted only from public access points and no properties were entered during the site reconnaissance.

### 5.3.2 Storage Tanks

An active service station is located at the northwest corner of S. Indian Hill Boulevard and W. Arrow Highway. According to historical documentation USTs were located on the Vortox Air Technology and Hibbard Chevrolet facilities.

5.3.3 Polychlorinated Biphenyls (PCBs)

Three pole-mounted transformers were identified on the subject site. Two were located in the vacant area on the southwestern portion of the subject site. The other pole-mounted transformer was located on the Hibbard Chevrolet facility. The transformers did not appear to be leaking and were in good condition.

5.3.4 Waste Disposal

Waste disposal at the subject site is handled by the City of Claremont.

5.3.5 Dumping

Evidence of dumping was not observed at the subject site.

5.3.6 Pits, Ponds, Lagoons, Septic Systems, Wastewater, Drains, Cisterns, and Sumps

Evidence of pits, ponds, lagoons, septic systems, wastewater, drains, sumps, and cisterns was not observed at the subject site. .

5.3.7 Pesticide Use

Evidence of pesticide use was not observed at the subject site. The subject site was historically used for agricultural purposes.

5.3.8 Staining, Discolored Soils, Corrosion

Staining, discolored soils, and corrosion were not observed on the subject site.

5.3.9 Stressed Vegetation

Stressed vegetation was not observed on the subject site.

5.3.10 Unusual Odors

Unusual odors were not detected at the subject site.

5.3.11 Onsite Wells

Wells were not observed on the subject site.

# 6.0 INTERVIEWS

Based on the large number of individual properties within the subject site boundaries and the nature of this investigation, Leighton did not conduct interviews with the tenants or individual property owners. Interviews should be conducted during detailed investigations of the individual properties comprised by the subject site.

# 7.0 FINDINGS

Leighton Consulting performed a Phase I ESA for the proposed Claremont Village South property specific plan located North of the intersection of Indian Hill Boulevard and Arrow Highway, City of Claremont, Los Angeles County, California (subject site – Figure 1) in accordance with Meridian Consultants' (Client) authorization.

## 7.1 Onsite

Historically, the subject site has been used for agricultural purposes until sometime after 1953 when it was developed for residential, commercial, and industrial use. Currently, subject site consists of approximately 45 industrial, residential, and commercial structures (Photos 1 through 50, Appendix B). The majority of the existing residences and residences converted to commercial use are located on the east side of the subject site, east of Indian Hill Boulevard (Photos 7 through 21, Appendix B). Two large vacant areas were observed on the eastern portion of the subject site were observed onsite (Photos 1 through 6, 43, and 50, Appendix B).

An active service station is located on the subject site at the northwest corner of Indian Hill Boulevard and Arrow Highway. Access ports for three underground storage tanks were observed on the service station. In addition, The Richard Hibbard Chevrolet and Shell (now Chevron) Service Station sites both had USTs in the past. The USTs at the Shell Service Station and Richard Hibbard Chevrolet dealership were removed and the cases closed in 2004.

The majority of the structures on the subject site were constructed prior to the bans on lead-based paint and organochlorine pesticide termiticides.

A search of selected government databases was conducted by Leighton Consulting using the GeoSearch Radius Report environmental database report system. Details of the database search along with descriptions of each database researched are provided in the GeoSearch report. The report meets the government records search requirements of ASTM E1527-13 Standard Practice for Environmental Property Assessments: Phase I Environmental Property Assessment Process. The database listings were reviewed within the specified radii established by the ASTM E1527-13. The subject site was listed in the database report.

## 7.2 Offsite

Two offsite properties were found to have the potential to impact the subject site.

Camarcos Valet Dry Cleaners/5 Star Cleaners/Peppertree Cleaners, 334 South Indian Hill Boulevard is located adjacent to the southeast across Arrow Highway and Indian Hill Boulevard from the subject site. The facility is a dry cleaner and RCRA small quantity generator that produces tetrachloroethylene as a waste product. No violations or enforcements are reported for this facility. The facility appears to have a low potential to impact the subject site.

Connie & Dick's Service Center, 150 Olive Street is located adjacent to the east of the subject site. The facility is an automotive repair shop that operates an underground storage tank of unknown contents. The facility is also listed as a RCRA small quantity generator. No violations or enforcements are reported for this facility. The facility appears to have a low potential to impact the subject site.

Historically, the adjacent properties were vacant, undeveloped land or used for agricultural purposes. Currently commercial and residential properties surround the subject site. The offsite listings in the database report were reviewed and not interpreted to represent an adverse effect to the subject site at the time of this report preparation based on one or more of the following:

- Nature of the database listing and not appearing on a database that reports unauthorized releases of hazardous substances,
- Reported regulatory agency status (ex. Case Closed),
- Reported nature of the case (soil contamination only),
- Distance of the facility to the subject site, and/or
- Location of the facility with respect to anticipated groundwater flow direction.

## 7.3 Data Gaps

Data gaps were identified by Leighton Consulting:

- Historical records prior to 1928 were not available. It is Leighton Consulting's opinion that this data gap is not significant to identifying recognized environmental conditions.

- During the site reconnaissance, observations were made from public streets. No attempts were made to access the interiors of structures or other facilities on the subject site.
- None of the property owners or site occupants were interviewed during this study.

The limited access and lack of onsite facility observations and owner interviews are significant data gaps and should be conducted prior to any property acquisitions.

# 8.0 OPINION

## 8.1 Onsite

The former UST at the Richard Hibbard Chevrolet site is considered an HREC.

The current USTs at the Chevron service station are considered RECs.

The presence of a RCRA small-quantity generator at the Vortox Air Technology site constitutes a REC.

The presence of a RCRA small-quantity generator at the King Precision Glass sites constitutes a REC.

The subject site was used for agricultural purposes from prior to 1928 until after 1953. The potential presence of arsenical and organochlorine pesticides in the soil at the subject site constitutes a REC.

The majority of the structures on the subject site were constructed prior to the bans on lead-based paint and organochlorine termiticides. The potential for impacts to the soil around these structures from lead and OCPs constitutes a REC.

All potential chemical storage at the industrial and commercial facilities should be removed by the current owners.

No CRECs were identified for the subject site.

Although not considered RECs, asbestos, lead-based paints, and Universal Waste Rule building components may be present in the buildings onsite. Building Survey should be performed prior to any proposed demolition or renovation of onsite structures.

## 8.2 Offsite

Two offsite properties were found to have the potential to impact the subject site:

Camarcos Valet Dry Cleaners/5 Star Cleaners/Peppertree Cleaners located at 334 South Indian Hill Boulevard and Connie & Dick's Service Center, 150 Olive Street appear to have the potential to be vapor encroachment sources based on the business type and the types of hazardous wastes produced at each facility.

.

# 9.0 CONCLUSIONS

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM E1527-13 for the property located north of the intersection of Indian Hill Boulevard and Arrow Highway, City of Claremont, Los Angeles County, California, the subject site. Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the subject site except for the following:

- The former UST at the Richard Hibbard Chevrolet site have the potential to be a source of petroleum soil impacts and volatile organic compound (VOC) soil vapor impacts at the subject site.

- The current and former USTs at the Chevron service station have the potential to be a source of petroleum soil impacts and VOC soil vapor impacts at the subject site.

- The RCRA small-quantity generators, Vortox Air Technology and King Precision Glass, have the potential to impact the subject site with VOCs, semi-volatile organic compounds (SVOCs), petroleum hydrocarbons (TPH) and Title 22 metals.

- The subject site was used for agricultural purposes from prior to 1928 until 1953 and as such there is the potential for soil impacts from arsenic from arsenical pesticides and OCPs.

- The majority of the structures on the subject site were constructed prior to the bans on lead-based paint and OCP termiticides. There is a potential for impacts to the soil surrounding the on-site structures from lead and OCPs.

- Camarcos Valet Dry Cleaners/5 Star Cleaners/Peppertree Cleaners located at 334 South Indian Hill Boulevard and Connie & Dick's Service Center, 150 Olive Street appear to have the potential to impact the subject site with VOCs soil vapors.

- Asbestos, lead-based paint, and Universal Waste Rule building components may be present in onsite buildings.

- Disposal of chemical storage should be addressed by the current property owners.

Leighton recommends the following:

- Detailed Phase I environmental site assessments of the Vortox Air Technology, King Precision Glass, Richard Hibbard Chevrolet, and Chevron Service Station properties to identify specific areas that will require additional investigation and sampling.

- Removal of the underground storage tanks at the Chevron service station under the oversight of the Los Angeles County Department of Public Works prior to demolition and redevelopment of the site.

- Soil and soil vapor sampling for Title 22 metals, TPH, SVOCs, and VOCs the vicinity of the dispensers, dispenser piping, and USTs once the Chevron service station has been demolished.

- Soil and soil vapor sampling the in vicinity of the former UST at the Richard Hibbard Chevrolet site to evaluate the presence of petroleum hydrocarbon soil impacts and VOCs in soil vapor impacts at the subject site.

- A detailed Phase I and Phase II environmental site assessment of the Vortox Air Technology and King Precision Glass have the potential to impact the subject site with VOCs semi-volatile organic compounds (SVOCs), petroleum hydrocarbons (TPH) and Title 22 metals.

- Soil sampling across the subject site for arsenic and OCPs related to the prior agricultural use at the subject site.

- Soil sampling around the onsite structures for lead related to the use of lead-based paint and OCPs related to the application of OCP termiticides.

- Soil vapor sampling along the eastern and southeastern boundaries of the subject site to identify the potential for impacts from offsite vapor encroachment.

- Hazardous material surveys for asbestos and lead-based paint prior to demolition or renovation of any onsite buildings.

In general, observations should be made during future development for areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, and tanks, stained soil or odorous soils. Should such materials be encountered, further investigation and analysis may be necessary at that time.

## 10.0 DEVIATIONS

Leighton Consulting did not deviate from or alter the scope of work, as defined in Section 1.3 of this report. Significant data gaps were not identified that affect the ability of Leighton Consulting to identify recognized environmental conditions at the subject site.

# 11.0 ADDITIONAL SERVICES

Leighton Consulting did not perform work outside the scope of work as defined in Section 1.3 of this report.

# 12.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

## 12.1 Corporate

Leighton Consulting is a California corporation, providing geotechnical and environmental consulting services throughout California. We are solely a consulting firm without interests in real property other than our offices in Southern California. We provide professional environmental consulting services including application of science and engineering to environmental compliance, hazardous materials/waste assessment and cleanup, and management of hazardous, solid and industrial waste. Phase I Environmental Site Assessments are a part of this practice area and have been conducted by us.

## 12.2 Individual

The qualifications of the Project Geologist and the other Leighton Consulting environmental professionals involved in this Phase I ESA meet the Leighton Consulting corporate requirements for performing Phase I ESAs as specified by ASTM E1527-13.

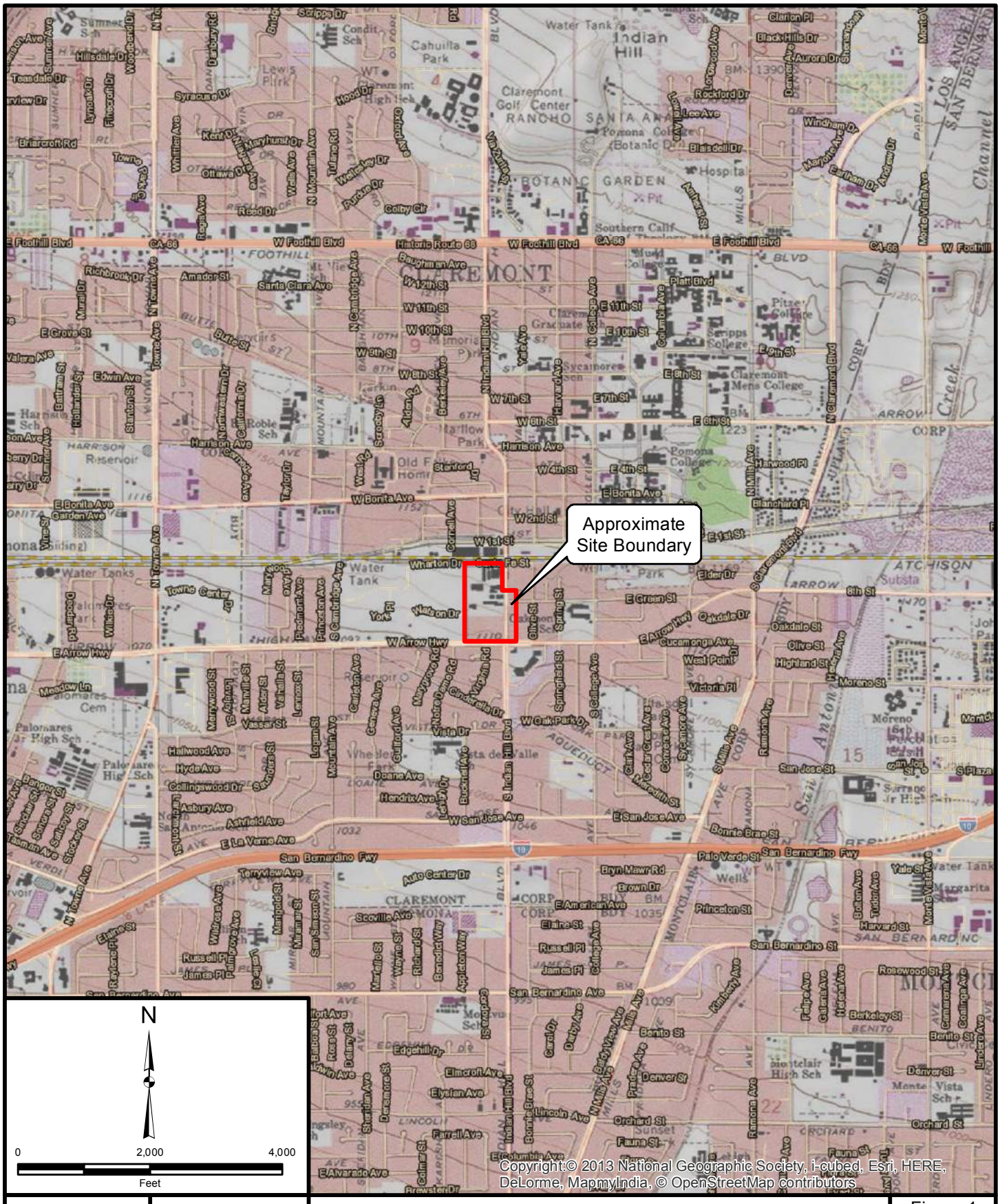
## 12.3 Environmental Professional Statement

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental professional as defined by §312.10 of 40 CFR Part 312.

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject site. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

_____

Zachary Freeman, PG 9460
Project Geologist




| | |
|---|---|
| Project: 11647.002 | Eng/Geol: PB/JDH |
| Scale: 1 " = 2,000 ' | Date: June 2017 |

Base Map: Bing Maps 2017
Thematic Information: Leighton
Author: Leighton Geomatics (mmurphy)

# SITE LOCATION MAP

Village South Specific Plan
City of Claremont, California

Figure 1

Leighton

Map Saved as V:\Drafting\11647\002\Maps\11647-002_F01_SLM_2017-06-06.mxd on 6/7/2017 10:13:00 AM




FIGURE 2

Leighton

# SITE PLAN

Village South Specific Plan
City of Claremont, California

| | |
|---|---|
| Proj: 11647.001 | Eng/Geol: ZAF |
| Scale: 1" = 100' | Date: July 2017 |

Drafted By:MAM | Checked By:ZAF | Map Saved as V:\Drafting\11647\002\Maps\11647-002_F02_SP_2017-06-06.mxd on 6/7/2017 10:13:00 AM

# APPENDIX A

# REFERENCES

# APPENDIX A

## References

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# APPENDIX B

# SITE RECONNAISSANCE PHOTOS

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 1**<br>**View of Direction of Photo: Northwest**<br><br>**Description**: Vacant lot, northeast corner of Indian Hill Boulevard and Arrow Highway |  |

| | |
|---|---|
| **Photo No. 2**<br>**View of Direction of Photo: Northeast**<br><br>**Description**:<br>lot, northeast corner of Indian Hill Boulevard and Arrow Highway |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 3**<br>**View of Direction of Photo: East**<br><br>**Description**: Concrete slab on the south side of the vacant lot. |  |

| | |
|---|---|
| **Photo No. 4**<br>**View of Direction of Photo: Northeast**<br><br>**Description**: Concrete debris at northeast corner of the vacant lot. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 5**<br>**View of Direction of Photo: South**<br><br>**Description**: Remains of a round concrete structure at the north end of the vacant lot |  |

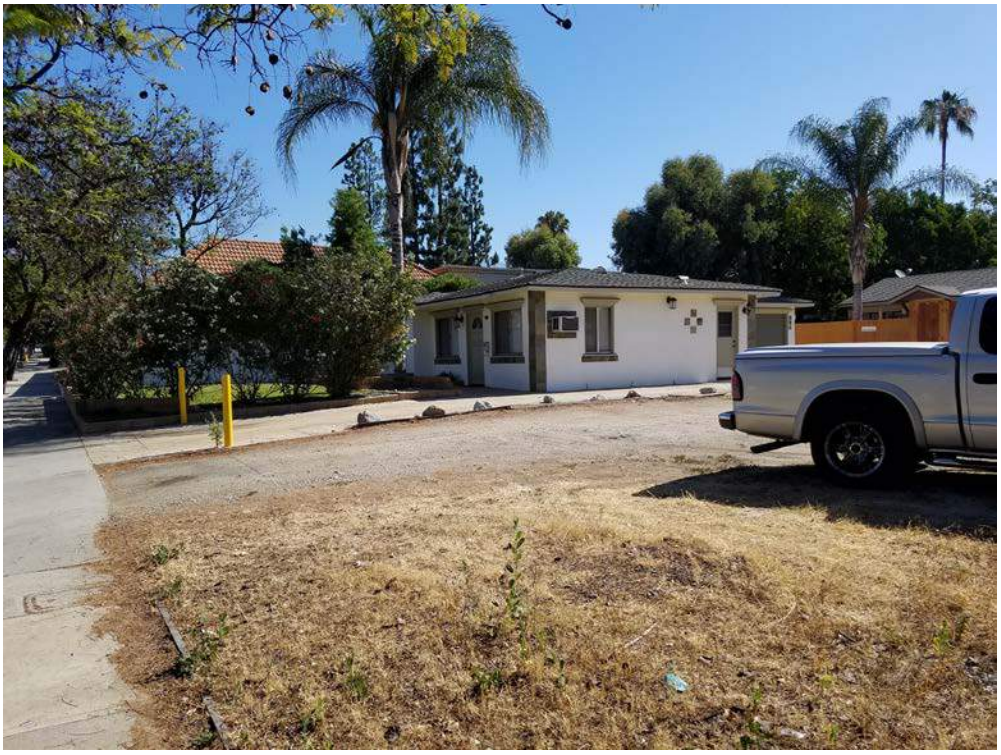
| | |
|---|---|
| **Photo No. 6**<br>**View of Direction of Photo: South**<br><br>**Description**: Organic soils located along the western edge of the vacant lot. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 7**<br>**View of Direction of Photo: East**<br><br>**Description**: View of a small multi-tenant residential unit on the southeast portion of the subject site. |  |

| | |
|---|---|
| **Photo No. 8**<br>**View of Direction of Photo: Southeast**<br><br>**Description**: View of a small multi-tenant residential unit on the southeast portion of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 9**<br>**View of Direction of Photo: Northeast**<br><br>**Description**: Residence on the southeast portion of the subject site. |  |

| | |
|---|---|
| **Photo No. 10**<br>**View of Direction of Photo: Northeast**<br><br>**Description**: Unnamed alley separating residences on the southeast portion of the subject site.<br>. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 11**<br>**View of Direction of Photo: Southeast**<br><br>**Description**: Residences and vehicle parking on the southeast corner of the subject site. |  |

| | |
|---|---|
| **Photo No. 12**<br>**View of Direction of Photo: Northeast**<br><br>**Description**: Commercial building on the east side of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 13**<br>**View of Direction of Photo: Southeast**<br><br>**Description**: Commercial building on the east side of the subject site. |  |

| | |
|---|---|
| **Photo No. 14**<br>**View of Direction of Photo: Southeast**<br><br>**Description**: Commercial building on the east side of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| **Photo No. 15** |  |
|---|---|
| **View of Direction of Photo: Northeast** | |
| **Description**: Spectrum cable/internet building and parking lot on the east side of the subject site. | |

| **Photo No. 16** |  |
|---|---|
| **View of Direction of Photo: Southeast** | |
| **Description**: Spectrum cable/internet building and parking lot on the east side of the subject site. | |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 17**<br>**View of Direction of Photo: North**<br><br>**Description**: Residence on north side of West Green Street on east side of subject site. |  |

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|---|---|
| **Photo No. 18**<br>**View of Direction of Photo: North**<br><br>**Description**: Residence on north side of West Green Street on east side of subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 19**<br>**View of Direction of Photo: South**<br><br>**Description**: Parking lot behind the Spectrum office. |  |

| | |
|---|---|
| **Photo No. 20**<br>**View of Direction of Photo: East**<br><br>**Description**: Residence on the east side of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 21**<br>**View of Direction of Photo: Southeast**<br><br>**Description**: Residence on the east side of the subject site. |  |

| | |
|---|---|
| **Photo No. 22**<br>**View of Direction of Photo: West**<br><br>**Description**: View of the northern edge of the subject site along Santa Fe Street |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 23**<br>**View of Direction of Photo: Southwest**<br>**Description**: View of the Vortox Technologies facility on the north side of the subject site. |  |

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|---|---|
| **Photo No. 24**<br>**View of Direction of Photo: Southwest**<br>**Description**: View down Indian Hill Boulevard from the north end of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 25**<br>**View of Direction of Photo: West**<br><br>**Description**: Main entrance to the Vortox Technologies facility. |  |

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|---|---|
| **Photo No. 26**<br>**View of Direction of Photo: Southwest**<br><br>**Description**: View of an exhaust stack on the Vortox Technologies site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 27**<br>**View of Direction of Photo: Southwest**<br><br>**Description**: Two exhaust stacks on the King Precision Glass facility. |  |

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| **Photo No. 28**<br>**View of Direction of Photo: West**<br><br>**Description**: A large pipe that appears to be a test fixture on the Vortox Technologies site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 29**<br>**View of Direction of Photo: Northwest**<br><br>**Description**: Exhaust stacks and swamp coolers on the Vortox Technologies building. |  |

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|---|---|
| **Photo No. 30**<br>**View of Direction of Photo: Southwest**<br><br>**Description**: King Precision Glass facility.<br>. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 31**<br>**View of Direction of Photo: West**<br><br>**Description**: Richard Hibbard Chevrolet dealership. |  |

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|---|---|
| **Photo No. 32**<br>**View of Direction of Photo: Southwest**<br><br>**Description**: Hibbard Chevrolet dealership. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 33**<br>**View of Direction of Photo: West**<br><br>**Description**: Hibbard Chevrolet dealership. |  |

| | |
|---|---|
| **Photo No. 34**<br>**View of Direction of Photo: Northwest**<br><br>**Description**: Hibbard Chevrolet dealership. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 35**<br>**View of Direction of Photo: West**<br><br>**Description**: Hibbard Chevrolet dealership. |  |

| | |
|---|---|
| **Photo No. 36**<br>**View of Direction of Photo: West**<br><br>**Description**: Hibbard Chevrolet dealership. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 37**<br>**View of Direction of Photo: West**<br><br>**Description**: State Farm insurance office on west side of the subject site. |  |

| | |
|---|---|
| **Photo No. 38**<br>**View of Direction of Photo: West**<br><br>**Description**: Residence on the southern portion of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 39**<br>**View of Direction of Photo: West**<br><br>**Description**: Service station building on the south side of the subject site. |  |

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|---|---|
| **Photo No. 40**<br>**View of Direction of Photo: West**<br><br>**Description**: UST access ports at the service station on the southern portion of the subject site.<br>. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 41**<br>**View of Direction of Photo: North**<br><br>**Description**: Small apartment building on the south side of the subject site. |  |

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|---|---|
| **Photo No. 42**<br>**View of Direction of Photo: North**<br><br>**Description**: A residence that has been converted to an office on the southern portion of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 43**<br>**View of Direction of Photo: North**<br><br>**Description**: Vacant property on the southern portion of the subject site. |  |

| | |
|---|---|
| **Photo No. 44**<br>**View of Direction of Photo: East**<br><br>**Description**: Residence on the southwest corner of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

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|---|---|
| **Photo No. 45**<br>**View of Direction of Photo: Northeast**<br><br>**Description**: Detached residential garage on the southwestern portion of the subject site. |  |

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|---|---|
| **Photo No. 46**<br>**View of Direction of Photo: East**<br><br>**Description**: Residence on the southwestern portion of the subject site. |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 47**<br>**View of Direction of Photo: East**<br><br>**Description**: West side of the Richard Hibbard Chevrolet dealership |  |

| | |
|---|---|
| **Photo No. 48**<br>**View of Direction of Photo: East**<br><br>**Description**: West side of the Richard Hibbard Chevrolet dealership |  |

| Leighton and Associates, Inc. | **PHOTOGRAPHIC RECORD**<br>**June 9, 2017** | |
|---|---|---|
| **Client Name: Meridian Consultants, LLC** | **Site Location: Indian Hill Boulevard, Claremont, California** | **Project No.**<br>**11647.001** |

| | |
|---|---|
| **Photo No. 49**<br>**View of Direction of Photo: East**<br><br>**Description**: East side of the Vortox Technologies Facility |  |

| | |
|---|---|
| **Photo No. 50**<br>**View of Direction of Photo: East**<br><br>**Description**: Pole-mounted transformers on the south-central portion of the subject site.<br>. |  |

# APPENDIX C

# CLIENT SUPPLIED DOCUMENTATION

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

(State use only)
Ser _____ Site _____ Mo. ____ Yr. ____
UTM _____ Q _____ NR ____ SHL ____
Lat _____ Lon _____ Era _____ Sig _____
Adm ____ T2 ____ T3 ____ Cat ____ HABS ____ HAER ____ Fed ____

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## IDENTIFICATION

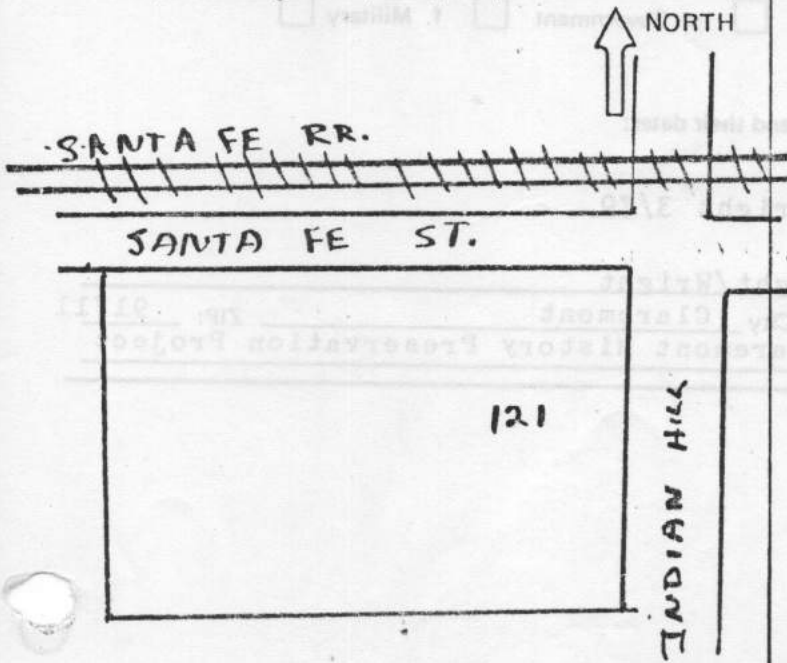
1. Common name: Vortox Co.
2. Historic name, if known: _____
3. Street or rural address 121 S. Indian Hill Blvd.
   City: Claremont ZIP: 91711 County: Los Angeles
4. Present owner, if known: _____ Address: _____
   City: _____ ZIP: _____ Ownership is: Public ☐ Private ☒
5. Present Use: Light mfg. Original Use: _____
   Other past uses: _____

## DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

Commercial building in Mission style; two-story with low upper front windows; white stucco, red tile roof; massive carved wooden brackets support eaves; wood trim painted brown; central front, multilight door with side lights. Four French doors with multilight windows; large carriage porch with newer wing extended beyond, simple flat roof. Wrought-iron railing along entire front tile terrace with wrought-iron lanterns beside door. Warehouse area in rear is painted cement block in keeping with original structure.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):




8. Approximate property size:
   Lot size (in feet) Frontage _____',
   Depth _____';
   or approx. acreage _____.
9. Condition: (check one)
   a. Excellent ☐ b. Good ☐ c. Fair ☐
   d. Deteriorated ☐ e. No longer in existence ☐
10. Is the feature a. Altered? ☐ b. Unaltered? ☐
11. Surroundings: (Check more than one if necessary)
   a. Open land ☐ b. Scattered buildings ☐
   c. Densely built-up ☐ d. Residential ☐
   e. Commercial ☒ f. Industrial ☐
   g. Other ☐ _____
12. Threats to site:
   a. None known ☒ b. Private development ☐
   c. Zoning ☐ d. Public Works project ☐
   e. Vandalism ☐ f. Other ☐ 1979
13. Date(s) of enclosed photograph(s): _____

*NOTE: The following (Items 14-19) are for structures only.*

14. Primary exterior building material: a. Stone ☐ b. Brick ☐ c. Stucco [x] d. Adobe ☐ e. Wood ☐
f. Other ☐ _____

15. Is the structure: a. On its original site? [x] b. Moved? ☐ c. Unknown? ☐

16. Year of initial construction 1926 This date is: a. Factual [x] b. Estimated ☐

17. Architect (if known): Arthur Munson
Clarence Stover

18. Builder (if known): _____

19. Related features: a. Barn ☐ b. Carriage house ☐ c. Outhouse ☐ d. Shed(s) ☐ e. Formal garden(s) ☐
f. Windmill ☐ g. Watertower/tankhouse ☐ h. Other ☐ _____ i. None ☐

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This building and the Claremont Bank building are probably the most outstanding commercial buildings in Claremont architecturally. The wrought iron detail on this building was done by Glick from Padua Hills artists studio. He also did the work on the Garner Home at 840 North Indian Hill.

21. Main theme of the historic resource: (Check only one): a. Architecture [x] b. Arts & Leisure ☐
c. Economic/Industrial [x] d. Exploration/Settlement ☐ e. Government ☐ f. Military ☐
g. Religion ☐ h. Social/Education ☐

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Ted Garner interview with Judy Wright 3/79

23. Date form prepared: 5/79 By (name): Wright/Wright
Address: 207 North Harvard Avenue City Claremont ZIP: 91711
Phone: 624-4531 Organization: Claremont History Preservation Project

(State Use Only)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS ____ HAER ____ NR ____ SHL ____ Loc ____
UTM: A _____ B _____
C _____ D _____

## IDENTIFICATION

1. Common name: Richard Hibbard Chevrolet
2. Historic name: _____
3. Street or rural address: 2335 Indian Hill
   City Claremont Zip 91711 County Los Angeles
4. Parcel number: 8313-008-016
5. Present Owner: William & Dolly Hall Address: 4807 Indianola Way
   City La Canada Zip _____ Ownership is: Public _____ Private X
6. Present Use: Office Auto Dealership Original use: Residence

## DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

Low pitched roof with intersecting gables. Smooth stucco walls with composition roof. Aluminum framed picture window on front. Only the interior of the rear portion of the house has been altered.



8. Construction date:
   Estimated _____ Factual 1922
9. Architect _____
10. Builder _____
11. Approx. property size (in feet)
    Frontage 63' Depth 158
    or approx. acreage _____
12. Date(s) of enclosed photograph(s)
    3/83

DP

13. Condition: Excellent ___ Good X Fair ___ Deteriorated ___ No longer in existence ___

14. Alterations: Enclosed porch, new window

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential X Industrial ___ Commercial X Other: ___

16. Threats to site: None known ___ Private development ___ Zoning X Vandalism ___
Public Works project ___ Other: ___

17. Is the structure: On its original site? X Moved? ___ Unknown? ___

18. Related features: ___

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

Built by L. Edward and Adelia Lingo. Mr . Lingo is listed in the Claremont city directory as a chauffer.

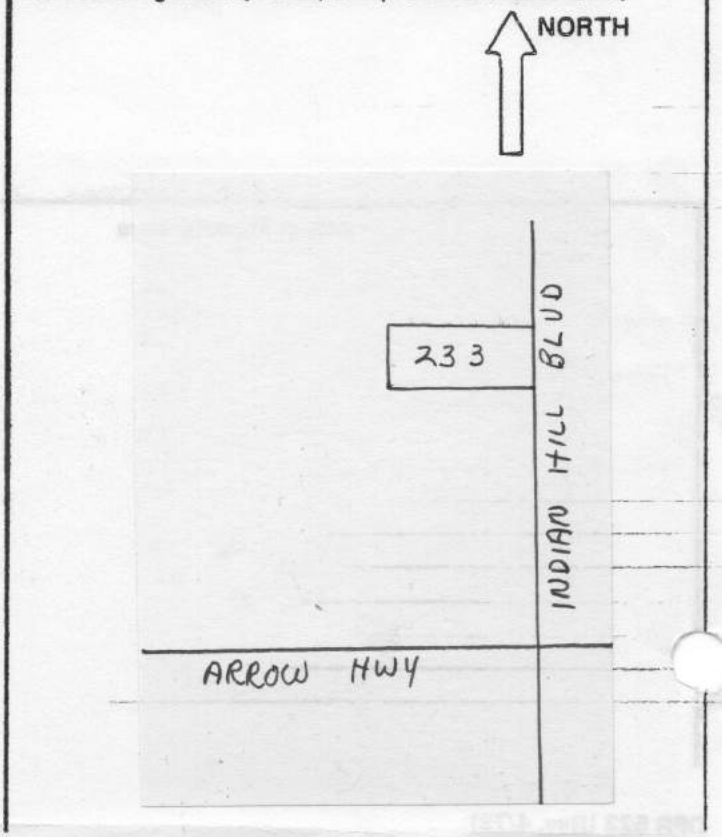
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture ___ Arts & Leisure ___
Economic/Industrial ___ Exploration/Settlement X
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

Claremont city directory

22. Date form prepared 3/84
By (name) Kazama-Barkey
Organization CHRC
Address: 590 W. Bonita
City Claremont Zip 91711
Phone: (714) 621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS ___ HAER ___ NR ___ SHL ___ Lo
UTM: A _____ B _____
C _____ D _____

## IDENTIFICATION

1. Common name: _____
2. Historic name: _____
3. Street or rural address: 253 S. Indian Hill
   City Claremont Zip 91711 County L.A.
4. Parcel number: 8313-008-018
5. Present Owner: Lillian Pace Address: same
   City _____ Zip _____ Ownership is: Public _____ Private x
6. Present Use: residence Original use: same

## DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

One story, moderate pitch gable roof with composition shingles. Concrete porch covered by a gable roof. Ornamental wood trellises on front of porch. White wood siding, wood framed windows, and cement block foundation.



8. Construction date:
   Estimated 1925 Factual _____
9. Architect _____
10. Builder _____
11. Approx. property size (in feet)
    Frontage 60 Depth 168
    or approx. acreage _____
12. Date(s) of enclosed photograph(s)
    1983

13. Condition: Excellent ___ Good ___ Fair X Deteriorated ___ No longer in existence ___

14. Alterations: ___

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential X Industrial ___ Commercial X Other: ___

16. Threats to site: None known ___ Private development ___ Zoning X Vandalism ___
Public Works project ___ Other: ___

17. Is the structure: On its original site? ___ Moved? X Unknown? ___
1948

18. Related features: ___

SIGNIFICANCE

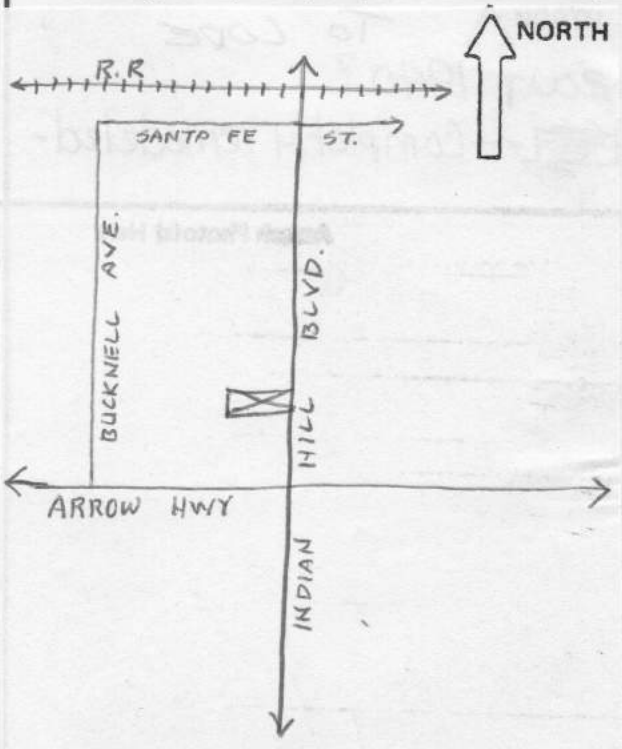
19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture X Arts & Leisure ___
Economic/Industrial ___ Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

22. Date form prepared 7-85
By (name) Barkey
Organization Claremont Heritage
Address: 590 W. Bonita
City Claremont Zip 91711
Phone: 714-621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS ___ HAER ___ NR ___ SHL ___ Loc ___
UTM: A _____ B _____
C _____ D _____

## IDENTIFICATION

1. Common name: _____
2. Historic name: Lee Report Dwelling - end
3. Street or rural address: 258 S. Indian Hill
   City Claremont Zip 91711 County Los Angeles
4. Parcel number: 8313-025-012
5. Present Owner: Richard Tuckerman Address: 25712 Paseo de la Paz
   City San Juan Capistrano Zip _____ Ownership is: Public ___ Private X
6. Present Use: residence Original use: residence

## DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

One story Spanish colonial revival. Medium pitch gable, red tile roof in front, low pitch in back and shed roof over porch. Rounded archway door into porch which has a concrete floor made to look like tile. Large arched windows on the left front of the house to match the entry door. On the right is a large rectangular window. Walls are stucco. Large fireplace on the front of the house has ornamental red tile roof.



8. Construction date: Estimated _____ Factual 1925
9. Architect _____
10. Builder J. W. Williams
11. Approx. property size (in feet) Frontage 50' Depth 162.50 or approx. acreage _____
12. Date(s) of enclosed photograph(s) 4/83

13. Condition: Excellent ___ Good ___x___ Fair ___ Deteriorated ___ No longer in existence ___

14. Alterations: _____

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential ___x___ Industrial ___ Commercial ___x___ Other: _____

16. Threats to site: None known ___ Private development ___x___ Zoning ___x___ Vandalism ___
Public Works project ___ Other: Owner is considering tearing down house for commercial development.

17. Is the structure: On its original site? ___x___ Moved? ___ Unknown? ___

18. Related features: _____

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

Built by Robert and Hazel Merritt. Mr. Merritt was a citrus rancher and he operated a grove care system. Using horse pulled cultivators he serviced other groves by tilling the soil between rows of citrus for weed control.

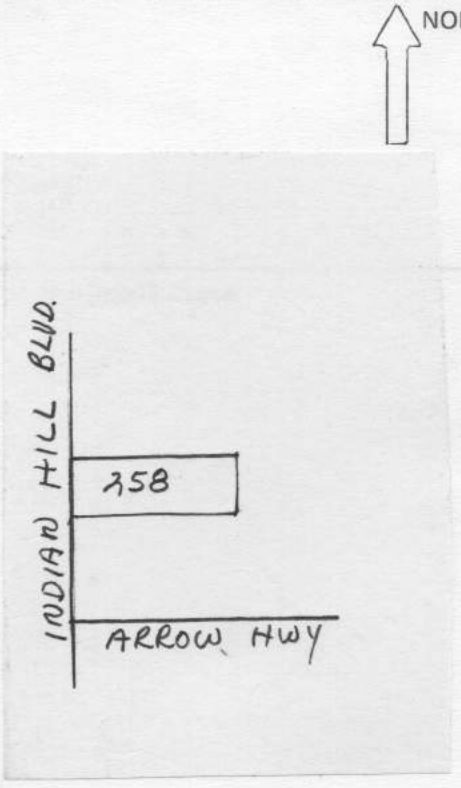
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture ___x___ Arts & Leisure ___
Economic/Industrial ___ Exploration/Settlement ___x___
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

Claremont City Directory
Personal interview Stuart Wheeler

22. Date form prepared 3/84
By (name) Alvarez-Barkey
Organization CHRC
Address: 590 W. Bonita
City Claremont Zip 91711
Phone: (714) 621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS ____ HAER ____ NR ____ SHL ____
UTM: A _____ B _____
C _____ D _____

## IDENTIFICATION

1. Common name: Personal Growth Center / Pete Robertson Insurance
2. Historic name: _____
3. Street or rural address: 433 W. Arrow Highway
   City Claremont Zip 91711 County L.A.
4. Parcel number: 8313-008-013
5. Present Owner: Mr. & Mrs. Harold F. Robertson Address: same
   City _____ Zip _____ Ownership is: Public _____ Private x
6. Present Use: office buildings Original use: residence

## DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

2 story, Spanish Colonial revival building, red clay tile roof, stucco plaster siding material, small balcony on second floor, a large multi-light window in front, a large medium gable roof with a smaller gable roof attached in front; a second building has been attached to the back of the house which serves as an office building.



8. Construction date: Estimated _____ Factual 1931
9. Architect _____
10. Builder _____
11. Approx. property size (in feet) Frontage 65' Depth 125' or approx. acreage _____
12. Date(s) of enclosed photograph(s) 1984

13. Condition: Excellent X Good ____ Fair ____ Deteriorated ____ No longer in existence ____

14. Alterations: Stucco plaster siding; new building addition attached in back of house for offices.

15. Surroundings: (Check more than one if necessary) Open land ____ Scattered buildings ____ Densely built-up ____
Residential X Industrial ____ Commercial X Other: ____

16. Threats to site: None known X Private development ____ Zoning ____ Vandalism ____
Public Works project ____ Other: ____

17. Is the structure: On its original site? X Moved? ____ Unknown? ____

18. Related features: ____

SIGNIFICANCE

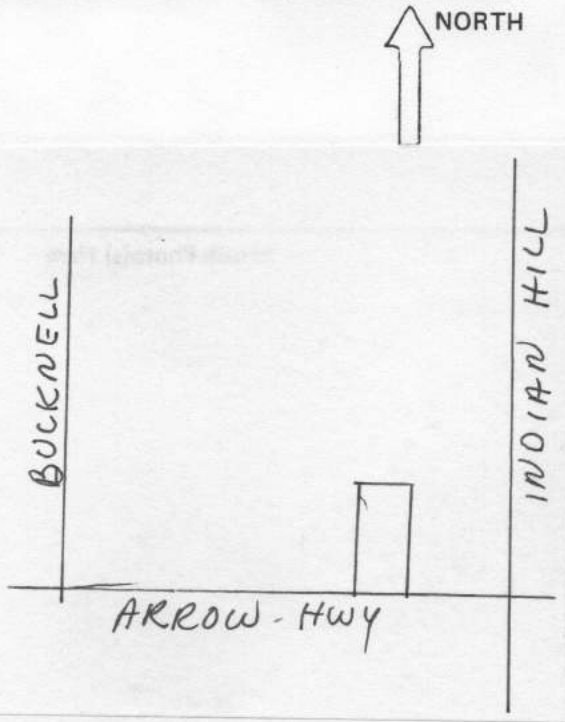
19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture X Arts & Leisure ____
Economic/Industrial ____ Exploration/Settlement ____
Government ____ Military ____
Religion ____ Social/Education ____

21. Sources (List books, documents, surveys, personal interviews and their dates).

22. Date form prepared 7/85
By (name) ____
Organization Claremont Heritage
Address: 590 W. Bonita Ave.
City Claremont Zip 91711
Phone: 714/621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS ____ HAER ____ NR ____ SHL ____
UTM: A _____ B _____
C _____ D _____

## IDENTIFICATION

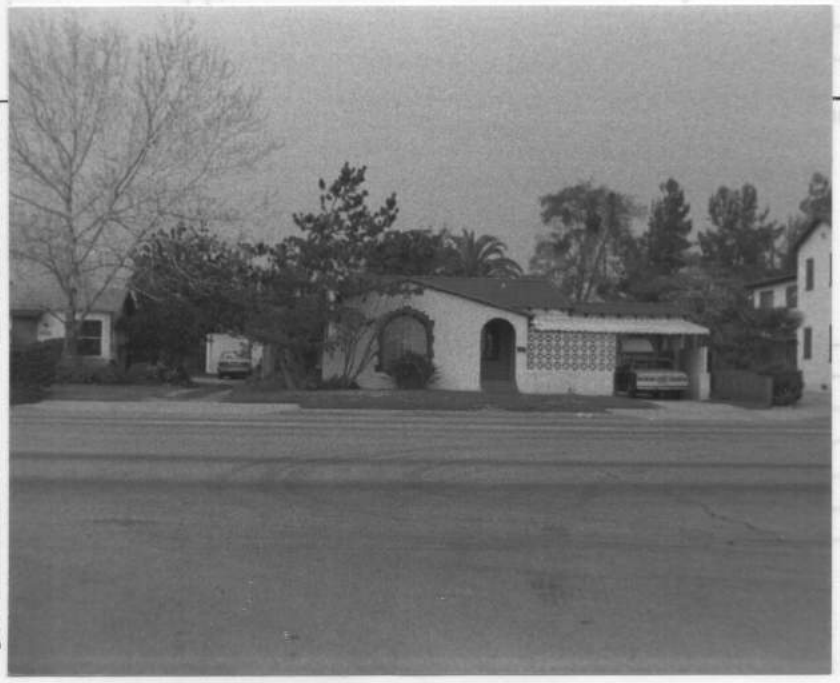
1. Common name: _____
2. Historic name: _____
3. Street or rural address: 445 W. Arrow Highway
   City Claremont Zip 91711 County L.A.
4. Parcel number: 8313-008-014
5. Present Owner: Mr. & Mrs. Fontanetta Address: same
   City _____ Zip _____ Ownership is: Public _____ Private _____
6. Present Use: residence Original use: same

## DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

One story stucco Spanish Colonial style. Low pitched intersecting gable roof covered with red tile. Red tiles edge the exposed rafter eaves. A large arched window with decorative tile around it faces the street as does a smaller arched doorway leading to a covered entry. Next to the doorway is a decorative block wall which forms part of the support for a covered car port.



8. Construction date: Estimated _____ Factual 1932
9. Architect _____
10. Builder _____
11. Approx. property size (in feet) Frontage 50' Depth 125'
    or approx. acreage _____
12. Date(s) of enclosed photograph(s) 1983

13. Condition: Excellent X Good ____ Fair ____ Deteriorated ____ No longer in existence ____

14. Alterations: ____

15. Surroundings: (Check more than one if necessary) Open land ____ Scattered buildings ____ Densely built-up ____
Residential X Industrial ____ Commercial X Other: ____

16. Threats to site: None known ____ Private development ____ Zoning X Vandalism ____
Public Works project ____ Other: ____

17. Is the structure: On its original site? X Moved? ____ Unknown? ____

18. Related features: ____

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

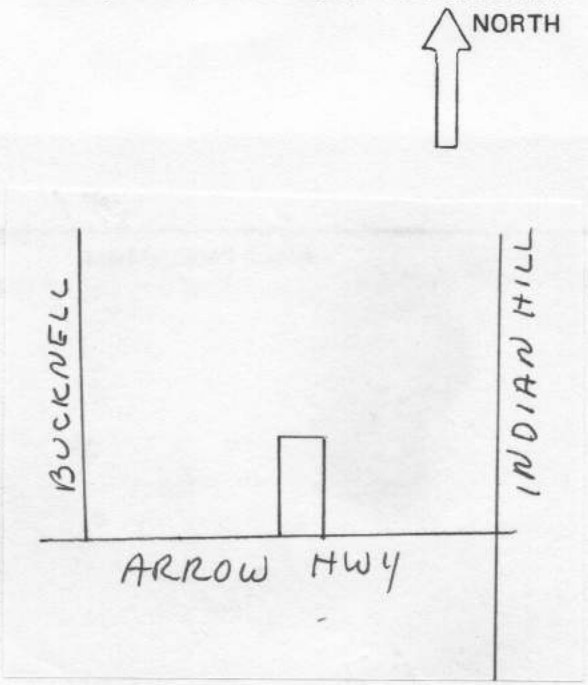
Built by Robert Balch (?)

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture X Arts & Leisure ____
Economic/Industrial ____ Exploration/Settlement X
Government ____ Military ____
Religion ____ Social/Education ____

21. Sources (List books, documents, surveys, personal interviews and their dates).

22. Date form prepared 7/85
By (name) Barkey
Organization Claremont Heritage
Address: 590 W. Bonita
City Claremont, CA Zip 91711
Phone: 714/621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# HISTORIC RESOURCES INVENTORY

Ser. No. _____
HABS___ HAER___ NR___ SHL___
UTM: A _____ B _____
C _____ D _____

## IDENTIFICATION

1. Common name: _____
2. Historic name: _____
3. Street or rural address: 449 W. Arrow Highway
   City Claremont Zip 91711 County L.A.
4. Parcel number: 8313-008-015
5. Present Owner: Henry Boland Address: 362 Lee Avenue
   City Claremont Zip 91711 Ownership is: Public _____ Private x
6. Present Use: double residence Original use: single family residence
   other duplex - 451 W. Arrow Hwy.

## DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

Simple one story Calfornia bungalow style, low pitched gable roof with smaller gable roof extending in front, smaller gable roof to the side, roofing material made of composition sheet, siding material is white painted smooth wood running vertically, air vents under front roof, entry is a hanging cover.




8. Construction date:
   Estimated _____ Factual 1940
9. Architect _____
10. Builder _____
11. Approx. property size (in feet)
    Frontage 72' Depth 115'
    or approx. acreage _____
12. Date(s) of enclosed photograph(s)
    1984

13. Condition: Excellent ___ Good ___ Fair X Deteriorated ___ No longer in existence ___

14. Alterations: _____

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential X Industrial ___ Commercial ___ Other: _____

16. Threats to site: None known X Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: _____

17. Is the structure: On its original site? X Moved? ___ Unknown? ___

18. Related features: _____

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

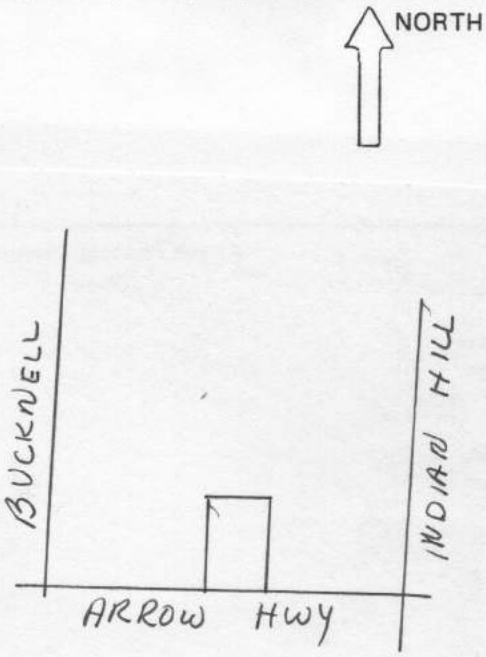
Deeds I lived here

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture X Arts & Leisure ___
Economic/Industrial ___ Exploration/Settlement X
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

22. Date form prepared 7/85
By (name) _____
Organization Claremont Heritage
Address: 590 W. Bonita
City Claremont Zip 91711
Phone: 714/621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# [redacted]TORIC RESOURCES INVENTORY

Ser. No. _____
HABS ____ HAER ____ NR ____ SHL ____ Loc ____
UTM: A _____ B _____
C _____ D _____

IDE[redacted]CATION

1. Common name: Miller House
2. Historic name: _____
3. Street or rural address: 471 W. Arrow Highway
   City Claremont Zip 91711 County Los Angeles
4. Parcel number: 8313-008-010
5. Present Owner: Thomas Watson Address: 2152 N. Indian Hill
   City Claremont Zip 91711 Ownership is: Public _____ Private X
6. Present Use: residence Original use: residence

DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

One story medium pitch intersecting gable roof. Small gable protrudes on the right front side toward the rear. Arched, recessed front porch. Side porch with a shed roof. Decorative, Aztec style tiles along roof line and gables. Unique "Sears" false stone and tree fireplace. Stucco facade.



8. Construction date:
   Estimated 1930 Factual 1927
9. Architect _____
10. Builder owner
11. Approx. property size (in feet)
    Frontage 80' Depth 112'
    or approx. acreage .21
12. Date(s) of enclosed photograph(s)
    2/83

13. Condition: Excellent ___ Good ___ Fair ___ Deteriorated _x_ No longer in existence ___

14. Alterations: ___

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up _x_
Residential ___ Industrial ___ Commercial ___ Other: ___

16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: ___

17. Is the structure: On its original site? _x_ Moved? ___ Unknown? ___

18. Related features: ___

**SIGNIFICANCE**

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

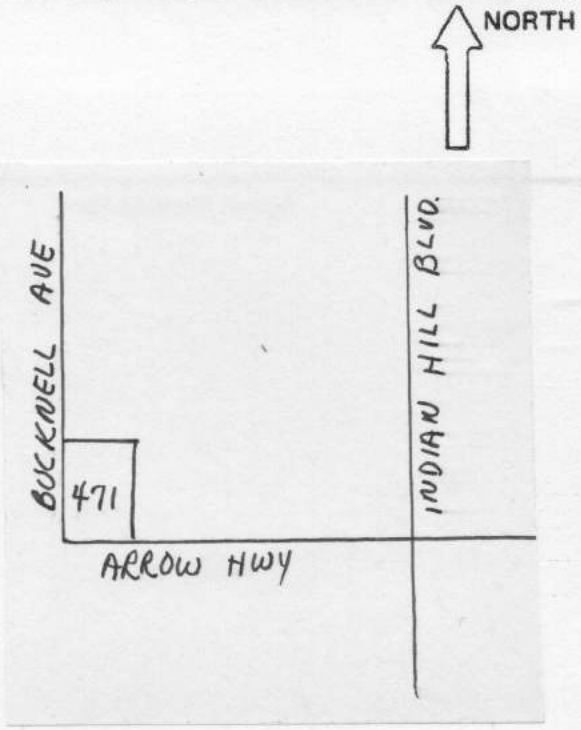
The house was built by Simeon S. (Slim) Miller who worked for College Heights Packing House. Original address of house was 471 W. Cucamonga.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture _x_ Arts & Leisure ___
Economic/Industrial ___ Exploration/Settlement _x_
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

22. Date form prepared 4/84
By (name) Arias-Barkey
Organization CHRC
Address: 590 W. Bonita
City Claremont Zip 91711
Phone: 714=621-0848

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



# Phase I ESA Users Questionnaire

**Project Name:**
**Claremont Village South Specific Plan**

**Project Address or APN:**
Indian Hill Boulevard and Arrow Highway, Claremont, CA

**Client** (or user of the Phase I Environmental Site Assessment)
Meridian Consultants, Inc.

**Name/Title:**
Ned Baldwin, Senior Project Manager

**Client Phone:**
805-413-4185

Reason Phase I is required:
Specific Plan for the development of the Claremont Village South

Type of property:
Mixed industrial, commercial, residential

Type of property transaction (e.g., Sale, purchase, exchange):
Purchase by the City of Claremont

Complete and Correct Address of the property and APN(s):
8313-008-003, -004, -006, -007, -009, -010, -011, -014, -015, -016, -017, -018, -019, -020, -021, -024, -025, -026 -027, -028, -031, -900, 8313-024-009, 8313-024-910, 8313-025-011, -012, -013, -014, -015, -016, -019, -020, and -023

Any scope of services beyond the ASTM Practice E 1527:
None

All Parties that will rely on the Phase I report:
Meridian Consultants, Inc., City of Claremont

Name and Contact Information for Site Contact:
None

Any special terms or conditions:
None

Any other pertinent knowledge or experience with the property (e.g., prior reports, documents, correspondence concerning the environmental conditions of the property):
None

**(1). Environmental cleanup liens that are filed or recorded against the site (40 CFR 312.25).**

Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law? ☐ Yes | ☒ No

If Yes, Describe:

**(2). Activity and land use limitations (AULs) that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26).**

Are you aware of any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? ☐ Yes | ☒ No

If Yes, Describe:

**(3). Specialized knowledge or experience of the person seeking to qualify for the Landowners Liability Protections (LLP) (40 CFR 312.28).**

As the user of this ESA do you have any specialized knowledge or experience related to the property or the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? ☐ Yes | ☒ No

If Yes, Describe:

**(4). Relationship of the purchase price to the fair market value of the property if it were not contaminated (40 DRF 312.29).**

Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property? ☒ Yes | ☐ No

If Yes, Describe:

**(5). Commonly known or reasonable ascertainable information about the property (40 CFR 312.30).**

Are you aware of commonly known or *reasonably ascertainable* information about the property that would help the *environmental professional* to identify conditions indicative of releases or threatened releases? For example, as user,

(a.) Do you know the past uses of the property? ☒ Yes | ☐ No

(b.) Do you know of specific chemicals that are present or once were present at the property? ☐ Yes | ☒ No

(c.) Do you know of spills or other chemical releases that have taken place at the property? ☐ Yes | ☒ No

(d.) Do you know of any environmental cleanups that have taken place at the property? ☐ Yes | ☒ No

If Yes, Describe:

**(6). The degree of obviousness of the presence of likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).**

As the *user of this ESA,* based on your knowledge and experience related to the *property* are there any *obvious* indicators that point to the presence or likely presence of contamination at the *property?* ☐ Yes | ☒ No

If Yes, Describe:

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

## Parcel: 8313-008-003

**Owner:** 177 INDIAN HILL LLC
**Co-Owner:**
**Transfer Date:** 20161108
**Document #:** 1389719
**Land Use:** 3100
**Land Value:** $42,430
**Imp. Value:** $170,913
**Total Value:** $213,343

**Site Address:** 177 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921
**Mail Address:** 177 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921
**Bldg SQFT:** 10506
**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0
**Lot Size (sq ft):** 24004.5224609375
**Year Built:** 1956

## Parcel: 8313-008-018

**Owner:** GRAHAM,JOHN F AND BARBARA D TRS
**Co-Owner:**
**Transfer Date:** 20050103
**Document #:** 7674
**Land Use:** 0100
**Land Value:** $125,330
**Imp. Value:** $32,974
**Total Value:** $158,304

**Site Address:** 253 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923
**Mail Address:** 253 S INDIAN HILL BLVD, CLAREMONT CA 917114923
**Bldg SQFT:** 864
**Units:** 1
**Bedrooms:** 3
**Bathrooms:** 2
**Lot Size (sq ft):** 10350.5986328125
**Year Built:** 1925

## Parcel: 8313-008-023

**Owner:** 180 BUCKNELL LLC
**Co-Owner:**
**Transfer Date:** 20161108
**Document #:** 1389717
**Land Use:** 3100
**Land Value:** $40,775
**Imp. Value:** $257,234
**Total Value:** $298,009

**Site Address:** 180 BUCKNELL AVE, CLAREMONT CA 91711-4907
**Mail Address:** 177 S INDIAN HILL BLVD, CLAREMONT CA 91711-4996
**Bldg SQFT:** 15750
**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0
**Lot Size (sq ft):** 31783.25390625
**Year Built:** 1956

## Parcel: 8313-008-016

**Owner:** HIBBARD,RICHARD AND DONNA TRS
**Co-Owner:**
**Transfer Date:** 19950217
**Document #:** 274970
**Land Use:** 2610

**Site Address:** 233 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921
**Bldg SQFT:** 1344
**Lot Size (sq ft):** 10947.90234375

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

**Land Value:** $125,330
**Imp. Value:** $72,550
**Total Value:** $197,880

**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0

**Year Built:** 1922

## Parcel: 8313-008-015

**Owner:** MCGUIRE,RYAN P AND LORRIE R
**Co-Owner:**

**Site Address:** 449 W ARROW HWY, CLAREMONT CA 91711-4904
**Mail Address:** 310 N STE 403 INDIAN HILL BLVD, CLAREMONT CA 91711-4645

**Transfer Date:** 20130612
**Document #:** 877946
**Land Use:** 0200

**Land Value:** $177,401
**Imp. Value:** $196,016
**Total Value:** $373,417

**Bldg SQFT:** 1554
**Units:** 2
**Bedrooms:** 3
**Bathrooms:** 2

**Lot Size (sq ft):** 8320.994140625
**Year Built:** 1940

## Parcel: 8313-025-016

**Owner:** POTTER,ROBERT C
**Co-Owner:**

**Site Address:** 230 S INDIAN HILL BLVD, CLAREMONT CA 91711-4922
**Mail Address:** 0 PO BOX 192, COVINA CA 91723-0192

**Transfer Date:** 20050722
**Document #:** 1741508
**Land Use:** 0200

**Land Value:** $24,373
**Imp. Value:** $49,747
**Total Value:** $74,120

**Bldg SQFT:** 772
**Units:** 1
**Bedrooms:** 2
**Bathrooms:** 1

**Lot Size (sq ft):** 7733.923828125
**Year Built:** 1952

## Parcel: 8313-025-013

**Owner:** GARCIA,JOSE C JR
**Co-Owner:**

**Site Address:** 254 S INDIAN HILL BLVD, CLAREMONT CA 91711-4922
**Mail Address:** 3020 DECIMA DR, HACIENDA HEIGHTS CA 91745-5926

**Transfer Date:** 20110509
**Document #:** 655185
**Land Use:** 0200

**Land Value:** $270,564
**Imp. Value:** $162,338
**Total Value:** $432,902

**Bldg SQFT:** 772
**Units:** 1
**Bedrooms:** 2
**Bathrooms:** 1

**Lot Size (sq ft):** 8006.029296875
**Year Built:** 1953

## Parcel: 8313-025-012

**Owner:** LANDIS,WILLIAM TR
**Co-Owner:**

**Site Address:** 258 S INDIAN HILL BLVD, CLAREMONT CA 91711-4922
**Mail Address:** 1901 STE 670 AVENUE OF THE STARS, LOS ANGELES CA 90067-6098

**Transfer Date:** 20020826

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

**Document #:** 1993057
**Land Use:** 010V
**Land Value:** $212,181
**Imp. Value:** $0
**Total Value:** $212,181

**Bldg SQFT:**
**Units:**
**Bedrooms:**
**Bathrooms:**

**Lot Size (sq ft):** 16072.3310546875
**Year Built:**

---

## Parcel: 8313-008-011

**Owner:** WATSON,THOMAS JR AND BARBARA TRS
**Co-Owner:**

**Site Address:** 469 W ARROW HWY, CLAREMONT CA 91711-4904
**Mail Address:** 2152 N INDIAN HILL BLVD, CLAREMONT CA 91711-1724

**Transfer Date:** 20080528
**Document #:** 931239
**Land Use:** 100V
**Land Value:** $27,105
**Imp. Value:** $0
**Total Value:** $27,105

**Bldg SQFT:**
**Units:**
**Bedrooms:**
**Bathrooms:**

**Lot Size (sq ft):** 18272.1494140625
**Year Built:**

---

## Parcel: 8313-008-004

**Owner:** HIBBARD,RICHARD AND DONNA TRS
**Co-Owner:**

**Site Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 917114921

**Transfer Date:** 19950217
**Document #:** 274968
**Land Use:** 2600
**Land Value:** $420,559
**Imp. Value:** $706,537
**Total Value:** $1,127,096

**Bldg SQFT:** 5650
**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0

**Lot Size (sq ft):** 106856.681640625
**Year Built:** 1959

---

## Parcel: 8313-008-024

**Owner:** HIBBARD,RICHARD M CO TR
**Co-Owner:**

**Site Address:** 203 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921

**Transfer Date:** 19950925
**Document #:** 1552661
**Land Use:** 2600
**Land Value:** $159,801
**Imp. Value:** $20,168
**Total Value:** $179,969

**Bldg SQFT:** 16000
**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0

**Lot Size (sq ft):** 19970.5859375
**Year Built:** 1971

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

## Parcel: 8313-008-007

**Owner:** SWICK,ANNE E TR
**Co-Owner:**
**Site Address:** 244 BUCKNELL AVE, CLAREMONT CA 91711-4907
**Mail Address:** 4500 LIVEOAK DR, CLAREMONT CA 91711-2103

**Transfer Date:** 20130823
**Document #:** 1245183
**Land Use:** 0200
**Bldg SQFT:** 1342
**Lot Size (sq ft):** 6476.6630859375

**Land Value:** $13,079
**Imp. Value:** $38,795
**Total Value:** $51,874
**Units:** 2
**Bedrooms:** 2
**Bathrooms:** 2
**Year Built:** 1958

## Parcel: 8313-008-900

**Owner:** REDEVELOPMENT AGENCY OF
**Co-Owner:**
**Site Address:** 451 W ARROW HWY, CLAREMONT CA 91711-4904
**Mail Address:** 207 HARVARD AVE, CLAREMONT CA 91711-4719

**Transfer Date:** 20030516
**Document #:**
**Land Use:** 010V
**Bldg SQFT:**
**Lot Size (sq ft):** 61535.0322265625

**Land Value:** Control Script failed for control TextBox16 , Source= ROLL_LANDVALUE. ToString("C0")
**Imp. Value:** Control Script failed for control TextBox17 , Source= ROLL_IMPVALUE. ToString("C0")
**Total Value:** $0
**Units:**
**Bedrooms:**
**Bathrooms:**
**Year Built:**

## Parcel: 8313-008-027

**Owner:** SWICK,ANNE E TR
**Co-Owner:**
**Site Address:** 0
**Mail Address:** 4500 LIVEOAK DR, CLAREMONT CA 91711-2103

**Transfer Date:** 20130823
**Document #:** 1245181
**Land Use:** 100V
**Bldg SQFT:**
**Lot Size (sq ft):** 7014.5712890625

**Land Value:** $36,045
**Imp. Value:** $0
**Total Value:** $36,045
**Units:**
**Bedrooms:**
**Bathrooms:**
**Year Built:**

## Parcel: 8313-008-017

**Owner:** HIBBARD,RICHARD AND DONNA TRS
**Site Address:** 241 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

**Co-Owner:**
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921

**Transfer Date:** 19960207
**Document #:** 216754
**Land Use:** 0100
**Bldg SQFT:** 900
**Lot Size (sq ft):** 10378.6201171875

**Land Value:** $154,357
**Imp. Value:** $133,307
**Total Value:** $287,664
**Units:** 1
**Bedrooms:** 2
**Bathrooms:** 2
**Year Built:** 1949

## Parcel: 8313-008-014

**Owner:** HCJG ENTERPRISES LLC
**Site Address:** 445 W ARROW HWY, CLAREMONT CA 91711-4904
**Co-Owner:**
**Mail Address:** 445 W ARROW HWY, CLAREMONT CA 91711-4904

**Transfer Date:** 20140416
**Document #:** 385500
**Land Use:** 0100
**Bldg SQFT:** 1137
**Lot Size (sq ft):** 6265.59375

**Land Value:** $290,052
**Imp. Value:** $124,159
**Total Value:** $414,211
**Units:** 1
**Bedrooms:** 2
**Bathrooms:** 1
**Year Built:** 1932

## Parcel: 8313-008-026

**Owner:** HIBBARD,RICHARD AND DONNA TRS
**Site Address:** 204 BUCKNELL AVE, CLAREMONT CA 91711-4907
**Co-Owner:**
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921

**Transfer Date:** 19960202
**Document #:** 194821
**Land Use:** 3100
**Bldg SQFT:** 5704
**Lot Size (sq ft):** 35705.302734375

**Land Value:** $158,509
**Imp. Value:** $237,772
**Total Value:** $396,281
**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0
**Year Built:** 1959

## Parcel: 8313-008-006

**Owner:** HIBBARD,RICHARD AND DONNA TRS
**Site Address:** 232 BUCKNELL AVE, CLAREMONT CA 91711-4907
**Co-Owner:**
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921

**Transfer Date:** 19950217
**Document #:** 274971
**Land Use:** 0100
**Bldg SQFT:** 980
**Lot Size (sq ft):** 8424.58984375

**Land Value:** $80,391
**Imp. Value:** $20,090
**Total Value:** $100,481
**Units:** 1
**Bedrooms:** 2
**Bathrooms:** 1
**Year Built:** 1920

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

## Parcel: 8313-008-025

**Owner:** HIBBARD,RICHARD AND DONNA TRS
**Co-Owner:**
**Site Address:** 205 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923
**Mail Address:** 191 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921

**Transfer Date:** 19950217
**Document #:** 274968
**Land Use:** 2600
**Bldg SQFT:** 13600
**Lot Size (sq ft):** 51098.642578125
**Units:** 0
**Year Built:** 1964
**Bedrooms:** 0
**Bathrooms:** 0

**Land Value:** $274,197
**Imp. Value:** $16,808
**Total Value:** $291,005

## Parcel: 8313-025-020

**Owner:** TIME WARNER CABLE PACIFIC WEST
**Co-Owner:**
**Site Address:** 212 S INDIAN HILL BLVD, CLAREMONT CA 91711-4922
**Mail Address:** 7820 CRESCENT EXECUTIVE DR, CHARLOTTE NC 28217-5500

**Transfer Date:** 20121018
**Document #:** 1580172
**Land Use:** 1700
**Bldg SQFT:** 4596
**Lot Size (sq ft):** 8141.408203125
**Units:** 0
**Year Built:** 1975
**Bedrooms:** 0
**Bathrooms:** 0

**Land Value:** $195,563
**Imp. Value:** $218,448
**Total Value:** $414,011

## Parcel: 8313-025-014

**Owner:** GARCIA,JOSE C JR
**Co-Owner:**
**Site Address:** 250 S INDIAN HILL BLVD, CLAREMONT CA 91711-4922
**Mail Address:** 3020 DECIMA DR, HACIENDA HEIGHTS CA 91745-5926

**Transfer Date:** 20110509
**Document #:** 655185
**Land Use:** 0200
**Bldg SQFT:** 772
**Lot Size (sq ft):** 8402.443359375
**Units:** 1
**Year Built:** 1953
**Bedrooms:** 2
**Bathrooms:** 1

**Land Value:** $270,564
**Imp. Value:** $108,225
**Total Value:** $378,789

## Parcel: 8313-025-023

**Owner:** 220 INDIAN LTD
**Co-Owner:**
**Site Address:** 220 S INDIAN HILL BLVD, CLAREMONT CA 91711-4929
**Mail Address:** 0 PO BOX 915, LA VERNE CA 91750

**Transfer Date:** 19880713
**Document #:** 1094891
**Land Use:** 1700
**Bldg SQFT:** 5154
**Lot Size (sq ft):** 16069.6474609375

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

| | | | | | |
|---|---|---|---|---|---|
| **Land Value:** | $386,787 | **Units:** | 0 | **Year Built:** | 1979 |
| **Imp. Value:** | $175,947 | **Bedrooms:** | 0 | | |
| **Total Value:** | $562,734 | **Bathrooms:** | 0 | | |

## Parcel: 8313-008-020

| | | | | | |
|---|---|---|---|---|---|
| **Owner:** | SHOKER TRADING CORPORATION | **Site Address:** | 267 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923 | | |
| **Co-Owner:** | | **Mail Address:** | 1209 S SUNSET AVE, WEST COVINA CA 91790-3960 | | |
| **Transfer Date:** | 20140701 | | | | |
| **Document #:** | 677188 | | | | |
| **Land Use:** | 2500 | **Bldg SQFT:** | 1653 | **Lot Size (sq ft):** | 14409.0078125 |
| **Land Value:** | $636,561 | **Units:** | 0 | **Year Built:** | 1974 |
| **Imp. Value:** | $428,435 | **Bedrooms:** | 0 | | |
| **Total Value:** | $1,064,996 | **Bathrooms:** | 0 | | |

## Parcel: 8313-008-019

| | | | | | |
|---|---|---|---|---|---|
| **Owner:** | STONE,LAWRENCE N CO TR | **Site Address:** | 259 S INDIAN HILL BLVD, CLAREMONT CA 91711-4923 | | |
| **Co-Owner:** | | **Mail Address:** | 965 MARYMOUNT LN, CLAREMONT CA 91711-1514 | | |
| **Transfer Date:** | 20100813 | | | | |
| **Document #:** | 1127277 | | | | |
| **Land Use:** | 1210 | **Bldg SQFT:** | 899 | **Lot Size (sq ft):** | 10329. 193359375 |
| **Land Value:** | $240,203 | **Units:** | 1 | **Year Built:** | 1945 |
| **Imp. Value:** | $150,127 | **Bedrooms:** | 2 | | |
| **Total Value:** | $390,330 | **Bathrooms:** | 1 | | |

## Parcel: 8313-008-021

| | | | | | |
|---|---|---|---|---|---|
| **Owner:** | SHOKER TRADING CORPORATION | **Site Address:** | 0 | | |
| **Co-Owner:** | | **Mail Address:** | 1209 S SUNSET AVE, WEST COVINA CA 91790-3960 | | |
| **Transfer Date:** | 20140701 | | | | |
| **Document #:** | 677188 | | | | |
| **Land Use:** | 100V | **Bldg SQFT:** | | **Lot Size (sq ft):** | 8361. 7490234375 |
| **Land Value:** | $356,352 | **Units:** | | **Year Built:** | |
| **Imp. Value:** | $0 | **Bedrooms:** | | | |
| **Total Value:** | $356,352 | **Bathrooms:** | | | |

## Parcel: 8313-008-009

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

**Owner:** ECHEVESTE,HENRY AND SABRINA
**Co-Owner:**
**Site Address:** 260 BUCKNELL AVE, CLAREMONT CA 91711-4907
**Mail Address:** 260 BUCKNELL AVE, CLAREMONT CA 917114907

**Transfer Date:** 20150109
**Document #:** 25436
**Land Use:** 0200
**Bldg SQFT:** 792
**Lot Size (sq ft):** 9629.3955078125
**Units:** 1
**Year Built:** 1947
**Bedrooms:** 1
**Bathrooms:** 1

**Land Value:** $203,050
**Imp. Value:** $157,363
**Total Value:** $360,413

## Parcel: 8313-008-031

**Owner:** ROBERTSON PROPERTIES AND
**Co-Owner:** ROBERTSON,HAROLD F AND ALONA R
**Site Address:** 433 W ARROW HWY, CLAREMONT CA 91711-4904
**Mail Address:** 0 PO BOX 490, CLAREMONT CA 91711

**Transfer Date:** 20000629
**Document #:** 9999999
**Land Use:** 1910
**Bldg SQFT:** 2588
**Lot Size (sq ft):** 9267.6806640625
**Units:** 0
**Year Built:** 1931
**Bedrooms:** 0
**Bathrooms:** 0

**Land Value:** $50,492
**Imp. Value:** $134,448
**Total Value:** $184,940

## Parcel: 8313-024-910

**Owner:** U S GOVT
**Co-Owner:**
**Site Address:** 325 W GREEN ST, CLAREMONT CA 91711-4916
**Mail Address:** 312 N 14TH FL SPRING ST, LOS ANGELES CA 90012-2748

**Transfer Date:** 20151023
**Document #:**
**Land Use:** 0100
**Bldg SQFT:** 998
**Lot Size (sq ft):** 6407.9189453125
**Units:** 1
**Year Built:** 1950
**Bedrooms:** 2
**Bathrooms:** 1

**Land Value:** Control Script failed for control TextBox16 , Source= ROLL_LANDVALUE. ToString("C0")
**Imp. Value:** Control Script failed for control TextBox17 , Source= ROLL_IMPVALUE. ToString("C0")
**Total Value:** $0

## Parcel: 8313-025-011

**Owner:** LANDIS,WILLIAM TR
**Co-Owner:**
**Site Address:** 313 W ARROW HWY, CLAREMONT CA 91711-4909
**Mail Address:** 1901 STE 670 AVENUE OF THE STARS, LOS ANGELES CA 90067-6098

**Transfer Date:** 20020826

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

**Document #:** 1993057
**Land Use:** 010V
**Land Value:** $131,214
**Imp. Value:** $0
**Total Value:** $131,214

**Bldg SQFT:**
**Units:**
**Bedrooms:**
**Bathrooms:**

**Lot Size (sq ft):** 9587. 9462890625
**Year Built:**

## Parcel: 8313-025-015

**Owner:** DURBEN,ANDREW L
**Co-Owner:**

**Site Address:** 240 S INDIAN HILL BLVD, CLAREMONT CA 91711-4922
**Mail Address:** 624 FOXPARK DR, CLAREMONT CA 91711-3632

**Transfer Date:** 20161122
**Document #:** 1466699
**Land Use:** 0100
**Land Value:** $328,000
**Imp. Value:** $54,000
**Total Value:** $382,000

**Bldg SQFT:** 602
**Units:** 1
**Bedrooms:** 1
**Bathrooms:** 1

**Lot Size (sq ft):** 7787.4296875
**Year Built:** 1948

## Parcel: 8313-025-019

**Owner:** TIME WARNER CABLE PACIFIC WEST
**Co-Owner:**

**Site Address:** 0
**Mail Address:** 7820 CRESCENT EXECUTIVE DR, CHARLOTTE NC 28217-5500

**Transfer Date:** 20121018
**Document #:** 1580172
**Land Use:** 100V
**Land Value:** $168,517
**Imp. Value:** $0
**Total Value:** $168,517

**Bldg SQFT:**
**Units:**
**Bedrooms:**
**Bathrooms:**

**Lot Size (sq ft):** 8035.89453125
**Year Built:**

## Parcel: 8313-008-010

**Owner:** WATSON,THOMAS JR AND BARBARA TRS
**Co-Owner:**

**Site Address:** 471 W ARROW HWY, CLAREMONT CA 91711-4904
**Mail Address:** 2152 N INDIAN HILL BLVD, CLAREMONT CA 91711-1724

**Transfer Date:** 20080528
**Document #:** 931239
**Land Use:** 0100
**Land Value:** $16,333
**Imp. Value:** $31,870
**Total Value:** $48,203

**Bldg SQFT:** 1314
**Units:** 1
**Bedrooms:** 3
**Bathrooms:** 1

**Lot Size (sq ft):** 8822.498046875
**Year Built:** 1930

## Parcel: 8313-008-028

# Summary Property Information Report

Report generated Thursday, May 25, 2017 1:54 PM

**Owner:** KECK GRADUATE INSTITUTE OF
**Co-Owner:**

**Site Address:** 121 S INDIAN HILL BLVD, CLAREMONT CA 91711-4921
**Mail Address:** 535 WATSON DR, CLAREMONT CA 91711-4817

**Transfer Date:** 20151218
**Document #:** 1598728
**Land Use:** 3100

**Bldg SQFT:** 17683
**Lot Size (sq ft):** 159733.57421875

**Land Value:** $3,147,000
**Imp. Value:** $953,000
**Total Value:** $4,100,000

**Units:** 0
**Bedrooms:** 0
**Bathrooms:** 0
**Year Built:** 1928

---

## Parcel: 8313-024-009

**Owner:** BARNICK,CAROL J AND
**Co-Owner:**

**Site Address:** 188 S INDIAN HILL BLVD, CLAREMONT CA 91711-4920
**Mail Address:** 188 S INDIAN HILL BLVD, CLAREMONT CA 917114920

**Transfer Date:** 20051220
**Document #:** 3129339
**Land Use:** 0100

**Bldg SQFT:** 1160
**Lot Size (sq ft):** 5036.4267578125

**Land Value:** $338,400
**Imp. Value:** $84,600
**Total Value:** $423,000

**Units:** 1
**Bedrooms:** 2
**Bathrooms:** 1
**Year Built:** 1917

---

## Parcel: 8313-024-008

**Owner:** HODGES,THAREN L
**Co-Owner:**

**Site Address:** 194 S INDIAN HILL BLVD, CLAREMONT CA 91711-4920
**Mail Address:** 194 S INDIAN HILL BLVD, CLAREMONT CA 917114920

**Transfer Date:** 20120314
**Document #:** 397245
**Land Use:** 0100

**Bldg SQFT:** 1718
**Lot Size (sq ft):** 8020.2001953125

**Land Value:** $20,063
**Imp. Value:** $26,899
**Total Value:** $46,962

**Units:** 1
**Bedrooms:** 3
**Bathrooms:** 3
**Year Built:** 1930

---

APPENDIX D

ENVIRONMENTAL RADIUS REPORT

GeoSearch
On time. On target. In touch.™

# *Radius Report*

*Satellite view*

*Target Property:*

***Indian Hill Specific Plan***
***Indian Hill Boulevard***
***Claremont, Los Angeles County, California 91711***

*Prepared For:*

***Leighton Consulting***

***Order #: 87920***
***Job #: 189687***
***Project #: 11647.001***
***PO #: 11647.001***
***Date: 05/23/2017***

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# Disclaimer

*This report was designed by GeoSearch to meet or exceed the records search requirements of the All Appropriate Inquiries Rule (40 CFR §312.26) and the current version of the ASTM International E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process or, if applicable, the custom requirements requested by the entity that ordered this report. The records and databases of records used to compile this report were collected from various federal,state and local governmental entities. It is the goal of GeoSearch to meet or exceed the 40 CFR §312.26 and E1527 requirements for updating records by using the best available technology. GeoSearch contacts the appropriate governmental entities on a recurring basis. Depending on the frequency with which a record source or database of records is updated by the governmental entity, the data used to prepare this report may be updated monthly, quarterly, semi-annually, or annually.*

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# Target Property Summary

## Target Property Information

*Indian Hill Specific Plan*
*Indian Hill Boulevard*
*Claremont, California  91711*

***Coordinates***
*Area centroid (-117.72005, 34.0920647)*
*1,129 feet above sea level*

***USGS Quadrangle***
*Ontario, CA*

## Geographic Coverage Information

***County/Parish:*** Los Angeles (CA) , San Bernardino (CA)
***ZipCode(s):***
Claremont CA: 91711
Montclair CA: 91763
Pomona CA: 91767
Upland CA: 91786

***Radon***
* Target property is located in Radon Zone 2.
Zone 2 areas have a predicted average indoor radon screening level between 2 and 4 pCi/L (picocuries per liter).

# Database Summary

## FEDERAL LISTING

### Standard Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| EMERGENCY RESPONSE NOTIFICATION SYSTEM | ERNSCA | 0 | 3 | TP/AP |
| FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES | EC | 0 | 0 | TP/AP |
| LAND USE CONTROL INFORMATION SYSTEM | LUCIS | 0 | 0 | TP/AP |
| RCRA SITES WITH CONTROLS | RCRASC | 0 | 0 | TP/AP |
| RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR | RCRAGR09 | 6 | 0 | 0.1250 |
| RESOURCE CONSERVATION & RECOVERY ACT - NON-GENERATOR | RCRANGR09 | 1 | 0 | 0.1250 |
| BROWNFIELDS MANAGEMENT SYSTEM | BF | 0 | 0 | 0.5000 |
| DELISTED NATIONAL PRIORITIES LIST | DNPL | 0 | 0 | 0.5000 |
| NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES | NLRRCRAT | 0 | 0 | 0.5000 |
| RESOURCE CONSERVATION & RECOVERY ACT - NON-CORRACTS TREATMENT, STORAGE & DISPOSAL FACILITIES | RCRAT | 0 | 0 | 0.5000 |
| SUPERFUND ENTERPRISE MANAGEMENT SYSTEM | SEMS | 0 | 0 | 0.5000 |
| SUPERFUND ENTERPRISE MANAGEMENT SYSTEM ARCHIVED SITE INVENTORY | SEMSARCH | 0 | 0 | 0.5000 |
| NATIONAL PRIORITIES LIST | NPL | 0 | 0 | 1.0000 |
| NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES | NLRRCRAC | 0 | 0 | 1.0000 |
| PROPOSED NATIONAL PRIORITIES LIST | PNPL | 0 | 0 | 1.0000 |
| RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES | RCRAC | 0 | 0 | 1.0000 |
| RESOURCE CONSERVATION & RECOVERY ACT - SUBJECT TO CORRECTIVE ACTION FACILITIES | RCRASUBC | 0 | 0 | 1.0000 |

| | | | | |
|---|---|---|---|---|
| SUB-TOTAL | | 7 | 3 | |

### Additional Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM | AIRSAFS | 0 | 0 | TP/AP |
| BIENNIAL REPORTING SYSTEM | BRS | 1 | 0 | TP/AP |
| CERCLIS LIENS | SFLIENS | 0 | 0 | TP/AP |
| CLANDESTINE DRUG LABORATORY LOCATIONS | CDL | 0 | 0 | TP/AP |
| EPA DOCKET DATA | DOCKETS | 0 | 0 | TP/AP |
| ENFORCEMENT AND COMPLIANCE HISTORY INFORMATION | ECHOR09 | 3 | 0 | TP/AP |
| FACILITY REGISTRY SYSTEM | FRSCA | 11 | 0 | TP/AP |

# Database Summary

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM | HMIRSR09 | 0 | 0 | TP/AP |
| INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS) | ICIS | 0 | 0 | TP/AP |
| INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM | ICISNPDES | 0 | 0 | TP/AP |
| MATERIAL LICENSING TRACKING SYSTEM | MLTS | 0 | 0 | TP/AP |
| NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM | NPDESR09 | 0 | 0 | TP/AP |
| PCB ACTIVITY DATABASE SYSTEM | PADS | 0 | 0 | TP/AP |
| PERMIT COMPLIANCE SYSTEM | PCSR09 | 0 | 0 | TP/AP |
| SECTION SEVEN TRACKING SYSTEM | SSTS | 0 | 0 | TP/AP |
| TOXIC SUBSTANCE CONTROL ACT INVENTORY | TSCA | 0 | 0 | TP/AP |
| TOXICS RELEASE INVENTORY | TRI | 1 | 0 | TP/AP |
| HISTORICAL GAS STATIONS | HISTPST | 0 | 0 | 0.2500 |
| MINE SAFETY AND HEALTH ADMINISTRATION MASTER INDEX FILE | MSHA | 0 | 0 | 0.2500 |
| MINERAL RESOURCE DATA SYSTEM | MRDS | 0 | 0 | 0.2500 |
| OPEN DUMP INVENTORY | ODI | 0 | 0 | 0.5000 |
| SURFACE MINING CONTROL AND RECLAMATION ACT SITES | SMCRA | 0 | 0 | 0.5000 |
| URANIUM MILL TAILINGS RADIATION CONTROL ACT SITES | USUMTRCA | 0 | 0 | 0.5000 |
| DEPARTMENT OF DEFENSE SITES | DOD | 0 | 0 | 1.0000 |
| FORMER MILITARY NIKE MISSILE SITES | NMS | 0 | 0 | 1.0000 |
| FORMERLY USED DEFENSE SITES | FUDS | 0 | 0 | 1.0000 |
| RECORD OF DECISION SYSTEM | RODS | 0 | 0 | 1.0000 |
| SUB-TOTAL | | 16 | 0 | |

# Database Summary

## STATE (CA) LISTING

### Standard Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| DTSC DEED RESTRICTIONS | DTSCDR | 0 | 0 | TP/AP |
| ABOVE GROUND STORAGE TANKS | ABST | 2 | 0 | 0.2500 |
| HISTORICAL UNDERGROUND STORAGE TANKS | HISTUST | 8 | 0 | 0.2500 |
| STATEWIDE ENVIRONMENTAL EVALUATION AND PLANNING SYSTEM | SWEEPS | 11 | 0 | 0.2500 |
| UNDERGROUND STORAGE TANKS | USTCUPA | 3 | 0 | 0.2500 |
| CALSITES DATABASE | CALSITES | 0 | 0 | 0.5000 |
| GEOTRACKER CLEANUP SITES | CLEANUPSITES | 9 | 0 | 0.5000 |
| LEAKING UNDERGROUND STORAGE TANKS | LUST | 6 | 0 | 0.5000 |
| SOLID WASTE INFORMATION SYSTEM SITES | SWIS | 0 | 0 | 0.5000 |
| VOLUNTARY CLEANUP PROGRAM | VCP | 0 | 0 | 0.5000 |
| ENVIROSTOR CLEANUP SITES | ENVIROSTOR | 4 | 0 | 1.0000 |
| ENVIROSTOR PERMITTED AND CORRECTIVE ACTION SITES | ENVIROSTORPCA | 1 | 0 | 1.0000 |

| | | | | |
|---|---|---|---|---|
| SUB-TOTAL | | 44 | 0 | |

### Additional Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM | CHMIRS | 0 | 0 | TP/AP |
| CLANDESTINE DRUG LABS | CDL | 0 | 0 | TP/AP |
| EMISSIONS INVENTORY DATA | EMI | 2 | 0 | TP/AP |
| HAZARDOUS WASTE TANNER SUMMARY | HWTS | 8 | 0 | TP/AP |
| NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM FACILITIES | NPDES | 2 | 0 | TP/AP |
| RECORDED ENVIRONMENTAL CLEANUP LIENS | LIENS | 0 | 0 | TP/AP |
| CALIFORNIA MEDICAL WASTE MANAGEMENT PROGRAM FACILITY LIST | MWMP | 0 | 0 | 0.2500 |
| DTSC REGISTERED HAZARDOUS WASTE TRANSPORTERS | DTSCHWT | 0 | 0 | 0.2500 |
| DRY CLEANER FACILITIES | CLEANER | 2 | 0 | 0.2500 |
| SPILLS, LEAKS, INVESTIGATION & CLEANUP RECOVERY LISTING | SLIC | 0 | 0 | 0.2500 |
| CORTESE LIST | CORTESE | 4 | 0 | 0.5000 |
| EXPEDITED REMOVAL ACTION PROGRAM SITES | ERAP | 0 | 0 | 0.5000 |
| LISTING OF CERTIFIED DROPOFF, COLLECTION, AND COMMUNITY SERVICE PROGRAMS | DROP | 0 | 0 | 0.5000 |
| LISTING OF CERTIFIED PROCESSORS | PROC | 0 | 0 | 0.5000 |

# Database Summary

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| NO FURTHER ACTION DETERMINATION | NFA | 0 | 0 | 0.5000 |
| RECYCLING CENTERS | SWRCY | 0 | 0 | 0.5000 |
| REFERRED TO ANOTHER LOCAL OR STATE AGENCY | REF | 2 | 0 | 0.5000 |
| SCHOOL PROPERTY EVALUATIONS | SCH | 0 | 0 | 0.5000 |
| SITES NEEDING FURTHER EVALUATION | NFE | 0 | 0 | 0.5000 |
| WASTE MANAGEMENT UNIT DATABASE | WMUDS | 0 | 0 | 0.5000 |
| TOXIC PITS CLEANUP ACT SITES | TOXPITS | 0 | 0 | 1.0000 |

| | | | | |
|---|---|---|---|---|
| SUB-TOTAL | | 20 | 0 | |

# Database Summary

## LOCAL LISTING

### Standard Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| SUTTER COUNTY ABOVEGROUND STORAGE TANKS | SCAST | 0 | 0 | 0.2500 |
| SUB-TOTAL | | 0 | 0 | |

### Additional Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| LOS ANGELES COUNTY HAZARDOUS MATERIALS SYSTEM | LAHMS | 3 | 0 | TP/AP |
| LOS ANGELES COUNTY SITE MITIGATION LIST | LASM | 0 | 0 | TP/AP |
| SAN BERNARDINO COUNTY HAZARDOUS SITE LISTING | SBFD | 0 | 0 | 0.2500 |
| SAN BERNARDINO COUNTY MEDICAL WASTE FACILITY LIST | SBMW | 0 | 0 | 0.2500 |
| WELL INVESTIGATIONS PROGRAM CASE LIST | WIP | 10 | 0 | 0.2500 |
| LOS ANGELES COUNTY SOLID WASTE FACILITIES | LASWF | 0 | 0 | 0.5000 |
| SAN GABRIEL VALLEY AREAS OF CONCERN | AOC | 0 | 0 | 1.0000 |
| SUB-TOTAL | | 13 | 0 | |

# Database Summary

## TRIBAL LISTING

### Standard Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| UNDERGROUND STORAGE TANKS ON TRIBAL LANDS | USTR09 | 0 | 0 | 0.2500 |
| ILLEGAL DUMP SITES ON THE TORRES MARTINEZ RESERVATION | TORRESDUMPSITES | 0 | 0 | 0.5000 |
| LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS | LUSTR09 | 0 | 0 | 0.5000 |
| OPEN DUMP INVENTORY ON TRIBAL LANDS | ODINDIAN | 0 | 0 | 0.5000 |
| SUB-TOTAL | | 0 | 0 | |

### Additional Environmental Records

| Database | Acronym | Locatable | Unlocatable | Search Radius (miles) |
|---|---|---|---|---|
| INDIAN RESERVATIONS | INDIANRES | 0 | 0 | 1.0000 |
| SUB-TOTAL | | 0 | 0 | |

| | | | | |
|---|---|---|---|---|
| TOTAL | | 100 | 3 | |

# Database Radius Summary

## FEDERAL LISTING

*Standard environmental records are displayed in **bold**.*

| Acronym | Search Radius (miles) | TP/AP (0 - 0.02) | 1/8 Mile (> TP/AP) | 1/4 Mile (> 1/8) | 1/2 Mile (> 1/4) | 1 Mile (> 1/2) | > 1 Mile | Total |
|---|---|---|---|---|---|---|---|---|
| AIRSAFS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| BRS | 0.0200 | 1 | NS | NS | NS | NS | NS | 1 |
| CDL | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| DOCKETS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| **EC** | **0.0200** | **0** | **NS** | **NS** | **NS** | **NS** | **NS** | **0** |
| ECHOR09 | 0.0200 | 3 | NS | NS | NS | NS | NS | 3 |
| **ERNSCA** | **0.0200** | **0** | **NS** | **NS** | **NS** | **NS** | **NS** | **0** |
| FRSCA | 0.0200 | 11 | NS | NS | NS | NS | NS | 11 |
| HMIRSR09 | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| ICIS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| ICISNPDES | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| **LUCIS** | **0.0200** | **0** | **NS** | **NS** | **NS** | **NS** | **NS** | **0** |
| MLTS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| NPDESR09 | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| PADS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| PCSR09 | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| **RCRASC** | **0.0200** | **0** | **NS** | **NS** | **NS** | **NS** | **NS** | **0** |
| SFLIENS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| SSTS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| TRI | 0.0200 | 1 | NS | NS | NS | NS | NS | 1 |
| TSCA | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| **RCRAGR09** | **0.1250** | **3** | **3** | **NS** | **NS** | **NS** | **NS** | **6** |
| **RCRANGR09** | **0.1250** | **0** | **1** | **NS** | **NS** | **NS** | **NS** | **1** |
| HISTPST | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| MRDS | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| MSHA | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| **BF** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **DNPL** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **NLRRCRAT** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| ODI | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| **RCRAT** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **SEMS** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **SEMSARCH** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| SMCRA | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| USUMTRCA | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |

# Database Radius Summary

| Acronym | Search Radius (miles) | TP/AP (0 - 0.02) | 1/8 Mile (> TP/AP) | 1/4 Mile (> 1/8) | 1/2 Mile (> 1/4) | 1 Mile (> 1/2) | > 1 Mile | Total |
|---|---|---|---|---|---|---|---|---|
| DOD | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |
| FUDS | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |
| **NLRRCRAC** | **1.0000** | **0** | **0** | **0** | **0** | **0** | **NS** | **0** |
| NMS | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |
| **NPL** | **1.0000** | **0** | **0** | **0** | **0** | **0** | **NS** | **0** |
| **PNPL** | **1.0000** | **0** | **0** | **0** | **0** | **0** | **NS** | **0** |
| **RCRAC** | **1.0000** | **0** | **0** | **0** | **0** | **0** | **NS** | **0** |
| **RCRASUBC** | **1.0000** | **0** | **0** | **0** | **0** | **0** | **NS** | **0** |
| RODS | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |
| SUB-TOTAL | | 19 | 4 | 0 | 0 | 0 | 0 | 23 |

# Database Radius Summary

## STATE (CA) LISTING

*Standard environmental records are displayed in **bold**.*

| Acronym | Search Radius (miles) | TP/AP (0 - 0.02) | 1/8 Mile (> TP/AP) | 1/4 Mile (> 1/8) | 1/2 Mile (> 1/4) | 1 Mile (> 1/2) | > 1 Mile | Total |
|---|---|---|---|---|---|---|---|---|
| CDL | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| CHMIRS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| **DTSCDR** | **0.0200** | **0** | **NS** | **NS** | **NS** | **NS** | **NS** | **0** |
| EMI | 0.0200 | 2 | NS | NS | NS | NS | NS | 2 |
| HWTS | 0.0200 | 8 | NS | NS | NS | NS | NS | 8 |
| LIENS | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| NPDES | 0.0200 | 2 | NS | NS | NS | NS | NS | 2 |
| **ABST** | **0.2500** | **0** | **0** | **2** | **NS** | **NS** | **NS** | **2** |
| CLEANER | 0.2500 | 0 | 1 | 1 | NS | NS | NS | 2 |
| DTSCHWT | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| **HISTUST** | **0.2500** | **2** | **0** | **6** | **NS** | **NS** | **NS** | **8** |
| MWMP | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| SLIC | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| **SWEEPS** | **0.2500** | **2** | **3** | **6** | **NS** | **NS** | **NS** | **11** |
| **USTCUPA** | **0.2500** | **1** | **1** | **1** | **NS** | **NS** | **NS** | **3** |
| **CALSITES** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **CLEANUPSITES** | **0.5000** | **3** | **0** | **3** | **3** | **NS** | **NS** | **9** |
| CORTESE | 0.5000 | 1 | 0 | 1 | 2 | NS | NS | 4 |
| DROP | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| ERAP | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| **LUST** | **0.5000** | **3** | **0** | **1** | **2** | **NS** | **NS** | **6** |
| NFA | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| NFE | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| PROC | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| REF | 0.5000 | 0 | 1 | 1 | 0 | NS | NS | 2 |
| SCH | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| **SWIS** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| SWRCY | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| **VCP** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| WMUDS | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| **ENVIROSTOR** | **1.0000** | **0** | **1** | **1** | **0** | **2** | **NS** | **4** |
| **ENVIROSTORPCA** | **1.0000** | **0** | **0** | **0** | **0** | **1** | **NS** | **1** |
| TOXPITS | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SUB-TOTAL | | 24 | 7 | 23 | 7 | 3 | 0 | 64 |

# Database Radius Summary

## LOCAL LISTING

*Standard environmental records are displayed in **bold**.*

| Acronym | Search Radius (miles) | TP/AP (0 - 0.02) | 1/8 Mile (> TP/AP) | 1/4 Mile (> 1/8) | 1/2 Mile (> 1/4) | 1 Mile (> 1/2) | > 1 Mile | Total |
|---|---|---|---|---|---|---|---|---|
| LAHMS | 0.0200 | 3 | NS | NS | NS | NS | NS | 3 |
| LASM | 0.0200 | 0 | NS | NS | NS | NS | NS | 0 |
| SBFD | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| SBMW | 0.2500 | 0 | 0 | 0 | NS | NS | NS | 0 |
| **SCAST** | **0.2500** | **0** | **0** | **0** | **NS** | **NS** | **NS** | **0** |
| WIP | 0.2500 | 3 | 4 | 3 | NS | NS | NS | 10 |
| LASWF | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| AOC | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |
| SUB-TOTAL | | 6 | 4 | 3 | 0 | 0 | 0 | 13 |

# Database Radius Summary

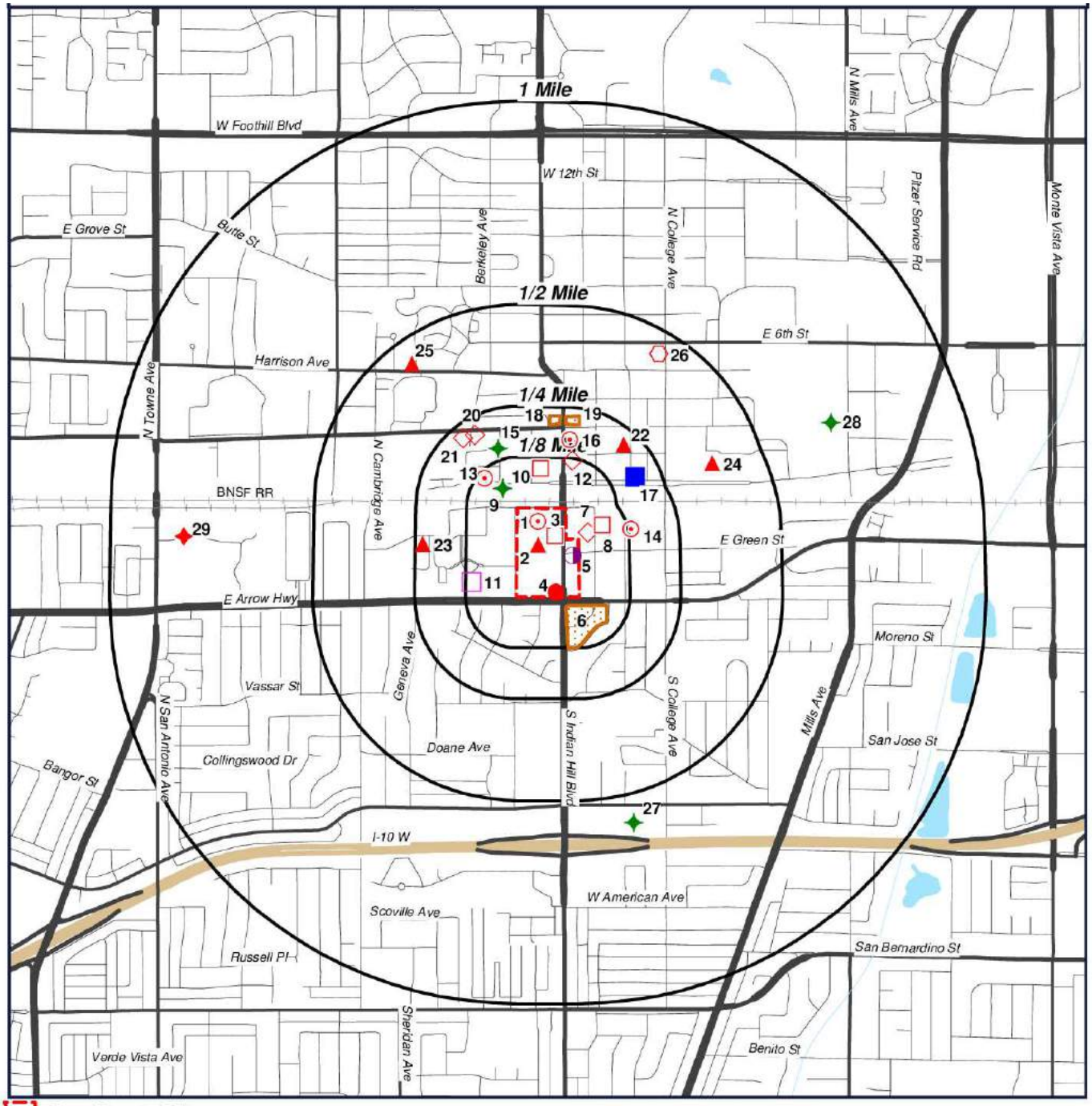
## TRIBAL LISTING

*Standard environmental records are displayed in **bold**.*

| Acronym | Search Radius (miles) | TP/AP (0 - 0.02) | 1/8 Mile (> TP/AP) | 1/4 Mile (> 1/8) | 1/2 Mile (> 1/4) | 1 Mile (> 1/2) | > 1 Mile | Total |
|---|---|---|---|---|---|---|---|---|
| **USTR09** | **0.2500** | **0** | **0** | **0** | **NS** | **NS** | **NS** | **0** |
| **LUSTR09** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **ODINDIAN** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| **TORRESDUMPSITES** | **0.5000** | **0** | **0** | **0** | **0** | **NS** | **NS** | **0** |
| INDIANRES | 1.0000 | 0 | 0 | 0 | 0 | 0 | NS | 0 |
| SUB-TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 49 | 15 | 26 | 7 | 3 | 0 | 100 |

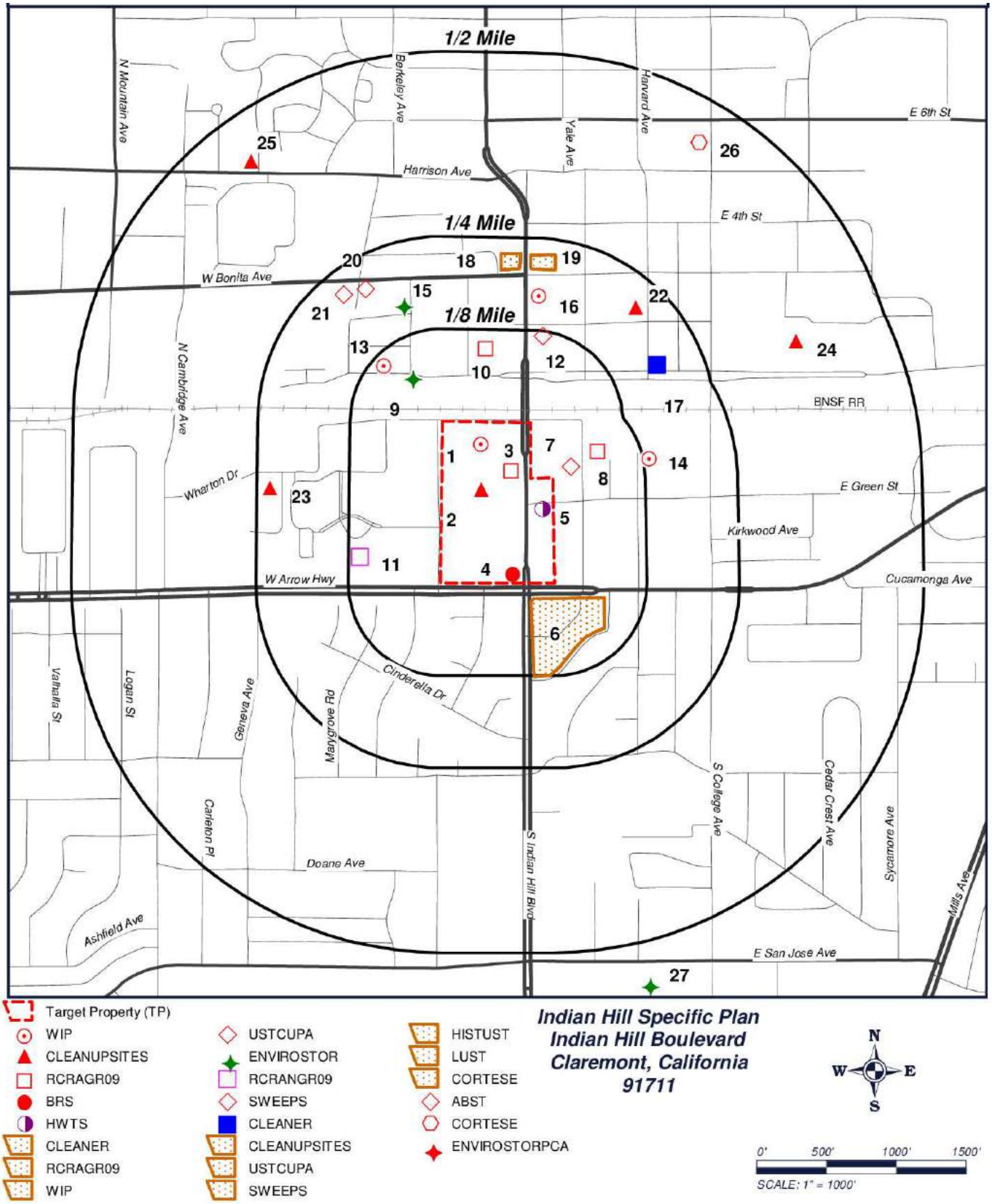
***NOTES:***
***NS = NOT SEARCHED***
***TP/AP = TARGET PROPERTY/ADJACENT PROPERTY***

# Radius Map 1



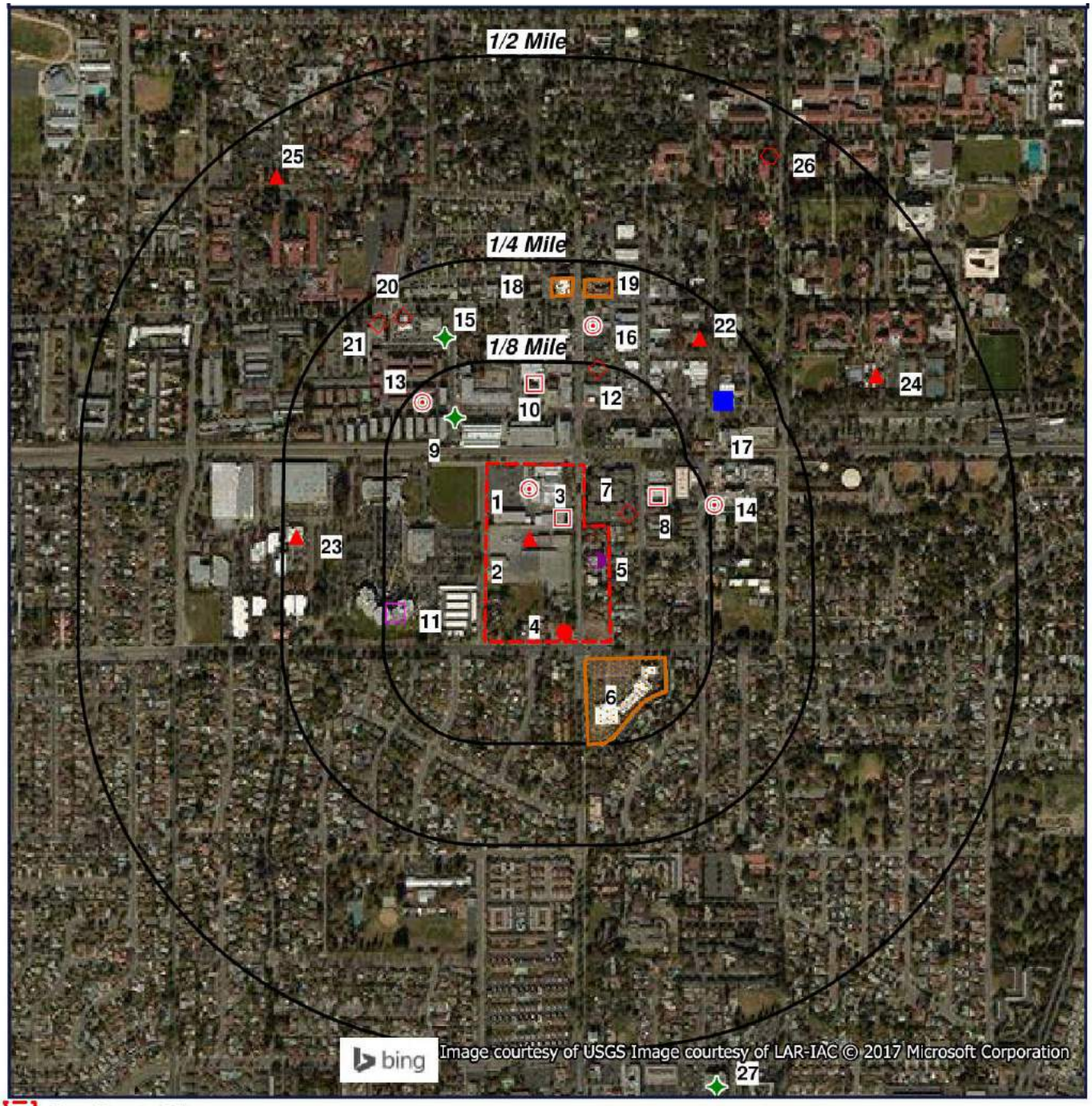

[Click here to access Satellite view]

# Radius Map 2




[Click here to access Satellite view]

# Ortho Map




Target Property (TP)
WIP
CLEANUPSITES
RCRAGR09
BRS
HWTS
CLEANER
RCRAGR09
WIP

USTCUPA
ENVIROSTOR
RCRANGR09
SWEEPS
CLEANER
CLEANUPSITES
USTCUPA
SWEEPS

HISTUST
LUST
CORTESE
ABST
CORTESE
ENVIROSTORPCA

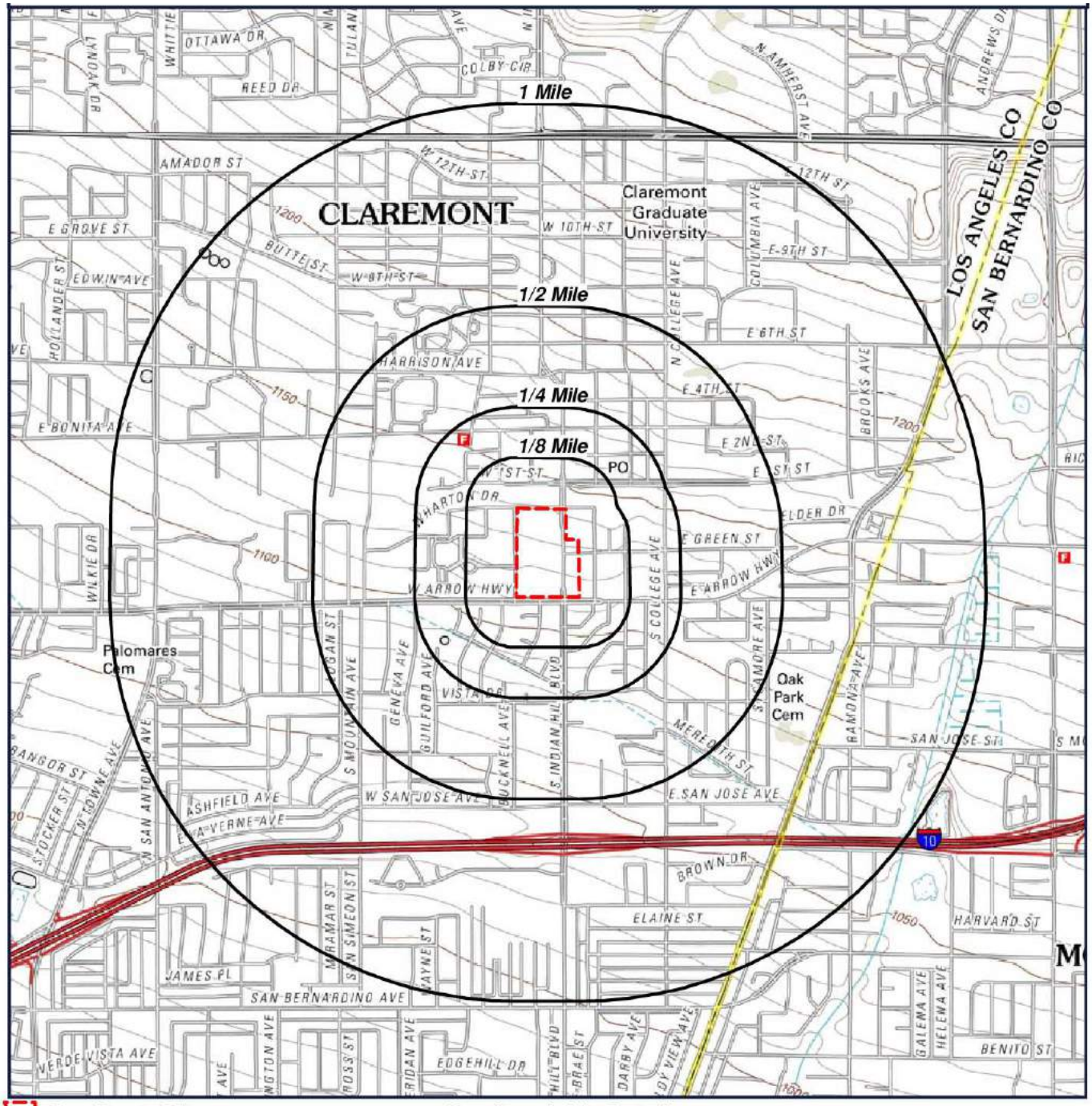
**Quadrangle(s): Ontario**
**Indian Hill Specific Plan**
**Indian Hill Boulevard**
**Claremont, California**
**91711**

N
W E
S

0' 500' 1000' 1500'
SCALE: 1" = 1000'

[Click here to access Satellite view]

# Topographic Map




Target Property (TP)

**Quadrangle(s): Ontario**
**Source: USGS, 03/09/2012**
**Indian Hill Specific Plan**
**Indian Hill Boulevard**
**Claremont, California**
**91711**

N
W E
S

0' 1000' 2000' 3000'
SCALE: 1" = 2000'

Click here to access Satellite view

# Located Sites Summary

*NOTE: Standard environmental records are displayed in **bold**.*

| Map ID# | Database Name | Site ID# | Relative Elevation | Distance From Site | Site Name | Address | PAGE # |
|---|---|---|---|---|---|---|---|
| 1 | WIP | 101.0026 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX COMPANY | 121 S HILL BLVD, POMONA, CA 91711 | 26 |
| 1 | LAHMS | 013145 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX COMPANY | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 27 |
| 1 | FRSCA | 110057213830 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX AIR TECHNOLOGIES INC | 121 SOUTH INDIAN HILL BLVD, CLAREMONT, CA 91711 | 28 |
| 1 | FRSCA | 110057348017 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX COMPANY INC. | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 29 |
| 1 | FRSCA | 110066781655 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX AIR TECHNOLOGY INC | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 30 |
| 1 | HWTS | CAL000026946 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX COMPANY | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 31 |
| 1 | HWTS | CAL000350758 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX AIR TECHNOLOGY INC | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 40 |
| 1 | NPDES | 3675925570 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | VORTOX | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 43 |
| 1 | EMI | 4169519765 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | V30TOX AIR TECHNOLOGY, INC | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 44 |
| 2 | EMI | 741445880 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEVROLET INC | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 45 |
| 2 | WIP | 101.0065 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEVOROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 46 |
| ***2*** | ***CLEANUPSITES*** | ***T0603704133*** | ***Equal (1,129 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***RICHARD HIBBARD CHEVROLET*** | ***191 INDIAN HILL BLVD S, CLAREMONT, CA 91711*** | ***47*** |
| 2 | LAHMS | 013635 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEV INC | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 49 |
| ***2*** | ***SWEEPS*** | ***A19-000-14033*** | ***Equal (1,129 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***RICHARD HIBBARD CHEV INC*** | ***191 INDIAN HILL BLVD, CLAREMONT, CA*** | ***50*** |
| 2 | FRSCA | 110002745030 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEVROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 51 |
| 2 | FRSCA | 110055787000 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD AUTO CENTER | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 52 |
| 2 | ECHOR09 | 110002745030 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEVROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 53 |
| ***2*** | ***LUST*** | ***T0603704133*** | ***Equal (1,129 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***RICHARD HIBBARD CHEVROLET*** | ***191 INDIAN HILL BLVD S, CLAREMONT, CA 91711*** | ***54*** |
| 2 | HWTS | CAD981672389 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEVROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 56 |
| ***2*** | ***RCRAGR09*** | ***CAD981672389*** | ***Equal (1,129 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***RICHARD HIBBARD CHEVROLET*** | ***191 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***64*** |
| 2 | CORTESE | I-14033 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | RICHARD HIBBARD CHEVROLET | 191 INDIAN HILL, CLAREMONT, CA 91711 | 66 |
| ***3*** | ***HISTUST*** | ***00026A21*** | ***Equal (1,129 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***GARNER GLASS CO*** | ***177 INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***67*** |
| 3 | FRSCA | 110057940929 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | KING PRECISION GLASS INC | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 68 |
| 3 | FRSCA | 110012438683 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | GARNER GLASS CO | 177 SOUTH INDIAN HILL BOULEVARD, CLAREMONT, CA 91711 | 69 |
| 3 | FRSCA | 110064925531 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | KING PRECISION GLASS INC | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 70 |

# Located Sites Summary

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 3 | ECHOR09 | 110012438683 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | GARNER GLASS CO | 177 SOUTH INDIAN HILL BOULEVARD, CLAREMONT, CA 91711 | 71 |
| 3 | TRI | 91711GRNRG177SO | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | GARNER GLASS CO | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 72 |
| 3 | HWTS | CAD008243982 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | GARNER GLASS CO | 177 SO INDIAN HILL BLVD, CLAREMONT, CA 91711 | 73 |
| 3 | HWTS | CAL000343216 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | KING PRECISION GLASS INC | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 74 |
| ***3*** | ***RCRAGR09*** | ***CAD008243982*** | ***Equal (1,129 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***GARNER GLASS CO*** | ***177 S INDIAN HILL RD, CLAREMONT, CA 91711*** | ***77*** |
| 3 | NPDES | 2274923507 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | GARNER GLASS | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 79 |
| 3 | WIP | 101.0013 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | GARNER GLASS COMPANY | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 80 |
| ***4*** | ***CLEANUPSITES*** | ***T0603700005*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***SHELL*** | ***267 INDIAN HILL BLVD N, LOS ANGELES, CA 91711*** | ***81*** |
| 4 | LAHMS | 009224 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | SHELL OIL #204-1578-0335 | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 83 |
| ***4*** | ***USTCUPA*** | ***2832222600*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***AUTO CARE SHELL*** | ***267 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***84*** |
| ***4*** | ***SWEEPS*** | ***A19-000-9019*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***SHELL STATION*** | ***267 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***85*** |
| ***4*** | ***HISTUST*** | ***00028315*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***JOHNS SUPER SHELL*** | ***267 S INDIAN HILL, CLAREMONT, CA 91711*** | ***86*** |
| 4 | FRSCA | 110065438878 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | TRIPLE S OIL | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 89 |
| 4 | FRSCA | 110012212916 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | SHELL SERVICE STATION | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 90 |
| 4 | FRSCA | 110065628761 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | SHELL | 267 INDIAN HILL BLVD N, LOS ANGELES, CA 91711 | 91 |
| 4 | ECHOR09 | 110012212916 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | SHELL SERVICE STATION | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 92 |
| 4 | BRS | CAR000110510 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | SHELL SERVICE STATION | 267 S. INDIAN HILL / ARROW SAP #135171, CLAREMONT, CA 91711 | 93 |
| ***4*** | ***LUST*** | ***T0603700005*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***SHELL*** | ***267 INDIAN HILL BLVD N, LOS ANGELES, CA 91711*** | ***96*** |
| ***4*** | ***LUST*** | ***T060378279*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***SHELL*** | ***267 INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***98*** |
| 4 | HWTS | CAR000110510 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | SHELL SERVICE STATION | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 100 |
| 4 | HWTS | CAL000138253 | Lower (1,113 ft.) | 0.001 mi. SE (5 ft.) | ALL AMERICAN GAS | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 102 |
| ***4*** | ***RCRAGR09*** | ***CAR000110510*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***SHELL SERVICE STATION*** | ***267 S. INDIAN HILL / ARROW SAP #135171, CLAREMONT, CA 91711*** | ***103*** |
| ***4*** | ***CLEANUPSITES*** | ***T060378279*** | ***Lower (1,113 ft.)*** | ***0.001 mi. SE (5 ft.)*** | ***SHELL*** | ***267 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***105*** |
| 5 | HWTS | CAC002573981 | Equal (1,129 ft.) | 0.001 mi. SE (5 ft.) | COMCAST CABLE COMMUNICATIONS | 212 S INDIAN HILL, CLAREMONT, CA 91711 | 106 |
| 6 | CLEANER | CAL000216801 | Lower (1,103 ft.) | 0.03 mi. S (158 ft.) | CAMARCOS VALET DRY CLEANERS | 334 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 107 |
| ***6*** | ***RCRAGR09*** | ***CAR000047407*** | ***Lower (1,103 ft.)*** | ***0.03 mi. S (158 ft.)*** | ***5 STAR CLEANERS*** | ***334 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***108*** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6 | WIP | 101.0064 | Lower (1,103 ft.) | 0.03 mi. S (158 ft.) | PEPPER TREE CLEANERS & LAUNDRY | 370 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 110 |
| ***7*** | ***SWEEPS*** | ***A19-000-14179*** | ***Higher (1,135 ft.)*** | ***0.03 mi. E (158 ft.)*** | ***CONNIE & DICKS GARAGE INC*** | ***151 OLIVE ST, CLAREMONT, CA*** | ***111*** |
| ***7*** | ***USTCUPA*** | ***1317568776*** | ***Higher (1,135 ft.)*** | ***0.03 mi. E (158 ft.)*** | ***CONNIE & DICKS SERV CENTER INC*** | ***151 OLIVE ST, CLAREMONT, CA 91711*** | ***112*** |
| ***8*** | ***RCRAGR09*** | ***CAD981670276*** | ***Higher (1,135 ft.)*** | ***0.08 mi. E (422 ft.)*** | ***CONNIES DICK SERVICE CENTER INC*** | ***150 OLIVE ST, CLAREMONT, CA 91711*** | ***113*** |
| ***8*** | ***SWEEPS*** | ***A19-000-13264*** | ***Higher (1,135 ft.)*** | ***0.09 mi. E (475 ft.)*** | ***GRAVES AUTOMOTIVE SUPPLY*** | ***108 OLIVE ST, CLAREMONT, CA*** | ***115*** |
| 9 | REF | 000019000039 | Higher (1,145 ft.) | 0.08 mi. NW (422 ft.) | CLAREMONT VILLAGE EXPANSION | FIRST STREET AND CORNELL AVE., CLAREMONT, CA 91711 | 116 |
| ***9*** | ***ENVIROSTOR*** | ***19000039*** | ***Higher (1,145 ft.)*** | ***0.08 mi. NW (422 ft.)*** | ***CLAREMONT VILLAGE EXPANSION*** | ***FIRST STREET AND CORNELL AVE., CLAREMONT, CA 91711*** | ***117*** |
| ***10*** | ***RCRAGR09*** | ***CAD981379340*** | ***Higher (1,155 ft.)*** | ***0.1 mi. NE (528 ft.)*** | ***CLAIREMONT COLD STORAGE*** | ***128 OBERLIN, CLAREMONT, CA 91711*** | ***118*** |
| 11 | WIP | 101.0039 | Lower (1,110 ft.) | 0.11 mi. SW (581 ft.) | IOLAB CORPORATION | 510 IOLAB DR, CLAREMONT, CA 91711 | 120 |
| ***11*** | ***RCRANGR09*** | ***CAD981429574*** | ***Lower (1,110 ft.)*** | ***0.11 mi. SW (581 ft.)*** | ***CHIRON VISION CORP*** | ***517 IOLAB DR, CLAREMONT, CA 91711*** | ***121*** |
| 11 | WIP | 101.0039 | Lower (1,110 ft.) | 0.11 mi. SW (581 ft.) | IOLAB CORPORATION | 500 IOLAB DR, CLAREMONT, CA 91711 | 124 |
| ***12*** | ***SWEEPS*** | ***A19-000-13248*** | ***Higher (1,155 ft.)*** | ***0.12 mi. NE (634 ft.)*** | ***DARROW CHARLES*** | ***144 N INDIAN HILL BLVD, CLAREMONT, CA*** | ***125*** |
| 13 | WIP | 101.0055 | Higher (1,145 ft.) | 0.12 mi. NW (634 ft.) | PRECISION MOTORS OF CLAREMONT | 613 W FIRST ST, CLAREMONT, CA 91711 | 126 |
| 14 | WIP | 101.0075 | Higher (1,135 ft.) | 0.14 mi. E (739 ft.) | NEW DIMENSION AUTO CONCERN | 108 S SPRING ST, CLAREMONT, CA 91711 | 127 |
| ***15*** | ***SWEEPS*** | ***A19-000-12826*** | ***Higher (1,156 ft.)*** | ***0.18 mi. N (950 ft.)*** | ***CITY OF CLAREMONT*** | ***215 CORNELL AVE, CLAREMONT, CA*** | ***128*** |
| ***15*** | ***HISTUST*** | ***00026FC4*** | ***Higher (1,156 ft.)*** | ***0.19 mi. N (1003 ft.)*** | ***POLICE DEPARTMENT*** | ***570 WEST BONITA, CLAREMONT, CA 91711*** | ***130*** |
| ***15*** | ***HISTUST*** | ***00026FC5*** | ***Higher (1,156 ft.)*** | ***0.18 mi. N (950 ft.)*** | ***COMMUNITY SERVICES DEPARTMENT*** | ***215 CORNELL, CLAREMONT, CA 91711*** | ***131*** |
| ***15*** | ***ABST*** | ***248636966*** | ***Higher (1,156 ft.)*** | ***0.18 mi. N (950 ft.)*** | ***CITY OF CLAREMONT*** | ***215 CORNELL, CLAREMONT, CA 91737*** | ***136*** |
| ***15*** | ***ENVIROSTOR*** | ***19730198*** | ***Higher (1,156 ft.)*** | ***0.18 mi. N (950 ft.)*** | ***CITY MAINTENANCE YARD (FORMER)*** | ***215 CORNELL AVE., CLAREMONT, CA 91711*** | ***137*** |
| 15 | REF | 000019730198 | Higher (1,156 ft.) | 0.18 mi. N (950 ft.) | FORMER CITY MAINTENANCE YARD | 215 CORNELL AVE., CLAREMONT, CA 91711 | 138 |
| ***15*** | ***SWEEPS*** | ***A19-000-12827*** | ***Higher (1,156 ft.)*** | ***0.19 mi. N (1003 ft.)*** | ***CITY OF CLAREMONT*** | ***570 W BONITA, CLAREMONT, CA*** | ***139*** |
| 16 | WIP | 101.0018 | Higher (1,175 ft.) | 0.18 mi. NE (950 ft.) | MILLER'S CLAREMONT LAUNDRY & DRYCLEANING | 232 N INDIAN HILL BLVD, CLAREMONT, CA 91711 | 140 |
| 17 | CLEANER | CAL000378798 | Higher (1,159 ft.) | 0.2 mi. E (1056 ft.) | ROCKY'S CLEANERS | 108 HARVARD, CLAREMONT, CA 91711 | 141 |
| ***18*** | ***CLEANUPSITES*** | ***T0603705112*** | ***Higher (1,175 ft.)*** | ***0.21 mi. N (1109 ft.)*** | ***VERIZON CLAREMONT CENTRAL*** | ***315 INDIAN HILL BLVD N, CLAREMONT, CA 91711*** | ***142*** |

# Located Sites Summary

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 18 | USTCUPA | 1176614898 | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | GTE CALIFORNIA | 315 N INDIAN HILL BLVD, CLAREMONT, CA 91711 | 144 |
| 18 | SWEEPS | A19-000-12284 | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | GENERAL TELEPHONE CO OF CALIF | 315 N INDIAN HILL BLVD, CLAREMONT, CA | 145 |
| 18 | HISTUST | 00026AEA | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | GENERAL TELEPHONE | 315 N INDIAN HILL BLVD, NONE, CA 91711 | 146 |
| 18 | LUST | T0603705112 | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | VERIZON CLAREMONT CENTRAL | 315 INDIAN HILL BLVD N, CLAREMONT, CA 91711 | 148 |
| 18 | CORTESE | R-12284 | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | GTE CLAREMONT CO | 315 INDIAN HILL, CLAREMONT, CA 91711 | 150 |
| 19 | HISTUST | 00028474 | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | BOBS SHELL SERVICE | 375 W BONITA, CLAREMONT, CA 91711 | 151 |
| 19 | SWEEPS | A19-000-9055 | Higher (1,175 ft.) | 0.21 mi. N (1109 ft.) | SHELL OIL CO | 375 W BONITA AVE, CLAREMONT, CA | 155 |
| 20 | HISTUST | 00026FC3 | Higher (1,156 ft.) | 0.21 mi. NW (1109 ft.) | OLD CITY YARD | 590 WEST BONITA, CLAREMONT, CA 91711 | 156 |
| 20 | SWEEPS | A19-000-12828 | Higher (1,156 ft.) | 0.21 mi. NW (1109 ft.) | CITY OF CLAREMONT | 590 W BONITA, CLAREMONT, CA | 158 |
| 21 | HISTUST | 0002747F | Higher (1,152 ft.) | 0.22 mi. NW (1162 ft.) | FIRE STATION 101 | 606 W BONITA, CLAREMONT, CA 91711 | 159 |
| 21 | ABST | 3493842485 | Higher (1,152 ft.) | 0.22 mi. NW (1162 ft.) | LA COUNTY FIRE DEPT STATION 101 | 606 W BONITA AVE, CLAIREMONT, CA 91711 | 161 |
| 21 | SWEEPS | A19-000-12534 | Higher (1,152 ft.) | 0.22 mi. NW (1162 ft.) | LA CO FD FIRE STA #101 | 606 W BONITA AVE, CLAREMONT, CA | 162 |
| 22 | CLEANUPSITES | WDR100000292 | Higher (1,171 ft.) | 0.22 mi. NE (1162 ft.) | CLAREMONT CITY CS | CLAREMONT, CA 91711 | 163 |
| 23 | CLEANUPSITES | T10000005570 | Lower (1,116 ft.) | 0.24 mi. W (1267 ft.) | RPS | 215 YORK PLACE, CLAREMONT, CA 91711 | 164 |
| 23 | WIP | 101.0056 | Lower (1,116 ft.) | 0.24 mi. W (1267 ft.) | RPS | 215 YORK PL, CLAREMONT, CA 91711 | 165 |
| 24 | CLEANUPSITES | SLT43651649 | Higher (1,171 ft.) | 0.38 mi. E (2006 ft.) | CLAREMONT UNIVERSITY CENTER | 303 E. 1ST ST, CLAREMONT, CA 91711 | 166 |
| 24 | CLEANUPSITES | T0603704067 | Higher (1,171 ft.) | 0.38 mi. E (2006 ft.) | CLAREMONT COLLEGES | 303 001ST ST E, CLAREMONT, CA 91711 | 167 |
| 24 | LUST | T0603704067 | Higher (1,171 ft.) | 0.38 mi. E (2006 ft.) | CLAREMONT COLLEGES | 303 001ST ST E, CLAREMONT, CA 91711 | 169 |
| 24 | CORTESE | I-13413 | Higher (1,171 ft.) | 0.38 mi. E (2006 ft.) | CLAREMONT COLLEGES | 303 001ST, CLAREMONT, CA 91711 | 171 |
| 25 | LUST | T060375078 | Higher (1,170 ft.) | 0.44 mi. NW (2323 ft.) | HARRISON WELL #2 MTBE INVESTIGATION | 673 HARRISON AVE, CLAREMONT, CA 91711 | 172 |
| 25 | CLEANUPSITES | T060375078 | Higher (1,170 ft.) | 0.44 mi. NW (2323 ft.) | HARRISON WELL #2 MTBE INVESTIGATION | 673 W HARRISON AVE, CLAREMONT, CA 91711 | 174 |
| 26 | CORTESE | I-15931 | Higher (1,204 ft.) | 0.45 mi. NE (2376 ft.) | POMONA COLLEGE | 555 COLLEGE, CLAREMONT, CA 91711 | 175 |
| 27 | ENVIROSTOR | 19820021 | Lower (1,051 ft.) | 0.56 mi. S (2957 ft.) | SAN JOSE ALTERNATIVE SCHOOL | 170 WEST SAN JOSE STREET, CLAREMONT, CA 91711 | 176 |
| 28 | ENVIROSTOR | 19350476 | Higher (1,193 ft.) | 0.69 mi. E (3643 ft.) | OLD CTRL STEAM PLANT,CLAREMONT COLLEGE | 301 E.FIRST STREET, CLAREMONT, CA 91711 | 177 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 29 | ENVIROSTORP CA | CAR000000489 PCA | Lower (1,098 ft.) | 0.83 mi. W (4382 ft.) | MERCURY RECOVERY SERVICES INC | 813 TOWNE CENTER DR, POMONA, CA 91767 | 178 |

# Elevation Summary

*Elevations are collected from the USGS 3D Elevation Program 1/3 arc-second (approximately 10 meters) layer hosted at the NGTOC. .*

**Target Property Elevation: 1129 ft.**

*NOTE: Standard environmental records are displayed in **bold**.*

## EQUAL/HIGHER ELEVATION

| Map ID# | Database Name | Elevation | Site Name | Address | Page # |
|---|---|---|---|---|---|
| 1 | WIP | 1,129 ft. | VORTOX COMPANY | 121 S HILL BLVD, POMONA, CA 91711 | 26 |
| 1 | LAHMS | 1,129 ft. | VORTOX COMPANY | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 27 |
| 1 | FRSCA | 1,129 ft. | VORTOX AIR TECHNOLOGIES INC | 121 SOUTH INDIAN HILL BLVD, CLAREMONT, CA 91711 | 28 |
| 1 | FRSCA | 1,129 ft. | VORTOX COMPANY INC. | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 29 |
| 1 | FRSCA | 1,129 ft. | VORTOX AIR TECHNOLOGY INC | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 30 |
| 1 | HWTS | 1,129 ft. | VORTOX COMPANY | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 31 |
| 1 | HWTS | 1,129 ft. | VORTOX AIR TECHNOLOGY INC | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 40 |
| 1 | NPDES | 1,129 ft. | VORTOX | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 43 |
| 1 | EMI | 1,129 ft. | V30TOX AIR TECHNOLOGY, INC | 121 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 44 |
| 2 | EMI | 1,129 ft. | RICHARD HIBBARD CHEVROLET INC | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 45 |
| 2 | WIP | 1,129 ft. | RICHARD HIBBARD CHEVOROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 46 |
| ***2*** | ***CLEANUPSITES*** | ***1,129 ft.*** | ***RICHARD HIBBARD CHEVROLET*** | ***191 INDIAN HILL BLVD S, CLAREMONT, CA 91711*** | ***47*** |
| 2 | LAHMS | 1,129 ft. | RICHARD HIBBARD CHEV INC | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 49 |
| ***2*** | ***SWEEPS*** | ***1,129 ft.*** | ***RICHARD HIBBARD CHEV INC*** | ***191 INDIAN HILL BLVD, CLAREMONT, CA*** | ***50*** |
| 2 | FRSCA | 1,129 ft. | RICHARD HIBBARD CHEVROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 51 |
| 2 | FRSCA | 1,129 ft. | RICHARD HIBBARD AUTO CENTER | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 52 |
| 2 | ECHOR09 | 1,129 ft. | RICHARD HIBBARD CHEVROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 53 |
| ***2*** | ***LUST*** | ***1,129 ft.*** | ***RICHARD HIBBARD CHEVROLET*** | ***191 INDIAN HILL BLVD S, CLAREMONT, CA 91711*** | ***54*** |
| 2 | HWTS | 1,129 ft. | RICHARD HIBBARD CHEVROLET | 191 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 56 |
| ***2*** | ***RCRAGR09*** | ***1,129 ft.*** | ***RICHARD HIBBARD CHEVROLET*** | ***191 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***64*** |
| 2 | CORTESE | 1,129 ft. | RICHARD HIBBARD CHEVROLET | 191 INDIAN HILL, CLAREMONT, CA 91711 | 66 |
| ***3*** | ***HISTUST*** | ***1,129 ft.*** | ***GARNER GLASS CO*** | ***177 INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***67*** |
| 3 | FRSCA | 1,129 ft. | KING PRECISION GLASS INC | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 68 |

# Elevation Summary

| | | | | | |
|---|---|---|---|---|---|
| 3 | FRSCA | 1,129 ft. | GARNER GLASS CO | 177 SOUTH INDIAN HILL BOULEVARD, CLAREMONT, CA 91711 | 69 |
| 3 | FRSCA | 1,129 ft. | KING PRECISION GLASS INC | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 70 |
| 3 | ECHOR09 | 1,129 ft. | GARNER GLASS CO | 177 SOUTH INDIAN HILL BOULEVARD, CLAREMONT, CA 91711 | 71 |
| 3 | TRI | 1,129 ft. | GARNER GLASS CO | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 72 |
| 3 | HWTS | 1,129 ft. | GARNER GLASS CO | 177 SO INDIAN HILL BLVD, CLAREMONT, CA 91711 | 73 |
| 3 | HWTS | 1,129 ft. | KING PRECISION GLASS INC | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 74 |
| ***3*** | ***RCRAGR09*** | ***1,129 ft.*** | ***GARNER GLASS CO*** | ***177 S INDIAN HILL RD, CLAREMONT, CA 91711*** | ***77*** |
| 3 | NPDES | 1,129 ft. | GARNER GLASS | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 79 |
| 3 | WIP | 1,129 ft. | GARNER GLASS COMPANY | 177 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 80 |
| 5 | HWTS | 1,129 ft. | COMCAST CABLE COMMUNICATIONS | 212 S INDIAN HILL, CLAREMONT, CA 91711 | 106 |
| ***7*** | ***SWEEPS*** | ***1,135 ft.*** | ***CONNIE & DICKS GARAGE INC*** | ***151 OLIVE ST, CLAREMONT, CA*** | ***111*** |
| ***7*** | ***USTCUPA*** | ***1,135 ft.*** | ***CONNIE & DICKS SERV CENTER INC*** | ***151 OLIVE ST, CLAREMONT, CA 91711*** | ***112*** |
| ***8*** | ***RCRAGR09*** | ***1,135 ft.*** | ***CONNIES DICK SERVICE CENTER INC*** | ***150 OLIVE ST, CLAREMONT, CA 91711*** | ***113*** |
| ***8*** | ***SWEEPS*** | ***1,135 ft.*** | ***GRAVES AUTOMOTIVE SUPPLY*** | ***108 OLIVE ST, CLAREMONT, CA*** | ***115*** |
| 9 | REF | 1,145 ft. | CLAREMONT VILLAGE EXPANSION | FIRST STREET AND CORNELL AVE., CLAREMONT, CA 91711 | 116 |
| ***9*** | ***ENVIROSTOR*** | ***1,145 ft.*** | ***CLAREMONT VILLAGE EXPANSION*** | ***FIRST STREET AND CORNELL AVE., CLAREMONT, CA 91711*** | ***117*** |
| ***10*** | ***RCRAGR09*** | ***1,155 ft.*** | ***CLAIREMONT COLD STORAGE*** | ***128 OBERLIN, CLAREMONT, CA 91711*** | ***118*** |
| ***12*** | ***SWEEPS*** | ***1,155 ft.*** | ***DARROW CHARLES*** | ***144 N INDIAN HILL BLVD, CLAREMONT, CA*** | ***125*** |
| 13 | WIP | 1,145 ft. | PRECISION MOTORS OF CLAREMONT | 613 W FIRST ST, CLAREMONT, CA 91711 | 126 |
| 14 | WIP | 1,135 ft. | NEW DIMENSION AUTO CONCERN | 108 S SPRING ST, CLAREMONT, CA 91711 | 127 |
| ***15*** | ***SWEEPS*** | ***1,156 ft.*** | ***CITY OF CLAREMONT*** | ***215 CORNELL AVE, CLAREMONT, CA*** | ***128*** |
| ***15*** | ***HISTUST*** | ***1,156 ft.*** | ***POLICE DEPARTMENT*** | ***570 WEST BONITA, CLAREMONT, CA 91711*** | ***130*** |
| ***15*** | ***HISTUST*** | ***1,156 ft.*** | ***COMMUNITY SERVICES DEPARTMENT*** | ***215 CORNELL, CLAREMONT, CA 91711*** | ***131*** |
| ***15*** | ***ABST*** | ***1,156 ft.*** | ***CITY OF CLAREMONT*** | ***215 CORNELL, CLAREMONT, CA 91737*** | ***136*** |
| ***15*** | ***ENVIROSTOR*** | ***1,156 ft.*** | ***CITY MAINTENANCE YARD (FORMER)*** | ***215 CORNELL AVE., CLAREMONT, CA 91711*** | ***137*** |
| 15 | REF | 1,156 ft. | FORMER CITY MAINTENANCE YARD | 215 CORNELL AVE., CLAREMONT, CA 91711 | 138 |
| ***15*** | ***SWEEPS*** | ***1,156 ft.*** | ***CITY OF CLAREMONT*** | ***570 W BONITA, CLAREMONT, CA*** | ***139*** |
| 16 | WIP | 1,175 ft. | MILLER'S CLAREMONT LAUNDRY & DRYCLEANING | 232 N INDIAN HILL BLVD, CLAREMONT, CA 91711 | 140 |
| 17 | CLEANER | 1,159 ft. | ROCKY'S CLEANERS | 108 HARVARD, CLAREMONT, CA 91711 | 141 |

| | | | | | |
|---|---|---|---|---|---|
| 18 | CLEANUPSITES | 1,175 ft. | VERIZON CLAREMONT CENTRAL | 315 INDIAN HILL BLVD N, CLAREMONT, CA 91711 | 142 |
| 18 | USTCUPA | 1,175 ft. | GTE CALIFORNIA | 315 N INDIAN HILL BLVD, CLAREMONT, CA 91711 | 144 |
| 18 | SWEEPS | 1,175 ft. | GENERAL TELEPHONE CO OF CALIF | 315 N INDIAN HILL BLVD, CLAREMONT, CA | 145 |
| 18 | HISTUST | 1,175 ft. | GENERAL TELEPHONE | 315 N INDIAN HILL BLVD, NONE, CA 91711 | 146 |
| 18 | LUST | 1,175 ft. | VERIZON CLAREMONT CENTRAL | 315 INDIAN HILL BLVD N, CLAREMONT, CA 91711 | 148 |
| 18 | CORTESE | 1,175 ft. | GTE CLAREMONT CO | 315 INDIAN HILL, CLAREMONT, CA 91711 | 150 |
| 19 | HISTUST | 1,175 ft. | BOBS SHELL SERVICE | 375 W BONITA, CLAREMONT, CA 91711 | 151 |
| 19 | SWEEPS | 1,175 ft. | SHELL OIL CO | 375 W BONITA AVE, CLAREMONT, CA | 155 |
| 20 | HISTUST | 1,156 ft. | OLD CITY YARD | 590 WEST BONITA, CLAREMONT, CA 91711 | 156 |
| 20 | SWEEPS | 1,156 ft. | CITY OF CLAREMONT | 590 W BONITA, CLAREMONT, CA | 158 |
| 21 | HISTUST | 1,152 ft. | FIRE STATION 101 | 606 W BONITA, CLAREMONT, CA 91711 | 159 |
| 21 | ABST | 1,152 ft. | LA COUNTY FIRE DEPT STATION 101 | 606 W BONITA AVE, CLAIREMONT, CA 91711 | 161 |
| 21 | SWEEPS | 1,152 ft. | LA CO FD FIRE STA #101 | 606 W BONITA AVE, CLAREMONT, CA | 162 |
| 22 | CLEANUPSITES | 1,171 ft. | CLAREMONT CITY CS | CLAREMONT, CA 91711 | 163 |
| 24 | CLEANUPSITES | 1,171 ft. | CLAREMONT UNIVERSITY CENTER | 303 E. 1ST ST, CLAREMONT, CA 91711 | 166 |
| 24 | CLEANUPSITES | 1,171 ft. | CLAREMONT COLLEGES | 303 001ST ST E, CLAREMONT, CA 91711 | 167 |
| 24 | LUST | 1,171 ft. | CLAREMONT COLLEGES | 303 001ST ST E, CLAREMONT, CA 91711 | 169 |
| 24 | CORTESE | 1,171 ft. | CLAREMONT COLLEGES | 303 001ST, CLAREMONT, CA 91711 | 171 |
| 25 | LUST | 1,170 ft. | HARRISON WELL #2 MTBE INVESTIGATION | 673 HARRISON AVE, CLAREMONT, CA 91711 | 172 |
| 25 | CLEANUPSITES | 1,170 ft. | HARRISON WELL #2 MTBE INVESTIGATION | 673 W HARRISON AVE, CLAREMONT, CA 91711 | 174 |
| 26 | CORTESE | 1,204 ft. | POMONA COLLEGE | 555 COLLEGE, CLAREMONT, CA 91711 | 175 |
| 28 | ENVIROSTOR | 1,193 ft. | OLD CTRL STEAM PLANT,CLAREMONT COLLEGE | 301 E.FIRST STREET, CLAREMONT, CA 91711 | 177 |

## LOWER ELEVATION

| Map ID# | Database Name | Elevation | Site Name | Address | Page # |
|---|---|---|---|---|---|
| 4 | CLEANUPSITES | 1,113 ft. | SHELL | 267 INDIAN HILL BLVD N, LOS ANGELES, CA 91711 | 81 |
| 4 | LAHMS | 1,113 ft. | SHELL OIL #204-1578-0335 | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 83 |
| 4 | USTCUPA | 1,113 ft. | AUTO CARE SHELL | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 84 |
| 4 | SWEEPS | 1,113 ft. | SHELL STATION | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 85 |
| 4 | HISTUST | 1,113 ft. | JOHNS SUPER SHELL | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 86 |
| 4 | FRSCA | 1,113 ft. | TRIPLE S OIL | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 89 |

# Elevation Summary

| | | | | | |
|---|---|---|---|---|---|
| 4 | FRSCA | 1,113 ft. | SHELL SERVICE STATION | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 90 |
| 4 | FRSCA | 1,113 ft. | SHELL | 267 INDIAN HILL BLVD N, LOS ANGELES, CA 91711 | 91 |
| 4 | ECHOR09 | 1,113 ft. | SHELL SERVICE STATION | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 92 |
| 4 | BRS | 1,113 ft. | SHELL SERVICE STATION | 267 S. INDIAN HILL / ARROW SAP #135171, CLAREMONT, CA 91711 | 93 |
| ***4*** | ***LUST*** | ***1,113 ft.*** | ***SHELL*** | ***267 INDIAN HILL BLVD N, LOS ANGELES, CA 91711*** | ***96*** |
| ***4*** | ***LUST*** | ***1,113 ft.*** | ***SHELL*** | ***267 INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***98*** |
| 4 | HWTS | 1,113 ft. | SHELL SERVICE STATION | 267 S INDIAN HILL, CLAREMONT, CA 91711 | 100 |
| 4 | HWTS | 1,113 ft. | ALL AMERICAN GAS | 267 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 102 |
| ***4*** | ***RCRAGR09*** | ***1,113 ft.*** | ***SHELL SERVICE STATION*** | ***267 S. INDIAN HILL / ARROW SAP #135171, CLAREMONT, CA 91711*** | ***103*** |
| ***4*** | ***CLEANUPSITES*** | ***1,113 ft.*** | ***SHELL*** | ***267 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***105*** |
| 6 | CLEANER | 1,103 ft. | CAMARCOS VALET DRY CLEANERS | 334 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 107 |
| ***6*** | ***RCRAGR09*** | ***1,103 ft.*** | ***5 STAR CLEANERS*** | ***334 S INDIAN HILL BLVD, CLAREMONT, CA 91711*** | ***108*** |
| 6 | WIP | 1,103 ft. | PEPPER TREE CLEANERS & LAUNDRY | 370 S INDIAN HILL BLVD, CLAREMONT, CA 91711 | 110 |
| 11 | WIP | 1,110 ft. | IOLAB CORPORATION | 510 IOLAB DR, CLAREMONT, CA 91711 | 120 |
| ***11*** | ***RCRANGR09*** | ***1,110 ft.*** | ***CHIRON VISION CORP*** | ***517 IOLAB DR, CLAREMONT, CA 91711*** | ***121*** |
| 11 | WIP | 1,110 ft. | IOLAB CORPORATION | 500 IOLAB DR, CLAREMONT, CA 91711 | 124 |
| ***23*** | ***CLEANUPSITES*** | ***1,116 ft.*** | ***RPS*** | ***215 YORK PLACE, CLAREMONT, CA 91711*** | ***164*** |
| 23 | WIP | 1,116 ft. | RPS | 215 YORK PL, CLAREMONT, CA 91711 | 165 |
| ***27*** | ***ENVIROSTOR*** | ***1,051 ft.*** | ***SAN JOSE ALTERNATIVE SCHOOL*** | ***170 WEST SAN JOSE STREET, CLAREMONT, CA 91711*** | ***176*** |
| ***29*** | ***ENVIROSTORPCA*** | ***1,098 ft.*** | ***MERCURY RECOVERY SERVICES INC*** | ***813 TOWNE CENTER DR, POMONA, CA 91767*** | ***178*** |

# *Well Investigations Program Case List (WIP)*

**MAP ID# 1**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**SITE INFORMATION**

ID #: **101.0026**
NAME: **VORTOX COMPANY**
ADDRESS: **121 S HILL BLVD**
**POMONA, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

Back to Report Summary

MAP ID# 1

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

FACILITY ID#: **013145**
NAME: **VORTOX COMPANY**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

SITE DESCRIPTION: **OPEN**
PERMIT#: **NOT REPORTED**
PERMIT DESCRIPTION: **NOT REPORTED**
TYPE DESCRITPION: **NOT REPORTED**
INDUSTRIAL HAZARDOUS WASTE: **NO JURISDICTION**
UNDERGROUND STORAGE TANK: **LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS HAS JURISDICTION**

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# Facility Registry System (FRSCA)

**MAP ID# 1**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110057213830**

NAME: **VORTOX AIR TECHNOLOGIES INC**

LOCATION ADDRESS: **121 SOUTH INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**VORTOX AIR TECHNOLOGIES INC**

PROGRAM/S LISTED FOR THIS FACILITY

**OSHA-IMIS - OSHA-IMIS**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**3564 - INDUSTRIAL AND COMMERCIAL FANS AND BLOWERS AND AIR PURIFICATION EQUIPMENT**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**333411 - AIR PURIFICATION EQUIPMENT MANUFACTURING.**

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# Facility Registry System (FRSCA)

**MAP ID# 1**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110057348017**

NAME: **VORTOX COMPANY INC.**

LOCATION ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**VORTOX COMPANY**

**VORTOX COMPANY INC.**

PROGRAM/S LISTED FOR THIS FACILITY

**OSHA-IMIS - OSHA-IMIS**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**3444 - SHEET METALWORK**

**3564 - INDUSTRIAL AND COMMERCIAL FANS AND BLOWERS AND AIR PURIFICATION EQUIPMENT**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**332322 - SHEET METAL WORK MANUFACTURING.**

**333411 - AIR PURIFICATION EQUIPMENT MANUFACTURING.**

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# Facility Registry System (FRSCA)

**MAP ID# 1**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110066781655**

NAME: **VORTOX AIR TECHNOLOGY INC**

LOCATION ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**VORTOX AIR TECHNOLOGY INC**

PROGRAM/S LISTED FOR THIS FACILITY

**CA-ENVIROVIEW - CA-ENVIROVIEW**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**3444 - SHEET METALWORK**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**NO NAICS DATA REPORTED**

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# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 1

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

EPA ID: **CAL000026946**
NAME: **VORTOX COMPANY**
COUNTY: **LOS ANGELES**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711-4921**

## CONTACT INFORMATION

CONTACT: **J.D. DILLON/GM**
PHONE: **(909) 621-3843**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT CA 91711-4921**

## MANIFEST SUMMARY INFORMATION

YEAR: **2011**
TSD ID: **CAT000613935**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5040**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2010**
TSD ID: **CAT000613935**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5040**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2010**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **1.2000**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2009**
TSD ID: **CAT000613935**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5040**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2009**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**

AMOUNT DISPOSED(TONS): **1.2000**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2008**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5040**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2008**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **8.4000**
DISPOSAL METHOD: **OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT**

YEAR: **2007**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.7500**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2007**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **7.3500**
DISPOSAL METHOD: **OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT**

YEAR: **2007**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **NOT REPORTED**

YEAR: **2007**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**

AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **NOT REPORTED**

YEAR: **2007**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.6000**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2006**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1400**
DISPOSAL METHOD: **METALS RECOVERY INCLUDING RETORING,SMELTING,CHEMICALS,ECT**

YEAR: **2006**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1400**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2005**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.3800**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2004**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1600**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2004**
TSD ID: **NVR000043927**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **PHOTOCHEMICALS/PHOTOPROCESSING WASTE**
AMOUNT DISPOSED(TONS): **0.0600**
DISPOSAL METHOD: **BLANK**

YEAR: **2003**
TSD ID: **CAT000613893**

GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.4200**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2003**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.8300**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2003**
TSD ID: **CAT080033681**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2003**
TSD ID: **CAT080033681**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **LIQUIDS WITH PH <= 2**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **DISPOSAL, LANDFILL**

YEAR: **2002**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1500**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2002**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1900**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2002**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OFF-SPECIFICATION, AGED OR SURPLUS INORGANICS**
AMOUNT DISPOSED(TONS): **9.3800**

DISPOSAL METHOD: **RECYCLER**

YEAR: **2002**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.5800**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2002**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **1.3700**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2001**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.3700**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2001**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **12.5100**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2001**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **1.7200**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2001**
TSD ID: **CAT080033681**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2000**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**

DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **4.1700**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2000**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.6800**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2000**
TSD ID: **TND000772186**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.1700**
DISPOSAL METHOD: **DISPOSAL, OTHER**

YEAR: **2000**
TSD ID: **TND000772186**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.1700**
DISPOSAL METHOD: **BLANK**

YEAR: **2000**
TSD ID: **TND000772186**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.1700**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1999**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0450**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1999**
TSD ID: **CAD088504881**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **ORANGE**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.3250**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1999**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **6.0465**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1999**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **5.2125**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1998**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **5.4210**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1997**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.2850**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1997**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.1925**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1997**
TSD ID: **CAD097030993**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **LIQUIDS WITH PH <= 2**
AMOUNT DISPOSED(TONS): **2.5020**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1997**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**

WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.6880**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1997**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED OIL-CONTAINING WASTE**
AMOUNT DISPOSED(TONS): **3.1316**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1996**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0525**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1996**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER EMPTY CONTAINERS 30 GALLONS OR MORE**
AMOUNT DISPOSED(TONS): **0.0450**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1996**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **LIQUIDS WITH PH <= 2**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1996**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **1.5220**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1995**
TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.1000**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1995**

# *Hazardous Waste Tanner Summary (HWTS)*

TSD ID: **CAD000088252**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER EMPTY CONTAINERS 30 GALLONS OR MORE**
AMOUNT DISPOSED(TONS): **0.0225**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1995**
TSD ID: **CAD099452708**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.6880**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1994**
TSD ID: **CAD089446712**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.2085**
DISPOSAL METHOD: **BLANK**

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# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 1

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

EPA ID: **CAL000350758**
NAME: **VORTOX AIR TECHNOLOGY INC**
COUNTY: **LOS ANGELES**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 917114921**

## CONTACT INFORMATION

CONTACT: **KEVIN MYERS/PRESIDENT**
PHONE: **909-621-3843**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT CA 917114921**

## MANIFEST SUMMARY INFORMATION

YEAR: **2015**
TSD ID: **CAT000613935**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.966**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2014**
TSD ID: **CAT000613935**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **1.344**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2013**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OFF-SPECIFICATION, AGED OR SURPLUS ORGANICS**
AMOUNT DISPOSED(TONS): **0.4000**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2013**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OFF-SPECIFICATION, AGED OR SURPLUS ORGANICS**
AMOUNT DISPOSED(TONS): **0.0100**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2013**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**

AMOUNT DISPOSED(TONS): **0.8400**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2013**
TSD ID: **CAT000613935**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.3360**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2013**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2012**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **NOT REPORTED**

YEAR: **2012**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **1.0080**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2012**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **NOT REPORTED**

YEAR: **2012**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **ORGANIC LIQUIDS WITH METALS (SEE 121)**

AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **NOT REPORTED**

YEAR: **2012**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **6.3000**
DISPOSAL METHOD: **OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT**

YEAR: **2011**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5040**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2011**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.7500**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2011**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2011**
TSD ID: **TXD077603371**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED OIL-CONTAINING WASTE**
AMOUNT DISPOSED(TONS): **1.2250**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

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# National Pollutant Discharge Elimination System Facilities (NPDES)

MAP ID# 1

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

GEOSEARCH ID: **3675925570**
REGULATORY MEASURE ID: **188603**
NAME: **VORTOX**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
REGION: **4 - LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD, LOCATED IN LOS ANGELES.**

## FACILITY DETAILS

PROGRAM: **INDUSTRIAL**
REGULATORY MEASURE STATUS: **ACTIVE**
REGULATORY MEASURE TYPE: **ENROLLEE**
ORDER NO: **97-03-DWQ**
WDID: **4 19I000404**
NPDES NO: **CAS000001**
ADOPTION DATE: **NOT REPORTED**
EFFECTIVE DATE: **3/11/1992**
EXPIRATION DATE: **NOT REPORTED**
TERMINATION DATE: **NOT REPORTED**

## DISCHARGER INFORMATION

NAME: **VORTOX**
DISCHARGER ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT CALIFORNIA 91711**

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# Emissions Inventory Data (EMI)

**MAP ID# 1**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**SITE INFORMATION**

GSID#: **4169519765**
ID#: **168190**
NAME: **V30TOX AIR TECHNOLOGY, INC**
ADDRESS: **121 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
DISTRICT: **SOUTH COAST AQMD**
STANDARD INDUSTRIAL CLASSIFICATION CODE (SIC):
**3444 - SHEET METAL WORK**

Back to Report Summary

# Emissions Inventory Data (EMI)

**MAP ID# 2**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**SITE INFORMATION**

GSID#: **741445880**
ID#: **36117**
NAME: **RICHARD HIBBARD CHEVROLET INC**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
DISTRICT: **SOUTH COAST AQMD**
STANDARD INDUSTRIAL CLASSIFICATION CODE (SIC):
**5511 - NEW AND USED CAR DEALERS**

Back to Report Summary

# Well Investigations Program Case List (WIP)

MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**SITE INFORMATION**

ID #: **101.0065**
NAME: **RICHARD HIBBARD CHEVOROLET**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

Back to Report Summary

# GeoTracker Cleanup Sites (CLEANUPSITES)

**MAP ID# 2**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

GLOBAL ID: **T0603704133**
URL LINK: CLICK HERE
BUSINESS NAME: **RICHARD HIBBARD CHEVROLET**
ADDRESS: **191 INDIAN HILL BLVD S**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**
CASE NUMBER: **I-14033H**
STATUS: **COMPLETED - CASE CLOSED 07/23/2004**
POTENTIAL CONTAMINATION:
**GASOLINE**
POTENTIAL MEDIA AFFECTED:
**AQUIFER USED FOR DRINKING WATER SUPPLY**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **OTHER** | **01/01/50** | **LEAK DISCOVERY** |
| **OTHER** | **01/01/50** | **LEAK REPORTED** |
| **OTHER** | **01/01/50** | **LEAK STOPPED** |
| **ENFORCEMENT** | **07/23/2004** | **CLOSURE/NO FURTHER ACTION LETTER** |
| **RESPONSE** | **01/15/2002** | **SOIL AND WATER INVESTIGATION REPORT** |
| **ENFORCEMENT** | **10/26/2001** | **STAFF LETTER** |
| **ENFORCEMENT** | **07/09/2001** | **SITE VISIT / INSPECTION / SAMPLING** |
| **OTHER** | **01/26/1990** | **LEAK REPORTED** |
| **OTHER** | **08/18/1989** | **LEAK STOPPED** |
| **OTHER** | **08/17/1989** | **LEAK DISCOVERY** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **02/13/1997** |
| **COMPLETED - CASE CLOSED** | **07/23/2004** |
| **OPEN - CASE BEGIN DATE** | **08/17/1989** |
| **OPEN - REOPEN CASE** | **10/24/2001** |
| **OPEN - SITE ASSESSMENT** | **01/26/1990** |
| **OPEN - SITE ASSESSMENT** | **10/26/2001** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES COUNTY**
ADDRESS: **900 S FREMONT AVE**
CITY: **ALHAMBRA**
CONTACT NAME: **JOHN AWUJO**
CONTACT TYPE: **LOCAL AGENCY CASEWORKER**

CONTACT PHONE: **6264583507**

EMAIL: **JAWUJO@DPW.LACOUNTY.GOV**

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MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

FACILITY ID#: **013635**
NAME: **RICHARD HIBBARD CHEV INC**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

SITE DESCRIPTION: **REMOVED, NO RECORD OF TANK AT SITE**
PERMIT#: **00005509T**
PERMIT DESCRIPTION: **REMOVED, NO RECORD OF TANK AT SITE**
TYPE DESCRITPION: **TANK FACILITY**
INDUSTRIAL HAZARDOUS WASTE: **NO JURISDICTION**
UNDERGROUND STORAGE TANK: **LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS HAS JURISDICTION**

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MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

FACILITY #: **14033**
BOE: **44-010334**
NAME: **RICHARD HIBBARD CHEV INC**
ADDRESS: **191 INDIAN HILL BLVD**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000002**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000003**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

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# Facility Registry System (FRSCA)

**MAP ID# 2**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110002745030**

NAME: **RICHARD HIBBARD CHEVROLET**

LOCATION ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**RICHARD HIBBARD CHEVROLET**

**RICHARD HIBBARD AUTO CENTER**

PROGRAM/S LISTED FOR THIS FACILITY

**CA-CERS - CA-CERS**

**RCRAINFO - RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM**

**CA-ENVIROVIEW - CA-ENVIROVIEW**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**5511 - MOTOR VEHICLE DEALERS (NEW AND USED)**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**44111 - NEW CAR DEALERS**

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# Facility Registry System (FRSCA)

MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110055787000**

NAME: **RICHARD HIBBARD AUTO CENTER**

LOCATION ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**RICHARD HIBBARD AUTO CENTER**

PROGRAM/S LISTED FOR THIS FACILITY

**CA-CERS - CA-CERS**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**5511 - MOTOR VEHICLE DEALERS (NEW AND USED)**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**NO NAICS DATA REPORTED**

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# *Enforcement and Compliance History Information (ECHOR09)*

**MAP ID# 2**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**FACILITY INFORMATION**

UNIQUE ID: **110002745030**
REGISTRY ID: **110002745030**
NAME: **RICHARD HIBBARD CHEVROLET**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
FACILITY LINK: *Facility Detail Report*

Back to Report Summary

# Leaking Underground Storage Tanks (LUST)

MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

ID#: **T0603704133** REGIONAL CASE #: **I-14033H** LOCAL CASE #: **NOT REPORTED**

SITE NAME: **RICHARD HIBBARD CHEVROLET** RESPONSIBLE PARTY: **DAVID HIBBARD**

ADDRESS: **191 INDIAN HILL BLVD S** ADDRESS: **191 S INDIAN HILLS RD.**
**CLAREMONT, CA 91711**

CROSS STREET: **ARROW HWY**

COUNTY: **LOS ANGELES**

FACILITY OPERATOR: **LARSON, BOB**

## CASE INFORMATION

CASE TYPE: **OTHER GROUNDWATER (NOT USED FOR DRINKING WATER)** CASE WAS REPORTED: **1990-01-26**

CASE ENTERED INTO SYSTEM: **1989-12-08** CASE WAS REVIEWED: **2001-10-23**

CASE WAS CLOSED: **2004-07-23**

ENFORCEMENT TYPE: **CLOSURE LETTER**

ENFORCEMENT BEGAN: **NOT REPORTED**

FUNDING TYPE: **NOT REPORTED**

REGIONAL BOARD RESPONSIBLE FOR CASE: **LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD**

PROGRAM FOR THE CASE: **LUST - LEAKING UNDERGROUND STORAGE TANK PROGRAM**

INTERIM FOR THE CASE: **NOT REPORTED**

CURRENT STATUS: **9 - CASE CLOSED**

LEAD AGENCY: **REGIONAL BOARD LEAD** LOCAL AGENCY: **LOS ANGELES DEPT OF PUBLIC WORKS, ENV PROGRAMS**

MTBE CLASSIFICATION: **NOT REPORTED**

MAXIMUM MTBE CONCENTRATION WAS FOUND: **NOT REPORTED**

MAXIMUM GROUNDWATER CONCENTRATION OF MTBE: **NOT REPORTED**

MAXIMUM SOIL CONCENTRATION OF MTBE: **NOT REPORTED**

NUMBER OF MTBE ANALYTICAL RESULTS: **0** MTBE TESTED: **NOT TESTED**

NUMBER OF GASOLINE ANALYTICAL RESULTS: **1**

CASE SUMMARY: **NOT REPORTED**

## LEAKING TANK INFORMATION

HOW THE CASE/LEAK WAS DISCOVERED: **TANK CLOSURE** DATE LEAK WAS DISCOVERED: **1989-08-17**

HOW THE CASE/LEAK WAS STOPPED: **NOT REPORTED** LEAK WAS STOPPED: **1989-08-18**

CAUSE OF LEAK: **NOT REPORTED** SOURCE OF LEAK: **NOT REPORTED**

LEAK CONFIRMATION: **2001-10-26**

SUBSTANCE/S RELEASED: **GASOLINE - AUTOMOTIVE**

QUANTITY OF SUBSTANCE RELEASED: **NOT REPORTED**

## SITE ASSESSMENT AND REMEDIAL ACTION INFORMATION

PRELIMINARY SITE ASSESSEMENT WORKPLAN SUBMITTED: **1990-01-26**

PRELIMINARY SITE ASSESSEMENT UNDERWAY: **NOT REPORTED**

REMEDIAL ACTION UNDERWAY: **NOT REPORTED** POLUTION CHARACTERIZATION: **NOT REPORTED**

REMEDIATION PLAN: **NOT REPORTED** VERIFICATION MONITORING UNDERWAY: **NOT REPORTED**

CLEANUP FUND ID: **NOT REPORTED** PRIORITY: **NOT REPORTED**

ABATEMENT METHOD: **NOT REPORTED**

**ADDITIONAL INFORMATION**

WATER SYSTEM ID #: **NOT REPORTED** WATER WELL ID #: **NOT REPORTED**

WATER SYSTEM FOR THE NEAREST PUBLIC DRINKING WATER WELL: **NOT REPORTED**

WELL NAME FOR THE NEAREST DRINKING WATER WELL: **NOT REPORTED**

DISTANCE TO NEAREST DRINKING WATER WELL: **0**

GROUNDWATER BASIN: **SAN FERNANDO VALLEY**

BENEFICIAL USE: **NOT REPORTED**

Back to Report Summary

# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

EPA ID: **CAD981672389**
NAME: **RICHARD HIBBARD CHEVROLET**
COUNTY: **LOS ANGELES**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 917110000**

## CONTACT INFORMATION

CONTACT: **DAVID HIBBARD**
PHONE: **(909) 624-4541**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT CA 917114921**

## MANIFEST SUMMARY INFORMATION

YEAR: **2014**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES 10 PERCENT OR MORE**
AMOUNT DISPOSED(TONS): **0.0834**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2011**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES 10 PERCENT OR MORE**
AMOUNT DISPOSED(TONS): **0.0876**
DISPOSAL METHOD: **FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE**

YEAR: **2002**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0500**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2002**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **BLANK OR UNKNOWN**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **TREATMENT, TANK**

YEAR: **2002**
TSD ID: **CAD981696420**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OIL/WATER SEPARATION SLUDGE**
AMOUNT DISPOSED(TONS): **0.8900**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2001**

TSD ID: **CAD981696420**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OIL/WATER SEPARATION SLUDGE**
AMOUNT DISPOSED(TONS): **0.1600**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2001**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.2200**
DISPOSAL METHOD: **BLANK**

YEAR: **2000**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.2900**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2000**
TSD ID: **CAD099452708**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **2.9100**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2000**
TSD ID: **CAD982444481**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN BERNARDINO**
WASTE CATEGORY: **UNSPECIFIED OIL-CONTAINING WASTE**
AMOUNT DISPOSED(TONS): **0.2200**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1999**
TSD ID: **CAD008302903**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.4587**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1999**
TSD ID: **CAD099452708**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**

AMOUNT DISPOSED(TONS): **5.4210**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1998**
TSD ID: **CAD093459485**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **FRESNO**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.0664**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAD093459485**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **FRESNO**
WASTE CATEGORY: **ORGANIC LIQUIDS WITH METALS (SEE 121)**
AMOUNT DISPOSED(TONS): **0.0542**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAD099452708**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **0.4170**
DISPOSAL METHOD: **BLANK**

YEAR: **1998**
TSD ID: **CAD099452708**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **3.6487**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1998**
TSD ID: **CAD099452708**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED ORGANIC LIQUID MIXTURE**
AMOUNT DISPOSED(TONS): **0.5212**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1998**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **BLANK OR UNKNOWN**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **BLANK**

YEAR: **1998**
TSD ID: **CAT000613893**

GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **BLANK OR UNKNOWN**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1162**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.1440**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.0166**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1998**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **0.2085**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1997**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **2.5020**

DISPOSAL METHOD: **BLANK**

YEAR: **1997**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **2.7105**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1997**
TSD ID: **CAD093459485**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **FRESNO**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.1328**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1997**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.2520**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1996**
TSD ID: **CAD008302903**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.4587**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1996**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **5.0040**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1996**
TSD ID: **CAD093459485**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **FRESNO**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.0830**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1996**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**

DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.0180**
DISPOSAL METHOD: **BLANK**

YEAR: **1996**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.2160**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1995**
TSD ID: **CAD008302903**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.4587**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1995**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5629**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1995**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **1.0007**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1995**
TSD ID: **CAD093459485**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **FRESNO**
WASTE CATEGORY: **UNSPECIFIED SOLVENT MIXTURE**
AMOUNT DISPOSED(TONS): **0.1827**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1995**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.1620**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1995**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **UNSPECIFIED AQUEOUS SOLUTION**
AMOUNT DISPOSED(TONS): **1.8764**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1994**
TSD ID: **CAD008302903**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **1.0008**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1994**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.5838**
DISPOSAL METHOD: **BLANK**

YEAR: **1994**
TSD ID: **CAD050099696**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **2.6270**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1994**
TSD ID: **CAT000613893**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.0945**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1993**
TSD ID: **CAD008302903**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.2293**
DISPOSAL METHOD: **BLANK**

YEAR: **1993**
TSD ID: **CAD008302903**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**

WASTE CATEGORY: **OXYGENATED SOLVENTS (ACETONE, BUTANOL, ETHYL ACETATE, ETC.)**
AMOUNT DISPOSED(TONS): **0.4378**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1993**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.4170**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1993**
TSD ID: **CAT080025711**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN BERNARDINO**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.4170**
DISPOSAL METHOD: **BLANK**

YEAR: **1993**
TSD ID: **CAT080025711**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN BERNARDINO**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **2.4394**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1993**
TSD ID: **CAT080025711**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN BERNARDINO**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.3961**
DISPOSAL METHOD: **RECYCLER**

Back to Report Summary

# Resource Conservation & Recovery Act - Generator (RCRAGR09)

MAP ID# 2

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

EPA ID#: **CAD981672389**
NAME: **RICHARD HIBBARD CHEVROLET**
ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
CONTACT NAME: **NOT REPORTED**
CONTACT ADDRESS: **191 S INDIAN HILL BLVD**
**CLAREMONT CA 91711**
CONTACT PHONE: **NOT REPORTED**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
DATE RECEIVED BY AGENCY: **09/01/1996**
CERTIFICATION **- NO CERTIFICATION REPORTED -**
INDUSTRY CLASSIFICATION (NAICS)
**44111 - NEW CAR DEALERS**

OWNER TYPE: **NOT REPORTED**
OWNER NAME: **NOT REPORTED**
OPERATOR TYPE: **PRIVATE**
OPERATOR NAME: **NOT REQUIRED**

SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)
DATE RECEIVED BY AGENCY: **09/01/1996**
NAME: **RICHARD HIBBARD CHEVROLET**
GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**
DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

DATE RECEIVED BY AGENCY: **11/19/1986**
NAME: **RICHARD HIBBARD CHEVROLET**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

### CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **SMALL QUANTITY GENERATOR** LAST UPDATED DATE: **06/27/2002**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**

VIOLATIONS **- NO VIOLATIONS REPORTED -**

ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

HAZARDOUS WASTE

**- NO HAZARDOUS WASTE INFORMATION REPORTED -**

UNIVERSAL WASTE **- NO UNIVERSAL WASTE REPORTED -**

CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**

CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

Back to Report Summary

# *Cortese List (CORTESE)*

**MAP ID# 2**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**FACILITY INFORMATION**

ID#: **I-14033**
NAME: **RICHARD HIBBARD CHEVROLET**
ADDRESS: **191 INDIAN HILL**
**CLAREMONT, CA 91711**

Back to Report Summary

MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**GARNER GLASS CO, 177 INDIAN HILL BLVD, CLAREMONT, CA 91711**
UNIQUE ID: **00026A21**



*** NO2 ***

PAGE 9983 STATE WATER RESOURCES CONTROL BOARD 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
GARNER GLASS CO.
177 INDIAN HILL BLVD. CLAREMONT CA 91711

II FACILITY

| | MAILING ADDRESS TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR TELEPHONE | TYPE OF BUSINESS NO. OF CONTAINERS |
|---|---|---|---|
| GARNER GLASS CO.<br>177 INDIAN HILL BLVD.<br>CLAREMONT CA 91711 | 177 S. INDIAN HILL BLVD.<br>CLAREMONT CA 91711 | JIM BRUNTON | MANUFACTURING |
| CROSS STREET :<br>ARROW HWY. | | (714) 626-3526 | 1 |

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: WOLVERTON, HAL (714) 626-3526 NIGHT: WOLVERTON, HAL (714) 621-7283

********** OWNER ASSIGNED CONTAINER NUMBER: CONTAINER ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: [illegible] **********

IV DESCRIPTION
A. CONTAINER TYPE : SUMP
B. MANUFACTURER/YR OF MFG: /
C. YEAR INSTALLED : 1961
D. CAPACITY (GALLONS) : 2,500
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 2 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CONCRETE
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : GRAVITY
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
NONE

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER

| | |
|---|---|
| 7440020 | NICKEL |
| 7440360 | ANTIMONY |
| 7782492 | SELENIUM AND SELENIUM COMPOUNDS |
| 7429905 | ALUMINUM |
| 7440666 | ZINC |

*** 002 ***


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# Facility Registry System (FRSCA)

**MAP ID# 3**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110057940929**

NAME: **KING PRECISION GLASS INC**

LOCATION ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**KING PRECISION GLASS INC**

PROGRAM/S LISTED FOR THIS FACILITY

**OSHA-IMIS - OSHA-IMIS**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**3231 - GLASS PRODUCTS, MADE OF PURCHASED GLASS**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**327215 - GLASS PRODUCT MANUFACTURING MADE OF PURCHASED GLASS.**

Back to Report Summary

# Facility Registry System (FRSCA)

**MAP ID# 3**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110012438683**

NAME: **GARNER GLASS CO**

LOCATION ADDRESS: **177 SOUTH INDIAN HILL BOULEVARD**
**CLAREMONT, CA 91711-4996**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**GARNER GLASS CO**

**GARNER GLASS CO.**

PROGRAM/S LISTED FOR THIS FACILITY

**EIS - EIS**

**RCRAINFO - RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM**

**TRIS - TOXIC CHEMICAL RELEASE INVENTORY SYSTEM**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**3231 - GLASS PRODUCTS, MADE OF PURCHASED GLASS**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**327212 - OTHER PRESSED AND BLOWN GLASS AND GLASSWARE MANUFACTURING.**

**327215 - GLASS PRODUCT MANUFACTURING MADE OF PURCHASED GLASS.**

**327215 - GLASS PRODUCT MANUFACTURING MADE OF PURCHASED GLASS.**

**334419 - OTHER ELECTRONIC COMPONENT MANUFACTURING.**

**327215 - GLASS PRODUCT MANUFACTURING MADE OF PURCHASED GLASS.**

**327215 - GLASS PRODUCT MANUFACTURING MADE OF PURCHASED GLASS.**

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# Facility Registry System (FRSCA)

**MAP ID# 3**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

REGISTRY ID: **110064925531**

NAME: **KING PRECISION GLASS INC**

LOCATION ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**KING PRECISION GLASS INC**

PROGRAM/S LISTED FOR THIS FACILITY

**CA-ENVIROVIEW - CA-ENVIROVIEW**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**3231 - GLASS PRODUCTS, MADE OF PURCHASED GLASS**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**NO NAICS DATA REPORTED**

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# *Enforcement and Compliance History Information (ECHOR09)*

**MAP ID# 3**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**FACILITY INFORMATION**

UNIQUE ID: **110012438683**
REGISTRY ID: **110012438683**
NAME: **GARNER GLASS CO**
ADDRESS: **177 SOUTH INDIAN HILL BOULEVARD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
FACILITY LINK: *Facility Detail Report*

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MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

ID #: **91711GRNRG177SO**

OWNER NAME: **NA**

FACILITY NAME: **GARNER GLASS CO**

ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711-4996**

COUNTY: **LOS ANGELES**

(NAICS) INDUSTRIAL CLASSIFICATION

**327215 - THIS U.S. INDUSTRY COMPRISES ESTABLISHMENTS PRIMARILY ENGAGED IN COATING, LAMINATING, TEMPERING, OR SHAPING PURCHASED GLASS.**

CHEMICAL/S RELEASED

**TRICHLOROETHYLENE**

## RELEASE INFORMATION

*(Release amounts are reported in pounds)*

| REPORT YEAR | FUGITIVE AIR | STACK AIR | WATER RELEASE | CLASS I INJECTION WELLS | CLASS II - V INJECTION WELLS | RCRA C / OTHER LANDFILLS | LAND TREATMENT |
|---|---|---|---|---|---|---|---|
| 1988 | 8454.00 | 30.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1987 | 18038.00 | 30.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

EPA ID: **CAD008243982**
NAME: **GARNER GLASS CO**
COUNTY: **NOT REPORTED**
ADDRESS: **177 SO INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

## CONTACT INFORMATION

CONTACT: **--**
PHONE: **(714)626-3526**
ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT CA 91711**

## MANIFEST SUMMARY INFORMATION

YEAR: **2007**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0200**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **1996**
TSD ID: **CAD008252405**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **LIQUIDS WITH HALOGENATED ORGANIC COMPOUNDS >= 1,000 MG./L**
AMOUNT DISPOSED(TONS): **1.2926**
DISPOSAL METHOD: **RECYCLER**

YEAR: **1993**
TSD ID: **CAT080010101**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN DIEGO**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.3000**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **1993**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **UNSPECIFIED SLUDGE WASTE**
AMOUNT DISPOSED(TONS): **23.0000**
DISPOSAL METHOD: **BLANK**

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# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

EPA ID: **CAL000343216**
NAME: **KING PRECISION GLASS INC**
COUNTY: **LOS ANGELES**
ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT, CA 917114921**

## CONTACT INFORMATION

CONTACT: **ERIC KING**
PHONE: **909-626-3526**
ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT CA 917114921**

## MANIFEST SUMMARY INFORMATION

YEAR: **2015**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.057**
DISPOSAL METHOD: **OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT**

YEAR: **2015**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0075**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2013**
TSD ID: **CAD044429835**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0300**
DISPOSAL METHOD: **STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/REOVERY (H010-H129) OR (H131-H135)**

YEAR: **2012**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0375**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2011**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**

WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0400**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2010**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0305**
DISPOSAL METHOD: **DEEPWELL OR UNDERGROUND INJECTION(WITH OR WITHOUT TREATMENT)**

YEAR: **2010**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0305**
DISPOSAL METHOD: **DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT TREATMENT)**

YEAR: **2010**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0305**
DISPOSAL METHOD: **LAND TREATMENT OR APPLICATION(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2010**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0305**
DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2009**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0305**
DISPOSAL METHOD: **DEEPWELL OR UNDERGROUND INJECTION(WITH OR WITHOUT TREATMENT)**

YEAR: **2009**
TSD ID: **NVT330010000**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **UNKNOWN**
WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**
AMOUNT DISPOSED(TONS): **0.0305**

# *Hazardous Waste Tanner Summary (HWTS)*

DISPOSAL METHOD: **DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT TREATMENT)**

YEAR: **2009**

TSD ID: **NVT330010000**

GENERATOR COUNTY: **LOS ANGELES**

DISPOSAL COUNTY: **UNKNOWN**

WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**

AMOUNT DISPOSED(TONS): **0.0305**

DISPOSAL METHOD: **LAND TREATMENT OR APPLICATION(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

YEAR: **2009**

TSD ID: **NVT330010000**

GENERATOR COUNTY: **LOS ANGELES**

DISPOSAL COUNTY: **UNKNOWN**

WASTE CATEGORY: **OTHER INORGANIC SOLID WASTE**

AMOUNT DISPOSED(TONS): **0.0305**

DISPOSAL METHOD: **LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL( TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)**

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# Resource Conservation & Recovery Act - Generator (RCRAGR09)

MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

EPA ID#: **CAD008243982**
NAME: **GARNER GLASS CO**
ADDRESS: **177 S INDIAN HILL RD**
**CLAREMONT, CA 91711**
CONTACT NAME: **NOT REPORTED**
CONTACT ADDRESS: **177 S INDIAN HILL BD**
**CLAREMONT CA 91711**
CONTACT PHONE: **NOT REPORTED**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
DATE RECEIVED BY AGENCY: **09/01/1996**

OWNER TYPE: **NOT REPORTED**
OWNER NAME: **NOT REPORTED**
OPERATOR TYPE: **PRIVATE**
OPERATOR NAME: **NOT REQUIRED**

CERTIFICATION

| CERTIFICATION NAME: | CERTIFICATION TITLE: | CERTIFICATION SIGNED DATE: |
|---|---|---|
| **LOREN HENNING** | **MANAGER, RCRA ENFORCEMENT OFFICE** | **09/05/2006** |
| **TED H GARNER** | **PRESIDENT** | **11/18/1994** |

INDUSTRY CLASSIFICATION (NAICS)

**327212 - OTHER PRESSED AND BLOWN GLASS AND GLASSWARE MANUFACTURING**
**334419 - OTHER ELECTRONIC COMPONENT MANUFACTURING**

SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)

DATE RECEIVED BY AGENCY: **09/01/1996**
NAME: **GARNER GLASS CO**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **09/01/1996**
NAME: **GARNER GLASS CO**
GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**
DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

DATE RECEIVED BY AGENCY: **11/18/1994**
NAME: **GARNER GLASS COMPANY**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **08/18/1980**
NAME: **GARNER GLASS CO**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

# Resource Conservation & Recovery Act - Generator (RCRAGR09)

CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **SMALL QUANTITY GENERATOR** LAST UPDATED DATE: **09/05/2006**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

## COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**
VIOLATIONS **- NO VIOLATIONS REPORTED -**
ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

## HAZARDOUS WASTE

**- NO HAZARDOUS WASTE INFORMATION REPORTED -**
UNIVERSAL WASTE **- NO UNIVERSAL WASTE REPORTED -**
CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**
CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

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# National Pollutant Discharge Elimination System Facilities (NPDES)

MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## FACILITY INFORMATION

GEOSEARCH ID: **2274923507**
REGULATORY MEASURE ID: **189788**
NAME: **GARNER GLASS**
ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
REGION: **4 - LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD, LOCATED IN LOS ANGELES.**

## FACILITY DETAILS

PROGRAM: **INDUSTRIAL**
REGULATORY MEASURE STATUS: **ACTIVE**
REGULATORY MEASURE TYPE: **ENROLLEE**
ORDER NO: **97-03-DWQ**
WDID: **4 19I009290**
NPDES NO: **CAS000001**
ADOPTION DATE: **NOT REPORTED**
EFFECTIVE DATE: **11/13/1992**
EXPIRATION DATE: **NOT REPORTED**
TERMINATION DATE: **NOT REPORTED**

## DISCHARGER INFORMATION

NAME: **GARNER GLASS**
DISCHARGER ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT CALIFORNIA 91711**

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# Well Investigations Program Case List (WIP)

MAP ID# 3

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

**SITE INFORMATION**

ID #: **101.0013**
NAME: **GARNER GLASS COMPANY**
ADDRESS: **177 S INDIAN HILL BLVD**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

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**MAP ID# 4**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

GLOBAL ID: **T0603700005**
URL LINK: CLICK HERE
BUSINESS NAME: **SHELL**
ADDRESS: **267 INDIAN HILL BLVD N**
**LOS ANGELES, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**
CASE NUMBER: **000225**
STATUS: **COMPLETED - CASE CLOSED 07/15/1985**
POTENTIAL CONTAMINATION:
**GASOLINE**
POTENTIAL MEDIA AFFECTED:
**SOIL**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **OTHER** | **01/01/50** | **LEAK DISCOVERY** |
| **OTHER** | **01/01/50** | **LEAK REPORTED** |
| **OTHER** | **01/01/50** | **LEAK STOPPED** |
| **OTHER** | **05/30/1985** | **LEAK DISCOVERY** |
| **OTHER** | **05/30/1985** | **LEAK REPORTED** |
| **OTHER** | **05/30/1985** | **LEAK STOPPED** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **07/15/1985** |
| **OPEN - CASE BEGIN DATE** | **05/30/1985** |
| **OPEN - SITE ASSESSMENT** | **05/30/1985** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES COUNTY**
ADDRESS: **900 S FREMONT AVE**
CITY: **ALHAMBRA**
CONTACT NAME: **JOHN AWUJO**
CONTACT TYPE: **LOCAL AGENCY CASEWORKER**
CONTACT PHONE: **6264583507**
EMAIL: **JAWUJO@DPW.LACOUNTY.GOV**
ORGANIZATION: **LOS ANGELES RWQCB (REGION 4)**
ADDRESS: **320 W. 4TH ST., SUITE 200**
CITY: **LOS ANGELES**
CONTACT NAME: **YUE RONG**
CONTACT TYPE: **REGIONAL BOARD CASEWORKER**

CONTACT PHONE: **NOT REPORTED**
EMAIL: **YRONG@WATERBOARDS.CA.GOV**

Back to Report Summary

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

FACILITY ID#: **009224**
NAME: **SHELL OIL #204-1578-0335**
ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

SITE DESCRIPTION: **PERMITTED/ACTIVE**
PERMIT#: **00002098T**
PERMIT DESCRIPTION: **CLOSED**
TYPE DESCRITPION: **TANK FACILITY**
INDUSTRIAL HAZARDOUS WASTE: **NO JURISDICTION**
UNDERGROUND STORAGE TANK: **LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS HAS JURISDICTION**

SITE DESCRIPTION: **PERMITTED/ACTIVE**
PERMIT#: **376990**
PERMIT DESCRIPTION: **PERMITTED/ACTIVE**
TYPE DESCRITPION: **TANK FACILITY**
INDUSTRIAL HAZARDOUS WASTE: **NO JURISDICTION**
UNDERGROUND STORAGE TANK: **LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS HAS JURISDICTION**

SITE DESCRIPTION: **REMOVED, NO RECORD OF TANK AT SITE**
PERMIT#: **227674**
PERMIT DESCRIPTION: **REMOVED, NO RECORD OF TANK AT SITE**
TYPE DESCRITPION: **TANK FACILITY**
INDUSTRIAL HAZARDOUS WASTE: **NO JURISDICTION**
UNDERGROUND STORAGE TANK: **LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS HAS JURISDICTION**

Back to Report Summary

# Underground Storage Tanks (USTCUPA)

**MAP ID# 4**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

GEOSEARCH ID: **2832222600** FACILITY ID: **26371**

NAME: **AUTO CARE SHELL**

ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

## FACILITY DETAILS

OTHER FACILITY NAME(S) LISTED FOR THIS SITE: **AUTO CARE SHELL**

PERMIT AGENCY: **LOS ANGELES COUNTY**

Back to Report Summary

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

FACILITY #: **9019**
BOE: **44-000074**
NAME: **SHELL STATION**
ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **M.V. FUEL**
CONTENT: **REG UNLEADED**
CAPACITY: **10000**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **PRODUCT**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000002**
INSTALLED: **NOT REPORTED**
TANK USE: **M.V. FUEL**
CONTENT: **PRM UNLEADED**
CAPACITY: **10000**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **PRODUCT**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000003**
INSTALLED: **NOT REPORTED**
TANK USE: **M.V. FUEL**
CONTENT: **LEADED**
CAPACITY: **10000**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **PRODUCT**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000004**
INSTALLED: **NOT REPORTED**
TANK USE: **OIL**
CONTENT: **NOT REPORTED**
CAPACITY: **550**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

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MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

**JOHNS SUPER SHELL, 267 S INDIAN HILL, CLAREMONT, CA 91711**
UNIQUE ID: **00028315**



PAGE 20171 — STATE WATER RESOURCES CONTROL BOARD — 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
SHELL OIL COMPANY
P.O. BOX 4848 ANAHEIM CA 92803

II FACILITY

| | MAILING ADDRESS / TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR / TELEPHONE | TYPE OF BUSINESS / NO. OF CONTAINERS |
|---|---|---|---|
| JOHNS SUPER SHELL<br>267 S. INDIAN HILL<br>CLAREMONT CA 91711 | 267 S. INDIAN HILL<br>CLAREMONT CA 91711 | JOHN BREWART<br>(714) 624-2580 | GASOLINE STATION<br>5 |

CROSS STREET :
ARROW H/WAY

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: JOHN BREWART (714) 981-6000 NIGHT: ( ) -

********** OWNER ASSIGNED CONTAINER NUMBER: 2 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 0000000051U001 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN /
C. YEAR INSTALLED : 1973
D. CAPACITY (GALLONS) : 550
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : WASTE
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: WASTE OIL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 12 GAUGE B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINE LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12035 WASTE OIL

*** J18 ***

*** J16 ***

PAGE 20172 STATE WATER RESOURCES CONTROL BOARD 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 3 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000000510002 *********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN /
C. YEAR INSTALLED : 1973
D. CAPACITY (GALLONS) : 10,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: UNLEADED

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 1/4 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINE LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12031 UNLEADED MOTOR VEHICLE FUEL

********** OWNER ASSIGNED CONTAINER NUMBER: 4 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000000510003 *********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN /
C. YEAR INSTALLED : 1973
D. CAPACITY (GALLONS) : 10,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: REGULAR

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 1/4 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINE LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12032 REGULAR MOTOR VEHICLE FUEL

*** K18 ***

**JOHNS SUPER SHELL, 267 S INDIAN HILL, CLAREMONT, CA 91711**
UNIQUE ID: **00028315**



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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM [illegible]R VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 5 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000000510004 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN
C. YEAR INSTALLED : 1973
D. CAPACITY (GALLONS) : 2,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: PREMIUM

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 3/16 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : FIBERGLASS
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINE LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12033 PREMIUM MOTOR VEHICLE FUEL

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000000510005 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN
C. YEAR INSTALLED : 1973
D. CAPACITY (GALLONS) : 8,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: PREMIUM

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 1/4 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINE LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12033 PREMIUM MOTOR VEHICLE FUEL

*** L18 ***

Back to Report Summary

# Facility Registry System (FRSCA)

**MAP ID# 4**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

REGISTRY ID: **110065438878**

NAME: **TRIPLE S OIL**

LOCATION ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**TRIPLE S OIL**

PROGRAM/S LISTED FOR THIS FACILITY

**CA-ENVIROVIEW - CA-ENVIROVIEW**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**5541 - GASOLINE SERVICE STATIONS**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**NO NAICS DATA REPORTED**

Back to Report Summary

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

REGISTRY ID: **110012212916**

NAME: **SHELL SERVICE STATION**

LOCATION ADDRESS: **267 S INDIAN HILL**
**CLAREMONT, CA 91711-4923**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**SHELL SERVICE STATION**

PROGRAM/S LISTED FOR THIS FACILITY

**HWTS-DATAMART - HAZARDOUS WASTE TRACKING SYSTEM - DATAMART**

**RCRAINFO - RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM**

**BR - BR**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**NO SIC DATA REPORTED**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**44711 - GASOLINE STATIONS WITH CONVENIENCE STORES**

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# Facility Registry System (FRSCA)

**MAP ID# 4**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

REGISTRY ID: **110065628761**

NAME: **SHELL**

LOCATION ADDRESS: **267 INDIAN HILL BLVD N**
**LOS ANGELES, CA 91711**

COUNTY: **LOS ANGELES**

EPA REGION: **09**

FEDERAL FACILITY: **NOT REPORTED**

TRIBAL LAND: **NOT REPORTED**

ALTERNATIVE NAME/S:

**SHELL**

PROGRAM/S LISTED FOR THIS FACILITY

**CA-ENVIROVIEW - CA-ENVIROVIEW**

STANDARD INDUSTRIAL CLASSIFICATION/S (SIC)

**NO SIC DATA REPORTED**

NORTH AMERICAN INDUSTRY CLASSIFICATION/S (NAICS)

**NO NAICS DATA REPORTED**

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# *Enforcement and Compliance History Information (ECHOR09)*

**MAP ID# 4**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

**FACILITY INFORMATION**

UNIQUE ID: **110012212916**
REGISTRY ID: **110012212916**
NAME: **SHELL SERVICE STATION**
ADDRESS: **267 S INDIAN HILL**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
FACILITY LINK: *Facility Detail Report*

Back to Report Summary

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

HANDLER IDENTIFICATION: **CAR000110510**
SITENAME: **SHELL SERVICE STATION**
ADDRESS: **267 S. INDIAN HILL / ARROW SAP #135171**
**CLAREMONT, CA 91711**
REPORTED YEARS: **2003**

## WASTE INFORMATION

LAST REPORTED YEAR: **2003**

MANAGEMENT LOCATION: **OFFSITE**
SOURCE CODE DESCRIPTION:
**PROCESS EQUIPMENT CHANGE-OUT OR DISCONTINUATION OF EQUIPMENT USE (FINAL MATERIALS AND RESIDUALS REMOVAL INCLUDING CLEANING)**
FORM CODE DESCRIPTION:
**W310 - FILTERS, SOLID ADSORBENTS, ION EXCHANGE RESINS AND SPENT CARBON (USUALLY FROM PRODUCTION, INTERMITTENT PROCESSES, OR REMEDIATION)**
MANAGEMENT DESCRIPTION:
**H040 - INCINERATION - THERMAL DESTRUCTION OTHER THAN USE AS A FUEL (INCLUDES ANY PREPARATION PRIOR TO BURNING)**
GENERATOR ID INCLUDED IN NBR: **YES**
GENERATOR WASTE STREAM INCLUDED IN NBR: **YES**
QUANITITY GENERATED IN TONS: **.01**
MANAGER ID INCLUDED IN NBR: **NO**
MANAGER WASTE STREAM INCLUDED IN NBR: **NO**
QUANITITY MANAGED IN TONS: **0**
SHIPPER ID INCLUDED IN NBR: **YES**
SHIPPER WASTE STREAM INCLUDED IN NBR: **YES**
SHIPPER ID: **CAR000110510**
SHIPPER STATE: **CALIFORNIA**
QUANITITY SHIPPED IN TONS: **.01**
RECEIVER ID INCLUDED IN NBR: **NO**
RECEIVER WASTE STREAM INCLUDED IN NBR: **NO**
RECEIVER ID: **CAD028409019**
RECEIVER STATE: **CALIFORNIA**
QUANITITY RECEIVED IN TONS: **0**
FEDERAL WASTE: **YES**
WASTEWATER CHARACTERISTIC INDICATOR: **NO**
WASTE DESCRIPTION SIC: **44711 -**
WASTE MINIMIZATION CODE DESCRIPTION:
**NOT REPORTED - NOT REPORTED**
WASTE CODE DESCRIPTION: **D018 - BENZENE**

MANAGEMENT LOCATION: **OFFSITE**
SOURCE CODE DESCRIPTION:
**UNDERGROUND STORAGE TANK CLEANUP**

FORM CODE DESCRIPTION:
**W113 - OTHER AQUEOUS WASTE OR WASTEWATERS (FLUID BUT NOT SLUDGE)**
MANAGEMENT DESCRIPTION:
**H135 - DISCHARGE TO SEWER/POTW OR NPDES (WITH PRIOR STORAGE - WITH OR WITHOUT TREATMENT)**
GENERATOR ID INCLUDED IN NBR: **YES**
GENERATOR WASTE STREAM INCLUDED IN NBR: **YES**
QUANITITY GENERATED IN TONS: **2.92**
MANAGER ID INCLUDED IN NBR: **NO**
MANAGER WASTE STREAM INCLUDED IN NBR: **NO**
QUANITITY MANAGED IN TONS: **0**
SHIPPER ID INCLUDED IN NBR: **YES**
SHIPPER WASTE STREAM INCLUDED IN NBR: **YES**
SHIPPER ID: **CAR000110510**
SHIPPER STATE: **CALIFORNIA**
QUANITITY SHIPPED IN TONS: **2.92**
RECEIVER ID INCLUDED IN NBR: **NO**
RECEIVER WASTE STREAM INCLUDED IN NBR: **NO**
RECEIVER ID: **CAT080013352**
RECEIVER STATE: **CALIFORNIA**
QUANITITY RECEIVED IN TONS: **0**
FEDERAL WASTE: **YES**
WASTEWATER CHARACTERISTIC INDICATOR: **YES**
WASTE DESCRIPTION SIC: **44711 -**
WASTE MINIMIZATION CODE DESCRIPTION:
**NOT REPORTED - NOT REPORTED**
WASTE CODE DESCRIPTION: **TCORICR -**

MANAGEMENT LOCATION: **OFFSITE**
SOURCE CODE DESCRIPTION:
**UNDERGROUND STORAGE TANK CLEANUP**
FORM CODE DESCRIPTION:
**W205 - OIL-WATER EMULSION OR MIXTURE (FLUID BUT NOT SLUDGE)**
MANAGEMENT DESCRIPTION:
**H050 - ENERGY RECOVERY AT THIS SITE - USED AS FUEL (INCLUDES ON-SITE FUEL BLENDING BEFORE ENERGY RECOVERY; REPORT ONLY THIS CODE)**
GENERATOR ID INCLUDED IN NBR: **YES**
GENERATOR WASTE STREAM INCLUDED IN NBR: **YES**
QUANITITY GENERATED IN TONS: **2.09**
MANAGER ID INCLUDED IN NBR: **NO**
MANAGER WASTE STREAM INCLUDED IN NBR: **NO**
QUANITITY MANAGED IN TONS: **0**
SHIPPER ID INCLUDED IN NBR: **YES**
SHIPPER WASTE STREAM INCLUDED IN NBR: **YES**
SHIPPER ID: **CAR000110510**
SHIPPER STATE: **CALIFORNIA**
QUANITITY SHIPPED IN TONS: **2.09**
RECEIVER ID INCLUDED IN NBR: **NO**

RECEIVER WASTE STREAM INCLUDED IN NBR: **NO**
RECEIVER ID: **CAD028409019**
RECEIVER STATE: **CALIFORNIA**
QUANITITY RECEIVED IN TONS: **0**
FEDERAL WASTE: **YES**
WASTEWATER CHARACTERISTIC INDICATOR: **NO**
WASTE DESCRIPTION SIC: **44711 -**
WASTE MINIMIZATION CODE DESCRIPTION:
**NOT REPORTED - NOT REPORTED**
WASTE CODE DESCRIPTION: **D001 - IGNITABLE WASTE**

Back to Report Summary

# Leaking Underground Storage Tanks (LUST)

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## SITE INFORMATION

ID#: **T0603700005** REGIONAL CASE #: **000225** LOCAL CASE #: **009224-009019**

SITE NAME: **SHELL** RESPONSIBLE PARTY: **SHELL OIL COMPANY**

ADDRESS: **267 INDIAN HILL BLVD N** ADDRESS: **511 NORTH BROOKHURST STREET, ANAHEIM, CA 9**

**LOS ANGELES, CA 91711**

CROSS STREET: **ARROW**

COUNTY: **LOS ANGELES**

FACILITY OPERATOR: **NOT REPORTED**

## CASE INFORMATION

CASE TYPE: **SOIL IMPACTED** CASE WAS REPORTED: **1985-05-30**

CASE ENTERED INTO SYSTEM: **1986-12-31** CASE WAS REVIEWED: **NOT REPORTED**

CASE WAS CLOSED: **1985-07-15**

ENFORCEMENT TYPE: **NOT REPORTED**

ENFORCEMENT BEGAN: **NOT REPORTED**

FUNDING TYPE: **NOT REPORTED**

REGIONAL BOARD RESPONSIBLE FOR CASE: **LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD**

PROGRAM FOR THE CASE: **LUST - LEAKING UNDERGROUND STORAGE TANK PROGRAM**

INTERIM FOR THE CASE: **NOT REPORTED**

CURRENT STATUS: **9 - CASE CLOSED**

LEAD AGENCY: **LOCAL AGENCY LEAD** LOCAL AGENCY: **LOS ANGELES DEPT OF PUBLIC WORKS, ENV PROGRAMS**

MTBE CLASSIFICATION: **NOT REPORTED**

MAXIMUM MTBE CONCENTRATION WAS FOUND: **NOT REPORTED**

MAXIMUM GROUNDWATER CONCENTRATION OF MTBE: **NOT REPORTED**

MAXIMUM SOIL CONCENTRATION OF MTBE: **NOT REPORTED**

NUMBER OF MTBE ANALYTICAL RESULTS: **0** MTBE TESTED: **NOT TESTED**

NUMBER OF GASOLINE ANALYTICAL RESULTS: **1**

CASE SUMMARY: **NOT REPORTED**

## LEAKING TANK INFORMATION

HOW THE CASE/LEAK WAS DISCOVERED: **TANK CLOSURE** DATE LEAK WAS DISCOVERED: **1985-05-30**

HOW THE CASE/LEAK WAS STOPPED: **NOT REPORTED** LEAK WAS STOPPED: **1985-05-30**

CAUSE OF LEAK: **NOT REPORTED** SOURCE OF LEAK: **NOT REPORTED**

LEAK CONFIRMATION: **1985-05-30**

SUBSTANCE/S RELEASED: **GASOLINE - AUTOMOTIVE**

QUANTITY OF SUBSTANCE RELEASED: **NOT REPORTED**

## SITE ASSESSMENT AND REMEDIAL ACTION INFORMATION

PRELIMINARY SITE ASSESSEMENT WORKPLAN SUBMITTED: **NOT REPORTED**

PRELIMINARY SITE ASSESSEMENT UNDERWAY: **NOT REPORTED**

REMEDIAL ACTION UNDERWAY: **NOT REPORTED** POLUTION CHARACTERIZATION: **NOT REPORTED**

REMEDIATION PLAN: **NOT REPORTED** VERIFICATION MONITORING UNDERWAY: **NOT REPORTED**

CLEANUP FUND ID: **NOT REPORTED** PRIORITY: **NOT REPORTED**

ABATEMENT METHOD: **NOT REPORTED**

**ADDITIONAL INFORMATION**

WATER SYSTEM ID #: **NOT REPORTED** WATER WELL ID #: **NOT REPORTED**

WATER SYSTEM FOR THE NEAREST PUBLIC DRINKING WATER WELL: **NOT REPORTED**

WELL NAME FOR THE NEAREST DRINKING WATER WELL: **NOT REPORTED**

DISTANCE TO NEAREST DRINKING WATER WELL: **0**

GROUNDWATER BASIN: **SAN FERNANDO VALLEY**

BENEFICIAL USE: **NOT REPORTED**

Back to Report Summary

# Leaking Underground Storage Tanks (LUST)

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## SITE INFORMATION

ID#: **T060378279** REGIONAL CASE #: **R-26371H**
LOCAL CASE #: **NOT REPORTED**
SITE NAME: **SHELL**
RESPONSIBLE PARTY: **DEBORAH PRYOR**
ADDRESS: **267 INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
ADDRESS: **2255 N. ONTARIO ST.**
CROSS STREET: **ARROW HWY.**
COUNTY: **LOS ANGELES**
FACILITY OPERATOR: **DEBORAH PRYOR**

## CASE INFORMATION

CASE TYPE: **UNDETERMINED**
CASE WAS REPORTED: **2001-10-24**
CASE ENTERED INTO SYSTEM: **NOT REPORTED**
CASE WAS REVIEWED: **2002-02-21**
CASE WAS CLOSED: **2004-07-23**
ENFORCEMENT TYPE: **CLOSURE LETTER**
ENFORCEMENT BEGAN: **NOT REPORTED**
FUNDING TYPE: **NOT REPORTED**
REGIONAL BOARD RESPONSIBLE FOR CASE: **LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD**
PROGRAM FOR THE CASE: **LUST - LEAKING UNDERGROUND STORAGE TANK PROGRAM**
INTERIM FOR THE CASE: **NOT REPORTED**
CURRENT STATUS: **9 - CASE CLOSED**
LEAD AGENCY: **REGIONAL BOARD LEAD** LOCAL AGENCY: **NOT REPORTED**
MTBE CLASSIFICATION: **NOT REPORTED**
MAXIMUM MTBE CONCENTRATION WAS FOUND: **NOT REPORTED**
MAXIMUM GROUNDWATER CONCENTRATION OF MTBE: **NOT REPORTED**
MAXIMUM SOIL CONCENTRATION OF MTBE: **NOT REPORTED**
NUMBER OF MTBE ANALYTICAL RESULTS: **0** MTBE TESTED: **YES**
NUMBER OF GASOLINE ANALYTICAL RESULTS: **0**
CASE SUMMARY: **HAZ MAT INCIDENT REPORT FILED**

## LEAKING TANK INFORMATION

HOW THE CASE/LEAK WAS DISCOVERED: **NOT REPORTED**
DATE LEAK WAS DISCOVERED: **NOT REPORTED**
HOW THE CASE/LEAK WAS STOPPED: **NOT REPORTED**
LEAK WAS STOPPED: **NOT REPORTED**
CAUSE OF LEAK: **NOT REPORTED**
SOURCE OF LEAK: **NOT REPORTED**
LEAK CONFIRMATION: **2001-10-26**
SUBSTANCE/S RELEASED: **12045**
QUANTITY OF SUBSTANCE RELEASED: **NOT REPORTED**

## SITE ASSESSMENT AND REMEDIAL ACTION INFORMATION

PRELIMINARY SITE ASSESSEMENT WORKPLAN SUBMITTED: **NOT REPORTED**
PRELIMINARY SITE ASSESSEMENT UNDERWAY: **NOT REPORTED**
REMEDIAL ACTION UNDERWAY: **NOT REPORTED**
POLUTION CHARACTERIZATION: **NOT REPORTED**
REMEDIATION PLAN: **NOT REPORTED**
VERIFICATION MONITORING UNDERWAY: **NOT REPORTED**
CLEANUP FUND ID: **NOT REPORTED**
PRIORITY: **NOT REPORTED**
ABATEMENT METHOD: **NOT REPORTED**

**ADDITIONAL INFORMATION**

WATER SYSTEM ID #: **NOT REPORTED** WATER WELL ID #: **NOT REPORTED**

WATER SYSTEM FOR THE NEAREST PUBLIC DRINKING WATER WELL: **NOT REPORTED**

WELL NAME FOR THE NEAREST DRINKING WATER WELL: **NOT REPORTED**

DISTANCE TO NEAREST DRINKING WATER WELL: **0**

GROUNDWATER BASIN: **SAN FERNANDO VALLEY**

BENEFICIAL USE: **NOT REPORTED**

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Back to Report Summary

# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## SITE INFORMATION

EPA ID: **CAR000110510**
NAME: **SHELL SERVICE STATION**
COUNTY: **NOT REPORTED**
ADDRESS: **267 S INDIAN HILL**
**CLAREMONT, CA 91711**

## CONTACT INFORMATION

CONTACT: **SONDRA BIENVENU**
PHONE: **(713) 241-5036**
ADDRESS: **NOT REPORTED**
**NOT REPORTED NOT REPORTED**

## MANIFEST SUMMARY INFORMATION

YEAR: **2003**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **2.0800**
DISPOSAL METHOD: **TREATMENT, TANK**

YEAR: **2003**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0100**
DISPOSAL METHOD: **TRANSFER STATION**

YEAR: **2003**
TSD ID: **CAD982484933**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN BERNARDINO**
WASTE CATEGORY: **OTHER EMPTY CONTAINERS 30 GALLONS OR MORE**
AMOUNT DISPOSED(TONS): **11.0000**
DISPOSAL METHOD: **DISPOSAL, OTHER**

YEAR: **2003**
TSD ID: **CAD982484933**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **SAN BERNARDINO**
WASTE CATEGORY: **OTHER EMPTY CONTAINERS 30 GALLONS OR MORE**
AMOUNT DISPOSED(TONS): **1.5000**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2003**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **2.9100**
DISPOSAL METHOD: **RECYCLER**

YEAR: **2002**

# *Hazardous Waste Tanner Summary (HWTS)*

TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **0.1000**
DISPOSAL METHOD: **TREATMENT, TANK**

YEAR: **2002**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **AQUEOUS SOLUTION WITH TOTAL ORGANIC RESIDUES LESS THAN 10 PERCENT**
AMOUNT DISPOSED(TONS): **2.0600**
DISPOSAL METHOD: **TREATMENT, TANK**

YEAR: **2002**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **TANK BOTTOM WASTE**
AMOUNT DISPOSED(TONS): **0.6800**
DISPOSAL METHOD: **TREATMENT, TANK**

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# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## SITE INFORMATION

EPA ID: **CAL000138253**
NAME: **ALL AMERICAN GAS**
COUNTY: **LOS ANGELES**
ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711-4923**

## CONTACT INFORMATION

CONTACT: **AMARDEEP SANDHU-OWNER**
PHONE: **(000) 000-0000**
ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT CA 91711**

## MANIFEST SUMMARY INFORMATION

YEAR: **2011**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **HYDROCARBON SOLVENTS (BENZENE, HEXANE, STODDARD, ETC.)**
AMOUNT DISPOSED(TONS): **0.2294**
DISPOSAL METHOD: **OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT**

YEAR: **2011**
TSD ID: **CAT080013352**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **WASTE OIL AND MIXED OIL**
AMOUNT DISPOSED(TONS): **0.3800**
DISPOSAL METHOD: **OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT**

YEAR: **2001**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.0000**
DISPOSAL METHOD: **BLANK**

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# Resource Conservation & Recovery Act - Generator (RCRAGR09)

MAP ID# 4

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

EPA ID#: **CAR000110510**

NAME: **SHELL SERVICE STATION**

ADDRESS: **267 S. INDIAN HILL / ARROW SAP #135171**
**CLAREMONT, CA 91711**

OWNER TYPE: **PRIVATE**

OWNER NAME: **EQUILON ENTERPRISES LLC DBA SHELL OIL PR**

OPERATOR TYPE: **PRIVATE**

OPERATOR NAME: **SHELL OIL PRODUCTS US**

CONTACT NAME: **BURKE D ALBEDA**

CONTACT ADDRESS: **SHELL OIL PRODUCTS US 12700 NORTHBOROUGH DR MFT240G**
**HOUSTON TX 77067-2508**

CONTACT PHONE: **3107983944**

NON-NOTIFIER: **NOT A NON-NOTIFIER**

DATE RECEIVED BY AGENCY: **02/26/2004**

CERTIFICATION

| CERTIFICATION NAME: | CERTIFICATION TITLE: | CERTIFICATION SIGNED DATE: |
|---|---|---|
| **LOREN HENNING** | **MANAGER, RCRA ENFORCEMENT OFFICE** | **09/05/2006** |
| **EDWARD K LANDRENEAU** | **RMT SUPERVISOR** | **02/26/2004** |

INDUSTRY CLASSIFICATION (NAICS)

**44711 - GASOLINE STATIONS WITH CONVENIENCE STORES**

SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)

DATE RECEIVED BY AGENCY: **02/26/2004**

NAME: **SHELL SERVICE STATION**

GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**

DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **02/26/2004**

NAME: **SHELL SERVICE STATION**

GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**

DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

DATE RECEIVED BY AGENCY: **07/09/2002**

NAME: **SHELL SERVICE STATION**

GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**

DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **SMALL QUANTITY GENERATOR** LAST UPDATED DATE: **09/05/2006**

SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**

TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**

TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**

NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**

CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

## COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**

VIOLATIONS **- NO VIOLATIONS REPORTED -**

ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

## HAZARDOUS WASTE

**D001** **IGNITABLE WASTE**

**D018** **BENZENE**

### UNIVERSAL WASTE

| WASTE TYPE: | ACCUMULATED WASTE ON-SITE: | GENERATED WASTE ON-SITE: | SOURCE TYPE: |
|---|---|---|---|
| **BATTERIES** | **NO** | **NO** | **ANNUAL/BIENNIAL REPORT** |
| **LAMPS** | **NO** | **NO** | **ANNUAL/BIENNIAL REPORT** |
| **PESTICIDES** | **NO** | **NO** | **ANNUAL/BIENNIAL REPORT** |
| **MERCURY CONTAINING EQUIPMENT** | **NO** | **NO** | **ANNUAL/BIENNIAL REPORT** |

CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**

CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

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# GeoTracker Cleanup Sites (CLEANUPSITES)

**MAP ID# 4**

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,113 ft. (Lower than TP)**

## FACILITY INFORMATION

GLOBAL ID: **T060378279**
URL LINK: CLICK HERE
BUSINESS NAME: **SHELL**
ADDRESS: **267 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**
CASE NUMBER: **R-26371H**
STATUS: **COMPLETED - CASE CLOSED 07/23/2004**
POTENTIAL CONTAMINATION:
**NOT REPORTED**
POTENTIAL MEDIA AFFECTED:
**UNDER INVESTIGATION**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **OTHER** | **01/01/50** | **LEAK REPORTED** |
| **ENFORCEMENT** | **07/23/2004** | **CLOSURE/NO FURTHER ACTION LETTER** |
| **ENFORCEMENT** | **01/15/2002** | **STAFF LETTER** |
| **RESPONSE** | **01/15/2002** | **SOIL AND WATER INVESTIGATION REPORT** |
| **OTHER** | **10/24/2001** | **LEAK REPORTED** |
| **ENFORCEMENT** | **07/09/2001** | **SITE VISIT / INSPECTION / SAMPLING** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **07/23/2004** |
| **OPEN - CASE BEGIN DATE** | **07/09/2001** |
| **OPEN - SITE ASSESSMENT** | **10/26/2001** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES RWQCB (REGION 4)**
ADDRESS: **320 WEST 4TH STREET, SUITE 200**
CITY: **LOS ANGELES**
CONTACT NAME: **JOHN L. CHIANG**
CONTACT TYPE: **REGIONAL BOARD CASEWORKER**
CONTACT PHONE: **213-576-6600**
EMAIL: **NOT REPORTED**

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# Hazardous Waste Tanner Summary (HWTS)

MAP ID# 5

**Distance from Property: 0.001 mi. (5 ft.) SE**
**Elevation: 1,129 ft. (Equal to TP)**

## SITE INFORMATION

EPA ID: **CAC002573981**
NAME: **COMCAST CABLE COMMUNICATIONS**
COUNTY: **NOT REPORTED**
ADDRESS: **212 S INDIAN HILL**
**CLAREMONT, CA 91711**

## CONTACT INFORMATION

CONTACT: **ROSA HILL**
PHONE: **(310) 417-4260**
ADDRESS: **6695 GREEN VALLEY CIR**
**CULVER CITY CA 90230**

## MANIFEST SUMMARY INFORMATION

YEAR: **2004**
TSD ID: **CAD009007626**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **ASBESTOS CONTAINING WASTE**
AMOUNT DISPOSED(TONS): **33.7100**
DISPOSAL METHOD: **DISPOSAL, LANDFILL**

YEAR: **2004**
TSD ID: **CAD028409019**
GENERATOR COUNTY: **LOS ANGELES**
DISPOSAL COUNTY: **LOS ANGELES**
WASTE CATEGORY: **OTHER ORGANIC SOLIDS**
AMOUNT DISPOSED(TONS): **0.4500**
DISPOSAL METHOD: **TRANSFER STATION**

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# Dry Cleaner Facilities (CLEANER)

MAP ID# 6

**Distance from Property: 0.03 mi. (158 ft.) S**
**Elevation: 1,103 ft. (Lower than TP)**

**SITE INFORMATION**

ID #: **CAL000216801**
FACILITY NAME: **CAMARCOS VALET DRY CLEANERS**
ADDRESS: **334 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711-0000**
COUNTY: **LOS ANGELES**
STATUS: **INACTIVE**
NAICS DESCRIPTION: **81232 -DRYCLEANING AND LAUNDRY SERVICES**

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# Resource Conservation & Recovery Act - Generator (RCRAGR09)

MAP ID# 6

**Distance from Property: 0.03 mi. (158 ft.) S**
**Elevation: 1,103 ft. (Lower than TP)**

## FACILITY INFORMATION

EPA ID#: **CAR000047407**
NAME: **5 STAR CLEANERS**
ADDRESS: **334 S INDIAN HILL BLVD**
**CLAREMONT, CA 91711**
CONTACT NAME: **MIKE SAFI**
CONTACT ADDRESS: **334 S INDIAN HILL BLVD**
**CLAIRMONT CA 91711**
CONTACT PHONE: **9093995119**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
DATE RECEIVED BY AGENCY: **12/29/1998**

OWNER TYPE: **PRIVATE**
OWNER NAME: **MIKE SAFI**
OPERATOR TYPE: **NOT REPORTED**
OPERATOR NAME: **NOT REPORTED**

CERTIFICATION **- NO CERTIFICATION REPORTED -**
INDUSTRY CLASSIFICATION (NAICS) **- NO NAICS INFORMATION REPORTED -**
SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)
DATE RECEIVED BY AGENCY: **12/29/1998**
NAME: **5 STAR CLEANERS**
GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**
DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

### CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **SMALL QUANTITY GENERATOR** LAST UPDATED DATE: **10/07/2002**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**

UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

### COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**
VIOLATIONS **- NO VIOLATIONS REPORTED -**
ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

### HAZARDOUS WASTE

**D000**

**D039** **TETRACHLOROETHYLENE**

**F002** **THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE,TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE,CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001,F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.**

UNIVERSAL WASTE **- NO UNIVERSAL WASTE REPORTED -**

CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**

CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

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# Well Investigations Program Case List (WIP)

MAP ID# 6

**Distance from Property: 0.03 mi. (158 ft.) S**
**Elevation: 1,103 ft. (Lower than TP)**

**SITE INFORMATION**

ID #: **101.0064**
NAME: **PEPPER TREE CLEANERS & LAUNDRY**
ADDRESS: **370 S INDIAN HILL BLVD**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

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MAP ID# 7

**Distance from Property: 0.03 mi. (158 ft.) E**
**Elevation: 1,135 ft. (Higher than TP)**

## FACILITY INFORMATION

FACILITY #: **14179**
BOE: **44-010371**
NAME: **CONNIE & DICKS GARAGE INC**
ADDRESS: **151 OLIVE ST**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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# *Underground Storage Tanks (USTCUPA)*

**MAP ID# 7**

**Distance from Property: 0.03 mi. (158 ft.) E**
**Elevation: 1,135 ft. (Higher than TP)**

## FACILITY INFORMATION

GEOSEARCH ID: **1317568776** FACILITY ID: **14179**

NAME: **CONNIE & DICKS SERV CENTER INC**

ADDRESS: **151 OLIVE ST**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

## FACILITY DETAILS

OTHER FACILITY NAME(S) LISTED FOR THIS SITE: **CONNIE & DICKS SERV CENTER INC**

PERMIT AGENCY: **LOS ANGELES COUNTY**

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# Resource Conservation & Recovery Act - Generator (RCRAGR09)

MAP ID# 8

**Distance from Property: 0.08 mi. (422 ft.) E**
**Elevation: 1,135 ft. (Higher than TP)**

## FACILITY INFORMATION

EPA ID#: **CAD981670276**
NAME: **CONNIES DICK SERVICE CENTER INC**
ADDRESS: **150 OLIVE ST**
**CLAREMONT, CA 91711**
CONTACT NAME: **NOT REPORTED**
CONTACT ADDRESS: **150 OLIVE ST**
**CLAREMONT CA 91711**
CONTACT PHONE: **NOT REPORTED**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
DATE RECEIVED BY AGENCY: **09/01/1996**
CERTIFICATION **- NO CERTIFICATION REPORTED -**
INDUSTRY CLASSIFICATION (NAICS)
**811118 - OTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE**
SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)
DATE RECEIVED BY AGENCY: **09/01/1996**
NAME: **CONNIES DICK SERVICE CENTER INC**
GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**
DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

OWNER TYPE: **NOT REPORTED**
OWNER NAME: **NOT REPORTED**
OPERATOR TYPE: **PRIVATE**
OPERATOR NAME: **NOT REQUIRED**

DATE RECEIVED BY AGENCY: **11/19/1986**
NAME: **CONNIES DICK SERVICE CENTER INC**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

## CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **SMALL QUANTITY GENERATOR** LAST UPDATED DATE: **06/27/2002**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**

VIOLATIONS **- NO VIOLATIONS REPORTED -**

ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

HAZARDOUS WASTE

**- NO HAZARDOUS WASTE INFORMATION REPORTED -**

UNIVERSAL WASTE **- NO UNIVERSAL WASTE REPORTED -**

CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**

CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

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MAP ID# 8

**Distance from Property: 0.09 mi. (475 ft.) E**
**Elevation: 1,135 ft. (Higher than TP)**

**FACILITY INFORMATION**

FACILITY #: **13264**
BOE: **NOT REPORTED**
NAME: **GRAVES AUTOMOTIVE SUPPLY**
ADDRESS: **108 OLIVE ST**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

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# Referred to Another Local or State Agency (REF)

**MAP ID# 9**

**Distance from Property: 0.08 mi. (422 ft.) NW**
**Elevation: 1,145 ft. (Higher than TP)**

ID#: **000019000039**
NAME: **CLAREMONT VILLAGE EXPANSION**
ADDRESS: **FIRST STREET AND CORNELL AVE.**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
DTSC BRANCH: **SO CAL - CYPRESS**
REGIONAL WATER QUALITY BOARD: **NOT REPORTED**
LEAD AGENCY: **COUNTY**
STATUS: **01222003 - PROPERTY/SITE REFERRED TO ANOTHER AGENCY**
SITE TYPE: **1248 - LOCAL CLEANUP AGREEMENTS**
STANDARD INDUSTRIAL CLASSIFICATION: **PROPERTIES THAT DO NOT HAVE SIC CODES**
NPL: **N**
STAFF: **NOT REPORTED**
SITE ACCESS: **UNCONTROLLED**
CORTESE LISTING: **NOT REPORTED**
HAZARD RANKING SCORE: **NOT REPORTED**
HAZARD RANKING DATE: **NOT REPORTED**
GROUNDWATER CONTAMINATION: **UNKNOWN**
CAUSE OF RELEASE OR POTENTIAL FOR RELEASE OF A HAZARDOUS SUBSTANCE:
**NOT REPORTED**
COMMENTS BY DTSC STAFF:
**01222003**
**DTSC RECEIVED AN SB 1248 NOTIFICATION FOR A LOCAL OVERSIGHT AND SITE REMEDIATION BY THE LA COUNTY FIRE DEPARTMENT - SITE MITIGATION UNIT OF SOIL CONTAMINATED WITH HEAVY END SMUDGE-POT OIL FROM FORMER ABOVE GROUND TANKS USED FOR HISTORIC AGRICULTURE USE. ANALYSIS REVEALED CONTAMINATION LIMITED TO TPH GREATER THAN C-35 CARBON RANGE. ANALYSIS INDICATED NO HEAVY METAL, VOC, SVOC OR PCB CONCERNS. FUTURE SITE USE IS SINGLE FAMILY DWELLINGS.**
NO PROJECTED ACTIVITIES TO BE COMPLETED AT SITE WERE REPORTED

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MAP ID# 9

**Distance from Property: 0.08 mi. (422 ft.) NW**
**Elevation: 1,145 ft. (Higher than TP)**

## SITE INFORMATION

ID #: **19000039** ASSESSOR'S PARCEL #: **NONE SPECIFIED**
URL LINK: CLICK HERE
NAME: **CLAREMONT VILLAGE EXPANSION**
ADDRESS: **FIRST STREET AND CORNELL AVE.**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
SITE SIZE (ACRES): **NOT REPORTED**
LEAD AGENCY: **NONE SPECIFIED**
DTSC PROJECT MANAGER: **NOT REPORTED**
DTSC SUPERVISOR: **REFERRED - NOT ASSIGNED**
DTSC DIVISION BRANCH: **CLEANUP CYPRESS**
NPL LISTED: **NO** RESTRICTED LAND USE: **NO**
SITE TYPE: **EVALUATION**
SITE TYPE DESCRIPTION
**EVALUATION: IDENTIFIES SUSPECTED, BUT UNCONFIRMED, CONTAMINATED SITES THAT NEED OR HAVE GONE THROUGH AN INVESTIGATION AND ASSESSMENT PROCESS. IF A SITE IS FOUND TO HAVE CONFIRMED CONTAMINATION, IT WILL CHANGE FROM EVALUATION TO EITHER A STATE RESPONSE OR VOLUNTARY CLEANUP SITE TYPE. SITES FOUND TO HAVE NO CONTAMINATION AT THE COMPLETION OF THE INVESTIGATION AND ASSESSMENT PROCESS RESULT IN A NO ACTION REQUIRED (FOR PHASE 1 ASSESSMENTS) OR NO FURTHER ACTION (FOR PHASE 2 ASSESSMENTS) DETERMINATION.**
DTSC's CURRENT INVOLVEMENT AT SITE (as of 01/22/2003)
**REFER: 1248 LOCAL AGENCY -**
PAST USE/S THAT CAUSED THE CONTAMINATION
**NONE SPECIFIED**
CONFIRMED CONTAMINANTS OF CONCERN
**NONESPECIFIED - NONE SPECIFIED**

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# Resource Conservation & Recovery Act - Generator (RCRAGR09)

MAP ID# 10

**Distance from Property: 0.1 mi. (528 ft.) NE**
**Elevation: 1,155 ft. (Higher than TP)**

## FACILITY INFORMATION

EPA ID#: **CAD981379340**
NAME: **CLAIREMONT COLD STORAGE**
ADDRESS: **128 OBERLIN**
**CLAREMONT, CA 91711**
CONTACT NAME: **ENVIRONMENTAL MANAGER**
CONTACT ADDRESS: **128 OBERLIN**
**CLAREMONT CA 91711**
CONTACT PHONE: **7146213044**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
DATE RECEIVED BY AGENCY: **02/04/1986**
CERTIFICATION **- NO CERTIFICATION REPORTED -**
INDUSTRY CLASSIFICATION (NAICS)
**49312 - REFRIGERATED WAREHOUSING AND STORAGE**
SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)
DATE RECEIVED BY AGENCY: **02/04/1986**
NAME: **CLAIREMONT COLD STORAGE**
GENERATOR CLASSIFICATION: **SMALL QUANTITY GENERATOR**
DESCRIPTION: **SMALL QUANTITY GENERATORS (SQGS) GENERATE MORE THAN 100 KILOGRAMS, BUT LESS THAN 1,000 KILOGRAMS, OF HAZARDOUS WASTE PER MONTH**

OWNER TYPE: **PRIVATE**
OWNER NAME: **B&B SILZLE**
OPERATOR TYPE: **PRIVATE**
OPERATOR NAME: **NOT REQUIRED**

### CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **SMALL QUANTITY GENERATOR** LAST UPDATED DATE: **06/27/2002**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

### COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS **- NO EVALUATIONS REPORTED -**
VIOLATIONS **- NO VIOLATIONS REPORTED -**
ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

### HAZARDOUS WASTE

**- NO HAZARDOUS WASTE INFORMATION REPORTED -**

UNIVERSAL WASTE **- NO UNIVERSAL WASTE REPORTED -**

CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**

CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

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# Well Investigations Program Case List (WIP)

MAP ID# 11

**Distance from Property: 0.11 mi. (581 ft.) SW**
**Elevation: 1,110 ft. (Lower than TP)**

**SITE INFORMATION**

ID #: **101.0039**
NAME: **IOLAB CORPORATION**
ADDRESS: **500 IOLAB DR**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

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# Resource Conservation & Recovery Act - Non-Generator (RCRANGR09)

MAP ID# 11

**Distance from Property: 0.11 mi. (581 ft.) SW**
**Elevation: 1,110 ft. (Lower than TP)**

## FACILITY INFORMATION

EPA ID#: **CAD981429574**
NAME: **CHIRON VISION CORP**
ADDRESS: **517 IOLAB DR**
**CLAREMONT, CA 91711**
CONTACT NAME: **ADAM VON SYDOW**
CONTACT ADDRESS: **517 IOLAB DR**
**CLAREMONT CA 91711**
CONTACT PHONE: **9093991390**
NON-NOTIFIER: **NOT A NON-NOTIFIER**
DATE RECEIVED BY AGENCY: **10/12/2000**

OWNER TYPE: **PRIVATE**
OWNER NAME: **CHIRON CORP**
OPERATOR TYPE: **NOT REPORTED**
OPERATOR NAME: **NOT REPORTED**

CERTIFICATION

| CERTIFICATION NAME: | CERTIFICATION TITLE: | CERTIFICATION SIGNED DATE: |
|---|---|---|
| **ADAM VONSYDOW** | **ASSOC ENV ENG** | **10/12/2000** |
| **ADAM VON SYDOW** | **ENVIRONMENTAL/S** | **03/04/1999** |
| **KENNETH FORNAL** | **SR ENV ENG** | **03/01/1996** |
| **KENNETH P FORNAL** | **SR ENVI AFFAIRS** | **03/31/1994** |
| **KENNETH P FORNAL** | **SR ENVIRON ENG** | **05/22/1992** |

INDUSTRY CLASSIFICATION (NAICS)

**339115 - OPHTHALMIC GOODS MANUFACTURING**
**339941 - PEN AND MECHANICAL PENCIL MANUFACTURING**

SITE HISTORY (INCLUDES GENERATORS AND NON-GENERATORS)

DATE RECEIVED BY AGENCY: **10/12/2000**
NAME: **BAUSCH & LOMB SURGICAL**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **06/15/2000**
NAME: **CHIRON VISION CORP**
GENERATOR CLASSIFICATION: **NON-GENERATOR**
DESCRIPTION: **NON-GENERATORS DO NOT PRESENTLY GENERATE HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **03/04/1999**
NAME: **BAUSCH & LOMB SURGICAL**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **09/01/1996**
NAME: **CHIRON VISION CORP**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS**

**PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **03/01/1996**
NAME: **CHIRON VISION CORPORATION**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **03/31/1994**
NAME: **IOLAB CORPORATION**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

DATE RECEIVED BY AGENCY: **05/22/1992**
NAME: **IOLAB CORPORATION**
GENERATOR CLASSIFICATION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR**
DESCRIPTION: **CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS (CESQG) GENERATE 100 KILOGRAMS OR LESS PER MONTH OF HAZARDOUS WASTE OR ONE KILOGRAM OR LESS PER MONTH OF ACUTELY HAZARDOUS WASTE**

## CURRENT ACTIVITY INFORMATION

GENERATOR STATUS: **NON-GENERATOR** LAST UPDATED DATE: **06/27/2002**
SUBJECT TO CORRECTIVE ACTION UNIVERSE: **NO**
TDSFs POTENTIALLY SUBJECT TO CORRECTIVE ACTION UNDER 3004 (u)/(v) UNIVERSE: **NO**
TDSFs ONLY SUBJECT TO CORRECTIVE ACTION UNDER DISCRETIONARY AUTHORITIES UNIVERSE: **NO**
NON TSDFs WHERE RCRA CORRECTIVE ACTION HAS BEEN IMPOSED UNIVERSE: **NO**
CORRECTIVE ACTION WORKLOAD UNIVERSE: **NO**

IMPORTER: **NO**
MIXED WASTE GENERATOR: **NO**
RECYCLER: **NO**
TRANSPORTER: **NO**
ONSITE BURNER EXEMPTION: **NO**
FURNACE EXEMPTION: **NO**
USED OIL REFINER: **NO**
USED OIL TRANSFER FACILITY: **NO**
UNDERGROUND INJECTION: **NO**
UNIVERSAL WASTE DESTINATION FACILITY: **NO**
TRANSFER FACILITY: **NO**
USED OIL FUEL BURNER: **NO**
USED OIL PROCESSOR: **NO**
USED OIL FUEL MARKETER TO BURNER: **NO**
SPECIFICATION USED OIL MARKETER: **NO**
USED OIL TRANSPORTER: **NO**

## COMPLIANCE, MONITORING AND ENFORCEMENT INFORMATION

EVALUATIONS
**09/20/1993 CEI COMPLIANCE EVALUATION INSPECTION ON-SITE**

VIOLATIONS **- NO VIOLATIONS REPORTED -**

ENFORCEMENTS **- NO ENFORCEMENTS REPORTED -**

## HAZARDOUS WASTE

**- NO HAZARDOUS WASTE INFORMATION REPORTED -**

UNIVERSAL WASTE **- NO UNIVERSAL WASTE REPORTED -**

CORRECTIVE ACTION AREA **- NO CORRECTIVE ACTION AREA INFORMATION REPORTED -**

CORRECTIVE ACTION EVENT **- NO CORRECTIVE ACTION EVENT REPORTED -**

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# Well Investigations Program Case List (WIP)

MAP ID# 11

**Distance from Property: 0.11 mi. (581 ft.) SW**
**Elevation: 1,110 ft. (Lower than TP)**

**SITE INFORMATION**

ID #: **101.0039**
NAME: **IOLAB CORPORATION**
ADDRESS: **500 IOLAB DR**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

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MAP ID# 12

**Distance from Property: 0.12 mi. (634 ft.) NE**
**Elevation: 1,155 ft. (Higher than TP)**

**FACILITY INFORMATION**

FACILITY #: **13248**
BOE: **NOT REPORTED**
NAME: **DARROW CHARLES**
ADDRESS: **144 N INDIAN HILL BLVD**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

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# Well Investigations Program Case List (WIP)

MAP ID# 13

**Distance from Property: 0.12 mi. (634 ft.) NW**
**Elevation: 1,145 ft. (Higher than TP)**

**SITE INFORMATION**

ID #: **101.0055**
NAME: **PRECISION MOTORS OF CLAREMONT**
ADDRESS: **613 W FIRST ST**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **CCHARMLE**

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# Well Investigations Program Case List (WIP)

MAP ID# 14

**Distance from Property: 0.14 mi. (739 ft.) E**
**Elevation: 1,135 ft. (Higher than TP)**

**SITE INFORMATION**

ID #: **101.0075**
NAME: **NEW DIMENSION AUTO CONCERN**
ADDRESS: **108 S SPRING ST**
**CLAREMONT, CA, 91711**
STATUS: **BACKLOG**
SWRCB STAFF: **CCHARMLE**

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MAP ID# 15

**Distance from Property: 0.18 mi. (950 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

## FACILITY INFORMATION

FACILITY #: **12826**
BOE: **44-009938**
NAME: **CITY OF CLAREMONT**
ADDRESS: **215 CORNELL AVE**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000002**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000003**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000004**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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TANK #: **000005**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000006**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

---

TANK #: **000007**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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TANK #: **000008**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**
CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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# Historical Underground Storage Tanks (HISTUST)

**MAP ID# 15**

**Distance from Property: 0.19 mi. (1,003 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

**POLICE DEPARTMENT, 570 WEST BONITA, CLAREMONT, CA 91711**
UNIQUE ID: **00026FC4**



*** KOS ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
CITY OF CLAREMONT
207 HARVARD AVENUE CLAREMONT CA 91711

II FACILITY

| | MAILING ADDRESS | DEALER/FOREMAN/SUPERVISOR | TYPE OF BUSINESS |
|---|---|---|---|
| | TOWNSHIP/RANGE/SECTION | TELEPHONE | NO. OF CONTAINERS |
| POLICE DEPARTMENT | | | |
| 570 WEST BONITA | | | |
| CLAREMONT CA 91711 | 215 CORNELL AVENUE | THOMAS BAFFA | PUBLIC AGENCY |
| | CLAREMONT CA 91711 | | |
| CROSS STREET : | | (714) 624-4531 | 1 |
| BERKELEY | | | |

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: BAFFA, THOMAS (714) 624-4531 NIGHT: POLICE DEPT. (714) 626-4077

********** OWNER ASSIGNED CONTAINER NUMBER: 9 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067837001 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1974
C. YEAR INSTALLED : 1974
D. CAPACITY (GALLONS) : 5,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : WASTE
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: X INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY SENSOR INSTRUMENT

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
NONE

*** LOS ***

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MAP ID# 15

**Distance from Property: 0.18 mi. (950 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

**COMMUNITY SERVICES DEPARTMENT, 215 CORNELL, CLAREMONT, CA 91711**
UNIQUE ID: **00026FC5**



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PAGE 5991 STATE WATER RESOURCES CONTROL BOARD 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
CITY OF CLAREMONT
207 HARVARD CLAREMONT CA 91711

II FACILITY

| | MAILING ADDRESS | DEALER/FOREMAN/SUPERVISOR | TYPE OF BUSINESS |
|---|---|---|---|
| COMMUNITY SERVICES DEPARTMENT | TOWNSHIP/RANGE/SECTION | TELEPHONE | NO. OF CONTAINERS |
| 215 CORNELL | | | |
| CLAREMONT CA 91711 | 215 CORNELL | THOMAS W. BAFFA | CITY |
| | CLAREMONT CA 91711 | (714) 624-4531 | 8 |

CROSS STREET :
BONITA AND INDIAN HILL

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: BAFFA, THOMAS (714) 624-4531 NIGHT: CLAREMONT POLICE DEPT. (714) 626-4077

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 000L0067838001 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 280
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: X INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
MOTOR OIL

*** MOS ***

*** NOS ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 2 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067838002 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 280
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
MOTOR OIL

********** OWNER ASSIGNED CONTAINER NUMBER: 3 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067838003 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 280
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
MOTOR OIL

*** NOS ***

*** N05 ***

PAGE 5993 STATE WATER RESOURCES CONTROL BOARD 06/[illegible]/98
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 4 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 0000006838004 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 12,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: REGULAR

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12032 REGULAR MOTOR VEHICLE FUEL

********** OWNER ASSIGNED CONTAINER NUMBER: 5 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 0000006838005 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 12,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: DIESEL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12034 DIESEL MOTOR VEHICLE FUEL

*** 005 ***

PAGE 5994 STATE WATER RESOURCES CONTROL BOARD 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHE 3)

********** OWNER ASSIGNED CONTAINER NUMBER: 6 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067838006 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 12,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: UNLEADED

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12031 UNLEADED MOTOR VEHICLE FUEL

********** OWNER ASSIGNED CONTAINER NUMBER: 7 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067838007 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 1,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : WASTE
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: WASTE OIL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : GRAVITY
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12035 WASTE OIL

*** A06 ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: B ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067838008 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: BUEHLER /1977
C. YEAR INSTALLED : 1977
D. CAPACITY (GALLONS) : 280
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
VISUAL STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
HYDRAULIC OIL

Back to Report Summary

# *Above Ground Storage Tanks (ABST)*

**MAP ID# 15**

**Distance from Property: 0.18 mi. (950 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

**SITE INFORMATION**

ID #: **248636966**
NAME: **CITY OF CLAREMONT**
ADDRESS: **215 CORNELL**
CITY: **CLAREMONT**
STATE: **CA**
TOTAL GALLONS: **18000**

**OWNER INFORMATION**

NAME: **CITY OF CLAREMONT**

Back to Report Summary

MAP ID# 15

**Distance from Property: 0.18 mi. (950 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

## SITE INFORMATION

ID #: **19730198** ASSESSOR'S PARCEL #: **NONE SPECIFIED**
URL LINK: CLICK HERE
NAME: **CITY MAINTENANCE YARD (FORMER)**
ADDRESS: **215 CORNELL AVE.**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
SITE SIZE (ACRES): **NOT REPORTED**
LEAD AGENCY: **NONE SPECIFIED**
DTSC PROJECT MANAGER: **NOT REPORTED**
DTSC SUPERVISOR: **REFERRED - NOT ASSIGNED**
DTSC DIVISION BRANCH: **CLEANUP CYPRESS**
NPL LISTED: **NO** RESTRICTED LAND USE: **NO**
SITE TYPE: **EVALUATION**
SITE TYPE DESCRIPTION
**EVALUATION: IDENTIFIES SUSPECTED, BUT UNCONFIRMED, CONTAMINATED SITES THAT NEED OR HAVE GONE THROUGH AN INVESTIGATION AND ASSESSMENT PROCESS. IF A SITE IS FOUND TO HAVE CONFIRMED CONTAMINATION, IT WILL CHANGE FROM EVALUATION TO EITHER A STATE RESPONSE OR VOLUNTARY CLEANUP SITE TYPE. SITES FOUND TO HAVE NO CONTAMINATION AT THE COMPLETION OF THE INVESTIGATION AND ASSESSMENT PROCESS RESULT IN A NO ACTION REQUIRED (FOR PHASE 1 ASSESSMENTS) OR NO FURTHER ACTION (FOR PHASE 2 ASSESSMENTS) DETERMINATION.**
DTSC's CURRENT INVOLVEMENT AT SITE (as of 05/31/2005)
**REFER: 1248 LOCAL AGENCY -**
PAST USE/S THAT CAUSED THE CONTAMINATION
**NONE SPECIFIED**
CONFIRMED CONTAMINANTS OF CONCERN
**NONESPECIFIED - NONE SPECIFIED**

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# *Referred to Another Local or State Agency (REF)*

**MAP ID# 15**

**Distance from Property: 0.18 mi. (950 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

ID#: **000019730198**
NAME: **FORMER CITY MAINTENANCE YARD**
ADDRESS: **215 CORNELL AVE.**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
DTSC BRANCH: **SO CAL - CYPRESS**
REGIONAL WATER QUALITY BOARD: **NOT REPORTED**
LEAD AGENCY: **COUNTY**
STATUS: **05312005 - PROPERTY/SITE REFERRED TO ANOTHER AGENCY**
SITE TYPE: **1248 - LOCAL CLEANUP AGREEMENTS**
STANDARD INDUSTRIAL CLASSIFICATION: **BUSINESS SERVICES**
NPL: **N**
STAFF: **NOT REPORTED**
SITE ACCESS: **UNCONTROLLED**
CORTESE LISTING: **NOT REPORTED**
HAZARD RANKING SCORE: **NOT REPORTED**
HAZARD RANKING DATE: **NOT REPORTED**
GROUNDWATER CONTAMINATION: **UNKNOWN**
CAUSE OF RELEASE OR POTENTIAL FOR RELEASE OF A HAZARDOUS SUBSTANCE:
**NOT REPORTED**
COMMENTS BY DTSC STAFF:
**05312005**
**DTSC RECEIVED AN SB 1248 NOTIFICATION FOR A LOCAL OVERSIGHT BY THE LA COUNTY FIRE DEPARTMENT - SITE MITIGATION UNIT. ALL UST HAVE BEEN REMOVED ON SITE. FURTHER ASSESSMENTS/REMOVAL OF TPH-OIL AND DIESEL RANGE IMPACTED SOIL NEEDED FROM FORMER HYDRAULIC LIFTS, CLARIFIER, AND OTHER NON-UST RELATED RELEASES. FURTHER SITE USE IS RESIDENTIAL.**
NO PROJECTED ACTIVITIES TO BE COMPLETED AT SITE WERE REPORTED

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MAP ID# 15

**Distance from Property: 0.19 mi. (1,003 ft.) N**
**Elevation: 1,156 ft. (Higher than TP)**

## FACILITY INFORMATION

FACILITY #: **12827**
BOE: **44-009938**
NAME: **CITY OF CLAREMONT**
ADDRESS: **570 W BONITA**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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# Well Investigations Program Case List (WIP)

MAP ID# 16

**Distance from Property: 0.18 mi. (950 ft.) NE**
**Elevation: 1,175 ft. (Higher than TP)**

**SITE INFORMATION**

ID #: **101.0018**
NAME: **MILLER'S CLAREMONT LAUNDRY & DRYCLEANING**
ADDRESS: **232 N INDIAN HILL BLVD**
**CLAREMONT, CA, 91711**
STATUS: **BACKLOG**
SWRCB STAFF: **CCHARMLE**

Back to Report Summary

# Dry Cleaner Facilities (CLEANER)

MAP ID# 17

**Distance from Property: 0.2 mi. (1,056 ft.) E**
**Elevation: 1,159 ft. (Higher than TP)**

**SITE INFORMATION**

ID #: **CAL000378798**
FACILITY NAME: **ROCKY'S CLEANERS**
ADDRESS: **108 HARVARD**
**CLAREMONT, CA 91711-4716**
COUNTY: **LOS ANGELES**
STATUS: **ACTIVE**
NAICS DESCRIPTION: **81232 -DRYCLEANING AND LAUNDRY SERVICES**

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# GeoTracker Cleanup Sites (CLEANUPSITES)

**MAP ID# 18**

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

## FACILITY INFORMATION

GLOBAL ID: **T0603705112**
URL LINK: CLICK HERE
BUSINESS NAME: **VERIZON CLAREMONT CENTRAL**
ADDRESS: **315 INDIAN HILL BLVD N**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**
CASE NUMBER: **R-12284H**
STATUS: **COMPLETED - CASE CLOSED 07/23/2004**
POTENTIAL CONTAMINATION:
**OTHER SOLVENT OR NON-PETROLEUM HYDROCARBON**
POTENTIAL MEDIA AFFECTED:
**SOIL**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **OTHER** | **01/01/50** | **LEAK DISCOVERY** |
| **OTHER** | **01/01/50** | **LEAK REPORTED** |
| **OTHER** | **01/01/50** | **LEAK STOPPED** |
| **ENFORCEMENT** | **07/23/2004** | **CLOSURE/NO FURTHER ACTION LETTER** |
| **RESPONSE** | **01/15/2002** | **SOIL AND WATER INVESTIGATION REPORT** |
| **ENFORCEMENT** | **10/26/2001** | **STAFF LETTER** |
| **ENFORCEMENT** | **07/09/2001** | **SITE VISIT / INSPECTION / SAMPLING** |
| **OTHER** | **07/02/1997** | **LEAK REPORTED** |
| **OTHER** | **06/25/1997** | **LEAK DISCOVERY** |
| **OTHER** | **11/26/1996** | **LEAK STOPPED** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **07/09/1997** |
| **COMPLETED - CASE CLOSED** | **07/23/2004** |
| **OPEN - CASE BEGIN DATE** | **11/26/1996** |
| **OPEN - REOPEN CASE** | **10/24/2001** |
| **OPEN - SITE ASSESSMENT** | **10/26/2001** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES COUNTY**
ADDRESS: **900 S FREMONT AVE**
CITY: **ALHAMBRA**
CONTACT NAME: **JOHN AWUJO**
CONTACT TYPE: **LOCAL AGENCY CASEWORKER**
CONTACT PHONE: **6264583507**

EMAIL: **JAWUJO@DPW.LACOUNTY.GOV**

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# Underground Storage Tanks (USTCUPA)

**MAP ID# 18**

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

## FACILITY INFORMATION

GEOSEARCH ID: **1176614898** FACILITY ID: **12284**

NAME: **GTE CALIFORNIA**

ADDRESS: **315 N INDIAN HILL BLVD**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

## FACILITY DETAILS

OTHER FACILITY NAME(S) LISTED FOR THIS SITE: **GTE CALIFORNIA**

PERMIT AGENCY: **LOS ANGELES COUNTY**

Back to Report Summary

MAP ID# 18

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

## FACILITY INFORMATION

FACILITY #: **12284**
STATUS: **ACTIVE**
BOE: **44-007526**
JURISDICTION: **LOS ANGELES COUNTY**
NAME: **GENERAL TELEPHONE CO OF CALIF**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**
ADDRESS: **315 N INDIAN HILL BLVD**
**CLAREMONT, CA**

## TANK INFORMATION

TANK #: **000001**
CAPACITY: **NOT REPORTED**
INSTALLED: **NOT REPORTED**
REMOVED: **NOT REPORTED**
TANK USE: **UNKNOWN**
STORAGE TYPE: **WASTE**
CONTENT: **NOT REPORTED**
CONTAINMENT: **NOT REPORTED**

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MAP ID# 18

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

**GENERAL TELEPHONE, 315 N INDIAN HILL BLVD, CLAREMONT, CA 91711**
UNIQUE ID: **00026AEA**



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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
GENERAL TELEPHONE OF CALIFORNI
4959 PALO VERDE DRIVE MONTCLAIR CA 91763

II FACILITY

| | MAILING ADDRESS / TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR / TELEPHONE | TYPE OF BUSINESS / NO. OF CONTAINERS |
|---|---|---|---|
| GENERAL TELEPHONE<br>315 N. INDIAN HILL BLVD.<br>CLAREMONT CA 91711 | 4959 PALO VERDE DR<br>MONTCLAIR CA 91763 | BERNIE STRAPP<br>(000) 000-0000 | PUBLIC UTILITY<br>3 |

CROSS STREET :
BONITA AV

III 24-HR. CONTACT PERSON / TELEPHONE:
DAY: REPAIR ANSWER CENTER (714) 623-6291 NIGHT: ( ) -

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 0000000373000I **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: JOOR /
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 1,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORED : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: DIESEL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS:
B. VAULTING: NON-VAULTED
C. WALLING: SINGLE WRAPPED
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : GRAVITY SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12054 DIESEL MOTOR VEHICLE FUEL

*** 016 ***

**GENERAL TELEPHONE, 315 N INDIAN HILL BLVD, CLAREMONT, CA 91711**
UNIQUE ID: **00026AEA**



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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000003730002 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: OWENS CORNING /
C. YEAR INSTALLED : 1983
D. CAPACITY (GALLONS) : 1,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: DIESEL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : FIBERGLASS
E. LINING : UNLINED
F. WRAPPING : CATHODIC

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12034 DIESEL MOTOR VEHICLE FUEL

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000003730003 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: JCOR /
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 500
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: DIESEL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: NON-VAULTED C. WALLING: SINGLE WRAPPED
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : GRAVITY SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12034 DIESEL MOTOR VEHICLE FUEL

*** A17 ***

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# Leaking Underground Storage Tanks (LUST)

MAP ID# 18

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

## SITE INFORMATION

ID#: **T0603705112** REGIONAL CASE #: **R-12284H** LOCAL CASE #: **NOT REPORTED**

SITE NAME: **VERIZON CLAREMONT CENTRAL** RESPONSIBLE PARTY: **MASOOD CHOUDHURY**

ADDRESS: **315 INDIAN HILL BLVD N** ADDRESS: **P.O. BOX 725**
**CLAREMONT, CA 91711**

CROSS STREET: **BONITA AVE**

COUNTY: **LOS ANGELES**

FACILITY OPERATOR: **NOT REPORTED**

## CASE INFORMATION

CASE TYPE: **SOIL IMPACTED** CASE WAS REPORTED: **1997-07-02**

CASE ENTERED INTO SYSTEM: **NOT REPORTED** CASE WAS REVIEWED: **2002-01-11**

CASE WAS CLOSED: **2004-07-23**

ENFORCEMENT TYPE: **CLOSURE LETTER**

ENFORCEMENT BEGAN: **NOT REPORTED**

FUNDING TYPE: **NOT REPORTED**

REGIONAL BOARD RESPONSIBLE FOR CASE: **LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD**

PROGRAM FOR THE CASE: **LUST - LEAKING UNDERGROUND STORAGE TANK PROGRAM**

INTERIM FOR THE CASE: **NOT REPORTED**

CURRENT STATUS: **9 - CASE CLOSED**

LEAD AGENCY: **REGIONAL BOARD LEAD** LOCAL AGENCY: **LOS ANGELES DEPT OF PUBLIC WORKS, ENV PROGRAMS**

MTBE CLASSIFICATION: **NOT REPORTED**

MAXIMUM MTBE CONCENTRATION WAS FOUND: **NOT REPORTED**

MAXIMUM GROUNDWATER CONCENTRATION OF MTBE: **NOT REPORTED**

MAXIMUM SOIL CONCENTRATION OF MTBE: **NOT REPORTED**

NUMBER OF MTBE ANALYTICAL RESULTS: **0** MTBE TESTED: **NOT REQUIRED**

NUMBER OF GASOLINE ANALYTICAL RESULTS: **0**

CASE SUMMARY: **NOT REPORTED**

## LEAKING TANK INFORMATION

HOW THE CASE/LEAK WAS DISCOVERED: **TANK CLOSURE** DATE LEAK WAS DISCOVERED: **1997-06-25**

HOW THE CASE/LEAK WAS STOPPED: **NOT REPORTED** LEAK WAS STOPPED: **1996-11-26**

CAUSE OF LEAK: **CORROSION** SOURCE OF LEAK: **TANK**

LEAK CONFIRMATION: **2001-10-26**

SUBSTANCE/S RELEASED: **HYDROCARBONS**

QUANTITY OF SUBSTANCE RELEASED: **NOT REPORTED**

## SITE ASSESSMENT AND REMEDIAL ACTION INFORMATION

PRELIMINARY SITE ASSESSEMENT WORKPLAN SUBMITTED: **NOT REPORTED**

PRELIMINARY SITE ASSESSEMENT UNDERWAY: **NOT REPORTED**

REMEDIAL ACTION UNDERWAY: **NOT REPORTED** POLUTION CHARACTERIZATION: **NOT REPORTED**

REMEDIATION PLAN: **NOT REPORTED** VERIFICATION MONITORING UNDERWAY: **NOT REPORTED**

CLEANUP FUND ID: **NOT REPORTED** PRIORITY: **NOT REPORTED**

ABATEMENT METHOD: **NOT REPORTED**

**ADDITIONAL INFORMATION**

WATER SYSTEM ID #: **NOT REPORTED** WATER WELL ID #: **NOT REPORTED**

WATER SYSTEM FOR THE NEAREST PUBLIC DRINKING WATER WELL: **NOT REPORTED**

WELL NAME FOR THE NEAREST DRINKING WATER WELL: **NOT REPORTED**

DISTANCE TO NEAREST DRINKING WATER WELL: **0**

GROUNDWATER BASIN: **SAN FERNANDO VALLEY**

BENEFICIAL USE: **NOT REPORTED**

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# *Cortese List (CORTESE)*

**MAP ID# 18**

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

**FACILITY INFORMATION**

ID#: **R-12284**
NAME: **GTE CLAREMONT CO**
ADDRESS: **315 INDIAN HILL**
**CLAREMONT, CA 91711**

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MAP ID# 19

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

**BOBS SHELL SERVICE, 375 W BONITA, CLAREMONT, CA 91711**
UNIQUE ID: **00028474**



*** 001 ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
SHELL OIL COMPANY
P.O. BOX 4848 ANAHEIM CA 92803

II FACILITY

| | MAILING ADDRESS / TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR / TELEPHONE | TYPE OF BUSINESS / NO. OF CONTAINERS |
|---|---|---|---|
| BOB'S SHELL SERVICE<br>375 W. BONITA<br>CLAREMONT CA 91711 | 375 W. BONITA<br>CLAREMONT CA 91711 | BOB SULLIVAN<br>(714) 626-5579 | GASOLINE STATION<br>6 |

CROSS STREET :
IND. HILL

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: SULLIVAN, ROBERT J (714) 961-0608 NIGHT: SULLIVAN, ROBERT J (714) 981-0608

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 0000000552300I **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN /
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 4,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: UNLEADED

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 3/16 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINES LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12031 UNLEADED MOTOR VEHICLE FUEL

*** 011 ***

**BOBS SHELL SERVICE, 375 W BONITA, CLAREMONT, CA 91711**
UNIQUE ID: **00028474**



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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 6 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000005523002 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN /
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 550
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : WASTE
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: WASTE OIL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 12 GAUGE B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINES LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12035 WASTE OIL

********** OWNER ASSIGNED CONTAINER NUMBER: 3 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000005523003 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN /
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 4,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: REGULAR

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 3/16 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINES LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12032 REGULAR MOTOR VEHICLE FUEL

*** A12 ***

PAGE 20611 STATE WATER RESOURCES CONTROL BOARD 06/01/88
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 5 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000005523004 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 8,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: REGULAR

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 1/4 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINES LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12032 REGULAR MOTOR VEHICLE FUEL

********** OWNER ASSIGNED CONTAINER NUMBER: 4 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000005523005 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 6,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: PREMIUM

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 1/4 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINES LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12033 PREMIUM MOTOR VEHICLE FUEL

*** 812 ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 2 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000005523006 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG: UNKNOWN
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 4,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: UNLEADED

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: 3/16 INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNLINED
F. WRAPPING : NONE

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
LINES LEAK DETECTORS STOCK INVENTORY OTHER

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12031 UNLEADED MOTOR VEHICLE FUEL

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MAP ID# 19

**Distance from Property: 0.21 mi. (1,109 ft.) N**
**Elevation: 1,175 ft. (Higher than TP)**

**FACILITY INFORMATION**

FACILITY #: **9055**
BOE: **NOT REPORTED**
NAME: **SHELL OIL CO**
ADDRESS: **375 W BONITA AVE**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

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# Historical Underground Storage Tanks (HISTUST)

MAP ID# 20

**Distance from Property: 0.21 mi. (1,109 ft.) NW**
**Elevation: 1,156 ft. (Higher than TP)**

**OLD CITY YARD, 590 WEST BONITA, CLAREMONT, CA 91711**
UNIQUE ID: **00026FC3**



*** 105 ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
CITY OF CLAREMONT
207 HARVARD CLAREMONT CA 91711

II FACILITY

| | MAILING ADDRESS / TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR / TELEPHONE | TYPE OF BUSINESS / NO. OF CONTAINERS |
|---|---|---|---|
| OLD CITY YARD<br>590 WEST BONITA<br>CLAREMONT CA 91711 | 215 CORNELL AVENUE<br>CLAREMONT CA 91711 | THOMAS BAFFA<br>(714) 624-4531 | PUBLIC AGENCY<br>2 |

CROSS STREET :
BERKELEY

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: BAFFA, THOMAS (714) 624-4531 NIGHT: POLICE DEPT. (714) 626-4077

********** OWNER ASSIGNED CONTAINER NUMBER: 10 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067792001 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG:
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 1,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : NO IF NO, YEAR OF LAST USE: 1977
G. STORES : WASTE
H. MOTOR VEHICLE FUEL/WASTE OIL : NO CONTAINS:

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: X INCHES B. VAULTING: NON-VAULTED C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
NONE

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
NONE

*** EOF ***

*** JOS ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5 PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 11 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000067792002 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG:
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 500
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : NO IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: REGULAR

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS:
B. VAULTING: NON-VAULTED
C. WALLING: SINGLE
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : NONE IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
NONE

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12032 REGULAR MOTOR VEHICLE FUEL

*** KOS ***

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MAP ID# 20

**Distance from Property: 0.21 mi. (1,109 ft.) NW**
**Elevation: 1,156 ft. (Higher than TP)**

## FACILITY INFORMATION

FACILITY #: **12828**
BOE: **44-009938**
NAME: **CITY OF CLAREMONT**
ADDRESS: **590 W BONITA**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

TANK #: **000002**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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# Historical Underground Storage Tanks (HISTUST)

**MAP ID# 21**

**Distance from Property: 0.22 mi. (1,162 ft.) NW**
**Elevation: 1,152 ft. (Higher than TP)**

**FIRE STATION 101, 606 W BONITA, CLAREMONT, CA 91711**
UNIQUE ID: **0002747F**



*** M15 ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

I OWNER
L.A. COUNTY MECHANICAL DEPARTM
1100 N. EASTERN AVE. LOS ANGELES CA 90063

II FACILITY

| | MAILING ADDRESS / TOWNSHIP/RANGE/SECTION | DEALER/FOREMAN/SUPERVISOR / TELEPHONE | TYPE OF BUSINESS / NO. OF CONTAINERS |
|---|---|---|---|
| FIRE STATION # 101<br>606 W. BONITA<br>CLAREMONT CA 91711 | 1100 N. EASTERN AVE.<br>LOS ANGELES CA 90063 | (213) 267-2242 | FIRE STATION<br>2 |

CROSS STREET :
BERKELEY AVE.

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: (714) 626-7351 NIGHT: (213) 790-6434

********** OWNER ASSIGNED CONTAINER NUMBER: #1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000034257001 **********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG:
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 1,000
E. REPAIRS : UNKN IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: DIESEL

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS: B. VAULTING: UNKNOWN C. WALLING: UNKNOWN
D. MATERIAL : UNKNOWN
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING : B. UNDERGROUND PIPING : SUCTION
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
T2034 DIESEL MOTOR VEHICLE FUEL

*** I15 ***

*** I15 ***

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HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR LOS ANGELES COUNTY

CONTAINER TYPES: 1,2,3,4,5

(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: #1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000034257002 **********

IV DESCRIPTION
- A. CONTAINER TYPE : TANK
- B. MANUFACTURER/YR OF MFG:
- C. YEAR INSTALLED : UNK
- D. CAPACITY (GALLONS) : 1,000
- E. REPAIRS : UNKN IF YES WHEN :
- F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
- G. STORES : PRODUCT
- H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: PREMIUM

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
- A. THICKNESS:
- B. VAULTING: UNKNOWN
- C. WALLING: UNKNOWN
- D. MATERIAL : UNKNOWN
- E. LINING : UNKNOWN
- F. WRAPPING : UNKNOWN

VI PIPING
- A. ABOVEGROUND PIPING :
- B. UNDERGROUND PIPING : SUCTION
- C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12033 PREMIUM MOTOR VEHICLE FUEL

*** J15 ***

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# *Above Ground Storage Tanks (ABST)*

**MAP ID# 21**

**Distance from Property: 0.22 mi. (1,162 ft.) NW**
**Elevation: 1,152 ft. (Higher than TP)**

## SITE INFORMATION

ID #: **3493842485**
NAME: **LA COUNTY FIRE DEPT STATION 101**
ADDRESS: **606 W BONITA AVE**
CITY: **CLAIREMONT**
STATE: **CA**
TOTAL GALLONS: **1000**

## OWNER INFORMATION

NAME: **LOS ANGELES COUNTY FIRE DEPT**

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MAP ID# 21

**Distance from Property: 0.22 mi. (1,162 ft.) NW**
**Elevation: 1,152 ft. (Higher than TP)**

## FACILITY INFORMATION

FACILITY #: **12534**
BOE: **44-009809**
NAME: **LA CO FD FIRE STA #101**
ADDRESS: **606 W BONITA AVE**
**CLAREMONT, CA**

STATUS: **ACTIVE**
JURISDICTION: **LOS ANGELES COUNTY**
AGENCY: **WASTE MANAGEMENT DEPARTMENT**

## TANK INFORMATION

TANK #: **000001**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

TANK #: **000002**
INSTALLED: **NOT REPORTED**
TANK USE: **UNKNOWN**
CONTENT: **NOT REPORTED**

CAPACITY: **NOT REPORTED**
REMOVED: **NOT REPORTED**
STORAGE TYPE: **WASTE**
CONTAINMENT: **NOT REPORTED**

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# GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 22

**Distance from Property: 0.22 mi. (1,162 ft.) NE**
**Elevation: 1,171 ft. (Higher than TP)**

## FACILITY INFORMATION

GLOBAL ID: **WDR100000292**
URL LINK: CLICK HERE
BUSINESS NAME: **CLAREMONT CITY CS**
ADDRESS: **NOT REPORTED**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: *** WDR SITE**
CASE NUMBER: **NOT REPORTED**
STATUS: **ACTIVE - WDR 11/21/2006**
POTENTIAL CONTAMINATION:
**NOT REPORTED**
POTENTIAL MEDIA AFFECTED:
**NOT REPORTED**
SITE HISTORY:
**NOT REPORTED**

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **OPEN - CASE BEGIN DATE** | **11/21/06** |

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# GeoTracker Cleanup Sites (CLEANUPSITES)

**MAP ID# 23**

**Distance from Property: 0.24 mi. (1,267 ft.) W**
**Elevation: 1,116 ft. (Lower than TP)**

## FACILITY INFORMATION

GLOBAL ID: **T10000005570**
URL LINK: CLICK HERE
BUSINESS NAME: **RPS**
ADDRESS: **215 YORK PLACE**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **CLEANUP PROGRAM SITE**
CASE NUMBER: **101.0056**
STATUS: **COMPLETED - CASE CLOSED 01/14/2014**
POTENTIAL CONTAMINATION:
**NOT REPORTED**
POTENTIAL MEDIA AFFECTED:
**NOT REPORTED**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **ENFORCEMENT** | **03/14/1989** | **CLOSURE/NO FURTHER ACTION LETTER** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **01/14/2014** |
| **OPEN - CASE BEGIN DATE** | **03/14/1989** |
| **OPEN - SITE ASSESSMENT** | **01/14/2014** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES RWQCB (REGION 4)**
ADDRESS: **320 W. 4TH ST., SUITE 200**
CITY: **LOS ANGELES**
CONTACT NAME: **WELL INVESTIGATION PROGRAM**
CONTACT TYPE: **REGIONAL BOARD CASEWORKER**
CONTACT PHONE: **NOT REPORTED**
EMAIL: **NOT REPORTED**

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# Well Investigations Program Case List (WIP)

MAP ID# 23

**Distance from Property: 0.24 mi. (1,267 ft.) W**
**Elevation: 1,116 ft. (Lower than TP)**

**SITE INFORMATION**

ID #: **101.0056**
NAME: **RPS**
ADDRESS: **215 YORK PL**
**CLAREMONT, CA, 91711**
STATUS: **NOT REPORT**
SWRCB STAFF: **UNIDENTIFIED**

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# GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 24

**Distance from Property: 0.38 mi. (2,006 ft.) E**
**Elevation: 1,171 ft. (Higher than TP)**

## FACILITY INFORMATION

GLOBAL ID: **SLT43651649**
URL LINK: CLICK HERE
BUSINESS NAME: **CLAREMONT UNIVERSITY CENTER**
ADDRESS: **303 E. 1ST ST**
**CLAREMONT, CA 91711**
COUNTY: **SAN DIEGO**

## FACILITY DETAILS

CASE TYPE: **CLEANUP PROGRAM SITE**
CASE NUMBER: **0901**
STATUS: **COMPLETED - CASE CLOSED 04/20/2000**
POTENTIAL CONTAMINATION:
**NOT REPORTED**
POTENTIAL MEDIA AFFECTED:
**NOT REPORTED**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **ENFORCEMENT** | **04/03/2003** | *** NO ACTION** |
| **RESPONSE** | **04/02/2003** | **OTHER REPORT / DOCUMENT** |
| **ENFORCEMENT** | **04/19/0200** | **CLOSURE/NO FURTHER ACTION LETTER** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **04/20/2000** |
| **OPEN - CASE BEGIN DATE** | **04/19/2000** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES RWQCB (REGION 4)**
ADDRESS: **320 WEST 4TH STREET, SUITE 200**
CITY: **LOS ANGELES**
CONTACT NAME: **NHAN BAO**
CONTACT TYPE: **REGIONAL BOARD CASEWORKER**
CONTACT PHONE: **2135766703**
EMAIL: **NBAO@WATERBOARDS.CA.GOV**

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# GeoTracker Cleanup Sites (CLEANUPSITES)

MAP ID# 24

**Distance from Property: 0.38 mi. (2,006 ft.) E**
**Elevation: 1,171 ft. (Higher than TP)**

## FACILITY INFORMATION

GLOBAL ID: **T0603704067**

URL LINK: CLICK HERE

BUSINESS NAME: **CLAREMONT COLLEGES**

ADDRESS: **303 001ST ST E**
**CLAREMONT, CA 91711**

COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**

CASE NUMBER: **I-13413H**

STATUS: **COMPLETED - CASE CLOSED 07/23/2004**

POTENTIAL CONTAMINATION:

**DIESEL**

POTENTIAL MEDIA AFFECTED:

**SOIL**

SITE HISTORY:

**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **OTHER** | **01/01/50** | **LEAK DISCOVERY** |
| **OTHER** | **01/01/50** | **LEAK REPORTED** |
| **ENFORCEMENT** | **07/23/2004** | **CLOSURE/NO FURTHER ACTION LETTER** |
| **RESPONSE** | **01/15/2002** | **SOIL AND WATER INVESTIGATION REPORT** |
| **ENFORCEMENT** | **10/26/2001** | **STAFF LETTER** |
| **ENFORCEMENT** | **07/16/2001** | **SITE VISIT / INSPECTION / SAMPLING** |
| **OTHER** | **07/10/1990** | **LEAK REPORTED** |
| **OTHER** | **03/03/1990** | **LEAK DISCOVERY** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **09/17/1992** |
| **COMPLETED - CASE CLOSED** | **07/23/2004** |
| **OPEN - CASE BEGIN DATE** | **03/03/1990** |
| **OPEN - REOPEN CASE** | **10/24/2001** |
| **OPEN - SITE ASSESSMENT** | **07/10/1990** |
| **OPEN - SITE ASSESSMENT** | **11/20/1991** |
| **OPEN - SITE ASSESSMENT** | **10/26/2001** |
| **OPEN - VERIFICATION MONITORING** | **07/10/1990** |

## CONTACT DETAILS

ORGANIZATION: **LOS ANGELES COUNTY**

ADDRESS: **900 S FREMONT AVE**

CITY: **ALHAMBRA**

CONTACT NAME: **JOHN AWUJO**

CONTACT TYPE: **LOCAL AGENCY CASEWORKER**
CONTACT PHONE: **6264583507**
EMAIL: **JAWUJO@DPW.LACOUNTY.GOV**

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# Leaking Underground Storage Tanks (LUST)

MAP ID# 24

**Distance from Property: 0.38 mi. (2,006 ft.) E**
**Elevation: 1,171 ft. (Higher than TP)**

## SITE INFORMATION

ID#: **T0603704067** REGIONAL CASE #: **I-13413H** LOCAL CASE #: **NOT REPORTED**

SITE NAME: **CLAREMONT COLLEGES** RESPONSIBLE PARTY: **RAFAEL TORRES**

ADDRESS: **303 001ST ST E** ADDRESS: **50 E. FOOTHILL BLVD.**

**CLAREMONT, CA 91711**

CROSS STREET: **NOT REPORTED**

COUNTY: **LOS ANGELES**

FACILITY OPERATOR: **NOT REPORTED**

## CASE INFORMATION

CASE TYPE: **SOIL IMPACTED** CASE WAS REPORTED: **1990-07-10**

CASE ENTERED INTO SYSTEM: **1990-07-25** CASE WAS REVIEWED: **2002-02-14**

CASE WAS CLOSED: **2004-07-23**

ENFORCEMENT TYPE: **CLOSURE LETTER**

ENFORCEMENT BEGAN: **NOT REPORTED**

FUNDING TYPE: **NOT REPORTED**

REGIONAL BOARD RESPONSIBLE FOR CASE: **LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD**

PROGRAM FOR THE CASE: **LUST - LEAKING UNDERGROUND STORAGE TANK PROGRAM**

INTERIM FOR THE CASE: **NOT REPORTED**

CURRENT STATUS: **9 - CASE CLOSED**

LEAD AGENCY: **REGIONAL BOARD LEAD** LOCAL AGENCY: **LOS ANGELES DEPT OF PUBLIC WORKS, ENV PROGRAMS**

MTBE CLASSIFICATION: **NOT REPORTED**

MAXIMUM MTBE CONCENTRATION WAS FOUND: **NOT REPORTED**

MAXIMUM GROUNDWATER CONCENTRATION OF MTBE: **NOT REPORTED**

MAXIMUM SOIL CONCENTRATION OF MTBE: **NOT REPORTED**

NUMBER OF MTBE ANALYTICAL RESULTS: **0** MTBE TESTED: **NOT REQUIRED**

NUMBER OF GASOLINE ANALYTICAL RESULTS: **0**

CASE SUMMARY: **CASE OPEN TO HARRISON WELL #2 MTBE INVESTIGATION**

## LEAKING TANK INFORMATION

HOW THE CASE/LEAK WAS DISCOVERED: **NOT REPORTED** DATE LEAK WAS DISCOVERED: **1990-03-03**

HOW THE CASE/LEAK WAS STOPPED: **NOT REPORTED** LEAK WAS STOPPED: **NOT REPORTED**

CAUSE OF LEAK: **NOT REPORTED** SOURCE OF LEAK: **NOT REPORTED**

LEAK CONFIRMATION: **2001-10-26**

SUBSTANCE/S RELEASED: **DIESEL FUEL OIL AND ADDITIVES**

QUANTITY OF SUBSTANCE RELEASED: **NOT REPORTED**

## SITE ASSESSMENT AND REMEDIAL ACTION INFORMATION

PRELIMINARY SITE ASSESSEMENT WORKPLAN SUBMITTED: **NOT REPORTED**

PRELIMINARY SITE ASSESSEMENT UNDERWAY: **1991-11-20**

REMEDIAL ACTION UNDERWAY: **NOT REPORTED** POLUTION CHARACTERIZATION: **NOT REPORTED**

REMEDIATION PLAN: **NOT REPORTED** VERIFICATION MONITORING UNDERWAY: **1990-07-10**

CLEANUP FUND ID: **NOT REPORTED** PRIORITY: **NOT REPORTED**

ABATEMENT METHOD: **NOT REPORTED**

**ADDITIONAL INFORMATION**

WATER SYSTEM ID #: **NOT REPORTED** WATER WELL ID #: **NOT REPORTED**

WATER SYSTEM FOR THE NEAREST PUBLIC DRINKING WATER WELL: **NOT REPORTED**

WELL NAME FOR THE NEAREST DRINKING WATER WELL: **NOT REPORTED**

DISTANCE TO NEAREST DRINKING WATER WELL: **0**

GROUNDWATER BASIN: **SAN FERNANDO VALLEY**

BENEFICIAL USE: **NOT REPORTED**

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# *Cortese List (CORTESE)*

**MAP ID# 24**

**Distance from Property: 0.38 mi. (2,006 ft.) E**
**Elevation: 1,171 ft. (Higher than TP)**

**FACILITY INFORMATION**

ID#: **I-13413**
NAME: **CLAREMONT COLLEGES**
ADDRESS: **303 001ST**
**CLAREMONT, CA 91711**

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# Leaking Underground Storage Tanks (LUST)

MAP ID# 25

**Distance from Property: 0.44 mi. (2,323 ft.) NW**
**Elevation: 1,170 ft. (Higher than TP)**

## SITE INFORMATION

ID#: **T060375078** REGIONAL CASE #: **917110016H** LOCAL CASE #: **NOT REPORTED**

SITE NAME: **HARRISON WELL #2 MTBE INVESTIG** RESPONSIBLE PARTY: **WILLIAM GEDNEY**

ADDRESS: **673 HARRISON AVE** ADDRESS: **630 E. FOOTHILL BLVD.**

**CLAREMONT, CA 91711**

CROSS STREET: **NOT REPORTED**

COUNTY: **LOS ANGELES**

FACILITY OPERATOR: **WILLIAM GEDNEY**

## CASE INFORMATION

CASE TYPE: **DRINKING WATER AQUIFER** CASE WAS REPORTED: **2001-06-11**

CASE ENTERED INTO SYSTEM: **NOT REPORTED** CASE WAS REVIEWED: **2001-10-23**

CASE WAS CLOSED: **2004-07-23**

ENFORCEMENT TYPE: **CLOSURE LETTER**

ENFORCEMENT BEGAN: **NOT REPORTED**

FUNDING TYPE: **NOT REPORTED**

REGIONAL BOARD RESPONSIBLE FOR CASE: **LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD**

PROGRAM FOR THE CASE: **LUST - LEAKING UNDERGROUND STORAGE TANK PROGRAM**

INTERIM FOR THE CASE: **NOT REPORTED**

CURRENT STATUS: **9 - CASE CLOSED**

LEAD AGENCY: **REGIONAL BOARD LEAD** LOCAL AGENCY: **NOT REPORTED**

MTBE CLASSIFICATION: **NOT REPORTED**

MAXIMUM MTBE CONCENTRATION WAS FOUND: **2000-10-23**

MAXIMUM GROUNDWATER CONCENTRATION OF MTBE: **7**

MAXIMUM SOIL CONCENTRATION OF MTBE: **NOT REPORTED**

NUMBER OF MTBE ANALYTICAL RESULTS: **1** MTBE TESTED: **YES**

NUMBER OF GASOLINE ANALYTICAL RESULTS: **1**

CASE SUMMARY: **HAZ MAT INCIDENT REPORT FILED**

## LEAKING TANK INFORMATION

HOW THE CASE/LEAK WAS DISCOVERED: **NOT REPORTED** DATE LEAK WAS DISCOVERED: **NOT REPORTED**

HOW THE CASE/LEAK WAS STOPPED: **NOT REPORTED** LEAK WAS STOPPED: **NOT REPORTED**

CAUSE OF LEAK: **NOT REPORTED** SOURCE OF LEAK: **NOT REPORTED**

LEAK CONFIRMATION: **2001-10-26**

SUBSTANCE/S RELEASED: **GASOLINE - AUTOMOTIVE**

QUANTITY OF SUBSTANCE RELEASED: **NOT REPORTED**

## SITE ASSESSMENT AND REMEDIAL ACTION INFORMATION

PRELIMINARY SITE ASSESSEMENT WORKPLAN SUBMITTED: **NOT REPORTED**

PRELIMINARY SITE ASSESSEMENT UNDERWAY: **NOT REPORTED**

REMEDIAL ACTION UNDERWAY: **NOT REPORTED** POLUTION CHARACTERIZATION: **NOT REPORTED**

REMEDIATION PLAN: **NOT REPORTED** VERIFICATION MONITORING UNDERWAY: **NOT REPORTED**

CLEANUP FUND ID: **NOT REPORTED** PRIORITY: **NOT REPORTED**

ABATEMENT METHOD: **NOT REPORTED**

**ADDITIONAL INFORMATION**

WATER SYSTEM ID #: **NOT REPORTED** WATER WELL ID #: **NOT REPORTED**

WATER SYSTEM FOR THE NEAREST PUBLIC DRINKING WATER WELL: **NOT REPORTED**

WELL NAME FOR THE NEAREST DRINKING WATER WELL: **NOT REPORTED**

DISTANCE TO NEAREST DRINKING WATER WELL: **0**

GROUNDWATER BASIN: **SAN FERNANDO VALLEY**

BENEFICIAL USE: **NOT REPORTED**

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MAP ID# 25

**Distance from Property: 0.44 mi. (2,323 ft.) NW**
**Elevation: 1,170 ft. (Higher than TP)**

## FACILITY INFORMATION

GLOBAL ID: **T060375078**
URL LINK: CLICK HERE
BUSINESS NAME: **HARRISON WELL #2 MTBE INVESTIGATION**
ADDRESS: **673 W HARRISON AVE**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**

## FACILITY DETAILS

CASE TYPE: **LUST CLEANUP SITE**
CASE NUMBER: **917110016H**
STATUS: **COMPLETED - CASE CLOSED 07/23/2004**
POTENTIAL CONTAMINATION:
**GASOLINE**
POTENTIAL MEDIA AFFECTED:
**AQUIFER USED FOR DRINKING WATER SUPPLY**
SITE HISTORY:
**NOT REPORTED**

## REGULATORY ACTIVITIES

| TYPE OF ACTION: | DATE: | ACTION: |
|---|---|---|
| **OTHER** | **01/01/50** | **LEAK REPORTED** |
| **ENFORCEMENT** | **07/23/2004** | **CLOSURE/NO FURTHER ACTION LETTER** |
| **RESPONSE** | **01/15/2002** | **SOIL AND WATER INVESTIGATION REPORT** |
| **ENFORCEMENT** | **10/26/2001** | **STAFF LETTER** |
| **ENFORCEMENT** | **07/09/2001** | **SITE VISIT / INSPECTION / SAMPLING** |
| **OTHER** | **06/11/2001** | **LEAK REPORTED** |

## STATUS HISTORY

| STATUS: | DATE: |
|---|---|
| **COMPLETED - CASE CLOSED** | **07/23/2004** |
| **OPEN - CASE BEGIN DATE** | **06/11/2001** |
| **OPEN - SITE ASSESSMENT** | **10/26/2001** |

## CONTACT DETAILS

ORGANIZATION: **LARWQCB**
ADDRESS: **NOT REPORTED**
CITY: **LOS ANGELES**
CONTACT NAME: **JOHN CHANG**
CONTACT TYPE: **LOCAL AGENCY CASEWORKER**
CONTACT PHONE: **NOT REPORTED**
EMAIL: **NOT REPORTED**


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# *Cortese List (CORTESE)*

**MAP ID# 26**

**Distance from Property: 0.45 mi. (2,376 ft.) NE**
**Elevation: 1,204 ft. (Higher than TP)**

**FACILITY INFORMATION**

ID#: **I-15931**
NAME: **POMONA COLLEGE**
ADDRESS: **555 COLLEGE**
**CLAREMONT, CA 91711**

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MAP ID# 27

**Distance from Property: 0.56 mi. (2,957 ft.) S**
**Elevation: 1,051 ft. (Lower than TP)**

## SITE INFORMATION

ID #: **19820021** ASSESSOR'S PARCEL #: **NONE SPECIFIED**
URL LINK: CLICK HERE
NAME: **SAN JOSE ALTERNATIVE SCHOOL**
ADDRESS: **170 WEST SAN JOSE STREET**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
SITE SIZE (ACRES): **NOT REPORTED**
LEAD AGENCY: **SMBRP**
DTSC PROJECT MANAGER: **NOT REPORTED**
DTSC SUPERVISOR: **MARK MALINOWSKI**
DTSC DIVISION BRANCH: **SOUTHERN CALIFORNIA SCHOOLS & BROWNFIELDS OUTREACH**
NPL LISTED: **NO** RESTRICTED LAND USE: **NO**
SITE TYPE: **SCHOOL INVESTIGATION**
SITE TYPE DESCRIPTION
**SCHOOL: IDENTIFIES PROPOSED AND EXISTING SCHOOL SITES THAT ARE BEING EVALUATED BY DTSC FOR POSSIBLE HAZARDOUS MATERIALS CONTAMINATION. SCHOOL SITES ARE FURTHER DEFINED AS “CLEANUP” (REMEDIAL ACTIONS OCCURRED) OR “EVALUATION” (NO REMEDIAL ACTION OCCURRED) BASED ON COMPLETED ACTIVITIES. ALL PROPOSED SCHOOL SITES THAT WILL RECEIVE STATE FUNDING FOR ACQUISITION OR CONSTRUCTION ARE REQUIRED TO GO THROUGH A RIGOROUS ENVIRONMENTAL REVIEW AND CLEANUP PROCESS UNDER DTSC'S OVERSIGHT.**
DTSC's CURRENT INVOLVEMENT AT SITE (as of 01/12/2000)
**NO ACTION REQUIRED - IDENTIFIES SITES WHERE A PHASE I ENVIRONMENTAL ASSESSMENT WAS COMPLETED AND RESULTED IN A NO ACTION REQUIRED DETERMINATION**
PAST USE/S THAT CAUSED THE CONTAMINATION
**SCHOOL - OTHER**
CONFIRMED CONTAMINANTS OF CONCERN
**NONESPECIFIED - NONE SPECIFIED**

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MAP ID# 28

**Distance from Property: 0.69 mi. (3,643 ft.) E**
**Elevation: 1,193 ft. (Higher than TP)**

**SITE INFORMATION**

ID #: **19350476** ASSESSOR'S PARCEL #: **NONE SPECIFIED**
URL LINK: CLICK HERE
NAME: **OLD CTRL STEAM PLANT,CLAREMONT COLLEGE**
ADDRESS: **301 E.FIRST STREET**
**CLAREMONT, CA 91711**
COUNTY: **LOS ANGELES**
SITE SIZE (ACRES): **NOT REPORTED**
LEAD AGENCY: **NONE SPECIFIED**
DTSC PROJECT MANAGER: **NOT REPORTED**
DTSC SUPERVISOR: **REFERRED - NOT ASSIGNED**
DTSC DIVISION BRANCH: **CLEANUP CYPRESS**
NPL LISTED: **NO** RESTRICTED LAND USE: **NO**
SITE TYPE: **EVALUATION**
SITE TYPE DESCRIPTION
**EVALUATION: IDENTIFIES SUSPECTED, BUT UNCONFIRMED, CONTAMINATED SITES THAT NEED OR HAVE GONE THROUGH AN INVESTIGATION AND ASSESSMENT PROCESS. IF A SITE IS FOUND TO HAVE CONFIRMED CONTAMINATION, IT WILL CHANGE FROM EVALUATION TO EITHER A STATE RESPONSE OR VOLUNTARY CLEANUP SITE TYPE. SITES FOUND TO HAVE NO CONTAMINATION AT THE COMPLETION OF THE INVESTIGATION AND ASSESSMENT PROCESS RESULT IN A NO ACTION REQUIRED (FOR PHASE 1 ASSESSMENTS) OR NO FURTHER ACTION (FOR PHASE 2 ASSESSMENTS) DETERMINATION.**
DTSC's CURRENT INVOLVEMENT AT SITE (as of 05/15/2003)
**REFER: 1248 LOCAL AGENCY -**
PAST USE/S THAT CAUSED THE CONTAMINATION
**NONE SPECIFIED**
CONFIRMED CONTAMINANTS OF CONCERN
**NONESPECIFIED - NONE SPECIFIED**

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MAP ID# 29

**Distance from Property: 0.83 mi. (4,382 ft.) W**
**Elevation: 1,098 ft. (Lower than TP)**

**SITE INFORMATION**

GEOSEARCH ID: **CAR000000489PCA**
EPA ID: **CAR000000489**
NAME: **MERCURY RECOVERY SERVICES INC**
ADDRESS: **813 TOWNE CENTER DR**
**POMONA, CA 91767**
COUNTY: **LOS ANGELES**
PROJECT MANAGER: **NOT REPORTED**
DTSC PROJECT TRACKING CODE: **NOT REPORTED**
FACILITY TYPE: **HISTORICAL - NON-OPERATING**
STATUS: **CLOSED**
HAZARDOUS WASTE UNITS UNDERGOING CLOSURE
DATE: **05/14/1999**
UNIT: **UNIT 1**
EVENT DESCRIPTION: **CLOSURE FINAL - ISSUE CLOSURE VERIFICATION**
FACILITY TYPE: **HISTORICAL - NON-OPERATING**
DATE: **05/14/1999**
UNIT: **UNIT 1**
EVENT DESCRIPTION: **CLOSURE - ISSUE CLOSURE VERIFICATION**
FACILITY TYPE: **HISTORICAL - NON-OPERATING**
DATE: **05/14/1999**
UNIT: **NOT REPORTED**
EVENT DESCRIPTION: **CLOSURE - ISSUE CLOSURE VERIFICATION**
FACILITY TYPE: **HISTORICAL - NON-OPERATING**
HAZARDOUS WASTE UNITS COMPLETED ACTIVITIES **- NO INFORMATION REPORTED -**
MAINTENANCE **- NO INFORMATION REPORTED -**

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# Unlocated Sites Summary

*This list contains sites that could not be mapped due to limited or incomplete address information.*

| Database Name | Site ID# | Site Name | Address | City/State/Zip/County |
|---|---|---|---|---|
| ERNSCA | 497599 | SITE SPECIFIC | INDIAN HILL BLVD DOT #026180A | CLAREMONT |
| ERNSCA | 966240 | SITE SPECIFIC | INDIAN HILL BLVD. EXT. 47 | CLAREMONT |
| ERNSCA | 922650 | SITE SPECIFIC | INDIAN HILL BLVD | CLAREMONT |

**AIRSAFS** Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 10/20/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

**BRS** Biennial Reporting System

VERSION DATE: 12/31/11

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

**CDL** Clandestine Drug Laboratory Locations

VERSION DATE: 07/01/16

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

**DOCKETS** EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

**EC** Federal Engineering Institutional Control Sites

VERSION DATE: 08/03/15

This database includes site locations where Engineering and/or Institutional Controls have been identified as part

of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

**ECHOR09** Enforcement and Compliance History Information

VERSION DATE: 02/08/17

The EPA's Enforcement and Compliance History Online (ECHO) database, provides compliance and enforcement information for facilities nationwide. This database includes facilities regulated as Clean Air Act stationary sources, Clean Water Act direct dischargers, Resource Conservation and Recovery Act hazardous waste handlers, Safe Drinking Water Act public water systems along with other data, such as Toxics Release Inventory releases.

**ERNSCA** Emergency Response Notification System

VERSION DATE: 04/17/17

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

**FRSCA** Facility Registry System

VERSION DATE: 04/04/17

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

**HMIRSR09** Hazardous Materials Incident Reporting System

VERSION DATE: 11/29/16

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

**ICIS** Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 03/25/17

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

**ICISNPDES** Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 01/21/17

In 2006, the Integrated Compliance Information System (ICIS) - National Pollutant Discharge Elimination System (NPDES) became the NPDES national system of record for select states, tribes and territories. ICIS-NPDES is an information management system maintained by the United States Environmental Protection Agency's Office of Compliance to track permit compliance and enforcement status of facilities regulated by the NPDES under the Clean Water Act. ICIS-NPDES is designed to support the NPDES program at the state, regional, and national levels.

**LUCIS** Land Use Control Information System

VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

**MLTS** Material Licensing Tracking System

VERSION DATE: 02/12/16

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

**NPDESR09** National Pollutant Discharge Elimination System

VERSION DATE: 04/01/07

Information in this database is extracted from the Water Permit Compliance System (PCS) database which is used by United States Environmental Protection Agency to track surface water permits issued under the Clean Water Act. This database includes permitted facilities located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa. The NPDES database was collected from December 2002 until April 2007. Refer to the PCS and/or ICIS-NPDES database as source of current data.

**PADS** PCB Activity Database System

VERSION DATE: 07/01/14

The PCB Activity Database System (PADS) is used by the United States Environmental Protection Agency to monitor the activities of polychlorinated biphenyls (PCB) handlers.

**PCSR09** Permit Compliance System

VERSION DATE: 08/01/12

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels. This database includes permitted facilities located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa. PCS has been modernized, and no longer exists. National Pollutant Discharge Elimination System (ICIS-NPDES) data can now be found in Integrated Compliance Information System (ICIS).

**RCRASC** RCRA Sites with Controls

VERSION DATE: 04/04/17

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with institutional controls in place.

**SFLIENS** CERCLIS Liens

VERSION DATE: 06/08/12

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

**SSTS** Section Seven Tracking System

VERSION DATE: 12/08/14

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records

pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

**TRI** Toxics Release Inventory

VERSION DATE: 12/31/15

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal and tribal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

**TSCA** Toxic Substance Control Act Inventory

VERSION DATE: 12/31/06

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

**RCRAGR09** Resource Conservation & Recovery Act - Generator

VERSION DATE: 12/12/16

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities currently generating hazardous waste. EPA Region 9 includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

**RCRANGR09** Resource Conservation & Recovery Act - Non-Generator

VERSION DATE: 12/12/16

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities classified as non-

generators. Non-Generators do not presently generate hazardous waste. EPA Region 9 includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

**HISTPST** Historical Gas Stations

VERSION DATE: NR

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

**MRDS** Mineral Resource Data System

VERSION DATE: 03/15/16

MRDS (Mineral Resource Data System) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS.

**MSHA** Mine Safety and Health Administration Master Index File

VERSION DATE: 02/03/17

The Mine dataset lists all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970. It includes such information as the current status of each mine (Active, Abandoned, NonProducing, etc.), the current owner and operating company, commodity codes and physical attributes of the mine. Mine ID is the unique key for this data. This information is provided by the United States Department of Labor - Mine Safety and Health Administration (MSHA).

**BF** Brownfields Management System

VERSION DATE: 02/02/17

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment. This database included tribal brownfield sites.

**DNPL** Delisted National Priorities List

VERSION DATE: 02/07/17

This database includes sites from the United States Environmental Protection Agency's Final National Priorities List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate,

and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

**NLRRCRAT** No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 12/12/16

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

**ODI** Open Dump Inventory

VERSION DATE: 06/01/85

The open dump inventory was published by the United States Environmental Protection Agency. An “open dump” is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

**RCRAT** Resource Conservation & Recovery Act - Non-CORRACTS Treatment, Storage & Disposal Facilities

VERSION DATE: 12/12/16

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities recognized as hazardous waste treatment, storage, and disposal sites (TSD).

**SEMS** Superfund Enterprise Management System

VERSION DATE: 02/07/17

The U.S. Environmental Protections Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs.

**SEMSARCH** Superfund Enterprise Management System Archived Site Inventory

VERSION DATE: 02/07/17

The Superfund Enterprise Management System Archive listing (SEMS-ARCHIVE) has replaced the CERCLIS

NFRAP reporting system in 2015. This listing reflect sites that have been assessed and no further remediation is planned and is of no further interest under the Superfund program.

**SMCRA** Surface Mining Control and Reclamation Act Sites

VERSION DATE: 02/22/17

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

**USUMTRCA** Uranium Mill Tailings Radiation Control Act Sites

VERSION DATE: 03/04/17

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

**DOD** Department of Defense Sites

VERSION DATE: 06/21/10

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

**FUDS** Formerly Used Defense Sites

VERSION DATE: 06/01/15

The Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. DISCLAIMER: This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

**NLRRCRAC** No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 12/12/16

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

**NMS** Former Military Nike Missile Sites

VERSION DATE: 12/01/84

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites.
During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

**NPL** National Priorities List

VERSION DATE: 02/07/17

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

**PNPL** Proposed National Priorities List

VERSION DATE: 02/07/17

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

**RCRAC** Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 12/12/16

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986

amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with corrective action activity.

**RCRASUBC** Resource Conservation & Recovery Act - Subject to Corrective Action Facilities

VERSION DATE: 12/12/16

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities subject to corrective actions.

**RODS** Record of Decision System

VERSION DATE: 07/01/13

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

**CDL** Clandestine Drug Labs

VERSION DATE: 09/30/15

The California Department of Toxic Substance Control (DTSC) provides this listing of illegal drug laboratories. Pursuant to Section 25354.5 of the California Health and Safety Code, DTSC conducts emergency removal actions at clandestine drug labs at the request of State and local law enforcement agencies. DTSC's contractors typically remove hazardous substances that may pose an immediate threat to public health and the environment while the enforcement officials are on scene. During the emergency removal actions, contractors remove and properly dispose of contaminated lab equipment, chemicals used to make the illegal drugs (usually methamphetamine), lab chemical wastes, and other grossly contaminated materials. DTSC does not perform additional assessment work beyond standard emergency removal actions and makes no further determination regarding the need for future cleanup work at the emergency removal location. The reported location information may or may not include the actual location of the illegal drug lab. The DTSC does not guarantee the accuracy of the address or location information or the condition of the location listed.

**CHMIRS** California Hazardous Material Incident Report System

VERSION DATE: 12/06/16

The California Hazardous Material Incident Report System database is provided by the California Emergency Management Agency. This database contains accidental or spill release information from reported hazardous material incidents since 1993.

**DTSCDR** DTSC Deed Restrictions

VERSION DATE: 05/04/17

The California Department of Toxic Substances Control (DTSC) maintains this listing of sites with deed restrictions. According to the DTSC, restricted land use indicates whether the site or area within the site has an environmental restriction recorded and/or other institutional control preventing certain types of land use or activities. The land use restrictions listed under the site management requirements are only an abbreviated summary of the land use restrictions, and may not encompass all restrictions and notification requirements placed on a property. For complete land use restriction information please contact the DTSC to review associated Land Use Restriction documents.

**EMI** Emissions Inventory Data

VERSION DATE: 12/31/15

The Air Resources Board's Emissions Inventory Database contains criteria pollutant data and toxic data on facilities throughout the state of California for the 2012-2000 inventory years.

**HWTS** Hazardous Waste Tanner Summary

VERSION DATE: 07/11/16

This data is prepared from information extracted from copies of hazardous waste manifests received each year by the Department of Toxic Substances Control. The Hazardous Waste Summary Report (Tanner Report) currently includes manifest data from the 1993 through the 2013 reporting years.

**LIENS** Recorded Environmental Cleanup Liens

VERSION DATE: 02/28/17

The California Department of Toxic Substance Control (DTSC) maintains this listing of liens placed upon real properties. A lien is utilized by the DTSC to obtain reimbursement from responsible parties for costs associated with the remediation of contaminated properties.

**NPDES** National Pollutant Discharge Elimination System Facilities

VERSION DATE: 03/30/17

This State Water Resources Control Board database contains NPDES permits, including stormwater general permit enrollees that are active, inactive and historical. NPDES permits are required from all facilities that discharge their wastewater from a point source into a waterbody.

**ABST** Above Ground Storage Tanks

VERSION DATE: 12/01/07

This database contains aboveground storage tank facilities registered with the California State Water Resources Control Board (SWRCB). Since 2006, tanks were required to contain a minimum (even as cumulative) of 1320 gallons to be in the program. As of January 1, 2008, the SWRCB no longer maintains a list of registered aboveground storage tanks, due to effective Assembly Bill No. 1130 (Laird) of the Aboveground Petroleum Storage Act (APSA). This Bill authorized the Certified Unified Program Agencies to implement and administer the requirements of the APSA.

**CLEANER** Dry Cleaner Facilities

VERSION DATE: 12/01/15

This database, created by accessing the California Department of Toxic Substances Control's (DTSC) Hazardous Waste Tracking System, includes dry cleaner facilities that have registered EPA identification numbers. These facilities are categorized with one of the following NAICS Codes: 81231 or 81232. This database may also include facilities other than dry cleaners who also register with these same NAICS Codes. Not all companies report their NAICS/SIC Codes to the DTSC and therefore this database may exclude registered dry cleaner facilities with incomplete classification information.

**DTSCHWT** DTSC Registered Hazardous Waste Transporters

VERSION DATE: 02/04/16

The Department of Toxic Substances Control provides this list of Registered Hazardous Waste Transporters.

# Environmental Records Definitions - STATE (CA)

**HISTUST** Historical Underground Storage Tanks

VERSION DATE: 12/31/87

The Hazardous Substance Storage Container Database is a historical list of Underground Storage Tank sites, compiled from tank survey and registration information collected at one time between 1984 and 1987 by the State Water Resources Control Board. The hazardous substances stored within these tanks includes, but not restricted to, petroleum products, industrial solvents, and other materials.

**MWMP** California Medical Waste Management Program Facility List

VERSION DATE: 12/22/16

To protect the public and the environment from potential infectious exposure to disease causing agents, the Medical Waste Management Program (MWMP), in the Environmental Management Branch of the California Department of Public Health, regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste off-site treatment facilities, medical waste transporters, and medical waste transfer stations.

**SLIC** Spills, Leaks, Investigation & Cleanup Recovery Listing

VERSION DATE: 06/16/08

These records are maintained by the California Regional Water Quality Control Board (RWQCB). This list includes contaminated sites that impact groundwater or have the potential to impact ground water. Please refer to CLEANUPSITES database as source of current data.

**SWEEPS** Statewide Environmental Evaluation and Planning System

VERSION DATE: 10/01/94

The Statewide Environmental Evaluation and Planning System (SWEEPS) contains a historical listing of active and inactive underground storage tank locations from the State Water Resources Control Board. The hazardous substances stored within these tanks includes, but not restricted to, petroleum products, industrial solvents, and other materials. Refer to CUPA listing for source of current data.

**USTCUPA** Underground Storage Tanks

VERSION DATE: 02/03/17

An underground storage tank is an individual tank or group of tanks that store hazardous substances. Underground storage tanks are completely or considerably below the ground surface. This database contains UST permit data submitted from the Certified Unified Program Agencies (CUPA) directly to the State Water Resources Control Board. CUPA's are local agencies that have been certified by the California EPA to implement state environmental programs within the local agency's jurisdiction.

# Environmental Records Definitions - STATE (CA)

**CALSITES** CALSITES Database

VERSION DATE: 09/14/04

This historical database was maintained by the Department of Toxic Substance Control for more than a decade. CALSITES contains information on Brownfield properties with confirmed or potential hazardous contamination. In 2006, DTSC introduced EnviroStor as the latest Brownfields site database.

**CLEANUPSITES** GeoTracker Cleanup Sites

VERSION DATE: 02/03/17

This GeoTracker Cleanup Sites database is maintained by the California Regional Water Quality Control Board (RWQCB). The database contains contaminated sites that impact groundwater or have the potential to impact ground water, including spills, investigations, cleanup recoveries and reported leaking underground storage tank incidents.

**CORTESE** Cortese List

VERSION DATE: 11/02/02

This historical listing includes hazardous waste and substances sites designated by the State Water Resources Control Board (LUST), the Integrated Waste Board (SWIS), and the Department of Toxic Substance Control (CALSITES). The Cortese List was utilized by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites.

**DROP** Listing of Certified Dropoff, Collection, and Community Service Programs

VERSION DATE: 02/17/17

Listing of Certified Dropoff, Collection, and Community Service Programs (non-buyback) operating under the state of California's Beverage Container Recycling Program. This list is maintained by the Department of Conservation.

**ERAP** Expedited Removal Action Program Sites

VERSION DATE: 11/04/16

The Expedited Remedial Action Program is a pilot project administered by the Department of Toxic Substances Control's Site Mitigation and Brownfields Reuse Program to promote the cleanup of up to 30 hazardous substance release sites. ERAP provides significant incentives for redevelopment of contaminated properties by promoting cleanups based on the planned land use, by providing a covenant not to sue, and by outlining a fair and equitable liability scheme.

# Environmental Records Definitions - STATE (CA)

**LUST** Leaking Underground Storage Tanks

VERSION DATE: 06/16/08

This database is maintained by the State Water Resources Control Board. LUST records contain an inventory of reported leaking underground storage tank incidents. Please refer to the CLEANUPSITES database as source of current data.

**NFA** No Further Action Determination

VERSION DATE: 07/01/05

The NFA listing contains properties at which the Department of Toxic Substance Control has made a clear determination that the property does not pose a problem to the environment or to public health.

**NFE** Sites Needing Further Evaluation

VERSION DATE: 07/01/05

The NFE listing contains properties that the Department of Toxic Substance Control suspects with possible contamination. These are unconfirmed contaminated properties that need further assessment.

**PROC** Listing of Certified Processors

VERSION DATE: 05/10/17

Listing of Certified Processors that are operating under the state of California's Beverage Container Recycling Program. This list is maintained by the Department of Conservation.

**REF** Referred to Another Local or State Agency

VERSION DATE: 07/01/05

The REF listing contains properties where contamination has not been confirmed and which were determined as not requiring direct Department of Toxic Substance Control Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

**SCH** School Property Evaluations

VERSION DATE: 07/01/05

The SCH listing contains proposed and existing school sites that are being evaluated by Department of Toxic Substance Control for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

**SWIS** Solid Waste Information System Sites

VERSION DATE: 05/01/17

The Solid Waste Information System (SWIS) database includes information on solid waste facilities, operations, and disposal sites located in California. This database is maintained by the California Department of Resources Recycling and Recovery.

**SWRCY** Recycling Centers

VERSION DATE: 12/20/16

Listing of Certified Recycling Centers that are operating under the state of California's Beverage Container Recycling Program. This list is maintained by the Department of Conservation.

**VCP** Voluntary Cleanup Program

VERSION DATE: 09/14/04

The California Voluntary Cleanup program provides regulatory oversight by the Department of Toxic Substance Control (DTSC) to project proponents desiring to address mitigation activities at sites which have lower health and/or environmental risk than sites which are currently being addressed by DTSC. Refer to Envirostor database as source of current data.

**WMUDS** Waste Management Unit Database

VERSION DATE: 01/01/00

The Waste Management Unit Database System tracks and inventories waste management units. CCR Title 27 contains criteria stating that Waste Management Units are classified according to their ability to contain wastes. Containment shall be determined by geology, hydrology, topography, climatology, and other factors relating to the ability of the Unit to protect water quality. Water Code Section 13273.1 requires that operators submit a water quality solid waste assessment test (SWAT) report to address leak status. The WMUDS was last updated by the State Water Resources control board in 2000.

**ENVIROSTOR** EnviroStor Cleanup Sites

VERSION DATE: 05/03/17

The Department of Toxic Substances Control (DTSC) has developed the EnviroStor database system to evaluate and track sites with confirmed or potential contamination and sites where further investigation may be necessary. This EnviroStor database of cleanup sites contains the following: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. Sites where DTSC has made a "No Action Required" determination are not included in this database, as these sites had assessments that revealed no evidence of recognized environmental conditions in connection with the property.

# Environmental Records Definitions - STATE (CA)

**ENVIROSTORPCA** EnviroStor Permitted and Corrective Action Sites

VERSION DATE: 05/03/17

The Department of Toxic Substances Control (DTSC) has developed the EnviroStor database system to evaluate and track sites with confirmed or potential contamination and sites where further investigation may be necessary. This EnviroStor database contains detailed information on hazardous waste permitted and corrective action facilities. Investigation and cleanup activities at hazardous waste facilities (either Resource Conservation and Recovery Act (RCRA) or State-only) that either were eligible for a permit or received a permit are called "corrective action." These facilities treated stored, disposed and/or transferred hazardous waste.

**TOXPITS** Toxic Pits Cleanup Act Sites

VERSION DATE: 07/01/95

Toxic Pits are sites with possible contamination of hazardous substances where cleanup is necessary. This listing is no longer updated by the State Water Resources Control Board.

**LAHMS** Los Angeles County Hazardous Materials System

VERSION DATE: 02/16/06

The Los Angeles County Department of Public Works maintains this listing of Industrial Waste and Underground Storage Tank sites.

**LASM** Los Angeles County Site Mitigation List

VERSION DATE: 04/23/15

This listing of industrial sites with a reported spill or complaint is provided by the Site Mitigation Unit (SMU) of the Health Hazardous Materials Division, Los Angeles County Fire Department.

**SBFD** San Bernardino County Hazardous Site Listing

VERSION DATE: 03/18/15

Information provided in this database includes a listing of permitted sites in San Bernardino County. This listing is maintained by the San Bernardino County Fire Department, Hazardous Materials Division. Included are underground storage tanks, medical waste handlers/generators, hazardous waste handlers, hazardous waste generators and waste oil generators/handlers.

**SBMW** San Bernardino County Medical Waste Facility List

VERSION DATE: 03/31/14

This listing of medical waste facilities is maintained by the San Bernardino County's Department of Public Health, Division of Environmental Health Services (DEHS).

**SCAST** Sutter County Aboveground Storage Tanks

VERSION DATE: 12/09/16

The Sutter County's Environmental Health Division provides this listing of aboveground storage tanks.

**WIP** Well Investigations Program Case List

VERSION DATE: 07/01/09

The Well Investigations Case List for the San Gabriel and San Fernando Valley Cleanup Programs is maintained by the State Water Resources Control Board.

**LASWF** Los Angeles County Solid Waste Facilities

VERSION DATE: 12/06/16

This list of permitted solid waste sites, closed landfills, and historical dumpsites is provided by the Los Angeles

County Department of Public Works.

**AOC** San Gabriel Valley Areas of Concern

VERSION DATE: 01/01/06

A listing of the San Gabriel Valley Superfund Sites located in Los Angeles County with Volatile Organic Compound groundwater contamination.

# Environmental Records Definitions - TRIBAL

**USTR09** Underground Storage Tanks On Tribal Lands

VERSION DATE: 10/06/16

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

**LUSTR09** Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 10/06/16

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

**ODINDIAN** Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

**TORRESDUMPSITES** Illegal Dump Sites on the Torres Martinez Reservation

VERSION DATE: 10/29/07

This listing of illegal dump site locations on the Torres Martinez Reservation is maintained by the United States Environmental Protection Agency, Region IX. These dump sites contain unlawfully discarded household waste such as landscaping and wood wastes with no known soil or groundwater contamination. A majority of the sites have already been cleaned up through the collaborative efforts of the EPA, The California Integrated Waste Management Board and the Torres Martinez Tribe.

**INDIANRES** Indian Reservations

VERSION DATE: 01/01/00

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

# APPENDIX E

# REGULATORY RECORDS DOCUMENTATION

COUNTY OF LOS ANGELES
Public Health

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

**Public Health Investigation Administration**
LEOLA MERCADEL
Chief, Public Health Investigation

5555 Ferguson Drive, Suite 120-04
Commerce, California 90022
TEL (323) 890-7801 • FAX (323) 728-0217

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Hilda Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

June 12, 2017

ZACH FREEMAN
10532 ACACIA STREET, B6
RANCHO CUCAMONGA, CA 91730

**SUBJECT: Request- 100, 121, 177, 191 and 203 S. Indian Hill Drive, Claremont, CA 9171 (Landfills and Septic Tanks)**

I, the undersigned, being the Custodian of Records, certify that a thorough search of our files, carried out under my direction and control, revealed no records as named in your request for records.

It is to be understood that this does not mean that records do not exist under another spelling, another name, or under another classification, but that with the information furnished our office, and to the best of our knowledge, no such records exist in our files.

Sincerely,

Yvonne Curtis, Deputy Health Officer
Public Health Investigation

COR ID No. 173402

Request - NO Records
Revised 3/15/13

COUNTY OF LOS ANGELES
Public Health

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

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Fourth District

Michael D. Antonovich
Fifth District

June 12, 2017

ZACH FREEMAN
10532 ACACIA STREET, SUITE B6
RANCHO CUCAMONGA, CA 91730

**SUBJECT: Request- 212, 220, 258 and 267 S. Indian Hill Drive, Claremont, CA 91711 (Landfills and Septic Tanks)**

I, the undersigned, being the Custodian of Records, certify that a thorough search of our files, carried out under my direction and control, revealed no records as named in your request for records.

It is to be understood that this does not mean that records do not exist under another spelling, another name, or under another classification, but that with the information furnished our office, and to the best of our knowledge, no such records exist in our files.

Sincerely,

Yvonne Curtis, Deputy Health Officer
Public Health Investigation

COR ID No. 173403

Request - NO Records
Revised 3/15/13

Department of Toxic Substances Control

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311

*Matthew Rodriquez*
Secretary for
Environmental Protection

*Edmund G. Brown Jr.*
Governor

May 30, 2017

Mr. Zach Freeman
Leighton Consulting Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730

100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Drive
Claremont, CA 91711

180, 204, 244 and 260 Bucknell Avenue
Claremont, CA 91711

PR3-052317-06

Dear Mr. Freeman:

We have received your Public Records Act Request for records from the Department of Toxic Substances Control.

After a thorough review of our files we have found that no such records exist at this office pertaining to the sites/facilities referenced above.

We would also like to inform you about Envirostor, a database that provides information and documents on over 5,000 DTSC cleanup sites. Envirostor can be accessed at: http://www.envirostor.dtsc.ca.gov/public. Also, a computer is available in the Central Files of each DTSC Regional Office for use by community members to view Envirostor.

If you have any questions or would like further information regarding your request, please contact me at (818) 717-6521.

Sincerely,

Robert Hardison

Robert Hardison/hp
Regional Records Coordinator

Printed on Recycled Paper

COUNTY OF LOS ANGELES
**Public Health**

**BARBARA FERRER, Ph.D., M.P.H., M.Ed.**
Director

**JEFFREY D. GUNZENHAUSER, M.D., M.P.H.**
Interim Health Officer

**CYNTHIA A. HARDING, M.P.H.**
Chief Deputy Director

**SEIRA KURIAN, M.D., M.P.H.**
Deputy Medical Director and Director, Division of Medical and Dental Affairs

**LEOLA MERCADEL**
Director, Public Health Investigation Administration
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Fifth District

June 02, 2017

ZACH FREEMAN
10532 ACACIA STREET, SUITE B6
RANCHO CUCAMONGA, CA 91730

**SUBJECT: 180, 204, 244, and 260 Bucknell Ave**

I, the undersigned, being the Custodian of Records, certify that a thorough search of our files, carried out under my direction and control, revealed no records as named in your request for records.

It is to be understood that this does not mean that records do not exist under another spelling, another name, or under another classification, but that with the information furnished our office, and to the best of our knowledge, no such records exist in our files.

Sincerely,

Jorge Perez, Deputy Health Officer
Public Health Investigation

COR ID No. 173404

Request - NO Records
Revised 3/15/13

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

May 23, 2017

Los Angeles County Department OF Public Works
Environmental Programs Division
900 Fremont Ave.
Alhambra, CA

VIA FACSIMILE: (626) 458-3569

Attention: Custodian of Records

Subject: **File Review**

Leighton Consulting, Inc. (Leighton Consulting) is requesting information for the properties located at **100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Drive and 180, 204, 244 and 260 Bucknell Avenue, Claremont, California 91711.**

We are requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmental sensitive spills, responses or concerns. Thank you for your assistance.

Sincerely,

LEIGHTON CONSULTING, INC.

Zach Freeman, PG
Project Geologist
(909) 527-8785
zfreeman@leightongroup.com

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

May 23, 2017

Department of Toxic Substances Control
9211 Oakdale Avenue
Chatsworth, CA 91311-6505
818-717-6521 (Phone)
VIA FACSIMILE: (818)-717-6526

Subject: **File Review**

Leighton Consulting, Inc. (Leighton) is requesting information for the following locations:

- **100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Drive Claremont, California 91711**
- **180, 204, 244 and 260 Bucknell Avenue, Claremont, California 91711**

We are requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmental sensitive spills, responses or concerns. Thank you for your assistance.

Sincerely

LEIGHTON CONSULTING, INC.

Zach Freeman, PG
Project Geologist
909-527-8785 (phone)
909-484-2170 (fax)
zfreeman@leightongroup.com

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

May 23, 2017

Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, CA 90630
(714) 484-5300 (Phone)
VIA FACSIMILE: (714) 484-5318 OR (714) 484-5302

Subject: **File Review**

Leighton Consulting, Inc. (Leighton) is requesting information for the following addresses:

- **100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Drive Claremont, California 91711**
- **180, 204, 244 and 260 Bucknell Avenue, Claremont, California 91711**

We are requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmental sensitive spills, responses or concerns. Thank you for your assistance.

Sincerely

LEIGHTON AND CONSULTING, INC.

Zach Freeman, PG
Project Geologist
909-527-8785 (phone)
909-484-2170 (fax)
zfreeman@leightongroup.com

**PUBLIC HEALTH INVESTIGATION**
**CUSTODIAN OF RECORDS**
**REQUEST FOR PUBLIC RECORDS**

**TEL (323) 890-7806** **FAX (323) 728-0217**

**Complete the Custodian of Records Request for Public Records Form in blue or black ink, or type.**
**If you have any questions about completing the form or requesting Hazardous Materials reports call (323) 890-7806.**

**Submit your request to Public Health Investigation, Custodian of Records Office to Fax Number (323) 728-0217, Email to phicor@ph.lacounty.gov, or mail to:**

**Public Health Investigation**
**5555 Ferguson Drive Suite 120-04**
**Commerce, CA 90022**

***Required Information**

| **REQUESTOR INFORMATION** | |
|---|---|
| *Name ** | Zach Freeman |
| *Address ** | 10532 Acacia Street, Suite B6 |
| *City ** | Rancho Cucamonga |
| *State ** | California |
| *Zip ** | 91730 |
| *Telephone No. ** | 909-527-8785 |
| *Fax No.* | 909-484-2170 |
| *Website/Email* | zfreeman@leightongroup.com |

| **CONTACT PERSON INFORMATION** ***(If different from Requestor)*** | |
|---|---|
| *Name* | |
| *Telephone No.* | |

| **DELIVERY OF RECORDS** ***(If different from Requestor)*** | |
|---|---|
| *Address* | |
| *City* | |
| *Zip* | |

**RECORD INFORMATION Type of Record *** ***(Choose only one per request)***

| **ENVIRONMENTAL HEALTH DISTRICT SURVEILLANCE** | | **ENVIRONMENTAL HEALTH PROTECTION** | | **HEALTH HAZARDOUS MATERIALS** | | **ALL OTHERS** | |
|---|---|---|---|---|---|---|---|
| *Apartment, Condo, Home Inspections* | | *Beaches* | | *CalARP* | ✓ | *Animal Bite Report* | |
| *Apartment, Condo, Home and Institution Lead Inspections* | | *Landfills* | ✓ | *Emergency Response* | ✓ | *Medical Marijuana ID* | |
| *Food Borne Outbreak* | | *Public Swimming Pools* | | *Hazmat Site Inspections* | ✓ | | |
| *Food Poisoning* | | *Recycled Water* | | *Hazmat Site Mitigation* | ✓ | | |
| *Food Vehicles* | | *Restdential Pools* | | | | | |
| *Motels and Hotel Inspection* | | *Septic Tanks* | ✓ | | | | |
| *Retail Food Inspection* | | *Sewage* | | | | | |
| *Schools and Day Care Inspection* | | *Water Wells* | | | | | |
| *Street Vendor* | | | | | | | |

| *Other Type of Record:* | | |
|---|---|---|

| **REQUEST INFORMATION** ***(Provide as much information possible)*** | |
|---|---|
| *Incident Date/Time* | All |
| *Incident/Food Borne Illness/Outbreak Summary No.* | |
| *Type of Disease* | |
| *Inspector Name (If known)* | |
| *Incident Location* | |
| *Owner Name* | |
| *Victim/Patient/Complainant Name* | |
| *Date of Birth* | |
| *Medical Record No.* | |
| *Location of Records* | |
| *Site/Street Address* | 100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Drive |
| *Site/City* | Claremont, California |
| *Site/Zip* | 91711 |

**PUBLIC HEALTH INVESTIGATION**
**CUSTODIAN OF RECORDS**
**REQUEST FOR PUBLIC RECORDS**

**TEL (323) 890-7806** **FAX (323) 728-0217**

**Complete the Custodian of Records Request for Public Records Form in blue or black ink, or type.**
**If you have any questions about completing the form or requesting Hazardous Materials reports call (323) 890-7806.**

**Submit your request to Public Health Investigation, Custodian of Records Office to Fax Number (323) 728-0217, Email to phicor@ph.lacounty.gov, or mail to:**

**Public Health Investigation**
**5555 Ferguson Drive Suite 120-04**
**Commerce, CA 90022**

***Required Information**

| **REQUESTOR INFORMATION** | |
|---|---|
| *Name ** | Zach Freeman |
| *Address ** | 10532 Acacia Street, Suite B6 |
| *City ** | Rancho Cucamonga |
| *State ** | California |
| *Zip ** | 91730 |
| *Telephone No. ** | 909-527-8785 |
| *Fax No.* | 909-484-2170 |
| *Website/Email* | zfreeman@leightongroup.com |

| **CONTACT PERSON INFORMATION** ***(If different from Requestor)*** | | |
|---|---|---|
| *Name* | | |
| *Telephone No.* | | |

| **DELIVERY OF RECORDS** ***(If different from Requestor)*** | | |
|---|---|---|
| *Address* | | |
| *City* | | |
| *Zip* | | |

**RECORD INFORMATION Type of Record *** ***(Choose only one per request)***

| **ENVIRONMENTAL HEALTH DISTRICT SURVEILLANCE** | | **ENVIRONMENTAL HEALTH PROTECTION** | | **HEALTH HAZARDOUS MATERIALS** | | **ALL OTHERS** | |
|---|---|---|---|---|---|---|---|
| *Apartment, Condo, Home Inspections* | | *Beaches* | | *CalARP* | ✓ | *Animal Bite Report* | |
| *Apartment, Condo, Home and Institution Lead Inspections* | | *Landfills* | ✓ | *Emergency Response* | ✓ | *Medical Marijuana ID* | |
| *Food Borne Outbreak* | | *Public Swimming Pools* | | *Hazmat Site Inspections* | ✓ | | |
| *Food Poisoning* | | *Recycled Water* | | *Hazmat Site Mitigation* | ✓ | | |
| *Food Vehicles* | | *Residential Pools* | | | | | |
| *Motels and Hotel Inspection* | | *Septic Tanks* | ✓ | | | | |
| *Retail Food Inspection* | | *Sewage* | | | | | |
| *Schools and Day Care Inspection* | | *Water Wells* | | | | | |
| *Street Vendor* | | | | | | | |

| *Other Type of Record:* | | |
|---|---|---|

| **REQUEST INFORMATION** ***(Provide as much information possible)*** | | |
|---|---|---|
| *Incident Date/Time* | | All |
| *Incident/Food Borne Illness/Outbreak Summary No.* | | |
| *Type of Disease* | | |
| *Inspector Name (If known)* | | |
| *Incident Location* | | |
| *Owner Name* | | |
| *Victim/Patient/Complainant Name* | | |
| *Date of Birth* | | |
| *Medical Record No.* | | |
| *Location of Records* | | |
| *Site/Street Address* | | 180, 204, 244 and 260 Bucknell Avenue, |
| *Site/City* | | Claremont, California |
| *Site/Zip* | | 91711 |

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

May 23, 2017

UST – File Review Section
California Regional Water Quality Control Board
320 West Fourth Street, Suite 200
Los Angeles, CA 90013

VIA FACSIMILE: (213) 576-6707

Subject: **File Review**

Leighton Consulting, Inc. (Leighton Consulting) is requesting information for the properties located **100, 121, 177, 191, 203, 212, 220, 258, and 267 S. Indian Hill Drive and 180, 204, 244 and 260 Bucknell Avenue, Claremont, California 91711.** We are requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmental sensitive spills, responses or concerns. Thank you for your assistance.

Sincerely,

LEIGHTON CONSULTING, INC.

Zach Freeman, PG
Project Geologist
(909) 527-8785
zfreeman@leightongroup.com

# APPENDIX F

# HISTORICAL RESEARCH DOCUMENTATION

GeoSearch
On time. On target. In touch.™

# *Historical Aerials Package*

*Target Property:*

***Indian Hill Specific Plan***
***Indian Hill Boulevard***
***Claremont, Los Angeles, California 91711***

*Prepared For:*

***Leighton Consulting***

***Order #: 87920***
***Job #: 189694***
***Project #: 11647.001***
***Date: 5/23/2017***

# Target Property Summary

***Indian Hill Specific Plan***
***Indian Hill Boulevard***
***Claremont, Los Angeles, California 91711***

*USGS Quadrangle:* ***Ontario***
*Target Property Geometry:* ***Area***

*Target Property Longitude(s)/Latitude(s):*
***(-117.721273899, 34.093743725), (-117.721316814, 34.090571799), (-117.718623877, 34.090571799), (-117.718666792, 34.092633120), (-117.719192505, 34.092624235), (-117.719192505, 34.093717070)***

# Aerial Research Summary

| Date | Source | Scale | Frame |
|---|---|---|---|
| 06/03/2014 | USGS | 1" = 400' | N/A |
| 2010 | USDA | 1" = 400' | N/A |
| 06/05/2002 | USGS | 1" = 400' | N/A |
| 06/01/1994 | USGS | 1" = 400' | N/A |
| 08/03/1989 | USGS | 1" = 400' | 1834-161 |
| 10/20/1980 | USGS | 1" = 400' | 1-108 |
| 10/25/1972 | USGS | 1" = 400' | 2-79 |
| 08/15/1964 | USGS | 1" = 400' | 4-40 |
| 01/02/1953 | ASCS | 1" = 400' | 9-163 |
| 07/10/1948 | USGS | 1" = 400' | 1-103 |
| 05/07/1938 | ASCS | 1" = 400' | 34-96 |

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***Indian Hill Specific Plan***
***ASCS***
***05/07/1938***

GeoSearch

JOB #: 189694 - 05/23/2017




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***Indian Hill Specific Plan***
***USGS***
***07/10/1948***

GeoSearch

JOB #: 189694 - 05/23/2017




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***Indian Hill Specific Plan***
***ASCS***
***01/02/1953***

GeoSearch

JOB #: 189694 - 05/23/2017




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***Indian Hill Specific Plan***
***USGS***
***08/15/1964***

GeoSearch

JOB #: 189694 - 05/23/2017




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***Indian Hill Specific Plan***
***USGS***
***10/25/1972***

GeoSearch

JOB #: 189694 - 05/23/2017

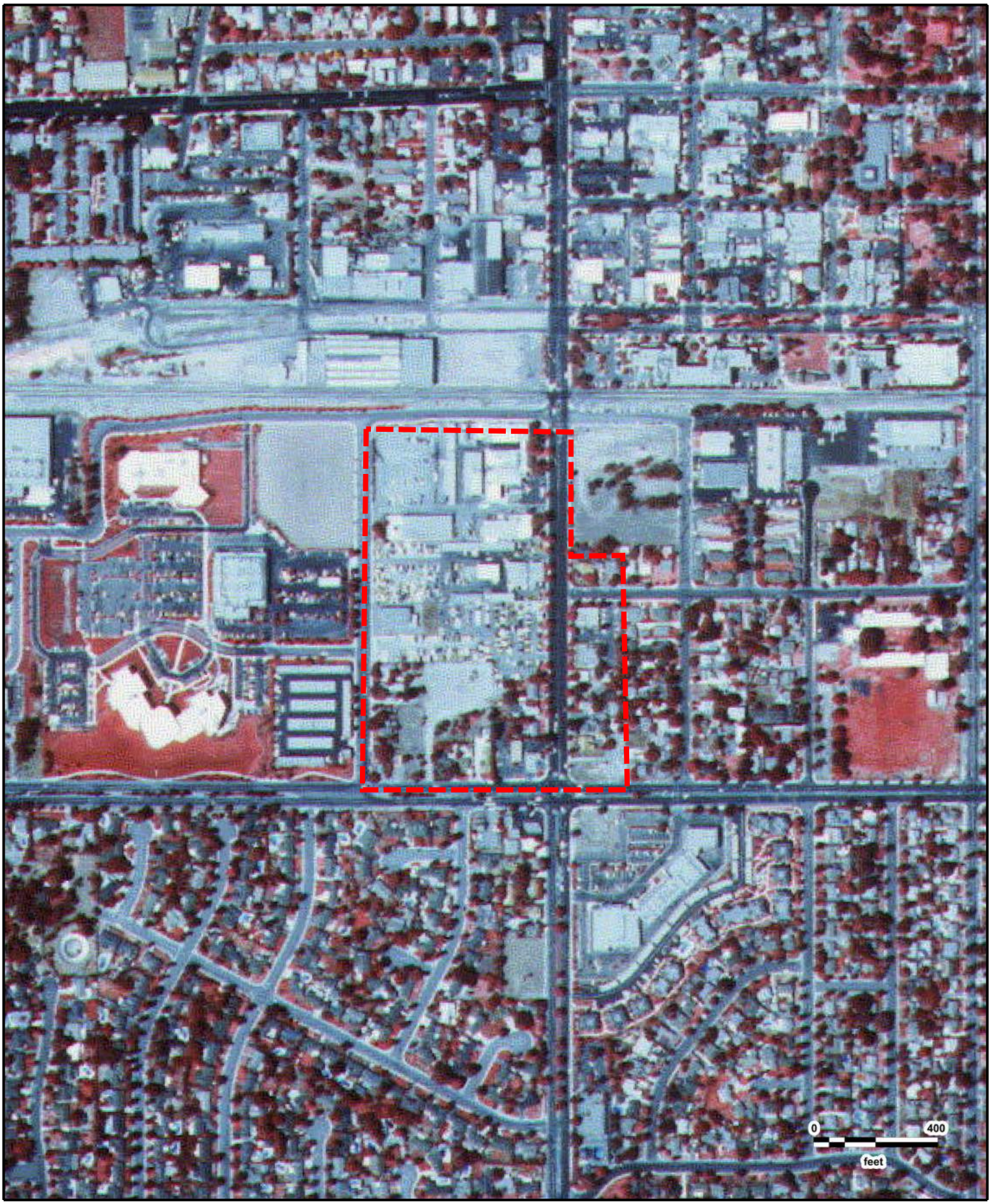



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***Indian Hill Specific Plan***
***USGS***
***10/20/1980***

GeoSearch

JOB #: 189694 - 05/23/2017

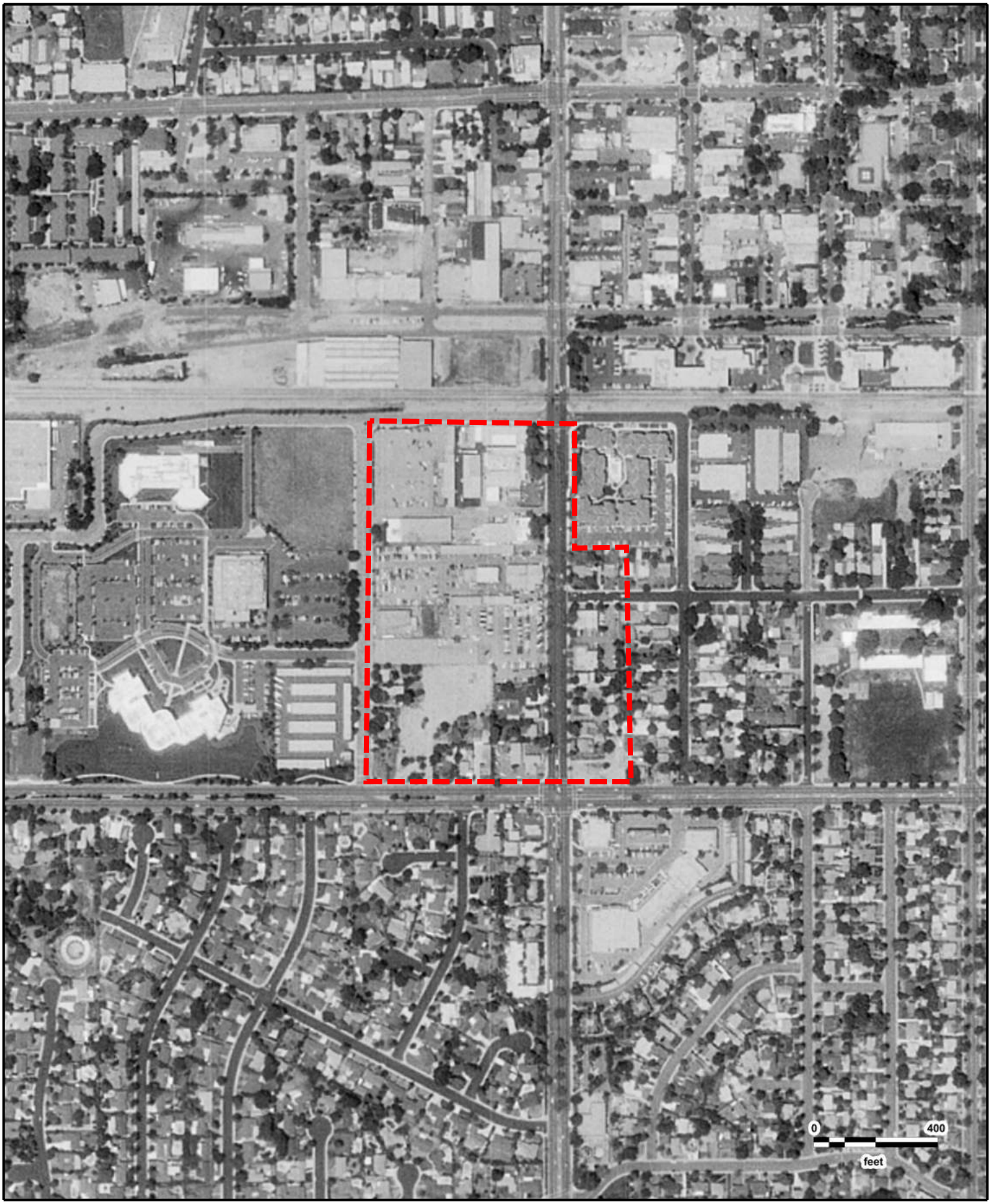



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***Indian Hill Specific Plan***
***USGS***
***08/03/1989***

GeoSearch

JOB #: 189694 - 05/23/2017

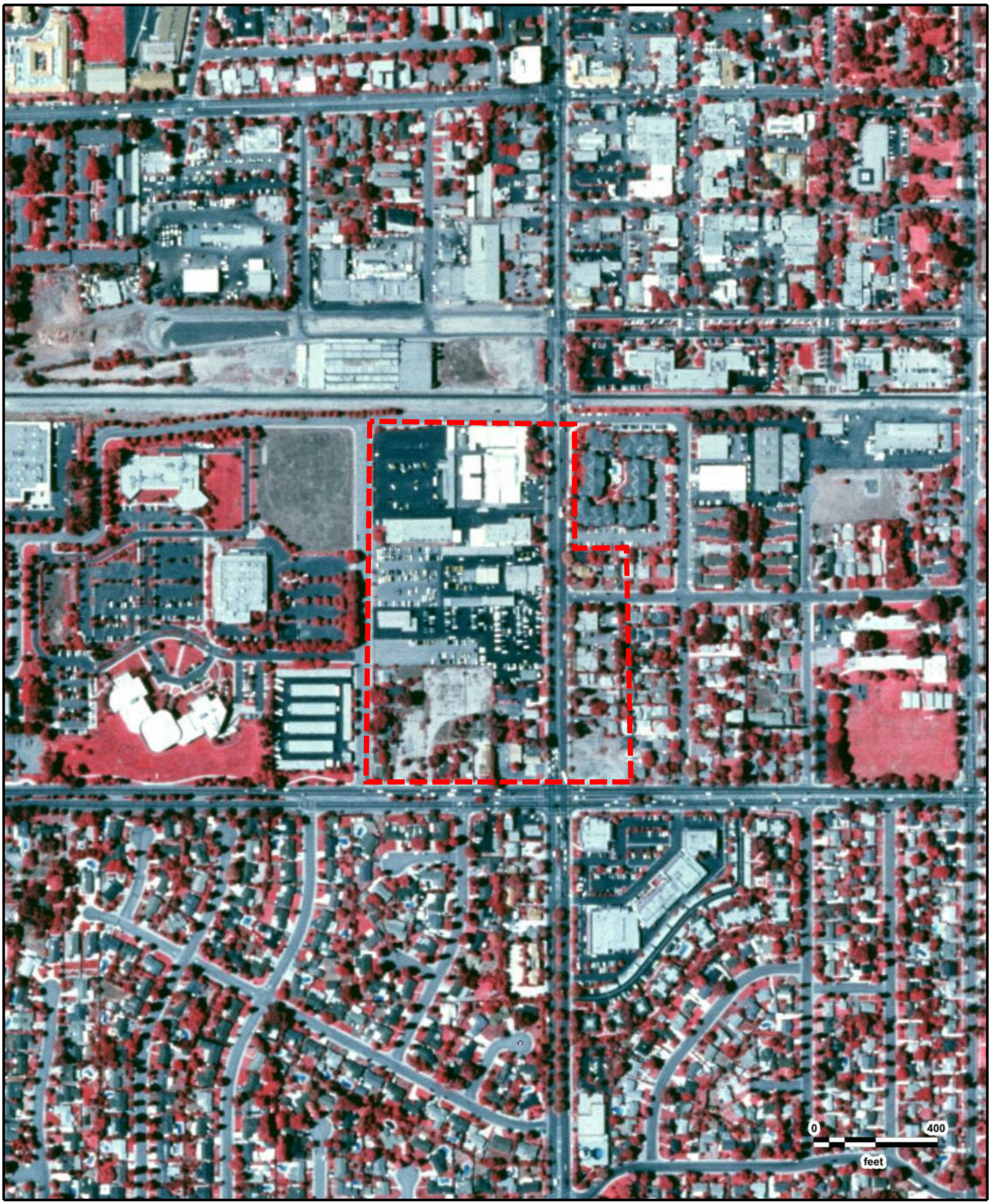



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***Indian Hill Specific Plan***
***USGS***
***06/01/1994***

GeoSearch

JOB #: 189694 - 05/23/2017




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***Indian Hill Specific Plan***
***USGS***
***06/05/2002***

GeoSearch

JOB #: 189694 - 05/23/2017

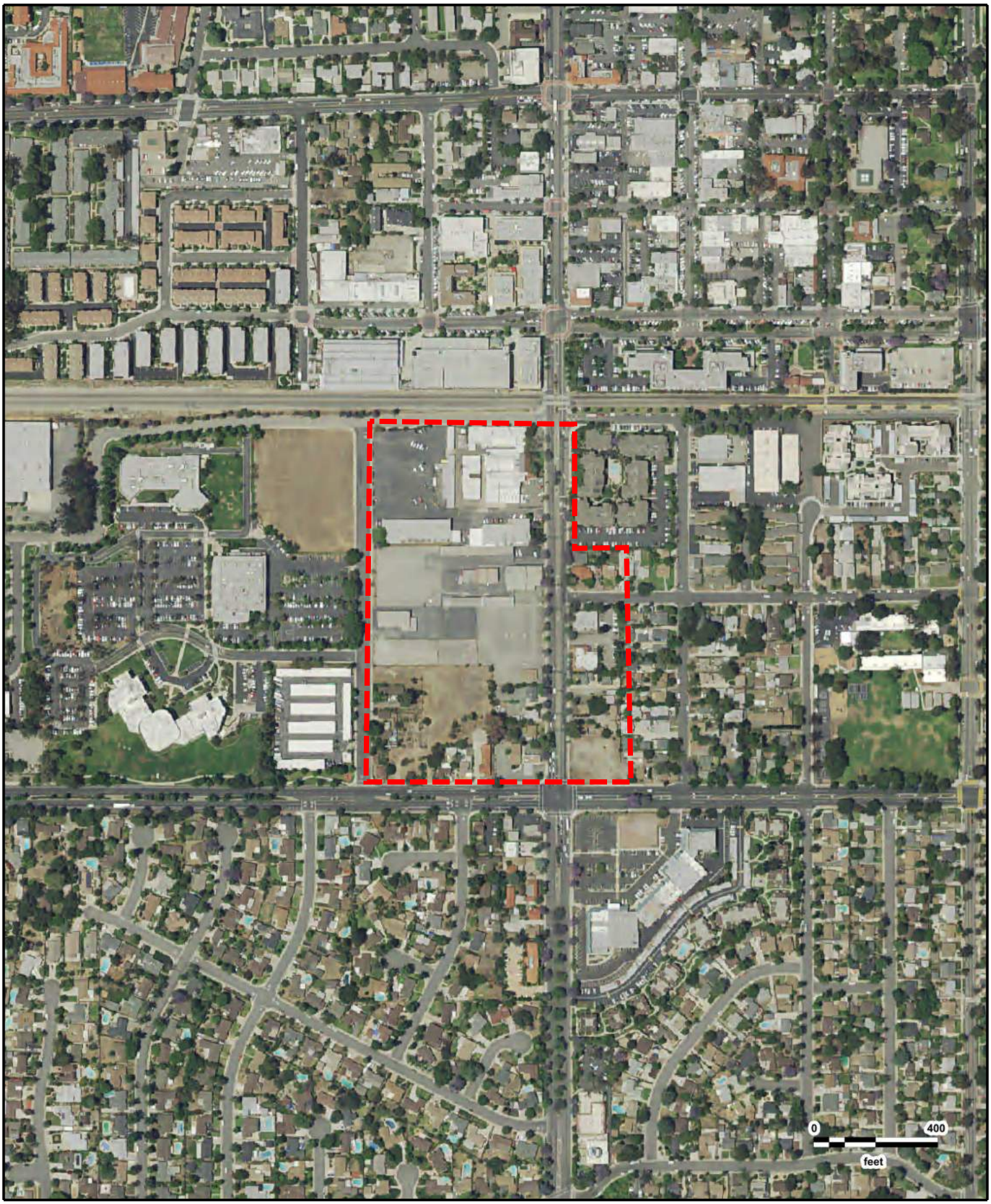



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***Indian Hill Specific Plan***
***USDA***
***2010***

GeoSearch

JOB #: 189694 - 05/23/2017




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***Indian Hill Specific Plan***
***USGS***
***06/03/2014***

GeoSearch

JOB #: 189694 - 05/23/2017

GeoSearch
On time. On target. In touch.™

# *Historical Topographic Maps*

*Target Property:*

***Indian Hill Specific Plan***
***Indian Hill Boulevard***
***Claremont, Los Angeles, California 91711***

*Prepared For:*

***Leighton Consulting***

***Order #: 87920***
***Job #: 189689***
***Project #: 11647.001***
***Date: 5/19/2017***

# Target Property Summary

***Indian Hill Specific Plan***
***Indian Hill Boulevard***
***Claremont, Los Angeles, California 91711***

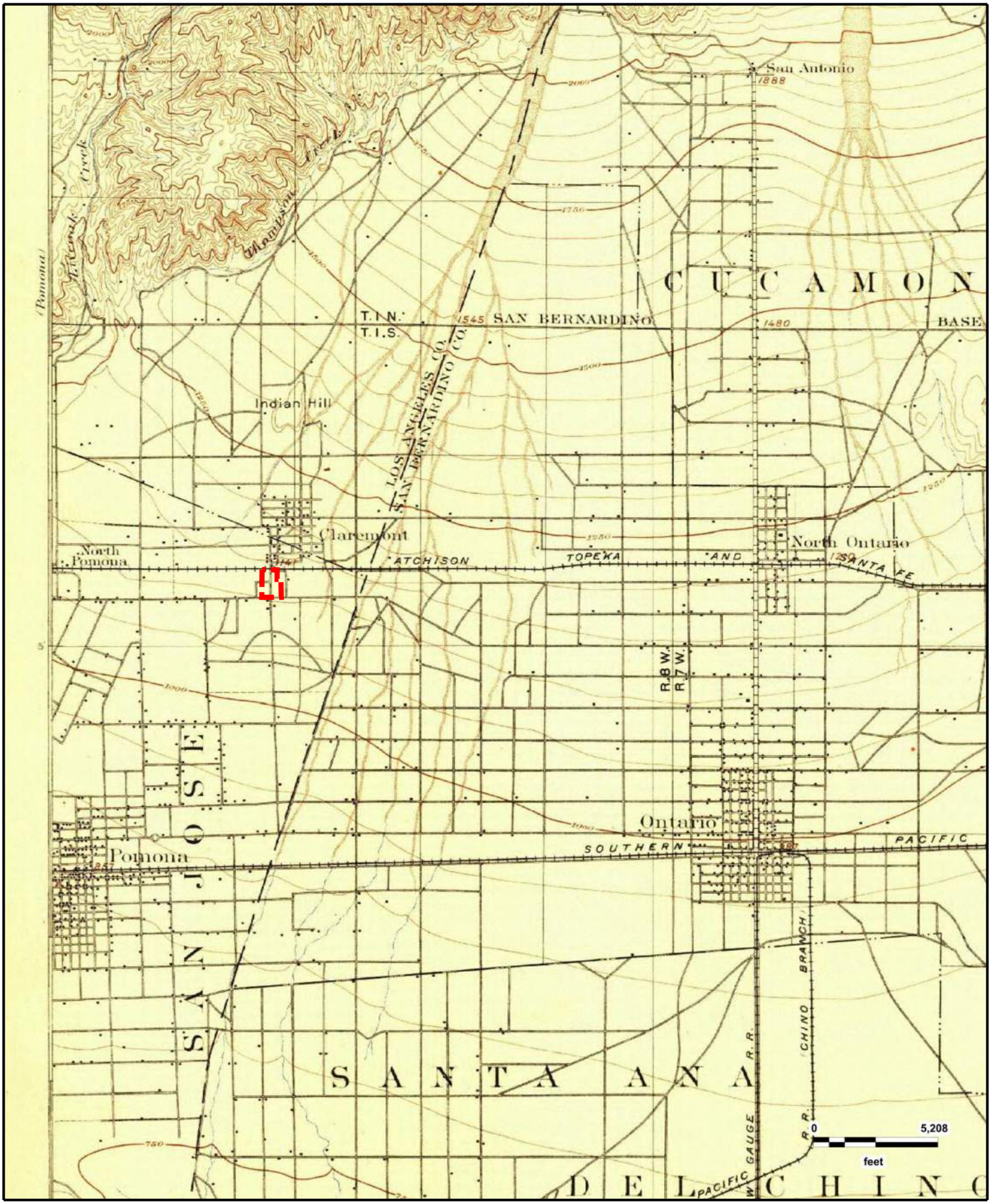
*USGS Quadrangle:* ***Ontario***
*Target Property Geometry:* ***Area***

*Target Property Longitude(s)/Latitude(s):*
***(-117.721273899, 34.093743725), (-117.721316814, 34.090571799), (-117.718623877, 34.090571799), (-117.718666792, 34.092633120), (-117.719192505, 34.092624235), (-117.719192505, 34.093717070)***

# Topographic Map Summary

| Date | Quadrangle | Scale |
|---|---|---|
| 2012 | Ontario, CA | 1" = 2000' |
| 1967 PHOTOREVISED 1981 | Ontario, CA | 1" = 2000' |
| 1967 PHOTOREVISED 1973 | Ontario, CA | 1" = 2000' |
| 1967 | Ontario, CA | 1" = 2000' |
| 1954 | Ontario, CA | 1" = 2000' |
| 1928 | Claremont, CA | 1" = 2000' |
| 1897 | Cucamonga, CA | 1" = 5208' |

Disclaimer - The information provided in this report was obtained from a variety of public sources. GeoSearch cannot ensure and makes no warranty or representation as to the accuracy, reliability, quality, errors occurring from data conversion or the customer's interpretation of this report. This report was made by GeoSearch for exclusive use by its clients only. Therefore, this report may not contain sufficient information for other purposes or parties. GeoSearch and its partners, employees, officers and independent contractors cannot be held liable for actual, incidental, consequential, special or exemplary damages suffered by a customer resulting directly or indirectly from any information provided by GeoSearch.

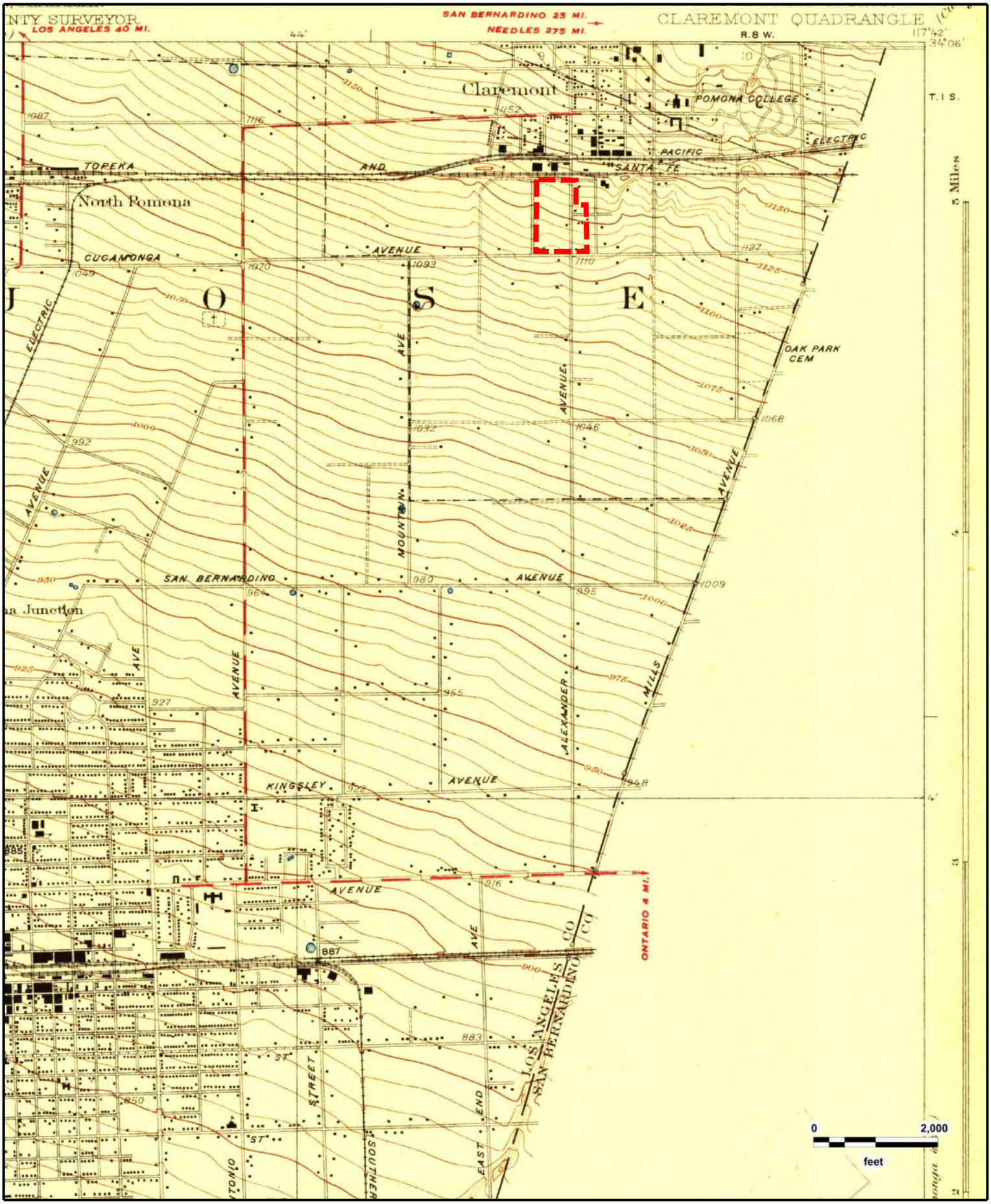



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***Indian Hill Specific Plan***
***Cucamonga, CA (1897)***

GeoSearch

JOB #: 189689 - 05/19/2017

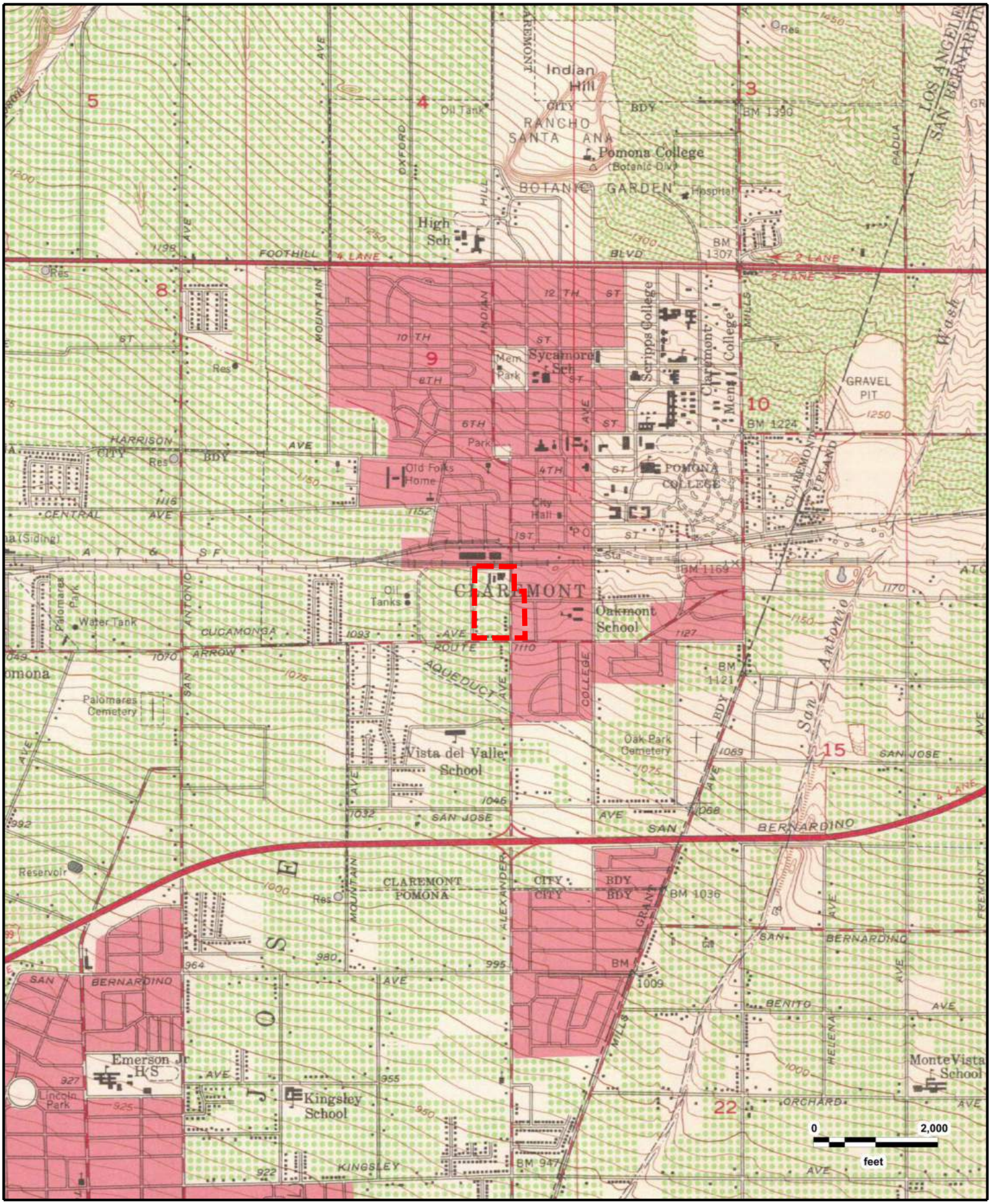





***Indian Hill Specific Plan***
***Claremont, CA (1928)***

GeoSearch

JOB #: 189689 - 05/19/2017

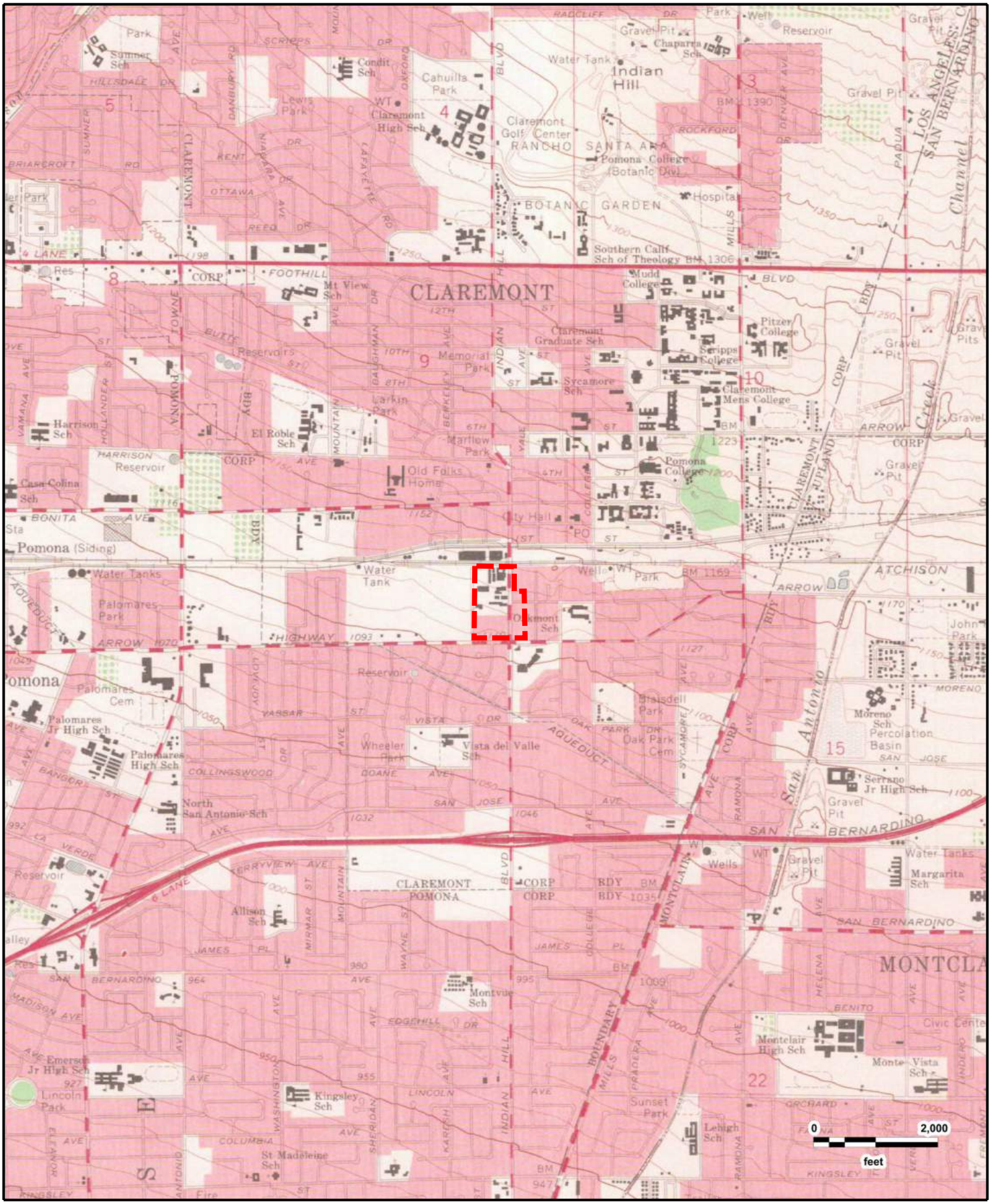



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***Indian Hill Specific Plan***
***Ontario, CA (1954)***

GeoSearch

JOB #: 189689 - 05/19/2017

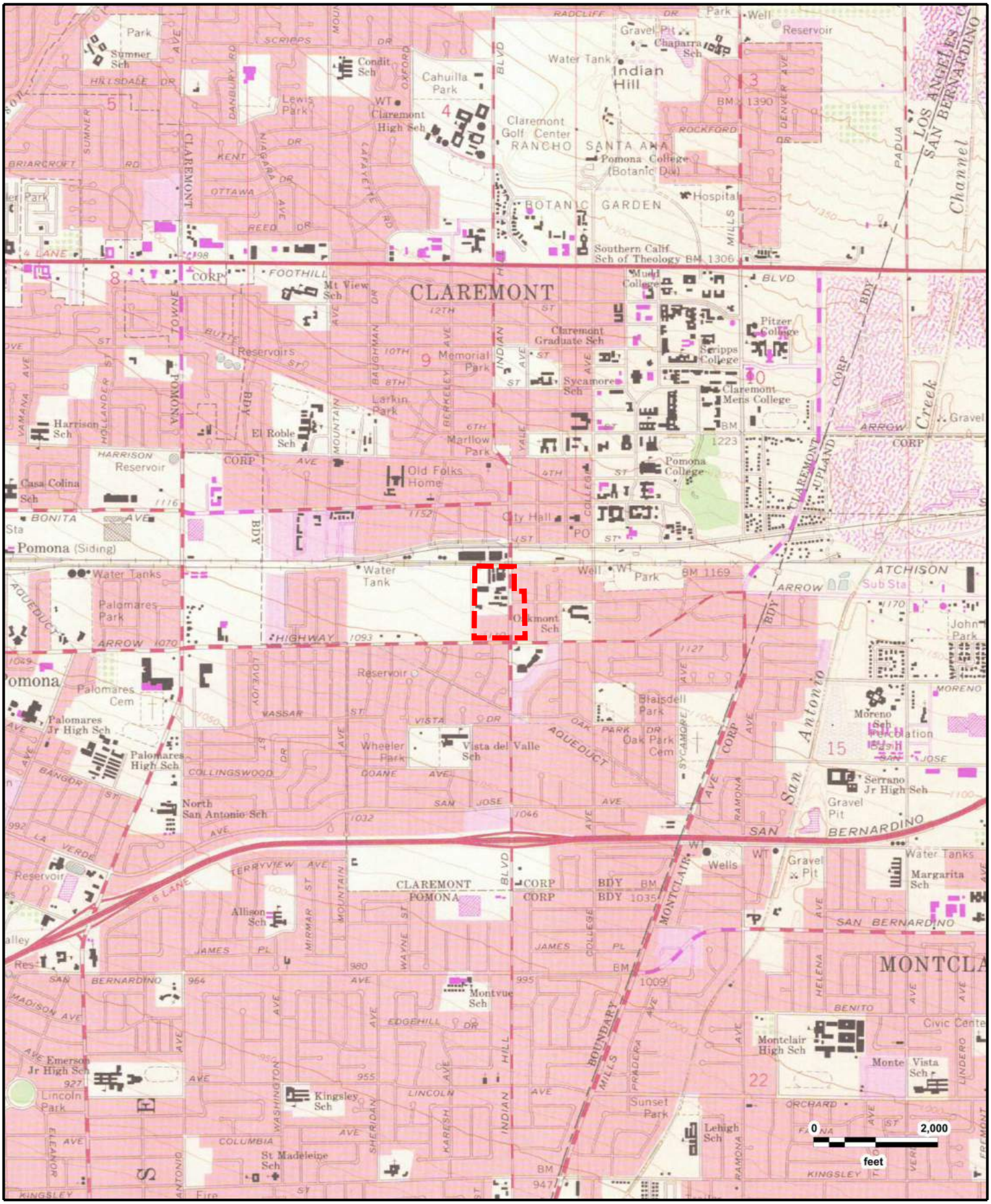



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***Indian Hill Specific Plan***
***Ontario, CA (1967)***

GeoSearch

JOB #: 189689 - 05/19/2017

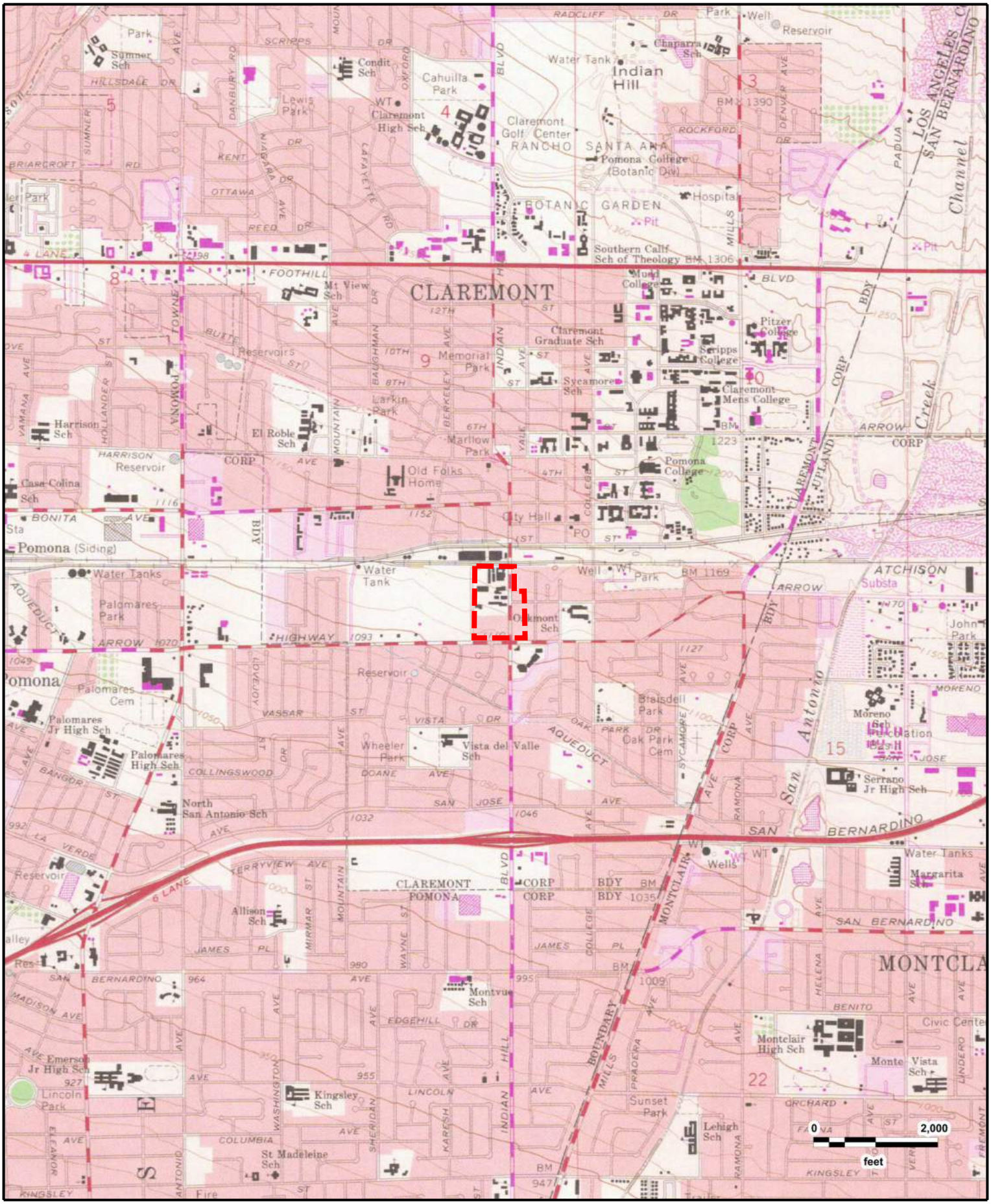



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***Indian Hill Specific Plan***
***Ontario, CA (1973)***

GeoSearch

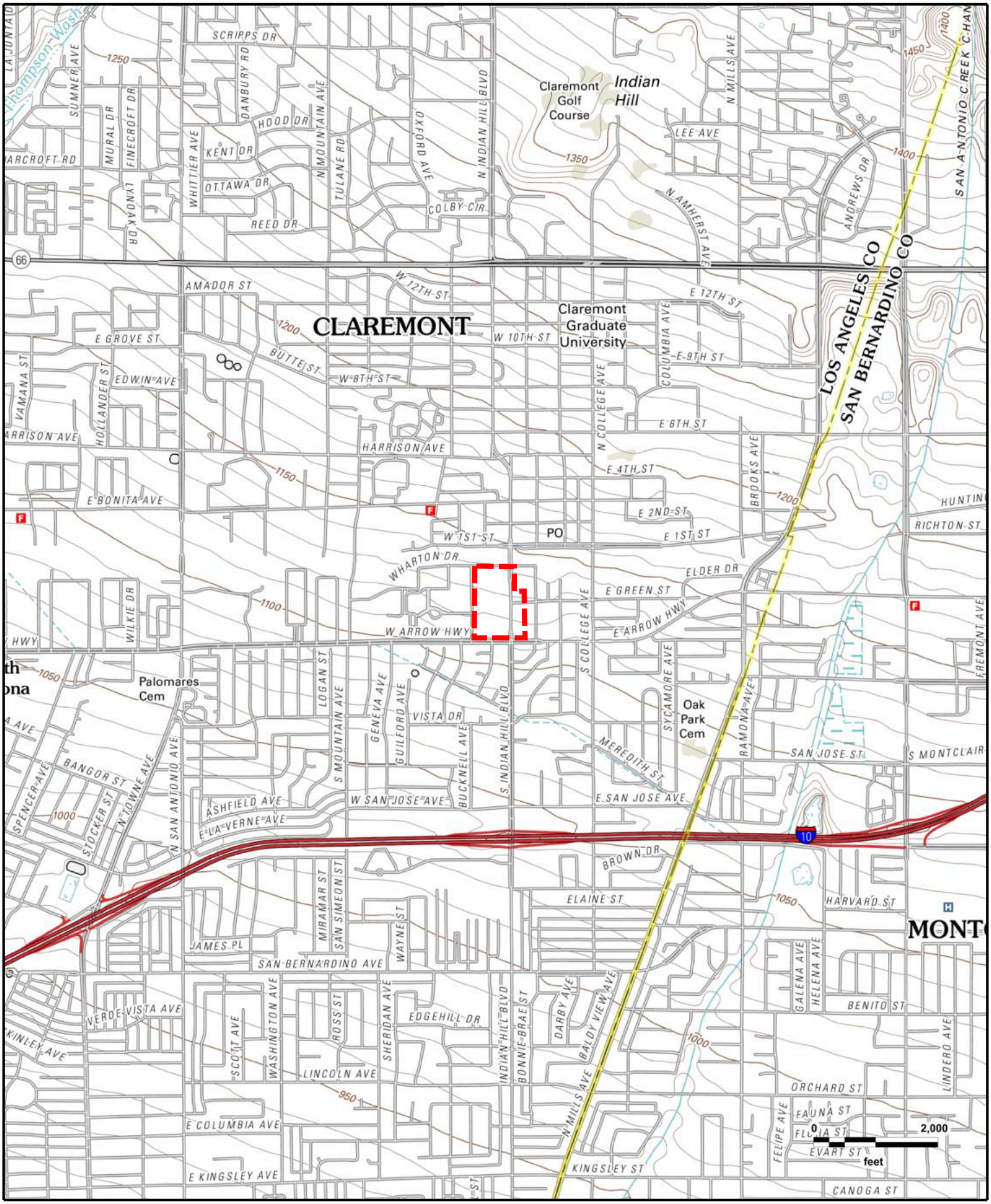
JOB #: 189689 - 05/19/2017




*Indian Hill Specific Plan*
*Ontario, CA (1981)*

GeoSearch

JOB #: 189689 - 05/19/2017




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***Indian Hill Specific Plan***
***Ontario, CA (2012)***

GeoSearch

JOB #: 189689 - 05/19/2017

# City Directory Standard Report

***Target Property:***

*Bucknell Ave,*

*Claremont, CA  91711*

***Prepared For:***
*Leighton Consulting*

Order #: 87920

Project #: 11647.001

***Date: 5/23/2017***

INFOUSA

| | | | |
|---|---|---|---|
| NORTH WEST | 2016 | **BUCKNELL AVE** | |
| | | | RANGE NOT LISTED - LISTINGS START WITH 532 |

INFOUSA

| | | | |
|---|---|---|---|
| PACIFIC | 2011 | **BUCKNELL AVE** | |
| | | | RANGE NOT LISTED - LISTINGS START WITH 550 |

HAINES DIRECTORY

| | | | |
|---|---|---|---|
| EASTERN SAN GABRIEL VALLEY | 2006 | **BUCKNELL AVE** | |
| | | | STREET BEGINS |
| | | | X [WATSON DR INTS] |
| | | 260 | NO CURRENT LISTING |
| | | 260 | X [W ARROW HWY INTS] |
| | | 260 | Y [VISTA DR INTS] |
| | | 514 | NO CURRENT LISTING |

HAINES DIRECTORY

| | | | |
|---|---|---|---|
| EASTERN SAN GABRIEL VALLEY | 2001-02 | **BUCKNELL AVE** | |
| | | | RANGE NOT LISTED - LISTINGS START WITH 514 |

HAINES DIRECTORY

| | | | |
|---|---|---|---|
| EASTERN SAN GABRIEL VALLEY | 1996 | **BUCKNELL AVE** | |
| | | | STREET BEGINS |
| | | 244 | NO CURRENT LISTING |
| | | 246 | NO CURRENT LISTING |
| | | 260 | NO CURRENT LISTING |
| | | 268 | BUSNS NETWORK INTL |
| | | 268 | MISNER IVAN |
| | | 268 | NETWORK THE |
| | | 531 | NO CURRENT LISTING |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 1991-92 **BUCKNELL AVE**

| | |
|---|---|
| | STREET BEGINS |
| 244 | OLIVERO BRIAN A |
| 246 | COFFMAN JIM |
| 260 | NO CURRENT LISTING |
| 268 | NO CURRENT LISTING |
| 514 | BAUERLEIN ANTHONY J |
| 514 | GASS HARRY E |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1984 **BUCKNELL AVE**

| | |
|---|---|
| | STREET BEGINS |
| 260 | PETERSON ELWOOD F |
| 268 | MALANOS JAN |
| 514 | APARTMENTS |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1980 **BUCKNELL AVE**

RANGE NOT LISTED - LISTINGS START WITH 514

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1975 **BUCKNELL AVE**

| | |
|---|---|
| | STREET BEGINS |
| 204 | STONE CELLAR KTCHNS |
| 244 | WEBB CHAS |
| 246 | MCMILLAN OLA M |
| 268 | MURPHY JOHN E |
| 514 | APARTMENTS |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1972 **BUCKNELL AVE**

| | |
|---|---|
| | STREET BEGINS |
| 204 | STONE CELLAR KTCHNS |

| | |
|---|---|
| 244 | WEBB CHAS |
| 246 | MCMILLAN OLA M |
| 268 | MURPHY JOHN E |
| 514 | APARTMENTS |

**Comment:** No coverage available for Claremont prior to 1972 at the time of this report.

# City Directory Standard Report

***Target Property:***

*S Indian Hill Blvd,*

*Claremont, CA  91711*

***Prepared For:***
*Leighton Consulting*

Order #: 87920

Project #: 11647.001

***Date: 5/23/2017***

INFOUSA

| | | | | |
|---|---|---|---|---|
| NORTH WEST | 2016 | **S INDIAN HILL BLVD** | | |
| | | | STREET BEGINS | |
| | | 100 | INTEGRITY | |
| | | 100 | MULTI-TENANT RESIDENTIAL | |
| | | 121 | KING PRECISION GLASS INC | |
| | | 121 | VORTOX AIR TECHNOLOGY | |
| | | 177 | KING PRECISION GLASS | |
| | | 191 | HIBBARD RICHARD | |
| | | 212 | COMCAST CABLE | |
| | | 220 | BASQUIN KALLON | |
| | | 220 | BOND INSURANCE SVC | |
| | | 220 | CHILDREN'S DIAGNOSTICS SVC | |
| | | 220 | DIVINE PROMOTIONS | |
| | | 220 | FIRST CHOICE FUNDING SOLUTIONS | |
| | | 220 | NWAFOR ENTERPRISES | A2 |
| | | 240 | NEZA VIVIANA | |
| | | 253 | GRAHAM JOHN | |
| | | 253 | STATE FARM INSURANCE | |
| | | 259 | MONEY BREEDERS | |
| | | 267 | CHEVRON | |
| | | 307 | BAUER TONY AGT | |

INFOUSA

| | | | | |
|---|---|---|---|---|
| PACIFIC | 2011 | **S INDIAN HILL BLVD** | | |
| | | | STREET BEGINS | |
| | | 100 | MULTI TENANT RESIDENTIAL | |
| | | 100 | TO LIEM | |
| | | 121 | VORTOX CO | |
| | | 191 | RICHARD HIBBARD CHEVROLET INC | |
| | | 220 | BASQUIN KALLON | |
| | | 220 | CHILDREN'S DIAGNOSTIC SVC | |
| | | 220 | FINE AUBREY H | |
| | | 220 | FIRST CHOICE FUNDING SOLUTIONS | |

| | | |
|---|---|---|
| 220 | FIRST EXECUTIVE MORTGAGE | |
| 220 | JON'S KOOL STUFF.COM INC | |
| 220 | RUBLE MARK | B2 |
| 220 | SOURCE ONE TAX CONSULTANTS | |
| 250 | VALIUKAS ANNA | |
| 253 | GRAHAM JOHN F | |
| 253 | STATE FARM INSURANCE | |
| 267 | ALL AMERICAN GAS | |
| 300 | A & A LOCKS & LOCKSMITH 24 HR | |
| 307 | BAUER TONY | |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 2006

**S INDIAN HILL BLVD**

| | | |
|---|---|---|
| | STREET BEGINS | |
| 100 | CLAREMONT VILLAS | |
| 100 | X [W 1ST ST INTS] | |
| 121 | VORTOX CO | |
| 121 | X [SANTA FE ST INTS] | |
| 188 | RAMIREZ MICHAEL | |
| 191 | CHEVROLET HIBBARD CHEVROLET | |
| 191 | HIBBARD RICHARD CHEVROLET INC | |
| 194 | NO CURRENT LISTING | |
| 194 | X [W GREEN ST INTS] | |
| 220 | BUILDING | |
| 220 | CHILDREN'S DIAGNOSTIC SERVICES | |
| 220 | DOMOND JOSEPH | |
| 220 | DOMOND REALTY SERVICES | |
| 220 | FINE AUBREY H EDD | |
| 220 | FIRST EXECUTIVE MORTGAGE | |
| 220 | JR & JG ENTERPRISES INC | |
| 220 | LAW INTAKE CORPORATION | |
| 220 | LEGACY INTERNATIONAL REALTY | |
| 220 | MAGELLAN EMPIRE ESCROW | |
| 220 | PRUDENTIAL FNCL SMTH RSK C JR | |

| | | |
|---|---|---|
| | 220 | SOURCE ONE TAX CONSULTANTS |
| | 230 | POTTER ROBERT |
| | 232 | NO CURRENT LISTING |
| | 240 | BROUMAND ALEX |
| | 248 | NO CURRENT LISTING |
| | 250 | VALIUKAS ANNA |
| | 253 | GRAHAM ANNA |
| | 253 | GRAHAM JOHN F |
| | 253 | STATE FARM INS |
| | 254 | NO CURRENT LISTING |
| | 259 | PROFIT TOOL PLAN |
| | 267 | ALL AMERICAN GAS |
| | 267 | G & B AUTOMOTIVE SERVICE |
| | 267 | U-HAUL CO |
| | 267 | X [W ARROW HWY INTS] |
| | 300 | NO CURRENT LISTING |
| | 309 | CHRISTINA RYAN H RE |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 2001-02 **S INDIAN HILL BLVD**

| | |
|---|---|
| | STREET BEGINS |
| 100 | CLAREMONT VILLAS |
| 100 | X [1ST W INTS] |
| 116 | NO CURRENT LISTING |
| 121 | VORTOX CO |
| 136 | NO CURRENT LISTING |
| 140 | NO CURRENT LISTING |
| 144 | NO CURRENT LISTING |
| 177 | GARNER GLASS CO |
| 177 | X [SANTA FE INTS] |
| 188 | HENDERSON TOMMY |
| 191 | CHEVROLET-HIBBARD CHEVROLET |
| 191 | HIBBARD RICHARD CHEVROLET INC |
| 194 | NO CURRENT LISTING |

| | | |
|---|---|---|
| 194 | X [GREEN W INTS] | |
| 212 | INSIGHT CABLEVISION | |
| 219 | NO CURRENT LISTING | |
| 220 | BRANCH BUSINESS SERVICES | |
| 220 | BRANCH REALTY CHILDRENS | |
| 220 | BUILDING | |
| 220 | CHILDRENS DIAGNOSTIC SERVICE | |
| 220 | CLAREMT BUSINESS SERVICES | |
| 220 | CLAREMT BUSINESS SERVICES | |
| 220 | CLAREMT REMEDIAL READIG CLNC | |
| 220 | CLAREMT REMEDIAL READING CLNC | |
| 220 | DENTAL INS SPECLST | |
| 220 | DOMOND JOSEPH | |
| 220 | DOMOND REALTY SERVICES | |
| 220 | EMPIRE ESCROW | |
| 220 | FARMERS INS AGENT | |
| 220 | FINE AUBREY H EDO | |
| 220 | FIRST EXECUTIVE MORTGAGE | |
| 220 | J R &JG ENTERPRISES INC | |
| 220 | LIFE INSURANCE SPECIALIST | |
| 220 | MEDICAL INSURANCE SPECIALIST | |
| 220 | MEDICAL LIFE DSBLTY&ANNTY SPCLT | |
| 220 | PRUDENTIAL AGENTS | |
| 220 | PRUDENTIAL AGENTS | |
| 220 | RUBLE MARK CHR SCI | |
| 220 | SCHROEDER JOANNE | SG |
| 220 | SCHROEDER ROBT E | SG |
| 220 | SMITH RUSH C JR CLU CHFC | |
| 220 | US NAVY RESERVE RECRUITING OFC | |
| 230 | NO CURRENT LISTING | |
| 232 | STANKEIWICZ ALISON | |
| 234 | NO CURRENT LISTING | |

| | |
|---|---|
| 240 | FLORES MARIA |
| 241 | NO CURRENT LISTING |
| 248 | NO CURRENT LISTING |
| 250 | NO CURRENT LISTING |
| 253 | JOHN GRAHAM STATE FARM INS |
| 254 | VANNOY JOSHUA |
| 256 | NO CURRENT LISTING |
| 258 | NO CURRENT LISTING |
| 259 | BROWNELL ELLEN |
| 259 | CARTER SUSAN |
| 259 | DURHAM ANNIE MS MFCC |
| 267 | AUTO CARE SHELL |
| 300 | WHEREHOUSE THE CLAREMONT |
| 300 | X [ARROW HWY W INTS] |
| 305 | NO CURRENT LISTING |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 1996

**S INDIAN HILL BLVD**

| | |
|---|---|
| | STREET BEGINS |
| 100 | APARTMENTS |
| 100 | CLAREMT VILLAS |
| 116 | NO CURRENT LISTING |
| 121 | VORTOX CO |
| 136 | NO CURRENT LISTING |
| 140 | NO CURRENT LISTING |
| 144 | NO CURRENT LISTING |
| 145 | NO CURRENT LISTING |
| 177 | GARNER GLASS CO |
| 191 | HIBBARD R CHEVROLET |
| 194 | NO CURRENT LISTING |
| 212 | INSIGHT CABLEVISION |
| 219 | RAWLES JUDY LEE PHD |
| 220 | BRANCH BUSINESS SRV |
| 220 | BUILDING |

| | |
|---|---|
| 220 | CHILDRENS DIAGNOSTC |
| 220 | CLAREMT BUS SERVS |
| 220 | COMPU FIX |
| 220 | COMPUFIX |
| 220 | COMPUSTAT |
| 220 | DENTAL INS SPECLST |
| 220 | DOMOND JOSEPH |
| 220 | DOMOND REALTY SERV |
| 220 | FARMER INS AGENT |
| 220 | FINE AUBREY H EDD |
| 220 | FIRST EXEC MRTG |
| 220 | LIFE INS SPCLST |
| 220 | MEDICAL INS SPCLST |
| 220 | RAC HLTH CRE SV INC |
| 220 | RUBLE M CHR SCI PR |
| 220 | SCHROEDER ROBT E |
| 220 | SMITH R JR CLU CHFC |
| 230 | NO CURRENT LISTING |
| 232 | NO CURRENT LISTING |
| 234 | NO CURRENT LISTING |
| 240 | NO CURRENT LISTING |
| 241 | MAGGIES HAIR CO |
| 248 | NO CURRENT LISTING |
| 250 | NO CURRENT LISTING |
| 253 | GRAHAM JOHN F |
| 253 | STATE FARM INS AGNT |
| 254 | NO CURRENT LISTING |
| 256 | NO CURRENT LISTING |
| 258 | NO CURRENT LISTING |
| 259 | BROWNELL E COUNSLR |
| 259 | CARTER SUSAN |
| 259 | WOLL CAROL |
| 267 | AUTO CARE SHELL |

| | | |
|---|---|---|
| 300 | GREEN BURRITO THE | |
| 300 | GREEN BURRITO THE | B |
| 300 | WHEREHOUSE THE | |
| 305 | NO CURRENT LISTING | |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 1991-92

**S INDIAN HILL BLVD**

| | |
|---|---|
| | STREET BEGINS |
| 116 | NO CURRENT LISTING |
| 121 | GARNER GLASS CO |
| 121 | VORTOX CO |
| 136 | NO CURRENT LISTING |
| 140 | NO CURRENT LISTING |
| 144 | NO CURRENT LISTING |
| 145 | NO CURRENT LISTING |
| 191 | HIBBARD R CHEVROLET |
| 194 | NO CURRENT LISTING |
| 212 | INSIGHT CABLEVISION |
| 219 | RAWLES JUDY LEE PHD |
| 220 | ADVERTISING AFFAIR |
| 220 | BUILDING |
| 220 | BUSINESS INS SPCLST |
| 220 | CABLEWAVE SYSTEMS |
| 220 | CHILDRENS DIAGNOSTC |
| 220 | COMPU FIX |
| 220 | COMPUSTAT |
| 220 | ELORET INSTITUTE |
| 220 | FINE AUBREY H EDD |
| 220 | H& INCOME TAX SERV |
| 220 | HEALTH INS SPCLST |
| 220 | MORTGAGE INS SPCLST |
| 220 | POSITIVE ELECTRONIC |
| 220 | PRUDENTIAL INS AGNT |
| 220 | RUBLE MARK |

| | | | |
|---|---|---|---|
| | 220 | RULLMAN&ASSOCIATES | |
| | 220 | SMITH RUSS AGENT | |
| | 230 | NO CURRENT LISTING | |
| | 232 | VAZQUEZ MARTA | |
| | 234 | DANIEL T PORTRAITE | |
| | 234 | TAYLOR PORTRAITURE | |
| | 240 | NO CURRET | |
| | 248 | NO CURRET | |
| | 250 | NOUNNAN JACK | |
| | 253 | GRAHAM JOHN F | |
| | 254 | NO CURRENT LISTING | |
| | 256 | HOLGUIN ANGEL | |
| | 258 | NO CURRENT LISTING | |
| | 259 | MULTI TENANT RESIDENTAL | |
| | 267 | AUTO CARE SHELL | |
| | 300 | GREEN BURRITO THE | B |
| | 300 | WHEREHOUSE MUSIC | |
| | 305 | NO CURRENT LISTING | |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1984 **S INDIAN HILL BLVD**

| | | |
|---|---|---|
| | | STREET BEGINS |
| | 116 | NO CURRENT LISTING |
| | 121 | GARNER GLASS CO |
| | 121 | VORTOX CO |
| | 136 | PERKINS JON |
| | 140 | NO CURRENT LISTING |
| | 144 | NO CURRENT LISTING |
| | 145A | GOTTUSO JOSEPHINE |
| | 146 | ATRHUR M |
| | 148 | MAYER DAVID |
| | 150 | NO CURRENT LISTING |
| | 177 | NO CURRENT LISTING |
| | 191 | HIBBARD R CHEVROLET |

| | |
|---|---|
| 194 | NO CURRENT LISTING |
| 212 | METRPLTN LIFE INS |
| 220 | ALPHA COUNSELING CT |
| 220 | BLUE SHIELD AGENT |
| 220 | CA FINANCIAL SECRTY |
| 220 | COPPLE M PACKAGING |
| 220 | DEANS REALTY |
| 220 | FULMER BOB G PHD |
| 220 | PAC TILE WORKS |
| 220 | PARRY RICHARD O |
| 220 | RUBLE MARK |
| 230 | NO CURRENT LISTING |
| 232 | FAUST JEFF |
| 232 | RYAN J |
| 240 | BELLEFONTAINE J |
| 241 | GUNNETTE RONALD |
| 248 | CLARK EMMA |
| 250 | NO CURRENT LISTING |
| 253 | NO CURRENT LISTING |
| 254 | HODGES WES M |
| 256 | HODGES WINFRED M |
| 258 | NO CURRENT LISTING |
| 259 | MULTI TENANT RESIDENTIAL |
| 267 | JOHNS SUPER SHELL |
| 307 | DODD JACK |
| 307 | FARMERS INS AGENT |
| 307 | MISHLER BOB |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1980

**S INDIAN HILL BLVD**

| | |
|---|---|
| | STREET BEGINS |
| 100 | ORIENT EXPRESS THE |
| 121 | VORTOX CO |
| 136 | TALSTEIN GARY |

| | |
|---|---|
| 144 | NO CURRENT LISTING |
| 150 | LOCHRAN MILDRED MRS |
| 177 | GARNER GLASS CO |
| 191 | COLLEGE CHEVROLET |
| 194 | HODGES THAREN RAE |
| 212 | METROPLTN LIFE INS |
| 220 | WOLSBORN W DVLPMNT |
| 230 | LOPEZ MIKE B |
| 232 | FAUST JEFF |
| 232 | RYAN J |
| 240 | ALEXANDER DEAN |
| 241 | GUNNETTE RONALD |
| 253 | NO CURRENT LISTING |
| 254 | WHITE BRUCE |
| 256 | HODGES WINFRED M |
| 258 | NO CURRENT LISTING |
| 259 | BOTTOM LINE THE |
| 267 | GREEN RIVER SHELL |
| 307 | LANDIS REALTY CO |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1975 **S INDIAN HILL BLVD**

| | |
|---|---|
| | STREET BEGINS |
| 100 | CLAREMONT DPOT REST |
| 100 | CLARMNT DEPOT REST |
| 100 | DEPOT RESTAURANT |
| 121 | VORTOX CO |
| 132 | SILVA AGUSTIN |
| 136 | MARGUERAT GISSLE A |
| 136 | SEIBERT CRAIG |
| 144 | NO CURRENT LISTING |
| 150 | LOCHRAN MILDRED MRS |
| 177 | GARNER GLASS CO |
| 177 | GARNER T H CO |

| | |
|---|---|
| 191 | COLLEGE CHEVROLET |
| 194 | HODGES THAREN RAE |
| 230 | NO CURRENT LISTING |
| 232 | TANI CARLYN |
| 233 | LEVINE SUSAN |
| 240 | ALEXANDER DEAN |
| 241 | NO CURRENT LISTING |
| 248 | BALABANOFF DOREEN |
| 248 | SWIFT JESSICA M |
| 250 | POWERS M F |
| 253 | NO CURRENT LISTING |
| 254 | ELDRIDGE GEOFFREY |
| 256 | HODGES WINFRED M |
| 258 | NO CURRENT LISTING |
| 266 | JOHNSON RON |
| 267 | CLAREMONT SHELL |
| 307 | LANDIS REALTY |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1972 **S INDIAN HILL BLVD**

| | |
|---|---|
| | STREET BEGINS |
| 121 | VORTOX CO |
| 132 | RIDLEY JOHN |
| 136 | DAVIDSON C |
| 144 | NO CURRENT LISTING |
| 150 | LOCHRAM MILDRED MRS |
| 177 | GARNER GLASS CO |
| 177 | GARNER T H CO |
| 191 | COLLEGE CHEVROLET |
| 194 | HODGES THAREN RAE |
| 230 | PASTOR PAUL A JR |
| 232 | TANI JOLYN |
| 233 | CAREY ROSS |
| 240 | BRUBAKER R |

| | |
|---|---|
| 241 | PERERA ARAMIS |
| 248 | NO CURRENT LISTING |
| 250 | POWERS M F |
| 253 | NO CURRENT LISTING |
| 254 | BERARDO BRIAN |
| 256 | HODGES WINFRED M |
| 258 | NO CURRENT LISTING |
| 259 | ARTIDIELLO JUAN |
| 267 | CHUCKS SHELL SERV |
| 307 | LANDIS REALTY |

**Comment:** No coverage available for Claremont prior to 1972 at the time of this report.

# City Directory Standard Report

***Target Property:***

*W Arrow Hwy,*

*Claremont, CA  91711*

***Prepared For:***
*Leighton Consulting*

Order #: 87920

Project #: 11647.001

***Date: 5/23/2017***

INFOUSA

| | | | | |
|---|---|---|---|---|
| NORTH WEST | 2016 | **W ARROW HWY** | | |
| | | 207 | PATTERSON CAROLYN | |
| | | 313 | TORRES MARIA | |
| | | 433 | DAYBREAK SEMINARS | |
| | | 433 | PETE ROBERTSON INSURANCE INC | |
| | | 434 | 123 BAIL BONDS | |
| | | 434 | NASMYTH PETER | |
| | | 434 | PRIMERICA | 100 |
| | | 434 | PRIMERICA FINANCIAL SVC | 100 |
| | | 445 | RITCHIE TED L CPA | |
| | | 447 | BROOKS KUANTAE | |
| | | 447 | PICKENS MYEISHA | B |
| | | 525 | EXTRA SPACE STORAGE | |
| | | 555 | TECHNIP STONE & WEBSTER | |
| | | 646 | CASE JAMES | |

INFOUSA

| | | | | |
|---|---|---|---|---|
| PACIFIC | 2011 | **W ARROW HWY** | | |
| | | 207 | WILLIS WARREN J | |
| | | 313 | TORRES MARIA | |
| | | 433 | PETE ROBERTSON INSURANCE INC | |
| | | 434 | CATHERINE LOMBARDO LAW OFFICES | |
| | | 434 | FLIPPIN & NASMYTH | |
| | | 434 | NASMYTH JR PETER R ATTY | |
| | | 434 | PRIMERICA FINANCIAL SVC | 100 |
| | | 445 | CENTER FOR FINANCIAL STUDIES | |
| | | 445 | CENTRAL FOR FINANCIAL STUDIES | |
| | | 471 | PERRY DAVID JR | |
| | | 525 | STORAGE SOLUTIONS | |
| | | 555 | LOLAB CORP | |
| | | 555 | TECHNIP USA INC | |
| | | 636 | JACKSON MIKE | |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 2006 **W ARROW HWY**

| | |
|---|---|
| 207 | NO CURRENT LISTING |
| 207 | X [OLIVE ST INTS] |
| 313 | TORRES MARIA |
| 313 | X [S INDIAN HILL BLVD INTS] |
| 433 | ABASTA DAWN M |
| 433 | LOMBARDO CATHERINE R ATTY |
| 433 | PETE ROBERTSON INSURANCE INC |
| 433 | ROBERTSON PETE INSURANCE INC |
| 434 | FLIPPIN & KEEFE ATTNRYS AT LAW |
| 434 | FLIPPIN&NSMYTH ATTRNYS AT LAW |
| 434 | NASMYTH PETER |
| 434 | X [VIRGINIA RD INTS] |
| 445 | CENTER FOR FINANCIAL STDY&DVLP |
| 445 | CENTER FOR FNCL STUDIES THE |
| 445 | CENTER FOR FNCL STUDIES&DVLP |
| 449 | MCGUIRE RYAN |
| 449 | X [BUCKNELL AVE INTS] |
| 471 | WATSON THOMAS |
| 471 | X [NOTRE DAME RD INTS] |
| 525 | CLAREMONT MINI STORAGE |
| 555 | TECHNIP USA |
| 636 | NO CURRENT LISTING |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 2001-02 **W ARROW HWY**

| | |
|---|---|
| 246 | NO CURRENT LISTING |
| 246 | X [OLIVE INTS] |
| 313 | TORRES MARIA |
| 390 | NO CURRENT LISTING |
| 390 | X [INDIAN HILL BLVD S INTS] |
| 420 | NO CURRENT LISTING |

| | |
|---|---|
| 424 | NETH DOROTHY |
| 425 | NO CURRENT LISTING |
| 433 | MARTH CHARLENE J |
| 433 | PETE ROBERTSON INSURANCE INC |
| 433 | ROBERTSON HAROLD |
| 433 | ROBERTSON PETE INSURANCE INC |
| 434 | CHRISTOPHER MICHAEL PHOTO |
| 434 | MICHAEL CHRISTOPHER PHOTO |
| 434 | NASMYTH PETER |
| 434 | X [VIRGINIA RD INTS] |
| 445 | CENTER FOR FNCL STUDIES THE |
| 445 | CENTER FOR FNCL STUDIES&DVLP |
| 445 | COMPUTERIZED INS AGCY INC |
| 451 | NO CURRENT LISTING |
| 451 | X [BUCKNELL AV INTS] |
| 468 | NO CURRENT LISTING |
| 469 | NO CURRENT LISTING |
| 471 | WATSON THOMAS |
| 471 | X [NOTRE DAME RD INTS] |
| 525 | CLAREMONT MINI STORAGE |
| 555 | BAUSCH&LOMB SURGICAL |
| 636 | MYRDAL PENNY |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 1996

**W ARROW HWY**

| | |
|---|---|
| 246 | NO CURRENT LISTING |
| 390 | NO CURRENT LISTING |
| 420 | NO CURRENT LISTING |
| 433 | JOHNSON KENDALL&ASC |
| 433 | MARTH CHARLENE J |
| 433 | MARTH SELDEN B |
| 433 | PETE ROBERTSON INS |
| 433 | ROBERTSON PETE INS |
| 434 | CHRISTOPHER M PHOTO |

| | |
|---|---|
| 434 | MICHAEL C PHOTO |
| 445 | CENTER FNCL STDY |
| 445 | CENTER FNCL STDY |
| 445 | COMPUTRZD INS AGCY |
| 449 | NO CURRENT LISTING |
| 468 | AVCO THRIFT DSC |
| 469 | NO CURRENT LISTING |
| 471 | NO CURRENT LISTING |
| 525 | CLAREMT MINI STRG |
| 525 | NGUYEN NHON |
| 636 | HARRISON BETTE |
| 636 | MYRDAL PENNY |

HAINES DIRECTORY

EASTERN SAN GABRIEL VALLEY 1991-92 **W ARROW HWY**

| | |
|---|---|
| 246 | NO CURRENT LISTING |
| 390 | NO CURRENT LISTING |
| 420 | NO CURRENT LISTING |
| 424 | HOWATT WM |
| 425 | NO CURRENT LISTING |
| 433 | FRANK DON |
| 433 | FRANK WENDY SUSAN |
| 433 | JOHNSON KENDALL&ASC |
| 433 | MARTH CHARLENE J |
| 433 | MARTH SELDEN B |
| 433 | PETE ROBERTSON INS |
| 433 | ROBERTSON PETE INS |
| 434 | CHRISTOPHER M PHOTO |
| 434 | MICHAEL C PHOTO |
| 445 | CENTER FNCL STUDIES |
| 445 | CENTER FNCL STUDIES |
| 445 | COMPUTERIZED INS |
| 449 | NO CURRENT LISTING |
| 468 | AVCO THRIFT DSC |

| | |
|---|---|
| 469 | NO CURRENT LISTING |
| 471 | NO CURRENT LISTING |
| 525 | CLAREMT MINI STRG |
| 636 | MYRDAL BRIAN |
| 636 | MYRDAL PENNY |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1984 **W ARROW HWY**

| | |
|---|---|
| 207 | HAYES C B |
| 390 | NO CURRENT LISTING |
| 424 | MCGRATH MICHAEL |
| 425 | NO CURRENT LISTING |
| 433 | FRANK DON |
| 433 | FRANK WENDY SUSAN |
| 433 | MARTH CHARLENE J |
| 433 | MARTH SELDEN B |
| 433 | PETE ROBERTSON INS |
| 433 | ROBERTSON PETE INS |
| 434 | WAYNE BOOK PHOTO |
| 445 | CENTER FNCL STUDIES |
| 445 | COMPUTERIEZ INS |
| 449 | MAHONEY DENNIS |
| 469 | CONEY P F |
| 471 | BRAGE K |
| 525 | CLAREMT MINI STORG |
| 636 | NO CURRENT LISTING |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1980 **W ARROW HWY**

| | |
|---|---|
| 207 | HAYES CLARA B |
| 325 | SMITH DEBORAH |
| 390 | CLAREMONT SERV CNTR |
| 390 | ELLIS JOS CHVRN STA |
| 424 | MCGRATH MICHAEL |

| | |
|---|---|
| 424 | NETH H B |
| 433 | MARTH SELDEN B |
| 433 | ROBERTSON INS AGCY |
| 433 | ROBERTSON INS AGCY |
| 434 | BLANPIED STEVE |
| 445 | CENTER FNCL STUDIES |
| 445 | COMPUTERIZED INS |
| 449 | MAHONEY DENNIS |
| 451 | BALCH MAUDE E |
| 469 | CONEY P F |
| 471 | BRAGE K |
| 525 | CLAREMONT MINI STRG |
| 525 | FORECAST MORTGAGE |
| 525 | RANCHO RAMONA EST |
| 637 | HILL LOWELL S |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1975

**W ARROW HWY**

| | |
|---|---|
| 346 | SIBLEY L |
| 366 | KOLAYA ANNA T |
| 374 | MCNAUGHT LORAINE |
| 420 | DAIRI FREEZE |
| 422 | OLES HDWE CENTERS |
| 440 | SMITHS FD KING MRKT |
| 450 | A&T FASHIONS |
| 452 | ARROW CLEANERS |
| 454 | IMPORTS GIFT CENTER |
| 458 | BARNEYS KEY SERVICE |
| 458 | SIDS COFFEE SHOP |
| 464 | NO CURRENT LISTING |
| 468 | AVCO FINANCIAL SVS |
| 472 | K TV APPLIANCE |
| 472 | K TV&APPLIANCE |
| 474 | NO CURRENT LISTING |

| | | |
|---|---|---|
| 476 | LABURNS HAIR FASHNS | |
| 478 | NO CURRENT LISTING | |
| 500 | A&H ARCO | |
| 520 | COVINA TAE KWONDO | |
| 520 | ROUNTREE EDW | D |
| 522 | M&D CARPET&SUPPLY | |
| 522 | M&D CARPT LAYR SPLY | |
| 536 | ACCENTUATE PL SPLY | A |
| 536 | DEMOCRATIC PARTY | D |
| 536 | KAYS CERAMICS | B |
| 536 | MARYS NURSES RGSTRY | C |
| 536 | SUPERIOR PATIO&DCRT | |
| 536 | SUPERIOR POOL EQUIP | |
| 576 | NO CURRENT LISTING | |

HAINES DIRECTORY

LOS ANGELES EAST SUBURBAN 1972

**W ARROW HWY**

| | | |
|---|---|---|
| 207 | HAYES CLARA B | |
| 313 | HARPER JACK | |
| 390 | CLAREMONT SERV CNTR | |
| 390 | ELLIS JOE CHVRN STN | |
| 424 | MATTHEWS HAROLD SR | |
| 424 | NETH H B | |
| 433 | KARIKER GARY R | |
| 434 | JOSEPH JUDI | |
| 434 | LAMBDA CHI | |
| 445 | GRADY CHAS M | |
| 449 | ROY ROBT T JR | |
| 449 | WOERNER DANL J | |
| 451 | BALCH MAUD E | |
| 469 | CONEY P F | |
| 471 | SUMPTER D A | |
| 636 | BURGESS J E | |

**Comment:** No coverage available for Claremont prior to 1972 at the time of this report.

GeoSearch
On time. On target. In touch.™

# *City Directory Target Property Address*

***Target Property:***

*Bucknell Ave,*

*Claremont, CA  91711*

***Prepared For:***
*Leighton Consulting*

Order #: 87920

Project #: 11647.001

***Date: 5/23/2017***

## *City Directory Target Property Address*

***Bucknell Ave, Claremont, CA 91711***

BUCKNELL AVE

| | | | |
|---|---|---|---|
| 2016 | RANGE NOT LISTED - LISTINGS START WITH 532 | INFOUSA | NORTH WEST |
| 2011 | RANGE NOT LISTED - LISTINGS START WITH 550 | INFOUSA | PACIFIC |
| 2006 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [WATSON DR INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | RANGE NOT LISTED - LISTINGS START WITH 514 | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | RANGE NOT LISTED - LISTINGS START WITH 514 | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

204 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 1975 | STONE CELLAR KTCHNS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | STONE CELLAR KTCHNS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

244 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | OLIVERO BRIAN A | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1975 | WEBB CHAS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | WEBB CHAS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

246 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | COFFMAN JIM | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | |
|---|---|---|---|
| 1975 | MCMILLAN OLA M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | MCMILLAN OLA M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

260 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [W ARROW HWY INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | Y [VISTA DR INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | PETERSON ELWOOD F | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

268 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 1996 | BUSNS NETWORK INTL | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MISNER IVAN | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NETWORK THE | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | MALANOS JAN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | MURPHY JOHN E | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | MURPHY JOHN E | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

514 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | BAUERLEIN ANTHONY J | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | GASS HARRY E | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | APARTMENTS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | APARTMENTS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

## *City Directory Target Property Address*

***Bucknell Ave, Claremont, CA 91711***

| | | | |
|---|---|---|---|
| 1972 | APARTMENTS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

531 BUCKNELL AVE

| | | | |
|---|---|---|---|
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

**Comment:** No coverage available for Claremont prior to 1972 at the time of this report.

# City Directory Target Property Address

***Target Property:***

*S Indian Hill Blvd,*

*Claremont, CA  91711*

***Prepared For:***
*Leighton Consulting*

Order #: 87920

Project #: 11647.001

***Date: 5/23/2017***

## *City Directory Target Property Address*

***S Indian Hill Blvd, Claremont, CA 91711***

S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | STREET BEGINS | INFOUSA | NORTH WEST |
| 2011 | STREET BEGINS | INFOUSA | PACIFIC |
| 2006 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | STREET BEGINS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | STREET BEGINS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

100 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | MULTI-TENANT RESIDENTIAL | INFOUSA | NORTH WEST |
| 2016 | INTEGRITY | INFOUSA | NORTH WEST |
| 2011 | MULTI TENANT RESIDENTIAL | INFOUSA | PACIFIC |
| 2011 | TO LIEM | INFOUSA | PACIFIC |
| 2006 | CLAREMONT VILLAS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [W 1ST ST INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CLAREMONT VILLAS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [1ST W INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | APARTMENTS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CLAREMT VILLAS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1980 | ORIENT EXPRESS THE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | CLAREMONT DPOT REST | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | CLARMNT DEPOT REST | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1975 | DEPOT RESTAURANT | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

116 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

121 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | KING PRECISION GLASS INC | INFOUSA | NORTH WEST |
| 2016 | VORTOX AIR TECHNOLOGY | INFOUSA | NORTH WEST |
| 2011 | VORTOX CO | INFOUSA | PACIFIC |
| 2006 | VORTOX CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [SANTA FE ST INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | VORTOX CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | VORTOX CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | GARNER GLASS CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | VORTOX CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | GARNER GLASS CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | VORTOX CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | VORTOX CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | VORTOX CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | VORTOX CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

132 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1975 | SILVA AGUSTIN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | RIDLEY JOHN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

136 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | PERKINS JON | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | TALSTEIN GARY | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | MARGUERAT GISSLE A | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | SEIBERT CRAIG | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | DAVIDSON C | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

140 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

144 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

145 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

145A S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1984 | GOTTUSO JOSEPHINE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

146 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1984 | ATRHUR M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

148 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1984 | MAYER DAVID | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

150 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | LOCHRAN MILDRED MRS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | LOCHRAN MILDRED MRS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | LOCHRAM MILDRED MRS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

177 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | KING PRECISION GLASS | INFOUSA | NORTH WEST |
| 2001-02 | GARNER GLASS CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [SANTA FE INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | GARNER GLASS CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | GARNER GLASS CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | GARNER GLASS CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | GARNER T H CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | GARNER GLASS CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1972 | GARNER T H CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

188 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | RAMIREZ MICHAEL | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | HENDERSON TOMMY | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

191 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | HIBBARD RICHARD | INFOUSA | NORTH WEST |
| 2011 | RICHARD HIBBARD CHEVROLET INC | INFOUSA | PACIFIC |
| 2006 | CHEVROLET HIBBARD CHEVROLET | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | HIBBARD RICHARD CHEVROLET INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CHEVROLET-HIBBARD CHEVROLET | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | HIBBARD RICHARD CHEVROLET INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | HIBBARD R CHEVROLET | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | HIBBARD R CHEVROLET | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | HIBBARD R CHEVROLET | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | COLLEGE CHEVROLET | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | COLLEGE CHEVROLET | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | COLLEGE CHEVROLET | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

194 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [W GREEN ST INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [GREEN W INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | | |
|---|---|---|---|---|
| 1984 | NO CURRENT LISTING | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | HODGES THAREN RAE | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | HODGES THAREN RAE | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | HODGES THAREN RAE | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

212 S INDIAN HILL BLVD

| | | | | |
|---|---|---|---|---|
| 2016 | COMCAST CABLE | | INFOUSA | NORTH WEST |
| 2001-02 | INSIGHT CABLEVISION | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | INSIGHT CABLEVISION | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | INSIGHT CABLEVISION | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | METRPLTN LIFE INS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | METROPLTN LIFE INS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

219 S INDIAN HILL BLVD

| | | | | |
|---|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | RAWLES JUDY LEE PHD | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | RAWLES JUDY LEE PHD | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

220 S INDIAN HILL BLVD

| | | | | |
|---|---|---|---|---|
| 2016 | BASQUIN KALLON | | INFOUSA | NORTH WEST |
| 2016 | BOND INSURANCE SVC | | INFOUSA | NORTH WEST |
| 2016 | NWAFOR ENTERPRISES | A2 | INFOUSA | NORTH WEST |
| 2016 | CHILDREN'S DIAGNOSTICS SVC | | INFOUSA | NORTH WEST |
| 2016 | DIVINE PROMOTIONS | | INFOUSA | NORTH WEST |
| 2016 | FIRST CHOICE FUNDING SOLUTIONS | | INFOUSA | NORTH WEST |
| 2011 | BASQUIN KALLON | | INFOUSA | PACIFIC |
| 2011 | CHILDREN'S DIAGNOSTIC SVC | | INFOUSA | PACIFIC |
| 2011 | JON'S KOOL STUFF.COM INC | | INFOUSA | PACIFIC |
| 2011 | FINE AUBREY H | | INFOUSA | PACIFIC |
| 2011 | FIRST CHOICE FUNDING SOLUTIONS | | INFOUSA | PACIFIC |

| | | | | |
|---|---|---|---|---|
| 2011 | FIRST EXECUTIVE MORTGAGE | | INFOUSA | PACIFIC |
| 2011 | RUBLE MARK | B2 | INFOUSA | PACIFIC |
| 2011 | SOURCE ONE TAX CONSULTANTS | | INFOUSA | PACIFIC |
| 2006 | BUILDING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | CHILDREN'S DIAGNOSTIC SERVICES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | DOMOND JOSEPH | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | DOMOND REALTY SERVICES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | FINE AUBREY H EDD | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | FIRST EXECUTIVE MORTGAGE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | JR & JG ENTERPRISES INC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | LAW INTAKE CORPORATION | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | LEGACY INTERNATIONAL REALTY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | MAGELLAN EMPIRE ESCROW | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | PRUDENTIAL FNCL SMTH RSK C JR | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | SOURCE ONE TAX CONSULTANTS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | BUILDING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | BRANCH BUSINESS SERVICES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | BRANCH REALTY CHILDRENS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CHILDRENS DIAGNOSTIC SERVICE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CLAREMT BUSINESS SERVICES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CLAREMT BUSINESS SERVICES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CLAREMT REMEDIAL READING CLNC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CLAREMT REMEDIAL READIG CLNC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | DENTAL INS SPECLST | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | | |
|---|---|---|---|---|
| 2001-02 | DOMOND JOSEPH | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | DOMOND REALTY SERVICES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | EMPIRE ESCROW | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | FARMERS INS AGENT | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | FINE AUBREY H EDO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | FIRST EXECUTIVE MORTGAGE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | J R &JG ENTERPRISES INC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | LIFE INSURANCE SPECIALIST | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | MEDICAL INSURANCE SPECIALIST | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | MEDICAL LIFE DSBLTY&ANNTY SPCLT | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | PRUDENTIAL AGENTS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | RUBLE MARK CHR SCI | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | PRUDENTIAL AGENTS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | SCHROEDER JOANNE | SG | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | SCHROEDER ROBT E | SG | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | SMITH RUSH C JR CLU CHFC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | US NAVY RESERVE RECRUITING OFC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | BUILDING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | BRANCH BUSINESS SRV | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CHILDRENS DIAGNOSTC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CLAREMT BUS SERVS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | COMPU FIX | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | COMPUFIX | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | |
|---|---|---|---|
| 1996 | COMPUSTAT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | DENTAL INS SPECLST | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | DOMOND JOSEPH | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | DOMOND REALTY SERV | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | FARMER INS AGENT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | FINE AUBREY H EDD | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | FIRST EXEC MRTG | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | LIFE INS SPCLST | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MEDICAL INS SPCLST | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | RAC HLTH CRE SV INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | RUBLE M CHR SCI PR | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | SCHROEDER ROBT E | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | SMITH R JR CLU CHFC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | BUILDING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | ADVERTISING AFFAIR | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | BUSINESS INS SPCLST | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | CABLEWAVE SYSTEMS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | CHILDRENS DIAGNOSTC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | COMPU FIX | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | COMPUSTAT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | ELORET INSTITUTE | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | FINE AUBREY H EDD | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | H& INCOME TAX SERV | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | |
|---|---|---|---|
| 1991-92 | HEALTH INS SPCLST | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MORTGAGE INS SPCLST | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | POSITIVE ELECTRONIC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | PRUDENTIAL INS AGNT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | RUBLE MARK | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | RULLMAN&ASSOCIATES | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | SMITH RUSS AGENT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | ALPHA COUNSELING CT | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | BLUE SHIELD AGENT | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | CA FINANCIAL SECRTY | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | COPPLE M PACKAGING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | DEANS REALTY | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | FULMER BOB G PHD | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | PAC TILE WORKS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | PARRY RICHARD O | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | RUBLE MARK | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | WOLSBORN W DVLPMNT | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

230 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | POTTER ROBERT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1980 | LOPEZ MIKE B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | PASTOR PAUL A JR | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

232 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | STANKEIWICZ ALISON | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | VAZQUEZ MARTA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | FAUST JEFF | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | RYAN J | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | FAUST JEFF | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | RYAN J | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | TANI CARLYN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | TANI JOLYN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

233 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1975 | LEVINE SUSAN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | CAREY ROSS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

234 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | DANIEL T PORTRAITE | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | TAYLOR PORTRAITURE | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

240 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | NEZA VIVIANA | INFOUSA | NORTH WEST |

| | | | |
|---|---|---|---|
| 2006 | BROUMAND ALEX | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | FLORES MARIA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRET | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | BELLEFONTAINE J | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | ALEXANDER DEAN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | ALEXANDER DEAN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | BRUBAKER R | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

241 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MAGGIES HAIR CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | GUNNETTE RONALD | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | GUNNETTE RONALD | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | PERERA ARAMIS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

248 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRET | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | CLARK EMMA | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | BALABANOFF DOREEN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | SWIFT JESSICA M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1972 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

250 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2011 | VALIUKAS ANNA | INFOUSA | PACIFIC |
| 2006 | VALIUKAS ANNA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NOUNNAN JACK | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | POWERS M F | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | POWERS M F | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

253 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | GRAHAM JOHN | INFOUSA | NORTH WEST |
| 2016 | STATE FARM INSURANCE | INFOUSA | NORTH WEST |
| 2011 | GRAHAM JOHN F | INFOUSA | PACIFIC |
| 2011 | STATE FARM INSURANCE | INFOUSA | PACIFIC |
| 2006 | GRAHAM ANNA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | GRAHAM JOHN F | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | STATE FARM INS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | JOHN GRAHAM STATE FARM INS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | GRAHAM JOHN F | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | STATE FARM INS AGNT | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | GRAHAM JOHN F | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1972 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

254 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | VANNOY JOSHUA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | HODGES WES M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | WHITE BRUCE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | ELDRIDGE GEOFFREY | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | BERARDO BRIAN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

256 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | HOLGUIN ANGEL | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | HODGES WINFRED M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | HODGES WINFRED M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | HODGES WINFRED M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | HODGES WINFRED M | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

258 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1980 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

259 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | MONEY BREEDERS | INFOUSA | NORTH WEST |
| 2006 | PROFIT TOOL PLAN | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | BROWNELL ELLEN | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CARTER SUSAN | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | DURHAM ANNIE MS MFCC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | BROWNELL E COUNSLR | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CARTER SUSAN | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | WOLL CAROL | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MULTI TENANT RESIDENTAL | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | MULTI TENANT RESIDENTIAL | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | BOTTOM LINE THE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | ARTIDIELLO JUAN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

266 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 1975 | JOHNSON RON | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

267 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2016 | CHEVRON | INFOUSA | NORTH WEST |
| 2011 | ALL AMERICAN GAS | INFOUSA | PACIFIC |
| 2006 | ALL AMERICAN GAS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | G & B AUTOMOTIVE SERVICE | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | U-HAUL CO | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | | |
|---|---|---|---|---|
| 2006 | X [W ARROW HWY INTS] | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | AUTO CARE SHELL | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | AUTO CARE SHELL | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | AUTO CARE SHELL | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | JOHNS SUPER SHELL | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | GREEN RIVER SHELL | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | CLAREMONT SHELL | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | CHUCKS SHELL SERV | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

300 S INDIAN HILL BLVD

| | | | | |
|---|---|---|---|---|
| 2011 | A & A LOCKS & LOCKSMITH 24 HR | | INFOUSA | PACIFIC |
| 2006 | NO CURRENT LISTING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | WHEREHOUSE THE CLAREMONT | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [ARROW HWY W INTS] | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | GREEN BURRITO THE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | WHEREHOUSE THE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | GREEN BURRITO THE | B | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | WHEREHOUSE MUSIC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | GREEN BURRITO THE | B | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

305 S INDIAN HILL BLVD

| | | | | |
|---|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

307 S INDIAN HILL BLVD

| | | | | |
|---|---|---|---|---|
| 2016 | BAUER TONY AGT | | INFOUSA | NORTH WEST |

| | | | |
|---|---|---|---|
| 2011 | BAUER TONY | INFOUSA | PACIFIC |
| 1984 | DODD JACK | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | FARMERS INS AGENT | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | MISHLER BOB | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | LANDIS REALTY CO | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | LANDIS REALTY | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | LANDIS REALTY | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

309 S INDIAN HILL BLVD

| | | | |
|---|---|---|---|
| 2006 | CHRISTINA RYAN H RE | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

**Comment:** No coverage available for Claremont prior to 1972 at the time of this report.

GeoSearch
On time. On target. In touch.™

# *City Directory Target Property Address*

***Target Property:***

*W Arrow Hwy,*

*Claremont, CA  91711*

***Prepared For:***
*Leighton Consulting*

Order #: 87920

Project #: 11647.001

***Date: 5/23/2017***

207 W ARROW HWY

| | | | |
|---|---|---|---|
| 2016 | PATTERSON CAROLYN | INFOUSA | NORTH WEST |
| 2011 | WILLIS WARREN J | INFOUSA | PACIFIC |
| 2006 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [OLIVE ST INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | HAYES C B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | HAYES CLARA B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | HAYES CLARA B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

246 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [OLIVE INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

313 W ARROW HWY

| | | | |
|---|---|---|---|
| 2016 | TORRES MARIA | INFOUSA | NORTH WEST |
| 2011 | TORRES MARIA | INFOUSA | PACIFIC |
| 2006 | TORRES MARIA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [S INDIAN HILL BLVD INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | TORRES MARIA | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1972 | HARPER JACK | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

325 W ARROW HWY

| | | | |
|---|---|---|---|
| 1980 | SMITH DEBORAH | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

346 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | SIBLEY L | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

366 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | KOLAYA ANNA T | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

374 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | MCNAUGHT LORAINE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

390 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [INDIAN HILL BLVD S INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | CLAREMONT SERV CNTR | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | ELLIS JOS CHVRN STA | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | CLAREMONT SERV CNTR | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | ELLIS JOE CHVRN STN | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

420 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1975 | DAIRI FREEZE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

422 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | OLES HDWE CENTERS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

424 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NETH DOROTHY | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | HOWATT WM | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | |
|---|---|---|---|
| 1984 | MCGRATH MICHAEL | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | MCGRATH MICHAEL | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | NETH H B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | MATTHEWS HAROLD SR | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | NETH H B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

425 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

433 W ARROW HWY

| | | | |
|---|---|---|---|
| 2016 | DAYBREAK SEMINARS | INFOUSA | NORTH WEST |
| 2016 | PETE ROBERTSON INSURANCE INC | INFOUSA | NORTH WEST |
| 2011 | PETE ROBERTSON INSURANCE INC | INFOUSA | PACIFIC |
| 2006 | ABASTA DAWN M | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | LOMBARDO CATHERINE R ATTY | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | PETE ROBERTSON INSURANCE INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | ROBERTSON PETE INSURANCE INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | MARTH CHARLENE J | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | PETE ROBERTSON INSURANCE INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | ROBERTSON HAROLD | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | ROBERTSON PETE INSURANCE INC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | JOHNSON KENDALL&ASC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MARTH CHARLENE J | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MARTH SELDEN B | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | | |
|---|---|---|---|---|
| 1996 | PETE ROBERTSON INS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | ROBERTSON PETE INS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | FRANK DON | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | FRANK WENDY SUSAN | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | JOHNSON KENDALL&ASC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MARTH CHARLENE J | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MARTH SELDEN B | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | PETE ROBERTSON INS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | ROBERTSON PETE INS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | FRANK DON | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | FRANK WENDY SUSAN | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | MARTH CHARLENE J | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | MARTH SELDEN B | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | PETE ROBERTSON INS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | ROBERTSON PETE INS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | MARTH SELDEN B | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | ROBERTSON INS AGCY | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | ROBERTSON INS AGCY | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | KARIKER GARY R | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

<u>434 W ARROW HWY</u>

| | | | | |
|---|---|---|---|---|
| 2016 | 123 BAIL BONDS | | INFOUSA | NORTH WEST |
| 2016 | NASMYTH PETER | | INFOUSA | NORTH WEST |
| 2016 | PRIMERICA | 100 | INFOUSA | NORTH WEST |
| 2016 | PRIMERICA FINANCIAL SVC | 100 | INFOUSA | NORTH WEST |

| | | | | |
|---|---|---|---|---|
| 2011 | CATHERINE LOMBARDO LAW OFFICES | | INFOUSA | PACIFIC |
| 2011 | FLIPPIN & NASMYTH | | INFOUSA | PACIFIC |
| 2011 | NASMYTH JR PETER R ATTY | | INFOUSA | PACIFIC |
| 2011 | PRIMERICA FINANCIAL SVC | 100 | INFOUSA | PACIFIC |
| 2006 | FLIPPIN & KEEFE ATTNRYS AT LAW | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | FLIPPIN&NSMYTH ATTRNYS AT LAW | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | NASMYTH PETER | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [VIRGINIA RD INTS] | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CHRISTOPHER MICHAEL PHOTO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | MICHAEL CHRISTOPHER PHOTO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | NASMYTH PETER | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [VIRGINIA RD INTS] | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CHRISTOPHER M PHOTO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MICHAEL C PHOTO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | CHRISTOPHER M PHOTO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MICHAEL C PHOTO | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | WAYNE BOOK PHOTO | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | BLANPIED STEVE | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | JOSEPH JUDI | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | LAMBDA CHI | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

<u>440 W ARROW HWY</u>

| | | | | |
|---|---|---|---|---|
| 1975 | SMITHS FD KING MRKT | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

<u>445 W ARROW HWY</u>

| | | | | |
|---|---|---|---|---|
| 2016 | RITCHIE TED L CPA | | INFOUSA | NORTH WEST |
| 2011 | CENTER FOR FINANCIAL STUDIES | | INFOUSA | PACIFIC |

| | | | | |
|---|---|---|---|---|
| 2011 | CENTRAL FOR FINANCIAL STUDIES | | INFOUSA | PACIFIC |
| 2006 | CENTER FOR FINANCIAL STDY&DVLP | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | CENTER FOR FNCL STUDIES THE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | CENTER FOR FNCL STUDIES&DVLP | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CENTER FOR FNCL STUDIES THE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CENTER FOR FNCL STUDIES&DVLP | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | COMPUTERIZED INS AGCY INC | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CENTER FNCL STDY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CENTER FNCL STDY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | COMPUTRZD INS AGCY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | CENTER FNCL STUDIES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | CENTER FNCL STUDIES | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | COMPUTERIZED INS | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | CENTER FNCL STUDIES | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1984 | COMPUTERIEZ INS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | CENTER FNCL STUDIES | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | COMPUTERIZED INS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | GRADY CHAS M | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| <u>447 W ARROW HWY</u> | | | | |
| 2016 | PICKENS MYEISHA | B | INFOUSA | NORTH WEST |
| 2016 | BROOKS KUANTAE | | INFOUSA | NORTH WEST |
| <u>449 W ARROW HWY</u> | | | | |
| 2006 | MCGUIRE RYAN | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [BUCKNELL AVE INTS] | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | |
|---|---|---|---|
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | MAHONEY DENNIS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | MAHONEY DENNIS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | ROY ROBT T JR | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | WOERNER DANL J | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

450 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | A&T FASHIONS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

451 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [BUCKNELL AV INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1980 | BALCH MAUDE E | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | BALCH MAUD E | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

452 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | ARROW CLEANERS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

454 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | IMPORTS GIFT CENTER | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

458 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | BARNEYS KEY SERVICE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | SIDS COFFEE SHOP | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

464 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | NO CURRENT LISTING | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

468 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

| | | | |
|---|---|---|---|
| 1996 | AVCO THRIFT DSC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | AVCO THRIFT DSC | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1975 | AVCO FINANCIAL SVS | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

469 W ARROW HWY

| | | | |
|---|---|---|---|
| 2001-02 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | CONEY P F | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | CONEY P F | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | CONEY P F | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

471 W ARROW HWY

| | | | |
|---|---|---|---|
| 2011 | PERRY DAVID JR | INFOUSA | PACIFIC |
| 2006 | WATSON THOMAS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2006 | X [NOTRE DAME RD INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | WATSON THOMAS | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | X [NOTRE DAME RD INTS] | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | NO CURRENT LISTING | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | BRAGE K | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | BRAGE K | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1972 | SUMPTER D A | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

472 W ARROW HWY

| | | | |
|---|---|---|---|
| 1975 | K TV APPLIANCE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | K TV&APPLIANCE | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

474 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | NO CURRENT LISTING | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

476 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | LABURNS HAIR FASHNS | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

478 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | NO CURRENT LISTING | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

500 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | A&H ARCO | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

520 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | COVINA TAE KWONDO | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | ROUNTREE EDW | D | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

522 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | M&D CARPET&SUPPLY | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | M&D CARPT LAYR SPLY | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

525 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 2016 | EXTRA SPACE STORAGE | | INFOUSA | NORTH WEST |
| 2011 | STORAGE SOLUTIONS | | INFOUSA | PACIFIC |
| 2006 | CLAREMONT MINI STORAGE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | CLAREMONT MINI STORAGE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | CLAREMT MINI STRG | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | NGUYEN NHON | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | CLAREMT MINI STRG | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | CLAREMT MINI STORG | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | CLAREMONT MINI STRG | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1980 | FORECAST MORTGAGE | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | | |
|---|---|---|---|---|
| 1980 | RANCHO RAMONA EST | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

536 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | SUPERIOR PATIO&DCRT | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | SUPERIOR POOL EQUIP | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | ACCENTUATE PL SPLY | A | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | KAYS CERAMICS | B | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | MARYS NURSES RGSTRY | C | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |
| 1975 | DEMOCRATIC PARTY | D | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

555 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 2016 | TECHNIP STONE & WEBSTER | | INFOUSA | NORTH WEST |
| 2011 | LOLAB CORP | | INFOUSA | PACIFIC |
| 2011 | TECHNIP USA INC | | INFOUSA | PACIFIC |
| 2006 | TECHNIP USA | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | BAUSCH&LOMB SURGICAL | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |

576 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 1975 | NO CURRENT LISTING | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

636 W ARROW HWY

| | | | | |
|---|---|---|---|---|
| 2011 | JACKSON MIKE | | INFOUSA | PACIFIC |
| 2006 | NO CURRENT LISTING | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 2001-02 | MYRDAL PENNY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | HARRISON BETTE | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1996 | MYRDAL PENNY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MYRDAL BRIAN | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1991-92 | MYRDAL PENNY | | HAINES DIRECTORY | EASTERN SAN GABRIEL VALLEY |
| 1984 | NO CURRENT LISTING | | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

| | | | |
|---|---|---|---|
| 1972 | BURGESS J E | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

637 W ARROW HWY

| | | | |
|---|---|---|---|
| 1980 | HILL LOWELL S | HAINES DIRECTORY | LOS ANGELES EAST SUBURBAN |

646 W ARROW HWY

| | | | |
|---|---|---|---|
| 2016 | CASE JAMES | INFOUSA | NORTH WEST |

**Comment:** No coverage available for Claremont prior to 1972 at the time of this report.

GeoSearch FIM

**Date:** 05/19/17

**GS Job Number:** 87920

**Company Name:** Leighton Consulting

**Project Number:** 11647.001

**Site Information:** Indian Hill Specific Plan
Indian Hill Boulevard , Claremont, Los Angeles, California, 91711

The collections of fire insurance maps listed below were reviewed according to the site information supplied by client. Based on the information provided, no coverage is available.

Library of Congress
University Publications of America
Other Libraries (universities, state, local, etc.).

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# APPLICATION FOR BUILDING PERMIT

**COUNTY OF LOS ANGELES**
**DEPARTMENT OF COUNTY ENGINEER**
**BUILDING AND SAFETY DIVISION**

COLEMAN W. JENKINS, Superintendent of Building

**FOR APPLICANT TO FILL IN**
(Please type or print)

BUILDING ADDRESS 100 S. Indian Hill Blvd
LOT NO. L'Real Co BLOCK
TRACT Etal
SIZE OF LOT NO. OF BLDGS. NOW ON LOT
USE OF EXISTING BLDG.
OWNER Specialty Restaurants INC 474 045
ADDRESS 777 Redondo Ave $53.02
CITY Long Beach 90801
ARCHITECT Lynne Anderson
ADDRESS 240 Pine Ave Long Beach
CONTRACTOR
ADDRESS
CONSTRUCTION LENDER NAME AND BRANCH
ADDRESS
SIZE NO. OF STORIES NO. OF FAMILIES NEW ADD ALTER MOVE REPAIR
USE OF STRUCTURE Restaurant
SIGNATURE OF APPLICANT James A. Brown
VALUATION $150,000 $995,000
FEES $26.43 $56.53 $999.75

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION WHICH ARE ENFORCED BY THE BUILDING AND SAFETY DIVISION.

ASSESSOR MAP BOOK PAGE PARCEL
BUILDING ADDRESS 100 S. Indian Hill Blvd
LOCALITY Claremont
NEAREST CROSS ST. Bonita
DISTRICT NO. 10.03 GROUP B3 TYPE CONST. VN PROCESSED BY
STATISTICAL CLASSIFICATION CLASS NO. 18 DWELL. UNITS 0 SEWER MAP BK PG
USE ZONE C-3 MAP NO. SPECIAL CONDITIONS Condition #1114 = 6244 (Fire Zone X) A.G.
BLDG. SETBACK FROM FRONT PROP. LINE OF STREET TYPE OF EXIST. OR PROP. SETBACK HIGHWAY WIDTH FROM FRONT PROP. LINE OF STREET TYPE OF EXIST. OR PROP. SETBACK
FURTHER CLEARANCE REQUIRED

SEE REVERSE SIDE FOR SPECIAL APPROVALS

Street + Alley Improvements $ 1395
5% of the total of the above

APPROVED DATE
TOTAL
PLANS, MATERIALS
FRAME OF BUILDING
BRACING BOLTS
OTHER

INSPECTOR COPY

**PLAN CHECK VALIDATION**

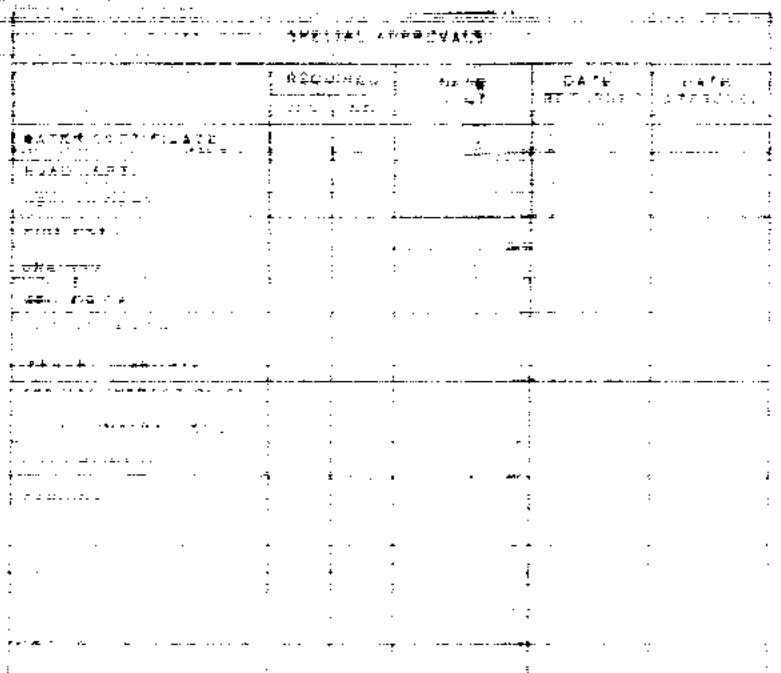
MPP-W-76 94600 $ 25 • ■ 4 — —

**PERMIT VALIDATION**

MPP-W-76 94606 $ 1 • • — — 22 526.95
MPP-W-76 94607 $ 28 • • — — 21 999.75
50.53

# Building Record





FLA 9088 CR 9003 1/71

# APPLICATION FOR BUILDING PERMIT

**COUNTY OF LOS ANGELES**
**DEPARTMENT OF COUNTY ENGINEER**
**BUILDING AND SAFETY DIVISION**

COLEMAN W. JENKINS, SUPT OF BUILDING

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS 100 S. Indian Hill Blvd.
LOT NO Lot 191 BLOCK
TRACT Foothill
SIZE OF LOT NO. OF BLDGS NOW ON LOT
USE OF EXISTING BLDG
OWNER Stanley Kaiser Co. TEL
ADDRESS
CITY
ARCHITECT OR ENGINEER Lynn Ayres TEL NO.
ADDRESS
CONTRACTOR J. C. Summers Co. TEL 83 118
ADDRESS 2262 E. Foothill Blvd.
CITY Pomona Co. 7164 LIC. CLASS B
CONSTRUCTION LEADER NAME AND BRANCH
ADDRESS

NO. OF STORIES NO. OF DWELLING UNITS
USE OF STRUCTURE Water Tanks
OF Fire Protection
SIGNATURE OF APPLICANT
VALUATION 10 ea.

NEW ☐ ADD ☐ ALTER ☐ MOVE ☐ DEMOL ☐

PLAN CHECK FEE $ —
PERMIT FEES $ 15.00

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION. I CERTIFY THAT IN DOING THE WORK ALLOWED BY THIS PERMIT I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OR THE STATE OF CALIFORNIA IN RELATION TO WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF PERMITTEE
ADDRESS

ASSESSOR MAP BOOK PAGE PARCEL
BUILDING ADDRESS 100 S. Indian Hill Blvd.
LOCALITY Claremont
NEAREST CROSS ST.
DISTRICT NO. 10.03 GROUP F TYPE CONST. V-N
PROCESSED BY
STATISTICAL CLASSIFICATION CLASS NO 20 DWELL UNITS 0
SEWER MAP BK PG
USE ZONE MAP NO. I
SPECIAL CONDITIONS Condition permit
A.C. #
BLDG SETBACK FROM FRONT PROP. LINE OF FEET
TYPE OF ST. OR HIGHWAY SETBACK FROM C/L HIGHWAY LANE TOTAL
BLDG SETBACK FROM SIDE PROP. LINE OF STREET
TYPE OF ST. OR HIGHWAY SETBACK FROM C/L HIGHWAY LANE TOTAL
CORNER CUTOFF YES NO

SEE REVERSE SIDE FOR SPECIAL APPROVALS

APPROVALS
FOUNDATION INSPECTION
CONCRETE MATERIALS
FRAME INSPECTION
GAS PIPING
FURNACE LOCATION
FIRE DEPARTMENT
LATH INT.
LATH EXT.
HOUSE NUMBER
FINAL

JOHN F. LEAS, Chief Structural Engineer

**PLAN CHECK VALIDATION** 10-72 110330 21

**PERMIT VALIDATION** — — 22 15.00

ADD SELECTED

PASADENA CE 8605 1/71

# APPLICATION FOR BUILDING PERMIT

**COUNTY OF LOS ANGELES**
**DEPARTMENT OF COUNTY ENGINEER**
**BUILDING AND SAFETY DIVISION**

COLEMAN W. JENKINS, SUPT OF BUILDING

**FOR APPLICANT TO FILL IN**
(Type or print neatly)

BUILDING ADDRESS 100 S Indian Hill Blvd
LOT NO. [illegible] BLOCK
TRACT [illegible] No. OF BLDGS. NOW ON LOT
SIZE OF LOT
USE OF EXISTING BLDG.
OWNER [illegible] TEL.
ADDRESS 257 [illegible]
CITY [illegible]
ARCHITECT OR ENGINEER [illegible] TEL. No. 445 1148
ADDRESS [illegible]
CONTRACTOR [illegible] TEL.
ADDRESS
CITY LIC. No. CLASS
CONSTRUCTION LENDER NAME AND BRANCH
ADDRESS

| SQ. FT. SIZE | No. OF STORIES | No. OF FAMILIES | |
|---|---|---|---|
| USE OF STRUCTURE 6 dwellings | | | NEW |
| 4 B-4 | | | ADD |
| TYPE OF CONSTRUCTION | | | ALTER |
| APPLICANT | | | REPAIR |

VALUATION $ [illegible]

FEE $ [illegible] PLAN CHECK FEE $ 12.00

I HEREBY STATE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION IN THE COUNTY OF LOS ANGELES. I AM LICENSED UNDER PROVISIONS OF CHAPTER 9 (COMMENCING WITH SECTION 7000) OF DIVISION 3 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA AND MY LICENSE IS IN FULL FORCE AND EFFECT. I HAVE AND WILL MAINTAIN WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF APPLICANT
OFFICIAL TITLE
ADDRESS

| ASSESSOR MAP BOOK | PAGE | PARCEL |
|---|---|---|
| BUILDING ADDRESS | 100 S Indian Hill Blvd | |
| LOCALITY | Claremont | |
| NEAREST CROSS ST. | | |

DISTRICT NO. 10.03 | GROUP J | TYPE (CONST.) — | PROCESSED BY

STATISTICAL CLASSIFICATION: CLASS NO. 260 DWELL. UNITS 6 | SEWER MAP BK RG

USE ZONE MAP: R

SPECIAL CONDITIONS: Cond Use Permit

A.L Apartments

BLDG. SETBACK FROM PROPERTY LINE OF ___ STREET

SIDE PROP. LINE OF ___ STREET

SEE REVERSE SIDE FOR SPECIAL APPROVALS

SR Bk L Standard 7-1755

PLAN CHECK VALIDATION

PERMIT VALIDATION

MW-1042 110599 21 • • — — 12.00

ENGINEER'S COPY

# CITY OF CLAREMONT
## APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

COLEMAN W. JENKINS, SUPERINTENDENT OF BUILDING

FOR APPLICANT TO FILL IN

| OUTLETS | | | NO. ITEMS | $ | $ |
|---|---|---|---|---|---|
| RECEPT 84 | | | | | |
| LIGHT 241 | TOTAL | FIRST 20 | 20 | .25 | 5.00 |
| SWITCH 80 | 325 | OVER 20 | 305 | .10 | 30.50 |
| LIGHTING FIXTURES | TOTAL 221 | FIRST 20 | 20 | .25 | 5.00 |
| | | OVER 20 | 221 | .10 | 22.10 |

APPLIANCES

RANGE ____ DRYER ____ WTR. HTR. ____
STR. CODK ____ D-SH ____ F A U ____
SPACE HTR. ____ AIR COND. ____
CLOTHES WASH ____ DISHWASH ____
FAN ____ OTHER ____

| MOTORS, TRANSFORMERS NO. HEATERS, ETC. SIZE & TYPE | RATING HP OR KVA OVER | TO | NO. ITEMS | $ | $ |
|---|---|---|---|---|---|
| | 0 | 1 | 21 | 1.00 | 21.00 |
| | 1 | 10 | 12 | 3.00 | 36.00 |
| | 10 | 50 | 3 | 5.00 | 15.00 |
| | 50 | 100 | | 10.00 | |
| | 100 | 500 | | 15.00 | |

SIGN CAB
TYPE OF MARQUEE — SIGN AND GAS CIRCUIT ____ ADDITIONAL CIRCUITS ____

SERVICE ENTRANCE FOR 3 PHASE EQUIPMENT ____

PERMITS OVER 600 VOLTS OR 200 AMP 1 10.00

TEMPORARY FOR POLE & APPURTENANCES ____

TEMPORARY RECEPTACLE SYSTEM ____

| | |
|---|---|
| PERMIT FEE (NUM TOTAL) | 14.60 |
| PLAN CHECK FEE | 7.30 |
| PERMIT ISSUING FEE | |
| TOTAL FEE | |

PLAN CHECK VALIDATION

BUILDING ADDRESS 100 S. Indian Hill Blvd
LOCALITY CLAREMONT
NEAREST CROSS ST.
OWNER Specialty Restaurants
MAIL ADDRESS
CITY TEL. NO.
PLAN CHECK APPLICANT Owner
ADDRESS
CITY TEL. NO.
PERMIT APPLICANT
ADDRESS
CITY TEL. NO.
LICENSE NO. FEE

I (WE) ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION.

I HEREBY AFFIRM THAT I AM LICENSED UNDER THE PROVISIONS OF CHAPTER 9 (COMMENCING WITH SECTION 7000) OF DIVISION 3 OF THE BUSINESS AND PROFESSIONS CODE AND MY LICENSE IS IN FULL FORCE AND EFFECT, OR THAT I AM EXEMPT FROM THE CONTRACTOR'S LICENSE LAW FOR THE FOLLOWING REASON:

I HEREBY AFFIRM THAT I HAVE A CERTIFICATE OF CONSENT TO SELF-INSURE FOR WORKER'S COMPENSATION, OR A CERTIFICATE OF WORKER'S COMPENSATION INSURANCE, OR AN EXEMPTION CERTIFICATE FROM THE CONSENT OF THE CONTRACTOR'S STATE LICENSE BOARD.

SIGNATURE

DISTRICT ____ CLASS ____ ZONE ____ PROCESSED BY ____

LOT ____

JOSEPH E. ROOHAN

PERMIT VALIDATION

INSPECTOR COPY

PB-3R 05328 $ YB • • — — 22 74.80

# CITY OF CLAREMONT
## APPLICATION FOR ELECTRICAL PERMIT

4152

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

COLEMAN B. JENKINS, Superintendent of Building

FOR APPLICANT TO FILL IN

| | | | NO. EACH | FEE |
|---|---|---|---|---|
| | | | $ | $ |
| OUTLETS: RECEPT. / LIGHT / SWITCH | TOTAL | FIRST 20 | | 25 |
| | | OVER 20 | | 10 |
| LIGHTING FIXTURES | TOTAL | FIRST 20 | | 25 |
| | | OVER 20 | | |
| APPLIANCES: RANGE ___ OVEN ___ WALL OVEN ___ | | | | |
| SEP. COOK ___ C.O.P. ___ F.A.U. ___ | | | | |
| WATER HTR ___ AIR COND ___ | | | | |
| CLOTHES WASH ___ DISHWASH ___ | | | | |
| FAN ___ OTHER ___ | | | | |
| MOTORS, TRANSFORMERS AND HEATERS ETC. USE & TYPE | RATING HP KW KVA OVER | TO | | |
| | 0 | 1 | | |
| | 1 | 10 | | |
| | 10 | 50 | | |
| | 50 | 100 | | |
| | 100 | 500 | | |
| | 500 | UP | | |
| SIGN, GAS TUBE OR MARQUEE | SIGN AND/OR GAS TUBE | | | |
| | ADDITIONAL CIRCUITS | | | |
| RESIDENTIAL OVERHEAD SERVICE | | | | |
| UNDERGROUND SERVICE | | | | |
| TEMPORARY SERVICE POLE & APPURTENANCES | | | | 5 00 |
| PERMANENT OR TEMPORARY SYSTEM | | | | |
| | | | | |
| PERMIT FEE | | | | |
| PLAN CHECK FEE | | | | |
| PERMIT ISSUING FEE | | | | 3 00 |
| TOTAL FEE | | | | 8 00 |

PLAN CHECK VALIDATION

BUILDING ADDRESS 100 S. Indian Hill
LOCALITY
NEAREST CROSS ST. 1st Street
OWNER Restaurant Specialties
MAIL ADDRESS
CITY TEL NO
PLAN CHECK APPLICANT
ADDRESS
CITY TEL NO
PERMIT APPLICANT ABC Electric
ADDRESS 24r Lorraine
CITY Pomona TEL NO 622-6140
LICENSE LICENSE C-10

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS RELATING TO ELECTRICAL WORK.

SIGNATURE OF APPLICANT Wayne F. Kagarise

10:05 TPP M.

JOSEPH C. NOONAN

PERMIT VALIDATION

INSPECTOR COPY

2476 97192 8 2 • • — — 22 800

SEE BACK OF APPLICATION FOR CONDITIONS OF PERMIT

# CITY OF CLAREMONT
## APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

COLEMAN W. JENKINS, SUPERINTENDENT OF BUILDING

FOR APPLICANT TO FILL IN

| OUTLETS | | | RE | EVISED | FEE |
|---|---|---|---|---|---|
| | | | $ | ¢ | |
| RECEPT 74 | | | | | |
| LIGHT 181 TOTAL | | FIRST 20 | 74 | | 5 00 |
| SWITCH 27 XXX | | OVER 20 | 32-1 | 10 | 11 70 |
| LIGHTING | TOTAL | FIRST 20 | 2- | | 4 50 |
| FIXTURES 181 | | OVER 20 | 161 | 6 | 16 10 |
| APPLIANCES | | | | | |
| RANGE ___ OVEN ___ MTR. HTR. ___ | | | | | |
| STA. COOK 5 DISP. 1 F.A.U. ___ | | | | | |
| SPACE HTR 11 AIR COND ___ | | | | | |
| CLOTHES WASH ___ DISHWASH 1 | | | | | |
| FAN 5 OTHER 1 | | | 74 | | 2 5 00 |
| MOTORS TRANSFORMERS RATING HP KW KVA NO HEATERS ETC SIZE & TYPE | | | | | |
| | | 1 HP | | | |
| | | 10 50 | | | |
| | | 50 100 | | | |
| | | 100 500 | | | |
| SIGN GAS SIGN AND ONE CIRCUIT | | | | | 5 00 |
| MARQUEE ADDITIONAL CIRCUITS | | | | | |
| REGULATED PER 600 VOLTS OR LESS | | | | | |
| SPECIAL OVER 600 VOLTS OR 200 AMPS | | | 1 | | |
| TEMPORARY SERVICE POLE & APPURTENANCES | | | | | 5 00 |
| TEMPORARY SERVICE | | | | | |
| TIME CLOCK | | 1 PH | 1 | | 1 50 |
| | | | | | |
| | | | | | |
| REPAIR FEE | | SUB TOTAL | | | 49 50 |
| PLAN CHECK FEE | | | | | |
| PERMIT ISSUING FEE | | | | | 1 00 |
| TOTAL FEE | | | | | 50 50 |

PLAN CHECK VALIDATION

PERMIT VALIDATION

| | |
|---|---|
| NAME OF BUSINESS | |
| ADDRESS | 100 S. Indian Hill |
| LOCALITY | Oakmont Claremont |
| NEAREST CROSS ST. | |
| OWNER | Clmt Railroad Restaurant |
| MAIL ADDRESS | |
| CITY | TEL. NO. |
| PLAN CHECK APPLICANT | |
| ADDRESS | |
| CITY | TEL. NO. |
| REPRESENTATIVE | A & B ELECTRIC |
| ADDRESS | 248 Loranne Ave |
| CITY | Pomona TEL. NO. 626-6140 |
| LICENSE NO. | 161796 CLASS C-10 |

1603 B3 M, Sf

JOSEPH C. BROWN
SUPERVISING INSPECTOR

1977

J6A667 (CE-817) - 8-71

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

#778

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 100 S Indian Hill Blvd
LOCALITY Claremont
NEAREST CROSS ST 1st Street
OWNER Claremont Redwood Rest. Corp.
ADDRESS 2977 Redondo Ave
Long Beach
CONTRACTOR Bruce Allyn Plumbing
ADDRESS 965 Iowa Street
10 03 R 7

FOR APPLICANT TO FILL IN PRINT OR TYPE

| NUMBER | FIXTURE OR ITEM | @ | FEE |
|---|---|---|---|
| 6 | WATER CLOSET | | 10 50 |
| | BATH TUB | | |
| | SHOWER | | |
| 7 | [illegible] | | 1 75 |
| 3 | [illegible] | | 5 25 |
| 1 | [illegible] | | 1 75 |
| | [illegible] | | |
| | [illegible] | | |
| | [illegible] | | |
| 1 | WATER HEATER | | 1 75 |
| 1 | [illegible] | | 1 75 |
| 15 | [illegible] | | 4 50 |
| 7 | [illegible] | | 12 25 |
| 13 | [illegible] | | 22 75 |
| 3 | [illegible] | | 5 25 |
| | | | |
| | | | 81 00 |

Bruce Allyn

$1.00

75A687 (CE-617) 6-71

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT #5341

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 100 S. INDIAN HILL

LOCALITY

NEAREST CROSS ST.

OWNER SPECIALTY RESTAURANTS INC

MAIL ADDRESS

CONTRACTOR S. STAR LANDSCAPING

ADDRESS 6100 STANTON

CITY BUENA PARK 827 7061

STATE LICENSE 272659 6-27

FOR APPLICANT TO FILL IN (PRINT OR TYPE)

| NUMBER | FIXTURE OR ITEM | FEE |
|---|---|---|
| | WATER CLOSET | |
| | BATH TUB | |
| | SHOWER | |
| | LAVATORY | |
| | SINK | |
| | DISHWASHER | |
| | | |
| | | |
| 1 | | 1.75 |
| | WATER HEATER | |

10193 B2

Plumbing permit fee 1.75

Name

Address

City Tel. No.

SIGNATURE OF PERMITTEE

SP-24 119880 2 5 — 22 1.75

# CITY OF CLAREMONT

## APPLICATION FOR PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

## SEWER—SEWAGE DISPOSAL

100 S. Indian Hill Blvd
Claremont
Stanley Restaurant Corp

### FOR APPLICANT TO FILL IN

LOT NO. Lease #2
TRACT Pvt.
SIZE OF LOT
NO. OF BLDGS. NOW ON LOT 1
USE OF BUILDING Restaurant
CONTRACTOR J. R. Stanley Const. Co
ADDRESS 6062 Quesada Canoga Pk.
CITY Tarzana, Calif. TEL. NO. 833-8454
STATE LICENSE NO.
LIC. CLASS

| NO. | DESCRIPTION OF WORK | FEE | |
|---|---|---|---|
| 1 | HOUSE SEWER CONNECTING TO PUBLIC SEWER | $7.00 | 10.00 |
| | SEPTIC TANK, DISPOSAL PIT OR PITS and/or DRAINFIELD | $10.00 | |
| | PRIVATE DISPOSAL SYSTEM | $ | |
| | CONNECT ADDITIONAL BLDG OR WORK TO HOUSE SEWER | $3.00 | |
| | ALTER, OR ADD TO PIT, DRAINFIELD | $ | |
| | ALTER CESSPOOL OR DRYWELL | $5.00 | |
| | ALTER, REPAIR OR EXTENSION OF PRIVATE DISPOSAL SYSTEM | $3.00 | |
| | MANHOLE | $7.00 | |

OWNER'S AUTHORIZATION

DEPOSIT $
TOTAL FEE 10.00

I HEREBY AUTHORIZE A CONTRACT WITH THE HEREIN NAMED CONTRACTOR TO CONNECT THE ABOVE DESCRIBED BUILDING DRAINAGE TO THE PUBLIC SEWER

SIGNED THIS ..... DAY OF ..... 19..

OWNER OR
OWNING AGENT .....

ADDRESS .....

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING AND SEWERS

I HEREBY CERTIFY THAT I AM PROPERLY LICENSED AND QUALIFIED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF SAID LOT AND INTEND TO RESIDE IN THE ABOVE DESCRIBED RESIDENTIAL DWELLING

SIGNATURE OF PERMITTEE

DISTRICT NO. 1.03
MAP B3
SEC. NO.
PAGE NO.
PROCESSED BY

### CONNECTION DATA

STATION
DEPTH
MANHOLE REFERENCE
UPPER / LOWER
TYPE OF CONNECTION
LENGTH FROM
SIZE
MAT'L
P.C. NO.
JOB NO.
SEWER PERMIT NO.
ROAD PERMIT NO.
APPLICANT
METHOD
NOTE NO.
DATE
MAP
STATE CONTRACTOR'S LICENSE NO.
PERMIT NO.
INDUSTRIAL WASTE APPROVAL
CONNECTION CHARGE FEE
RECONNECTION FEE

### APPROVALS

DATE
INSPECTOR'S SIGNATURE
NEW HOUSE SEWER
COMMERCIAL BUILDING OR WORK
SEPTIC TANK, DISPOSAL SYSTEM
DRAINAGE
DRYWELL
ALTER, REPAIR OR EXTENSION OF PRIVATE DISPOSAL SYSTEM
DISCONNECT PUBLIC SEWER
DRAINAGE TO PUBLIC SEWER
RECONNECT PUBLIC SEWER
OTHER APPROVALS

VALIDATION

CK M.O. CASH

WP-WE 116177 $10 * * — — 22 10.00

# CITY OF CLAREMONT
## APPLICATION FOR
## HEATING · VENTILATING · AIR CONDITIONING

1

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, COUNTY ENGINEER
COLEMAN W. JENKINS, SUPERINTENDENT OF BUILDING

FOR APPLICANT TO FILL IN
(Print or type data)

BUILDING ADDRESS 100 S. Indian Hill Blvd
LOCALITY
STREET
OWNER Specialty Restaurant Corp
ADDRESS TEL. NO.
CITY STATE
ARCHITECT ADDRESS
CITY STATE
CONTRACTOR ADDRESS
CITY STATE

TYPE OF APPLIANCE OR EQUIPMENT

ASSUMPTION SYSTEM DUCT

BOILER HORSEPOWER

CONTRACTOR CERTIFICATE

DATE

10.03 Bs Cpr

Plan Check 3% 50.40

Ron Smith
Ron Smith

PLAN CHECK VALUATION

PC-5% 09550 B 02 • • — — 22 26.50

# CITY OF CLAREMONT

## APPLICATION FOR PERMIT
## HEATING · VENTILATING · AIR CONDITIONING

100 S. Indian Hill Blvd

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, COUNTY ENGINEER
COLEMAN W. JENKINS, SUPERINTENDENT OF BUILDING

BUILDING ADDRESS: Depot Restaurant
LOCALITY: Claremont Calif
NEAREST CROSS ST: Indian Hill Blvd & 1st
OWNER: Specialty Restaurant Corp
MAIL ADDRESS: 2971 Redondo Ave
CITY: Long Beach Calif ZIP NO: 90806
CONTRACTOR: Beverly Pacific Corp
ADDRESS: 140 W Puddingstone Ave
CITY: Pomona Calif TEL NO:
STATE LICENSE NO: 192646

FOR APPLICANT TO FILL IN
(PRINT OR TYPE ONLY)

| NO | TYPE OF APPLIANCE OR EQUIPMENT | FEE |
|---|---|---|
| | ABSORPTION SYSTEM, ETC. | |
| | AIR HANDLING UNIT — CFM | |
| | BOILER HORSEPOWER | |
| 9 | COMPRESSOR HORSEPOWER 5 Ton 40 HP | |
| 9 | VENTILATING SYSTEM | |
| 1 | EVAPORATION COOLER | |
| | FURNACE FAN GRAVITY | |
| | FLOOR BTU | |
| | HEATER SUPPLEMENTAL | |
| | WALL | |
| | TOTAL FEE | $69.00 |

PLAN CHECK APPLICATION
NAME
ADDRESS

I HEREBY CERTIFY THAT I AM NOT ACTING IN VIOLATION OF CHAPTER 11 OF DIVISION 3 OF THE LABOR CODE OF THE STATE OF CALIFORNIA.
SIGNATURE OF PERMITTEE: [signature]

PLAN CHECK VALIDATION

L.C.D. D2M. C/A

INSPECTION RECORD

JACK W. ALLEN, SUPERVISING MECHANICAL INSPECTOR

PERMIT VALIDATION

21-72 0020 841 • • — — 22 69.00

SEE BACK OF APPLICATION FOR COMPLETE FEE SCHEDULE

# CITY OF CLAREMONT

## APPLICATION FOR PERMIT

## HEATING - VENTILATING - AIR CONDITIONING

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 100 S. Indian Hill Blvd
LOCALITY Claremont, Calif.
NEAREST CROSS ST. 1st & Indian Hill
OWNER Claremont Railroad Real. Corp.
ADDRESS Long Beach, Calif. 90801
TEL. NO.

CONTRACTOR Phil's Comm. Refrig.
ADDRESS 14333 So. Pioneer Blvd.,
CITY Norwalk, Calif. 90650 STATE LIC. NO. 8641360

INSPECTION RECORD

FOR APPLICANT TO FILL IN
(PRINT OR TYPE ONLY)

| NO. | TYPE OF APPLIANCE OR EQUIPMENT | FEE |
|---|---|---|
| | ABSORPTION UNIT, BTU | |
| | AIR HANDLING UNIT, CFM | |
| | BOILER, BTU | |
| 6 | COMPRESSOR, BTU $85.00 | 30.00 |
| | VENTILATING SYSTEM | |
| | EVAPORATIVE COOLER | |
| | FLOOR FURNACE, BTU | |
| | HEATER, WALL FURNACE, BTU | |
| | PERMIT FEE (MINIMUM) | 1.00 |

PLAN CHECK APPLICANT

NAME Phil's Commercial Refrigeration
ADDRESS 14333 So. Pioneer Blvd.,
CITY Norwalk, Calif. LIC. NO. 8641360

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT ALL THE INFORMATION IS CORRECT AND THAT I AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION.

SIGNATURE OF APPLICANT

PLAN CHECK VALIDATION

PLAN CHECK VALIDATION

10-K 110340 841 • • — — ZZ $3.00

JOB ADDRESS 2820 Ronconi Ave

Provide conduit from meter
to pool time clock
remove all existing
power wiring
Pool Pump motor to be
on separate circuit
Provide separate grounding
wire from the motor
to the time clock & to the
pump motor

# Unique station project

Turn-of-the-century wooden gingerbread will become a companion piece to early California-Spanish if plans materialize for a Depot Restaurant south of First Street at Yale Avenue on Santa Fe Railway Company property. According to the developer, the restaurant will open in July. The architect for the development reportedly hopes to save the old depot if at all possible.

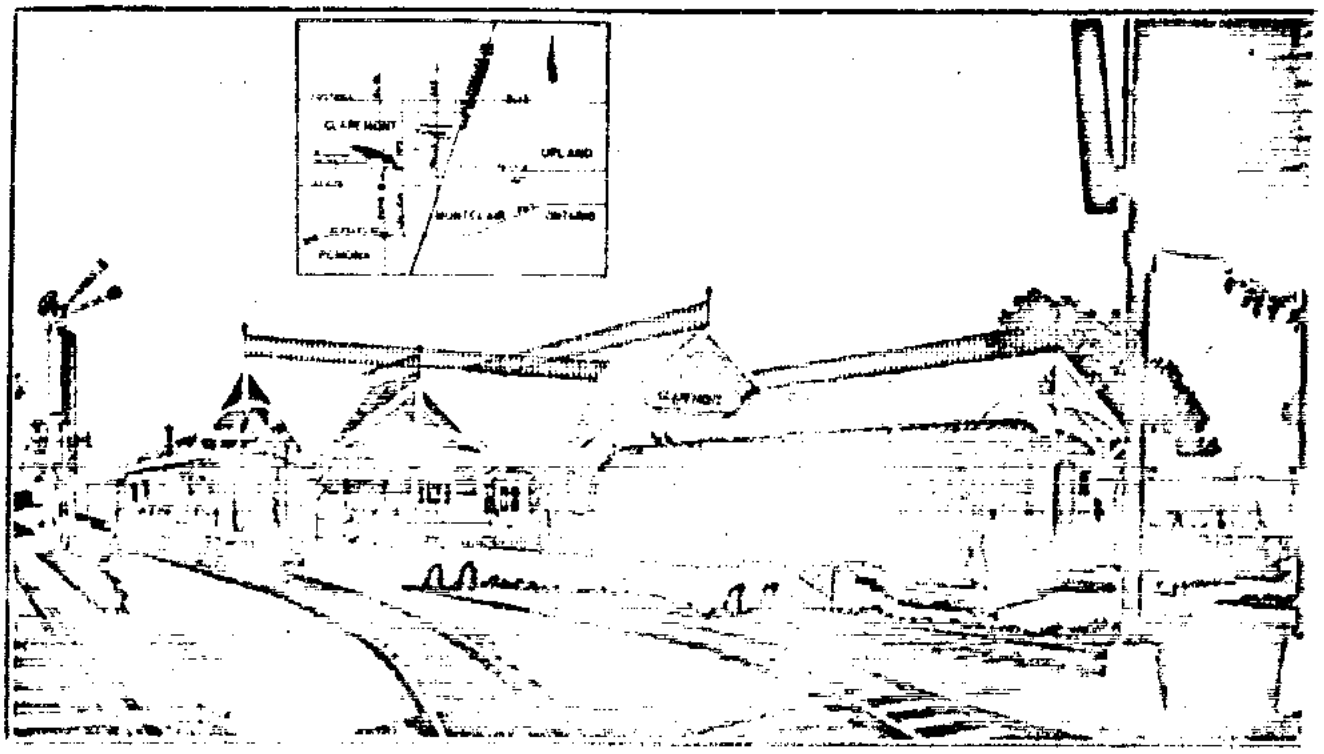
On Monday, officials of Specialty Restaurants Corporation and the Atchison, Topeka and Santa Fe Railway Company will symbolically seal the agreement for the development by driving a silver spike into crossed ties of the site. They will arrive in Santa Fe railway cars and entertain local dignitaries at luncheon.

Plans for the multi-million dollar restaurant and shopping complex on the 5-acre spread owned by Santa Fe were announced today (Saturday).

David C. Talbchet Jr., president of Specialty Restaurants Corporation, and J. G. Starkey, general manager of real estate and industrial development for Santa Fe, said that the first phase of the project will be the 8000-square foot Railroad Depot Restaurant, a $200,000 investment. Groundbreaking is scheduled for April 15 and opening for around July 15.

THE SECOND phase, with shops to east and west of the restaurant, will be completed by the end of 1971, according to Paul G. Schreiber, special project manager for Specialty, which has a long-term lease on the railroad-owned property.

The existing Claremont station was opened in 1927 and closed 40 years later, Sept. 22, 1967. It was then that freights




A projected development at the Santa Fe station site south of First Street takes on this appearance as conceived by Architect Lynne Paxton.



certain local dignitaries at luncheon.

**Plans for the multi-million dollar restaurant and shopping complex on the 5-acre spread owned by Santa Fe were announced today (Saturday).**

**David C. Tallichet Jr., president of Specialty Restaurants Corporation, and J. G. Starkey, general manager of real estate and industrial development for Santa Fe, said that the first phase of the project will be the 6000-square foot Railroad Depot Restaurant, a $300,000 investment. Groundbreaking is scheduled for April 15 and opening for around July 15.**

**THE SECOND** phase, with shops to east and west of the restaurant, will be completed by the end of 1971, according to Paul G. Schreiber, special project manager for Specialty, which has a long-term lease on the railroad-owned property.

The existing Claremont station was opened in 1927 and closed 40 years later, Sept. 22, 1967. It was then that freights ceased stopping in Claremont. The last passenger train service here ended in September 1953. The last train was a local which covered the ground between Los Angeles and San Bernardino, stopping here eastbound at 11:55 p.m. and returning westbound with a 6:36 a.m. stop in Claremont.

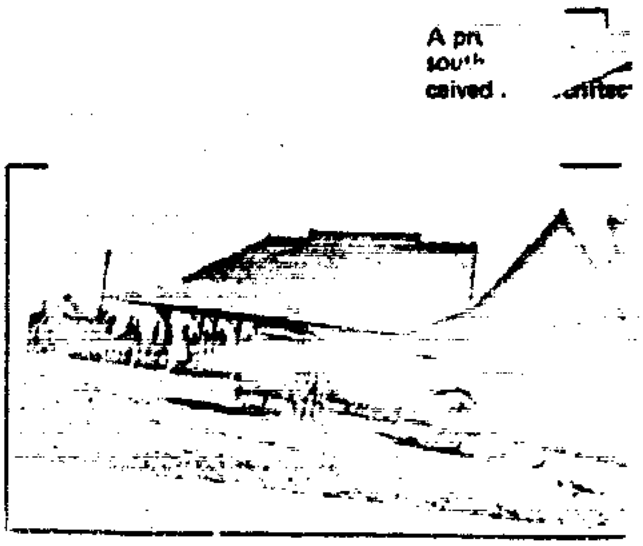
Now, Lynne Paxton, architect, has designed a wooden Depot Restaurant reminiscent of the railroad stations of the western plains region during the era of steam railroading which is somewhat reminiscent of the original station constructed in Claremont in 1888 when Santa Fe first came through here. Old photographs reveal it to have been rather less fancy than the proposed new model but with the same sharply peaked roofline and gingerbready curved supports.

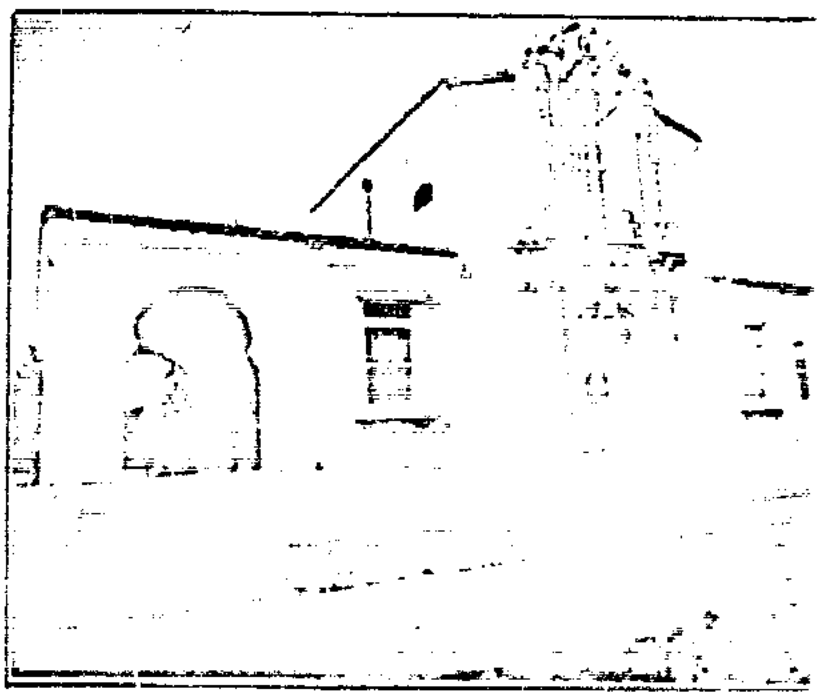
In the new building, the waiting room in late 19th century decor will be illuminated with gas-light. Dining and other conviviality will take place in renovated, period dining and lounge cars on tracks leading from Santa Fe's mainline to the Depot. The theme will be carried out with baggage carts laden with late 19th century luggage, a chatterer, telegrapher's key, railroad artifacts, locomotive and [illegible] stock from the "iron horse" era. Restaurant patrons may use a special observation platform to watch Santa Fe's modern trains pass through Claremont. An old-time stationmaster's office will have a ticket counter, cast-iron stove and a blackboard announcing arrivals and departures of trains. No trains will stop, however.

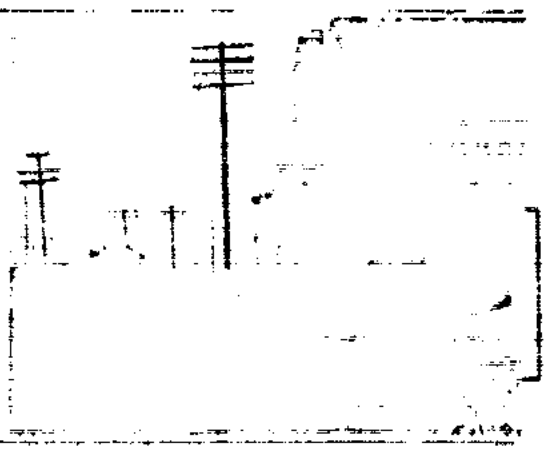
The restaurant is designed to serve about 300 guests.

When the shopping complex is added, the portion to the west will carry out the plains decor of the Depot and the eastern half will be California-Spanish. The total investment will come to $1 million.

The Claremont project is the first of several now in the planning stage by Specialty Restaurants Corporation and the Atchison, Topeka and Santa Fe Railway Company.





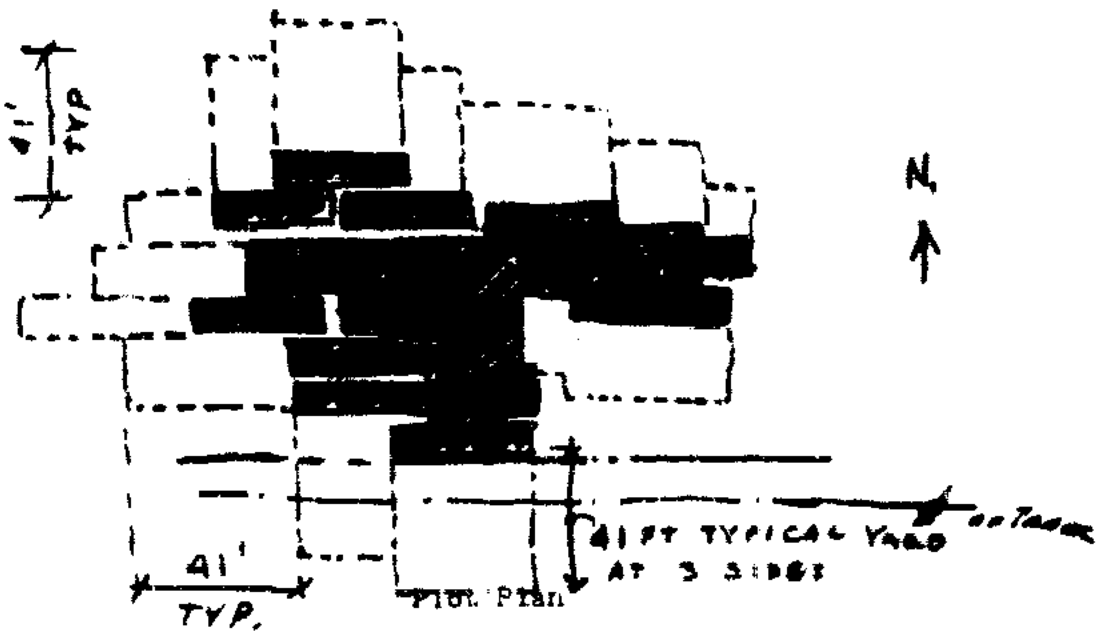
The Santa Fe station's changing appearance through the years begins in 1888 when horses and buggies greeted newcomers (photo courtesy of Stuart Wheeler), the station when closed in 1967, and a recent view.
COURIER photos

## PUILDING CODE, SECTION 506(d)--YARD AGREEMENT

**The increase in building area permitted by Section 506 shall not be allowed unless the owner of any privately owned yard used as the basis of such increase has filed the following agreement:**

I/We, the undersigned, as owner(s) of the property located at
Street Address 160 E INDIAN HILL BLVD. CLAREMONT
Legal Description
acknowledge that the area of 6800 square feet for the proposed construction shown on Plan Check application No. E4660 is approved by reason of yard spaces 41 feet in width adjoining 3 sides of the building as shown on the dimensioned plot plan (below/on reverse/attached). I/We agree to maintain this space and refrain from further construction thereon as long as such yard is required for this purpose by the Building Code.

MAR 11 1971 SPECIALTY RESTAURANTS CORP. [signature]
(Date) (Company or Corporation) (Signature)




(Division Use Only)
Group(s) B-2
Type(s) V
Sprinklered
Separation Walls

Area Computations

Date By

**HILDENBRANDT AND ASSOCIATES**
DOUGLAS P. HILDENBRANDT, P.E.

156 SAN LORENZO STREET
POMONA, CALIFORNIA 91766
TELEPHONE (714) 622-9812

April 20, 1972
Project 7033

Specialty Restaurants
2477 Redondo Ave.
Long Beach, Ca. 90806

Attention: Mr. J. R. Underwood

Subject: Inspection of Footing Excavations
Depot Restaurant
East Side of Indian Hill Blvd. and North of AT & SF RR
Claremont, Ca.

Gentlemen:

Footing excavations for [illegible] were examined by our firm. At our request, bottoms of excavations were auditioned. The westerly portion of the southerly wall footing and the southerly section of the westerly wall footing were deepened at our request to depths of from 18 to 40 inches so as to extend through loose fill and into firm soil.

In our opinion, footing excavations are in accordance with construction drawings and are satisfactory to support anticipated loads.

Respectfully submitted,
HILDENBRANDT AND ASSOCIATES

Douglas P. Hildenbrandt
Douglas P. Hildenbrandt
RCE 17[illegible]

Copies
Contractor (job site) - 1
Lynne Laxton, Architect - 2
Addressee - 1

SOIL ENGINEERING
TESTING SERVICES

# APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

1

INSPECTOR COPY

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS 100 S. Indian Hill Blvd
CITY Pomona, CA ZIP 91711
SIZE OF LOT — NO. OF BLDGS. NOW ON LOT —
TRACT — BLOCK — LOT NO. [illegible]
OWNER Pacific Truck Rent Co. No. 775 [illegible]
ADDRESS 100 S Indian Hill Blvd
CITY Claremont, CA ZIP 91711
ARCHITECT OR ENGINEER None — TEL. NO.
ADDRESS
CONTRACTOR Self — TEL. NO.
ADDRESS — LIC. NO.
CITY — LIC. CLASS
CONSTRUCTION LENDER
TITLE AND BRANCH
ADDRESS CITY

| SQ. FT. BLDG. | NO. OF STORIES | NO. OF FAMILIES |
|---|---|---|
| | | |

DESCRIPTION OF WORK: [illegible]
Remove tank car, cut slab & [illegible] to match existing
USE OF EXISTING BLDG. Pc. Equipment
APPLICANT (PRINT) Spencer Whitehead TEL. [illegible]
BY (SIGNATURE) [signature]

CHECK ONE
- NEW ☐
- ADD ☐
- ALTER ☐
- REPAIR ☐
- DEMOL ☐

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION. I CERTIFY THAT IN DOING THE WORK AUTHORIZED HEREIN I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OF THE STATE OF CALIFORNIA IN RELATION TO WORKMEN'S COMPENSATION INSURANCE

SIGNATURE OF PERMITTEE [signature]
ADDRESS 100 S. Indian Hill Blvd
CITY Claremont, CA TEL. NO. [illegible]

VALUATION $ 8,000

**PLAN CHECK VALIDATION** CK M.O. CASH —

BUILDING ADDRESS 100 S. Indian Hill Blvd
LOCALITY Claremont
NEAREST CROSS ST. I-10
ASSESSOR MAP BOOK — PAGE — PARCEL
DISTRICT 10.23 | GROUP B | TYPE CONST. V | FIRE ZONE 2 | PROCESSED BY [illegible]
STATISTICAL CLASSIFICATION CLASS NO. 22 DWELL. UNITS 0
SEWER — BR — BG
USE ZONE AU
MAP NO.
SPECIAL CONDITIONS
ROAD DEPARTMENT APPROVAL REQUIRED YES ☐ NO ☐

BLDG. SETBACK FROM FRONT PROP. LINE OF — STREET

| HIGHWAY + YARD = | TOTAL SETBACK FROM FRONT PROP. LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|
| + = | | | |

BLDG. SETBACK FROM SIDE PROP. LINE OF — STREET

| HIGHWAY + YARD = | TOTAL SETBACK FROM SIDE PROP. LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|
| + = | | | |

CORNER CUTOFF YES ☐ NO ☐
IN OPEN SPACE YES ☐ NO ☐
IN COASTAL PERMIT ZONE YES ☐ NO ☐

Plan Check Fee $ 1 — Permit Fee 82.00
Issuance Fee 5.00
Total Fee 87.00

**PERMIT VALIDATION** CK M.O. CASH 87.00

PC 11-71 $ 0 7 0 8 0 — — 22 87.00

Pomona CA 6/68 12/71

# Building Record

# APPLICATION FOR BUILDING PERMIT

**COUNTY OF LOS ANGELES**
**DEPARTMENT OF COUNTY ENGINEER**
**BUILDING AND SAFETY DIVISION**

1

## FOR APPLICANT TO FILL IN

BUILDING ADDRESS: 100 S. Indian Hill
CITY: Claremont ZIP:
SIZE OF LOT: NO. OF BLDGS. NOW ON LOT: 1
TRACT: BLOCK: LOT NO:
OWNER: Right Time TEL. NO. 792-0650
ADDRESS: 217 S. Amelia
CITY: Pasadena ZIP: 91101
ARCHITECT OR ENGINEER: TEL. NO.
ADDRESS:
CONTRACTOR: TEL. NO.
ADDRESS: LIC. NO.
CITY: LIC. CLASS
CONSTRUCTION LENDER NAME AND BRANCH:
ADDRESS: CITY:

| SQ. FT. SIZE | NO. OF STORIES | NO. OF FAMILIES | SHEET ONE |
|---|---|---|---|

DESCRIPTION OF WORK: NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ DEMOL ☐
Change Witness to Include Bridge as per drawing
USE OF EXISTING BLDG.: Restaurant
APPLICANT (PRINT): Spencer White TEL. NO. 621-4969
BY (SIGNATURE): Spencer White

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION. I CERTIFY THAT IN DOING THE WORK AUTHORIZED HEREBY I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OF THE STATE OF CALIFORNIA IN RELATIVE TO WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF PERMITTEE: Spencer White
ADDRESS: 812 S. Anza
CITY: Pasadena TEL. NO. 795-0650

VALUATION $ 1/77 =

BUILDING ADDRESS: 100 S Indian Hill
LOCALITY: Claremont
NEAREST CROSS ST.:
ASSESSOR MAP BOOK: PAGE: PARCEL:

| DISTRICT | GROUP | TYPE CONST. | FIRE ZONE | PROCESSED BY |
|---|---|---|---|---|
| 10-03 | I | | | |

STATISTICAL CLASSIFICATION: CLASS NO 22 DWELL. UNITS 0
SEWER MAP: BK PG
USE ZONE: C-1
MAP NO:
SPECIAL CONDITIONS:
ROAD DEPARTMENT APPROVAL REQUIRED: YES ☐ NO ☐
BLDG SETBACK FROM FRONT PROP LINE OF STREET:

| HIGHWAY + YARD = | TOTAL SETBACK FROM FRONT PROP LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|
| + = | | | |

BLDG SETBACK FROM SIDE PROP LINE OF STREET:

| HIGHWAY + YARD = | TOTAL SETBACK FROM SIDE PROP LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|
| + = | | | |

CORNER LOT: YES ☐ NO ☐
IN DRY SPACE: YES ☐ NO ☐
IN COASTAL PERMIT ZONE: YES ☐ NO ☐

APPD. BY: 4-4-77 SHEET: 4

P.C. Fee $ 14.00 | Permit Fee 10.00 | Issuance Fee | Total Fee 24.00

PLAN CHECK VALIDATION
11-77 208944 01 • • — — 77 24.00

PERMIT VALIDATION 11-77 208944 01 • • — — 77 24.00

INSPECTOR COPY

PERMA CHECK 12/71



# APPLICATION FOR BUILDING PERMIT

1

FOR APPLICANT TO FILL IN

BUILDING ADDRESS 100 S. Ferguson Rd

CITY ZIP

SIZE OF LOT NO. OF BLDGS NOW ON LOT

TRACT BLOCK LOT NO

OWNER Kau Ju Shao TEL NO

ADDRESS Same

CITY ZIP

ARCHITECT OR ENGINEER TEL NO.

ADDRESS

CONTRACTOR Owner TEL NO

ADDRESS LIC NO

CITY LIC CLASS

CONSTRUCTION LENDER (NAME AND ADDRESS)

| SQ. FT. | NO. OF STORIES | NO. OF FAMILIES | CHECK LINE |
|---|---|---|---|
| | | | |

DESCRIPTION OF WORK Interior Alteration — NEW ☐ ADD ☐ ALTER ☒ REPAIR ☐ DEMOL ☐

USE OF STRUCTURE Restaurant

APPLICANT PRINT TEL NO

SIGNATURE

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION. I UNDERSTAND THAT IN SIGNING THIS APPLICATION I AM SIGNING AND MAKING ALL APPLICATIONS, PERMITS AND REQUESTS IN CONFORMANCE WITH THE LABOR CODE OF THE STATE OF CALIFORNIA (AREA NOT TO WORKMEN'S COMPENSATION INSURANCE)

SIGNATURE OF PERMITTEE L. A. McGhee

ADDRESS

CITY

$ 200

PLAN CHECK VALIDATION CK M.O. CASH

B-1-70 810266 21 — — 22 16.00

BUILDING ADDRESS 100 S. Ferguson Rd

LOCALITY Cameron

NEAREST CROSS ST.

ASSESSOR MAP BOOK PAGE PARCEL

| DISTRICT | GROUP | TYPE CONST | FIRE ZONE | PROCESSED BY |
|---|---|---|---|---|
| 1103 | B | II N | 3 | |

STATISTICAL CLASSIFICATION CLASS NO 22 DWELL UNITS 0 — SEWER MAP BK PG

USE ZONE LV — MAP NO — SPECIAL CONDITIONS

ROAD DEPARTMENT APPROVAL REQUIRED YES ☐ NO ☐

BLDG SETBACK FROM FRONT PROP LINE OF _____ (STREET)

| HIGHWAY + | YARD = | TOTAL SETBACK FROM FRONT PROP LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|---|
| + | = | | | |

BLDG SETBACK FROM SIDE PROP LINE OF _____ (STREET)

| HIGHWAY + | YARD = | TOTAL SETBACK FROM SIDE PROP LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|---|
| + | = | | | |

CORNER CUTOFF YES ☐ NO ☐

IN OPEN SPACE YES ☐ NO ☐

IN COASTAL PERMIT ZONE YES ☐ NO ☐

Work Garage on Rear

FINAL DATE 1/24/70 BY

| | |
|---|---|
| Permit fee | 9.00 |
| Issuance fee | 9.00 |
| Total fee | 16.00 |

PERMIT VALIDATION CK M.O. CASH

INSPECTOR COPY

P-1 7NAP 338 CS PRC30 R-77



Property of Sonoma County Library

PLANS TO APPLICANT

| No. | | RETURNED | | APPROVED |
|---|---|---|---|---|
| | DATE | NO | DATE | |
| | | | | |
| | | | | |
| | | | | |

| APPROVALS | REQUIRED YES | REQUIRED NO | DATE RECEIVED OR APPROVED |
|---|---|---|---|
| WATER DEPARTMENT | | | |
| [illegible] | | | |
| [illegible] | | | |
| GAS | | | |
| ELECTRICAL | | | |
| [illegible] | | | |
| [illegible] | | | |
| [illegible] | | | |
| [illegible] | | | |

19.80

# APPLICATION FOR BUILDING PERMIT

1

FOR APPLICANT TO FILL IN

BUILDING ADDRESS 100 S Indian Hill
CITY Claremont ZIP 91711
TRACT BLOCK LOT NO
OWNER L Sano PH 621-4961
ADDRESS Same
CITY ZIP
ARCHITECT OR ENGINEER PH ZIP
ADDRESS
CONTRACTOR Owner PH
ADDRESS PH
CITY STATE
CONSTRUCTION LENDER NAME AND BRANCH
ADDRESS
SQ FT AREA NO OF STORIES 1 PRESENT USE VACANT
DESCRIPTION OF WORK T-Bar ceiling
Ins & Lites
USE OF EXISTING BLDG Restaurant
APPLICANT NAME L.G. McClelland PH 621-4969
FIRM NAME S & M Build
ADDRESS 100 S Indian Hill Blvd
CITY Claremont PH NO
VALUATION $ 1000

VALUE TABLE: N/A ☐ ADD ☒ ALTER ☐ REPAIR ☐ MOVE ☐

PLAN CHECK VALIDATION LIC MO CAT
-970 241617 81

BUILDING ADDRESS 100 S Indian Hill
LOCATION Claremont
NEAREST CROSS ST
ASSESSOR MAP BOOK PAGE LINE
DISTRICT GROUP TYPE CONST FIRE ZONE PRE-ENGINEERED
STATISTICAL CLASSIFICATION CLASS NO 32 DWELL UNITS 0
SEWER MAP BK G
USE ZONE CV MAP NO SPECIAL CONDITIONS
ROAD DEDICATION/IMPROVEMENT REQUIRED YES ☐ NO ☐
BLDG SETBACKS FROM PROPERTY LINES
STREET
HIGHWAY | TOTAL SETBACK FROM PROP LINE | TYPE OF HIGHWAY | ESTIMATED WIDTH
SIDE FROM CENTER LINE
STREET
HIGHWAY | TOTAL SETBACK FROM SIDE PROP LINE | TYPE OF HIGHWAY | ESTIMATED WIDTH
FLOOD HAZARD ZONE YES ☐ NO ☐
IN OPEN SPACE YES ☐ NO ☐
IN COASTAL PERMIT ZONE YES ☐ NO ☐
Remodel Restaurant

ISSUED DATE BY
P.C. Fee $
Permit Fee 18 00
Plumbing Fee
Total Fee 18 00

PERMIT VALIDATION 2530 MO CASH

INSPECTION COPY

FORM PGA 536 (8/77)

[illegible] APPROVAL FOR OCCUPANCY IS REQUIRED FOR ANY BUILDING BUILDING

IN BUILDING

USE: Decor Restaurant

LOCATION: [illegible]

OCCUPANCY: B; USE:

Please review the above occupancy and indicate whether you recommend approval, conditional approval or denial. Please outline briefly your reasons and forward this to the next department head.

BUILDING: APPROVED ☐, CONDITIONAL APPROVAL ☐, DENIAL ☐

COMMENTS: _____

SIGNED: _____ DATE: _____

PLANNING: APPROVED ☐, CONDITIONAL APPROVAL ☐, DENIAL ☐

COMMENTS: _____

SIGNED: _____ DATE: _____

FIRE: APPROVED ☒, CONDITIONAL APPROVAL ☐, DENIAL ☐

COMMENTS: _____

SIGNED: [signature] DATE: 1/4/73

PUBLIC WORKS: APPROVAL ☒, CONDITIONAL APPROVAL ☐, DENIAL ☐

COMMENTS: _____

SIGNED: [signature] DATE: 1-4-73

POLICE: APPROVAL ☐, CONDITIONAL APPROVAL ☐, DENIAL ☐

COMMENTS: _____

SIGNED: _____ DATE: _____

RETURN TO BUILDING DEPARTMENT WITH COMMENTS

INSPECTION COPY

100 S. INDIAN HILL BLVD.

DEPARTMENT OF
COMMUNITY DEVELOPMENT
APPLICATION FOR BUILDING PERMIT

# city of CLAREMONT

207 HARVARD AVE.
CLAREMONT, CA. 91711
(714) 624-4581

## FOR APPLICANT TO FILL IN

Please Print - Verify for Clarity Clarity

Building Address: 50 [illegible] ST Corner 1ST & INDIAN HILL

Owner: CLAREMONT DEPOT ASSOC. Tel. No. 213 946-9[illegible]

Mailing Address: 750 TERRADO PLA City: CLAREMONT

Contractor: J.A. STEWART Tel. No. 714 998-55[illegible]

Mailing Address: P.O. BOX 120 City: WESTMINSTER

State License No.: 270641 City (License) Tax No.:

Architect or Eng.: CARL H. CLARENBACH Tel. No. 571-2207

Address: 675 TOWN CENTER DR City: COSTA MESA

PROPERTY LEGAL DESCRIPTION Lot No. Blk Tract

DESCRIPTION OF WORK AND BLDG. USE

| Type of Const. | Occ. Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | |

Description of Work:

Remodel of 1st sty. structure
& replace roof cap.

*SEE PLANNING INV. NOTE

| New | Add | Alter | Repair | Demolish |
|---|---|---|---|---|
| Sq. Ft. Area | | No. of Rooms | No. of Stories | No. of Units |

VALUATION $ PL. CR. NO.

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California, and if, after making application for a building permit or performing work without a permit subject to the Workers' Compensation laws of California, I should become subject to the Workers' Compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions. I hereby agree to save, indemnify and keep harmless the City of Claremont against liabilities, judgments, costs and expenses which may in any way accrue against the City of Claremont in consequence of the granting of this permit. Additionally, I understand and agree that I have and will comply with all requirements of the Labor Code of the State of California.

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish or repair any structure, prior to its issuance, also requires the applicant for the permit to file a signed statement that he is licensed pursuant to the provisions of the Contractors' License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractors' License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractors' License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors' License Law).

I am exempt under Sec. _____, Business and Professions Code.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I understand that the granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction.

Date: 3-24-87

Applicant's Signature:

| | |
|---|---|
| PLANNING FEE | $ |
| PLAN CHECK | $ |
| PERMIT FEE | $ 10.00 |
| ISSUANCE FEE | $ 7.00 |
| TOTAL | $ 17.00 |

## SPECIAL CONDITIONS AND INSPECTION RECORD

ENG. DIV. Cpc Bldg. 3/24/87

PLANNING DIV. THIS PERMIT IS NOT APPLICABLE TO ORIGINAL DEPOT BLDG. A.Cintas

## CALL FOR ALL INSPECTIONS

All work must be inspected and approved before placing concrete, or concealing framing, electrical, plumbing or mechanical work. A final inspection and Certificate of Occupancy must be obtained prior to occupancy and disconnect of connection of utilities.

| APPROVALS | DATE | INSPECTOR'S SIG. |
|---|---|---|
| FOUNDATION, YARDS, TRENCHES, FORMS | | |
| FOOTING STEEL | | |
| WALL STEEL | | |
| BOND BEAM, STEEL BOLTS, ANCHORS | | |
| FRAME, FIRE STOPS, BRACING, BOLTS, FLASHING MATERIALS | | |
| ROOF SHEATHING COVERING | | |
| STRUCTURAL STEEL | | |
| DRY WALL | | |
| LATH, INT. | | |
| LATH, EXT. | | |
| SWIMMING POOL ENCLOSURE OK TO PLASTER POOL | | |
| FINAL ENG. | | |
| FINAL PLANNING | | |
| FINAL BLDG. | 10-5-87 | CO |

PERMIT NO. 21[illegible] VALUATION $ 1200

This is a Building Permit When Properly Completed and Approved Does Not Transfer Title. It will expire if work is not started within 180 days or if work is suspended for more than 180 days.

JOB ADDRESS 100 S. Elm Hill

OWNER Heritage

① Need to determine correct Ranges

② " " Records to cross reference trusts

3/15/93
DATE

INSPECTOR'S SIGNATURE

Assembly No. with suspended Ceiling, File NCS46-5, Project 97NE-7319, dated March 30, 1999, prepared by Underwriters Laboratories Inc. The fire exposure was in accordance with the Standard Time-temperature curve as described in the Test Standard, Fire Tests of Building Construction and Materials, ASTM E 119.

3. Engineering report on fire resistive floor/ceiling assemblies with Carlon tubing and conduit, prepared by IFT Technical Services, Inc., dated April, 1990, signed by Joseph B. Zisserman, Ph.D.

## 4.0 CONDITIONS OF USE

The National Evaluation Service Committee finds that Carlon tubing and conduit, when used in the noncombustible, fire resistive rated wall and fire resistive floor/ceiling assemblies described in this report, complies with the 1990 BOCA National Building Code, the 1988 Standard Building Code with the 1989/1990 Revisions, and the 1988 Uniform Building Code with 1989 Supplement, provided installation is in accordance with this report.

This report is subject to re-examination in 2 years.

# FAX TRANSMITTAL

To: TOM

From: STEVE

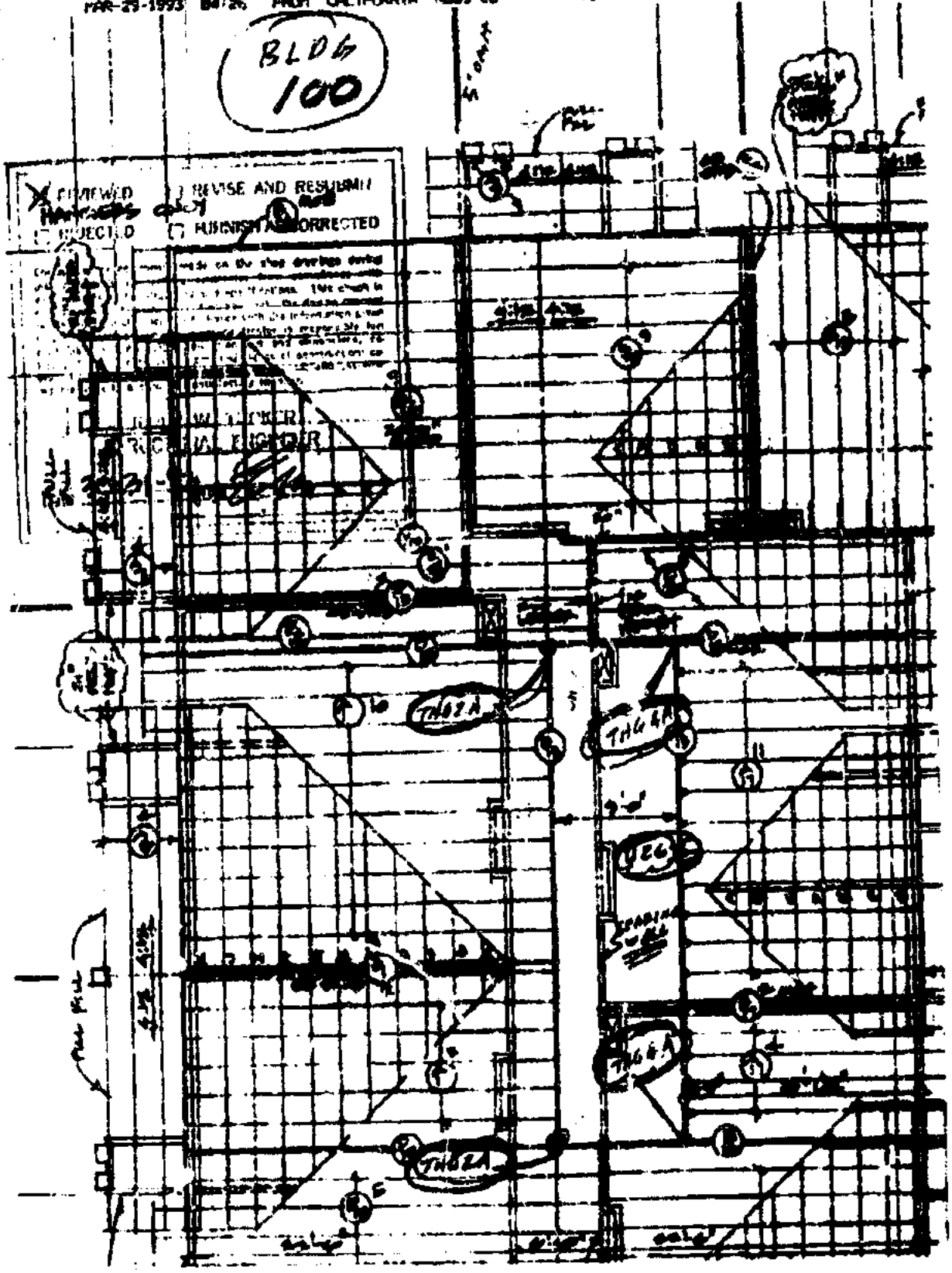
Date: 4-6-93

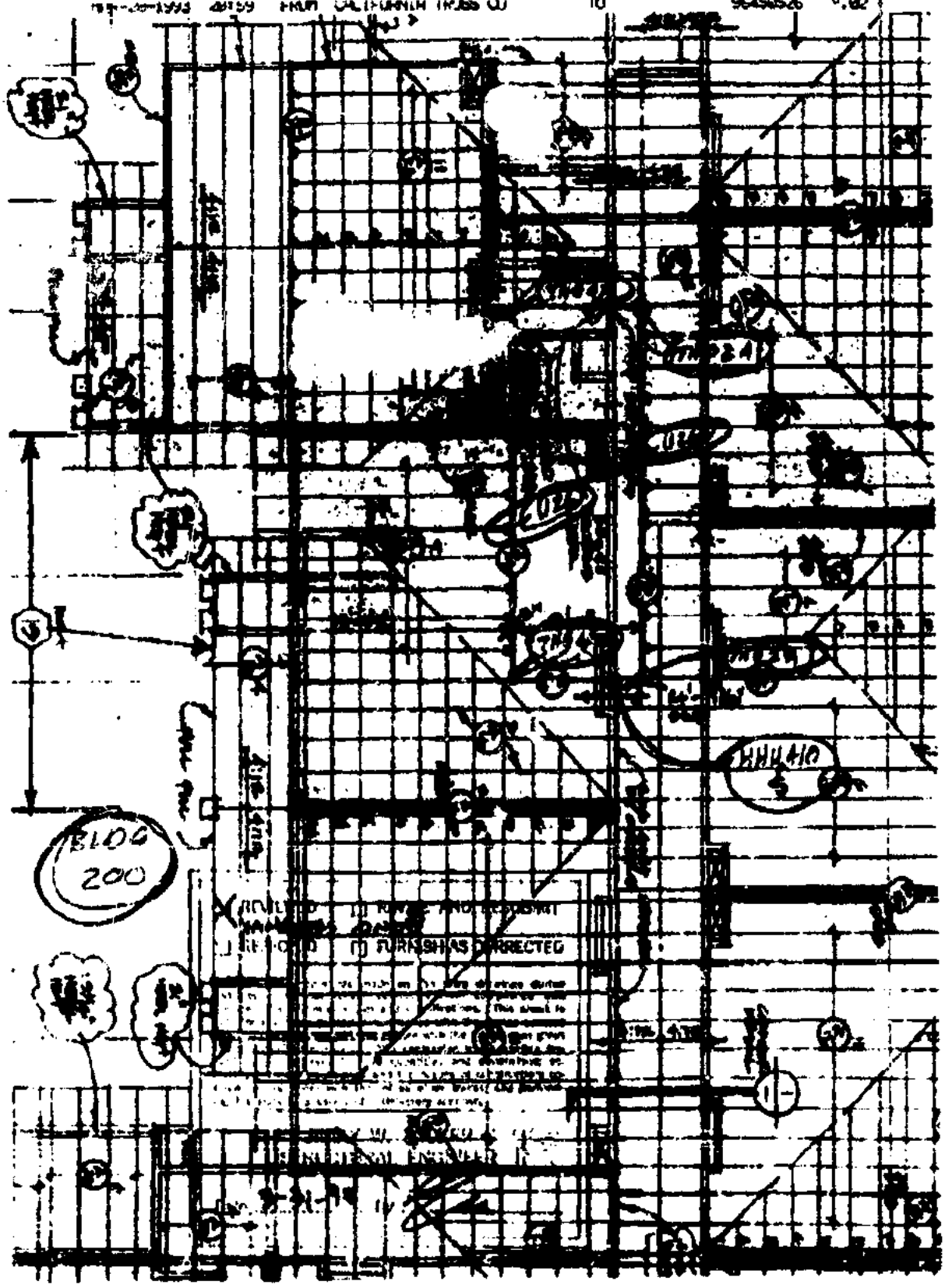
Pages: (INCLUDE THIS COVER SHEET)

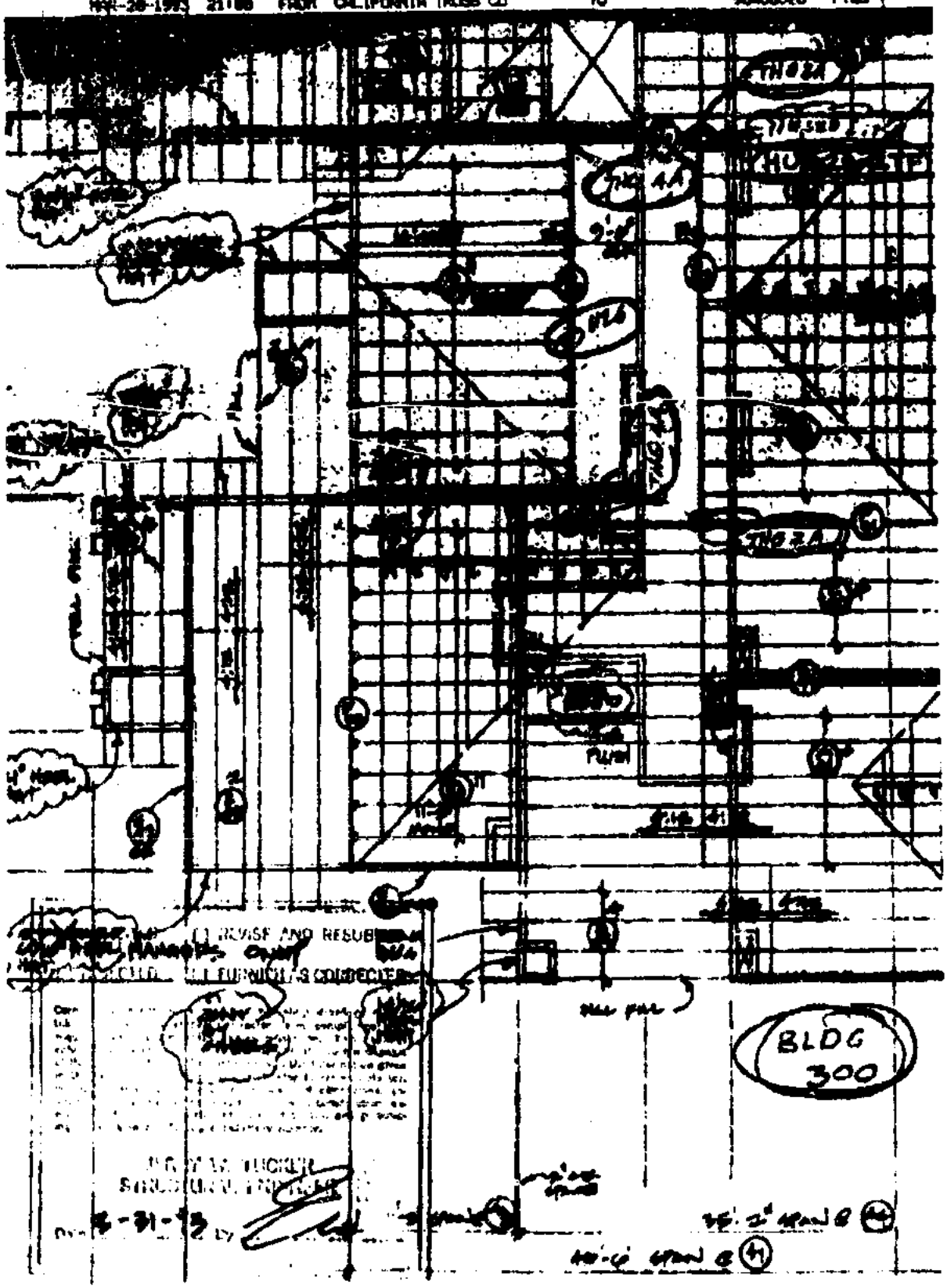
Re: 3RD TIME

CALIFORNIA TRUSS
COMPANY INC.
23665 CAJALCO RD.
PERRIS, CA 92570
714 657-7491
FAX 714 657- 6486

CALIFORNIA TRUSS COMPANY


BLDG 100
REVISE AND RESUBMIT
FURNISH AS CORRECTED
THG2A
THG4A
JEG
THG2A
THG4A
THG2A

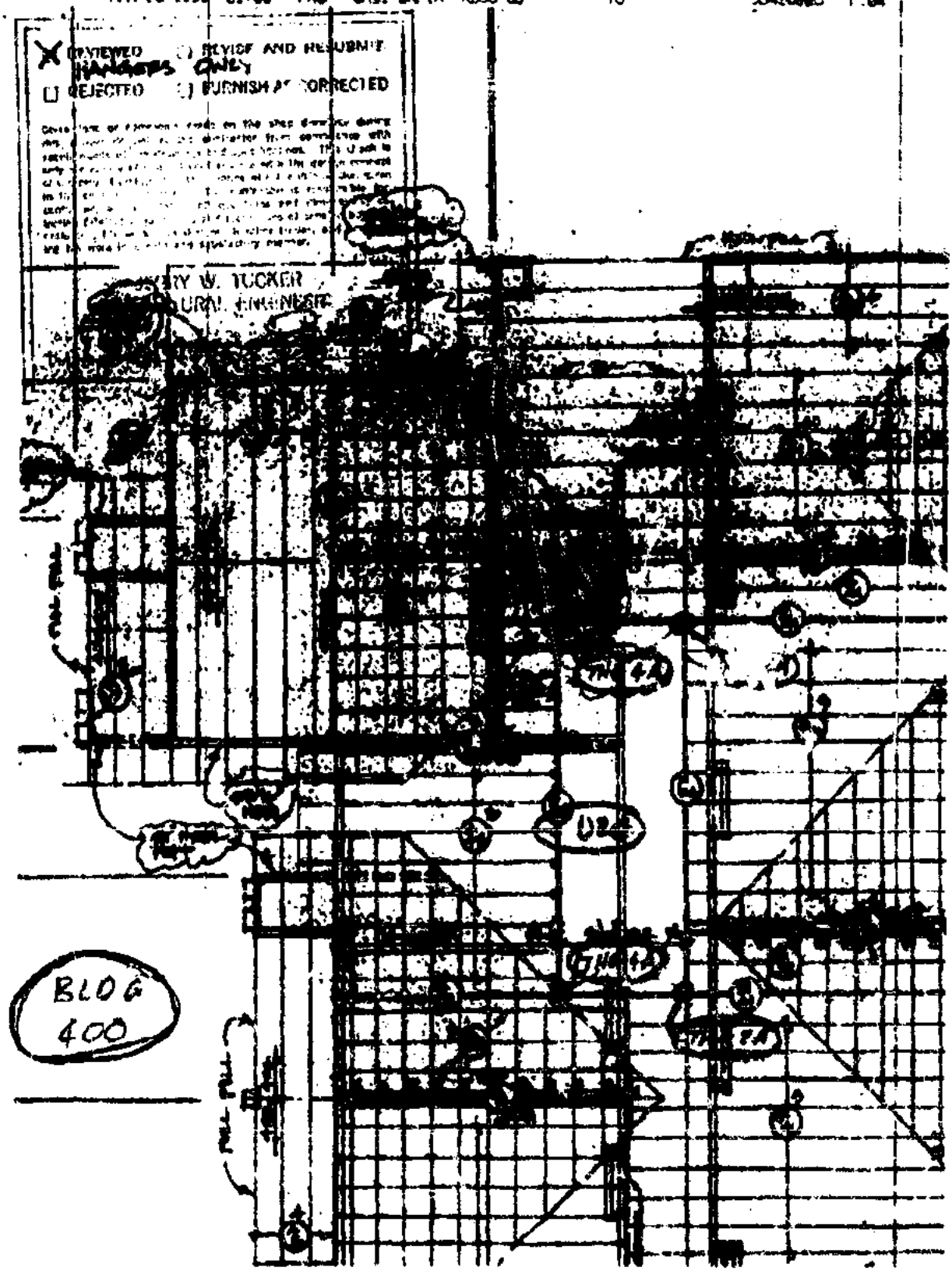

BLDG
200
FURNISHED CORRECTED

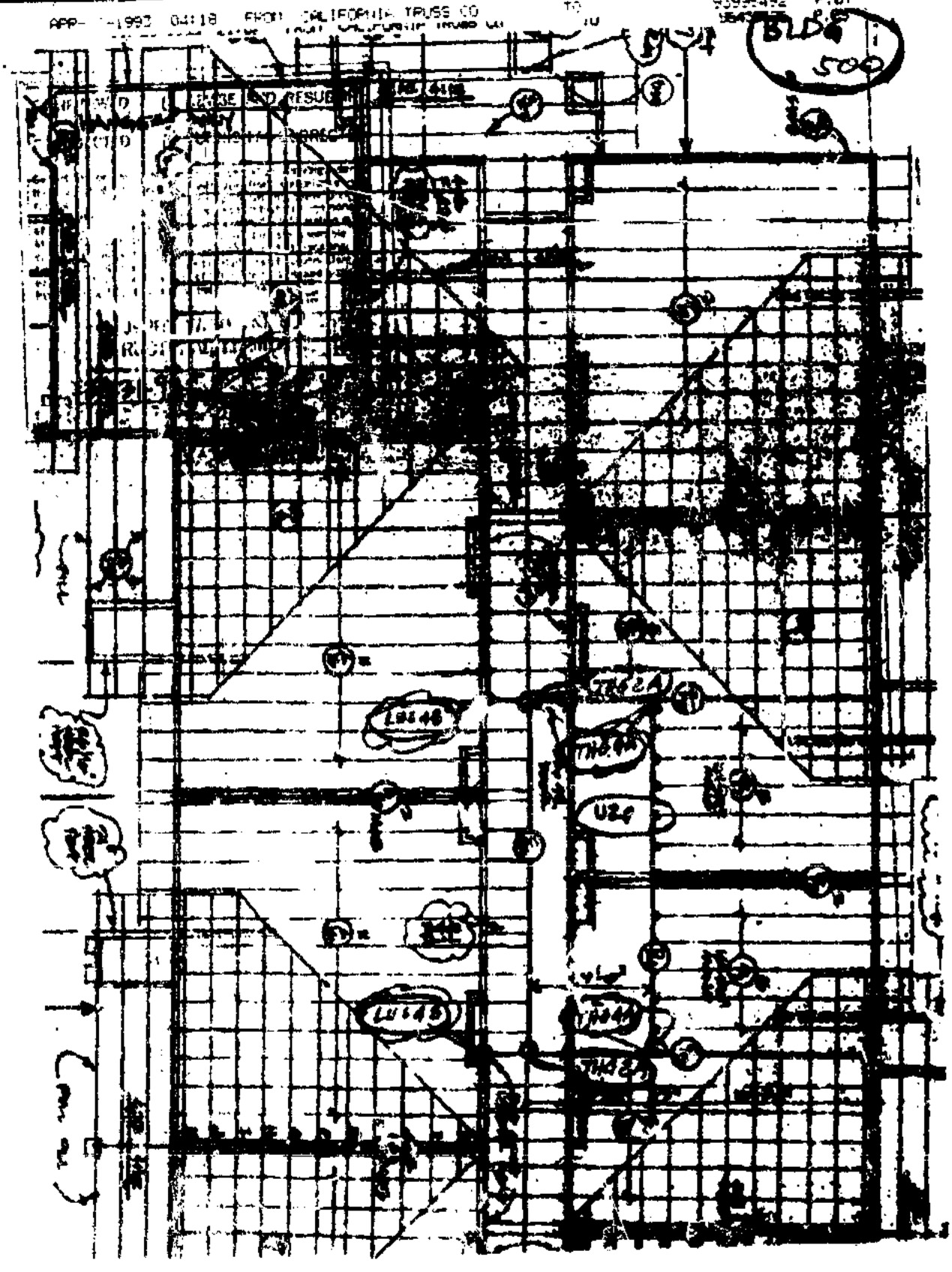

BLDG
300

X REVIEWED [ ] REVISE AND RESUBMIT
HANGERS ONLY
[ ] REJECTED [ ] FURNISH AS CORRECTED

Review of shop drawings only on this drawing does not relieve the fabricator from compliance with plans, specifications and applicable regulations. This is not to be construed as approval of any deviation from the plans or contract documents unless such deviation has been specifically noted in writing and approved by the engineer. The fabricator is responsible for dimensions which are to be confirmed and correlated at the job site, for information that pertains solely to the fabrication processes, for techniques of assembly and erection, for the safety precautions and programs in connection with the work, and for coordination of the work of all trades.

[illegible] W. TUCKER
[illegible] ENGINEER




BLDG 500

## FRAMING—ALL SPECIES (National Grades)

Rate of growth—limited to medium grain in Douglas fir only. See Para. 204-a.
Shake—on ends limited to 1/2 the thickness. Away from ends several heart shakes up to 2" long, none through.
Skips—hit and miss skips in 10% of the pieces. See Para. 720(f).
Slope of grain—1 in 12. See Para. 203.
Splits—equal in length to the width of the piece.
Stain—stained sapwood. Firm heart stain or firm red heart limited to 10% of the piece.
Wane—1/4 the thickness, 1/4 the width, 5% of the pieces may have wane up to 1/2 the thickness and 1/3 the width for 1/4 the length.
Warp—1/2 of medium. See Para. 752.

124-b. "DENSE NO. 1" STRUCTURAL LIGHT FRAMING (Douglas fir only).

Conforms to all the provisions of Para. 124-b with the additional requirement of density as defined in Para. 204-c.

124-c. "NO. 2" STRUCTURAL LIGHT FRAMING.

Dimension lumber of this quality is limited in characteristics that affect strength and stiffness values to provide a fiber stress in bending value of 55% of that allowed for clear, straight-grained wood and to provide a recommended design value for modulus of elasticity of 100% of that allowed for clear wood average. This grade is recommended for construction where high strength and stiffness and good appearance are desired.

Characteristics permitting and limiting provisions shall be:

Checks—surface seasoning checks not limited. Through checks at ends are limited as splits.

Knots—sound, firm, encased, and pith knots, if tight and well spaced, are permitted in sizes not to exceed the following, or equivalent displacement:

| Nom. Width | At Edge Wide Face | Centerline Wide Face | Unsound or Loose Knots & Holes** (any cause) |
|---|---|---|---|
| 2" | 1 2" | 1 2" | 1/2" |
| 3" | 3 4" | 3 4" | 3 4" |
| * 4" | 1" | 1 1/2" | 1" |

*In 3"x4" and 4"x4" sizes, a 1-1/2" knot is permitted anywhere on the 4" face.
**One hole or equivalent smaller per 3 lin. ft.



## FRAMING—ALL SPECIES (National Grades)

Manufacture—Standard "E." See Para. 722(e)
Pitch and pitch streaks—not limited.
Pockets—pitch or bark—not limited.
Rate of growth—limited to medium grain in Douglas fir only. See Para. 204-a.
Shake—on ends limited to 1/2 the thickness from ends several heart shakes up to 2" long through.
Skips—hit and miss skips in 10% of pieces. See Para. 720(f).
Slope of grain—1 in 10. See Para. 203.
Splits—equal in length to the width of the piece.
Stain—stained sapwood. Firm heart stain or red heart.
Wane—1/4 the thickness, 1/4 the width, 5% of pieces may have wane up to 1/2 the thickness and 1/3 the width for 1/4 the length.
Warp—1/2 of medium. See Para. 752.

124-c. "DENSE NO. 2"—STRUCTURAL FRAMING (Douglas fir only).

Conforms to all the provisions of Para. 124-b with the additional requirement of density as defined in Para. 204-c.

124-c. "NO. 2"—STRUCTURAL LIGHT FRAMING.

Dimension lumber of this quality is limited in characteristics that affect strength and stiffness values to provide a fiber stress in bending value of 55% of that allowed for clear, straight-grained wood and to provide a recommended design value for modulus of elasticity of 100% of that allowed for clear wood average. This grade is recommended for most general construction uses.

Characteristics permitted and limiting provisions shall be:

Checks—seasoning checks not limited. Through checks at ends are limited as splits.

Knots—well spaced knots of any quality are permitted in sizes not to exceed the following, or equivalent displacement:

| Nom. Width | At Edge Wide Face | Centerline Wide Face | Holes** (any cause) |
|---|---|---|---|
| 2" | 5/8" | 5/8" | |
| 3" | 7/8" | 7/8" | |
| * 4" | 1-1/4" | 9" | 1 |

*In 3"x4" and 4"x4" sizes, a 2" knot is permitted anywhere on the 4" face.
**One hole or equivalent smaller per 2 lin. ft.

# FAX

# TRANSMITTAL

To: TOM

From: STEVE

Date: 4-12-93

Pages: (INCLUDING COVER SHEET)

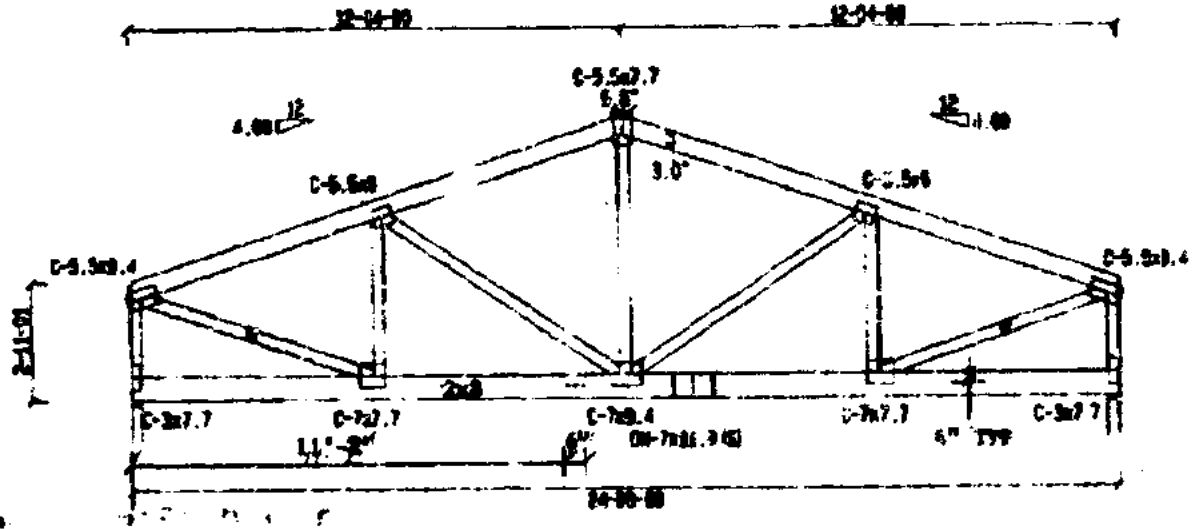
Re:

CALIFORNIA TRUSS
COMPANY INC.
23668 CANYON RD.
PERRIS, CA 92570
714 657-7691
FAX 714 657-0466

San Diego Office
619 448-0811
FAX 619 448-1613
Cathedral City
619 329-3034
FAX 619 329-1014

**OFF PANEL SPLICE NOTE:**
Off panel joint splices are located at 1/5 the panel length ± 6" at either end of the panel indicated, except end panels.

Design II: Truss shown with (3) 1/2" diameter holes at centerline of bottom chord within a 6" area beginning at 11'-2". Design is adequate as shown as per section 62.11 of Western Lumber Grading Rules.




FILE NO.: G-24x13-4-35
DATE: 02/02/93
JOB NO.: 402962

Dimensus Inc.

CONSTRUCTION CO.

FACSIMILE TRANSMITTAL SHEET

TO: City of Claremont

ATTENTION Tom

FAX NUMBER (909) 399-5492

FROM: Bruce Jorczak

FAX NUMBER (818) 767-4256

NUMBER OF PAGES 3 INCLUDING COVERSHEET

DATE 4-1-93

COMMENTS

9100 DE GARMO AVENUE, SUN VALLEY, CALIFORNIA 91352 (818) 768-8470

JERRY TUCKER & ASSOCIATES INC.
CONSULTING STRUCTURAL ENGINEERS
[illegible]

# TRANSMITTAL

To: Cobalt Construction

Date: March 31, 1993
JTA Job No: 90-229
Project: Heritage Senior Apts

Attn: Bruce or Klaus

Sent Via: FAX (818)787-4256

We are Transmitting (no. of copies):

| | |
|---|---|
| Prints | Signed Prints |
| Calc's | Signed Calc's |
| 1 Copy of Letter | Shop Drawings |

Other:

Transmitted:

- [X] For Your Use
- [ ] For comment
- [ ] For Approval
- [ ] Please Return
- [ ] Under Seperate Cover

As Requested By: Klaus @ Site

Description: Detail 7/SD3 clarification detail

Remarks:

Sent By: Eric Wickstrom
Associate, P.E.

Copy To: (1) to CYP by FAX

# Council of American Building Officials

INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS
5360 South Workman Mill Road
Whittier, California 90601

SECRETARIAT
SOUTHERN BUILDING CODE CONGRESS INTERNATIONAL, INC.
900 Montclair Road
Birmingham, Alabama 35213

BUILDING OFFICIALS AND CODE ADMINISTRATORS INTERNATIONAL, INC.
4051 West Flossmoor Road
Country Club Hills, Illinois 60478

## NATIONAL EVALUATION SERVICE COMMITTEE

**REPORT NO. NES-209**
**Reissued December 1, 1990**
**This report is subject to re-examination in 2 years.**
**Copyrighted © 1990 SBCCI**

**CARLON**
**25701 SCIENCE PARK DRIVE**
**CLEVELAND, OHIO 44122**

**I. SUBJECT**

Electrical Nonmetallic Tubing:
Carlon Flex-Plus® Blue® ENT

Electrical Rigid Nonmetallic Conduit:
Carlon Plus 40®

Electrical Liquidtight Flexible Nonmetallic Conduit:
Carlon Carflex®

**II. PROPERTY FOR WHICH EVALUATION IS SOUGHT**

Fire/Flame Resistance

**III. DESCRIPTION**

**A. General**

Carlon electrical nonmetallic tubing, rigid nonmetallic conduit and liquidtight flexible nonmetallic conduit are used in noncombustible, fire resistive rated walls and floor-ceiling assemblies.

The conduits and tubing are used with Underwriters Laboratories, Inc. listed threads fittings and junction boxes.

**B. Electrical Nonmetallic Tubing**

The Carlon electrical nonmetallic tubing (ENT) is a polyvinyl chloride (PVC) tubing listed by Underwriters Laboratories, Inc. and labeled 1/2 inch or 3/4 inch trade size Carlon Flex Plus® Plus® ENT for wall assemblies and 1/2 inch, 3/4 inch or 1 inch trade size Carlon Flex Plus® Blue® ENT for floor-ceiling assemblies.

**C. Electrical Rigid Nonmetallic Conduit**

The Carlon Plus 40® nonmetallic conduit is a Schedule 40 polyvinyl chloride conduit listed by Underwriters Laboratories, Inc. and labeled as 1/2 inch or 3/4 inch trade size Rigid Nonmetallic Conduit for wall assemblies and 1/2 inch through 2 inch trade size Rigid Nonmetallic Conduit for floor-ceiling assemblies.

**D. Liquidtight Flexible Nonmetallic Conduit**

The Carlon Carflex® is a liquidtight flexible nonmetallic conduit listed by Underwriters Laboratories, Inc. and labeled as 3/8 inch, 1/2 inch, 3/4 inch or 1 inch trade size Flexible Nonmetallic Conduit, Liquidtight.

**IV. INSTALLATION**

**A. Fire Resistive Rated Wall Assembly**

Installation of the tubing and conduit in the fire resistive assembly described below must comply with the National Electrical Code and is limited to a maximum of three runs in any 4 foot length of wall, with a maximum of two tubes or conduits in any one stud cavity.

The tubing and conduit is installed within a noncombustible two hour fire resistive nonload-bearing partition consisting of the following: A base layer of 5/8 inch Type X gypsum wallboard or veneer base, applied parallel to a minimum No. 25 gauge, 3-5/8 inch steel studs spaced a maximum of 24 inches on center with 1 inch Type S gypsum wallboard screws spaced 8 inches on center along the edges, and 12 inches on center to intermediate studs.

The face layer consists of 5/8 inch plain or predecorated Type X gypsum wallboard base, applied [illegible] to the studs with 1-5/8 inch long Type S gypsum wallboard screws spaced a maximum of 16 inches on center. The vertical joints must be staggered a minimum of 24 inches on center from the vertical joint in the first



This report is limited to the specific product and data and test reports submitted by the applicant in its application requesting this report. No independent tests were performed by the National Evaluation Service Committee, and the committee specifically does not make any warranty either expressed or implied, as to any finding or other matter in this report or as to any product covered by this report. This disclaimer includes, but is not limited to, merchantability. This report is also subject to the limitations listed herein.

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Soil Test | | |
| Piers & Piles | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Truss/Damper | | |
| Fireplace P/L | | |
| Fireplace T/O | | |
| Firegrate - Pool | | |
| Forms & Gate - Pool | | |
| INSULATION: Type | R Value | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Rock Wall Footing | | |
| Sand Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Sewer/Cleanout | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Trap | | |
| Clarifier | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Exterior Service | | |
| Final Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 1005 Indian Hill

PERMIT NUMBER 902543

JERRY TUCKER & ASSOCIATES, INC.
CONSULTING STRUCTURAL ENGINEERS

March 31, 1993 Job#90-229

CYP, I.
2855 Red Hill Ave.
Costa Mesa, CA 92626

Regarding: Heritage Pointe Senior Housing - Claremont

To Whom It May Concern:

After reviewing the structural calculations and drawings the following items may be resolved as follows:

Detail #7 and 14 on sheet SD3 indicate that the shear wall shown on the roof framing plans should extend to the roof sheathing, see also Shearwall Note #8 on sheet SD1. [redacted] board [redacted] wall sheathing (shear wall #5) [redacted] in lieu of continuing the gypsum board shear wall above the top plates.

Prior to making any changes approval should be obtained from the Building Department.

If you have any questions regarding this matter, please do not hesitate to call Eric Wickstrom, or me, at (714) 645-2442.

Sincerely,

Jerry W. Tucker
Structural Engineer (S.E. #2187, Exp 9-30-93)

909 N NEWPORT BLVD. NEWPORT BEACH CA 92663
(714) 645-2422 FAX (714) 645-0626

# Application for Building Permit

904813 | PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714/399-5471

TEMPORARY POWER POLE
FOR SENIOR HOUSING PROJECT
@ NORTHEAST SECTION

Building Address: 100 S. INDIAN HILL BL.
Owner: URBAN HOUSING
Mailing Address: 9100 DECARMEL AV.
City: SUN VALLEY | Zip: 91352 | Tel: 818/768-8472
Contractor: TEMP. POWER SYSTEM
Address: 1111 N. TUSTIN AV.
City: ANAHEIM | Zip: 92807 | Tel: 632-1777
State Lic & Class: 482433 C-10 | City Lic #
Arch. Engr., Designer
Address | Tel
City | Zip | State Lic #

Type of Const. | Occ. Group | Use Zone | Valuation
Tract No | Lot No | APN: 8313-021-004
Setbacks: F | S | L | R | Review # | Date: 7/18/92

**CONSTRUCTION SITE INFO**

| | | | |
|---|---|---|---|
| 1ST FL | SQ FT @ | | $ |
| 2ND FL | SQ FT @ | | |
| POR | SQ FT @ | | |
| GAR | SQ FT @ | | |
| CAR P | SQ FT @ | | |
| WALL | LF @ | | |
| A/C | SQ FT @ | | |
| ROOF | SQ FT @ | | |
| POOL | SQ FT @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ |
| NOTE: Not to be used as property tax valuation | | ISSUANCE | $ |
| | | CONST FEE | $ |
| | | TOTAL CONST FEE | $ |

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH FEE |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ 11-19-92 DATE

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the Contractors' License Law or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I am owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I am owner of this property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B & P C for the reason _____

Date _____ Owner _____

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code.)

Policy No. 7.3 INC/10 82 78 - 0 0 0 | Company

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ By _____

NOTICE TO APPLICANT: If you have a Certificate of Consent to self insure or a Certificate of Insurance, you must also have your Compensation Insurance Company or your broker complete the section below.

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name _____

Lender's Address _____

**HAZARDOUS MATERIAL DECLARATION**

Will the applicant or future occupant of the property handle a hazardous material or a mixture containing a hazardous material in quantities of 55 gallons or more, 500 pounds or more, or 200 cubic feet or more (at normal temperature and pressure) for 30 days or more during any calendar year?

☐ YES ☐ NO

Will the proposed building or modification or addition to an existing building require the preparation of a Hazardous Materials Management Plan or a Hazardous Materials Inventory Statement?

☐ YES ☐ NO

I have read the Hazardous Material Disclosure Requirements and understand my responsibilities under the Los Angeles County Code, Title 2, Chapter 20, Section 20.100.010 et seq. and Title 26, Section 2606 regarding hazardous materials reporting.

Owner or Authorized Agent: _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. UBC SEC. 1210

This is a building permit when properly signed and validated, and is subject to all conditions noted. Work authorized by a permit must be commenced within 180 days of its issuance and prosecuted diligently to completion, or the permit shall become null and void.

I hereby certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature _____ Date 11-19-92

Mailing Address _____

Telephone No. _____

| | | | | | |
|---|---|---|---|---|---|
| CONST FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | BSD | SUBTOTAL |
| | | 43.- | | | 43.- |
| PLAN CHECK | MECH PLAN CK | ISSUANCE FEE | FIRE FEE | USD VALLEY FEE | |
| | | | | | |

TOTAL DUE $ 43.-

Bldg _____ Date 11-18-92
Engr _____ Date _____
Plan _____ Date _____

Approved _____ Date _____
Printed By Joni Ford Date 10-22-93
CAD Issued _____ Date _____ Start On _____

* To be removed after the completion of the project.

INSPECTOR'S COPY

layer. The top and bottom tracks must be fastened in place with recognized fasteners spaced a maximum of 24 inches on center.

A uniform 1/4 inch void clearance is maintained between the top and bottom tracks and studs. Shims are used to space the 1/4 inch clearance and then removed after the wallboard is fastened to the studs and tracks. [illegible] need not be attached to the top and bottom runners.

The nonmetallic electrical outlet boxes described in NER-140 are used with this assembly. Installation details and restrictions noted in the evaluation report must be followed.

5. Fire Resistive Floor Ceiling Assembly

The Carlon Flex 40® nonmetallic Schedule 40 conduit, Carlon Flex-Flex® Blue® ENT electrical nonmetallic tubing and Carlon Carlon® liquidtight flexible nonmetallic conduit with necessary fittings and boxes are installed in fire resistive rated floor-ceiling assemblies with a rating of 3 hours or less with the following limitations and requirements:

1. The total volume of rigid nonmetallic conduit, electrical nonmetallic tubing and liquidtight conduit shall not exceed 380 cubic inches per 100 square feet of ceiling area. This value of the amount of raceway takes into account the amount of fittings and junction boxes necessary for installation. Table No. 1 gives the volume per linear foot and maximum linear feet per 100 square feet of ceiling area for various sizes of raceways.

TABLE NO. 1

| Nonmetallic Raceway Type and Size | Cubic Inches Per Linear Foot | Maximum Linear Feet/100 Square Feet of Ceiling Area |
|---|---|---|
| 1/2" Sch 40 Conduit | 3.0 | 127 |
| 1/2" Liquidtight | 3.0 | 127 |
| 1/2" ENT | 2.0 | 190 |
| 3/4" Sch 40 Conduit | 3.99 | 95 |
| 3/4" Liquidtight | 3.99 | 95 |
| 3/4" ENT | 2.66 | 143 |
| 1" Sch 40 Conduit | 5.93 | 64 |
| 1" Liquidtight | 5.93 | 64 |
| 1" ENT | 3.95 | 96 |
| 1-1/4" Sch 40 Conduit | 8.02 | 47 |
| 1-1/2" Sch 40 Conduit | 9.59 | 40 |
| 2" Sch 40 Conduit | 12.89 | 30 |

Where various sizes of conduit are used, the volume in cubic inches is added to ensure the total is less than 380 cubic inches. For example, if a given 100 square foot section has 30 feet of 3/4 inch ENT, 6 feet of 1/2 inch liquidtight, 10 feet of 1 inch Schedule 40 PVC and 10 feet of 2 inch Schedule 40 PVC:

| | |
|---|---|
| 30 ft 3/4" ENT x 2.66 in²/ft | = 79.8 in² |
| 6 ft 1/2" Liquidtight x 3.0 in²/ft | = 18.0 in² |
| 10 ft 1" Schedule 40 PVC x 5.93 in²/ft | = 59.3 in² |
| 10 feet 2" Schedule 40 PVC x 12.89 in²/ft | = 128.9 in² |
| Total | = 286.0 in² |

This would be an acceptable amount of conduit since the total of 286 cubic inch per 100 square feet is under the limit control of 380 cubic inches per 100 square feet.

2. All raceways must be terminated with metallic fasteners or hangers at a spacing in compliance with the spacing requirements of the National Electric Code.

3. The conduits shall not penetrate the dropped ceiling membrane.

4. The raceway systems shall be installed in compliance with the National Electric Code.

5. The distance from the top of the membrane to the bottom of the floor or roof deck above shall not be less than 14-3/8 inches.

6. The membrane material shall carry a classification mark or label of a recognized laboratory to indicate it is suitable for use in fire resistive floor/ceiling construction. An example of such classification is the listings under Underwriters Laboratories Category BYYT and investigated under UL-263 Fire Tests of Building Construction and Materials.

V. IDENTIFICATION

The tubing and conduit are identified by the Carlon name and trademark, the UL Listing mark which includes the name and/or symbol of Underwriters Laboratories Inc. together with words "Listed", a control number and the appropriate names "Electrical Nonmetallic Tubing", "Rigid Nonmetallic Conduit Above Ground and Underground" or "Liquidtight Flexible Nonmetallic Conduit". Additionally, the NER number appears on the label.

VI. EVIDENCE SUBMITTED

1. Descriptive details under the cover of a letter, dated January 30, 1984, prepared by H. F. van der Voort, Vice-President, Industry Affairs, Carlon.
2. Fact Finding Report on PVC and Rigid Metallic Conduit and Metallic Outlet Boxes in Nonbearing Fire Resistive Assembly, File NC 546-1, -2, dated December 21, 1973, prepared by Underwriters Laboratories Inc. Tests were conducted in accordance with ASTM E 119.
3. Report on Nonmetallic Outlet and Switch Boxes for Use in Wall and Partition Assembly Consisting of Wood Stud Gypsum Wallboard, File No. R8326-3, dated April 10, 1968, prepared by Underwriters Laboratories Inc. Tests were conducted in accordance with ASTM E 119.
4. Fact Finding Report on Electrical Nonmetallic Tubing (ENMT), Electrical Metallic Tubing (EMT), and Metallic Outlet Boxes in a Nonbearing Fire Resistive Partition Assembly, File No. R8326-4, dated September 17, 1968, prepared by Underwriters Laboratories Inc. Tests were conducted in accordance with ASTM E 119.
5. Product brochures and descriptive details under the cover of a letter, dated July, 1984, prepared by M. B. Crawford, P.E., Consultant.
6. Details Substantiating an Increase in Conduit and Tubing Sizes, prepared by Underwriters Laboratories Inc., dated February 20, 1985.
7. Fact-Finding Report on Metallic and Nonmetallic Tubing, Conduits and Boxes in the Concealed Space of Floor-Ceiling

# Application for Building Permit

902544 | PLAN CHECK # 1739

CITY OF CLAREMONT
207 Harvard Ave
Claremont, California 91711
714/399-5471

PLAN CHECK ONLY - SENIOR HOUSING BLDG. #600

(RECREATION BUILDING)

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BLVD. | | |
| Owner | URBAN HOUSING SYSTEMS, INC. | | |
| Owner's Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| Contractor | URBAN HOUSING SYSTEMS, INC. | | |
| Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| State Lic & Class | | City Lic # | |
| Arch, Engr, Designer | CORBIN, YAMAFUJI & PARTNERS | | |
| Address | 2955 RED HILL AVENUE | | Tel 714/241-1009 |
| City | COSTA MESA | Zip 92626 | State Lic # |

Type of Const: V-1HR. W/SPKLR | Occ Group: R-3 | Use Zone | Valuation: $

Tract No | Lot No | APN

Setbacks: F | S | L | R | R | Review | Date

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | 3261 | SQ FT @ | 58.50 | $ 190,768 50 |
| 2ND FL | 799 | SQ FT @ | 58.50 | 46,74 50 |
| POR | | SQ FT @ | | |
| GAR | | SQ FT @ | | |
| CAR P | | SQ FT @ | | |
| WALL | | LF @ | | |
| A/C | 4060 | SQ FT @ | 2.40 | 9,744 00 |
| SPKLR | 4060 | SQ FT @ | 1.30 | 5 278 00 |
| POOL | | SQ FT @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 252,532 00 |

NOTE: Not to be used as property tax valuation

| | |
|---|---|
| ISSUANCE | $ |
| CONST FEE | $ |
| TOTAL CONST FEE | $ |

## MECHANICAL FEES

| | | |
|---|---|---|
| VENT SYSTEM | FAN EVAP COOL | 4000 |
| APPLIANCE | | DRYER |
| AIR CONDITIONER | | BTU |
| HEATING SYSTEM | | BTU |
| MECH PLAN CHECK FEE | | |
| ISSUANCE FEE | | |
| | | TOTAL MECH FEE |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect

SIGNATURE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. ____ B & P C for the reason

Date | Owner

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code).

Policy No. ☐ Copy is filed with the city | Company ☐ Certificate copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date | Sig

IMPORTANT: Any person who makes any false statement in regard to compliance with the provisions of any state law relating to workers' compensation is guilty of a misdemeanor and is subject to a fine of not more than one thousand dollars ($1000) or to imprisonment for not more than one year, or both.

## CONSTRUCTION LENDING AGENCY

## HAZARDOUS MATERIAL DECLARATION

☐ YES ☐ NO

☐ YES ☐ NO

Owner or Authorized Agent

NOTE: WITHIN AN INCORPORATED AREA, APPLICANT MUST BE OWNER OR AUTHORIZED AGENT

PRIOR TO FINAL INSPECTION UBC SEC. 1210

This is a building permit for an [illegible] and is subject to expiration and refund limitations as stated in Section 303 of the Uniform Building Code.

I hereby certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of the city to enter the above-mentioned property for inspection purposes.

Applicant's Signature | Date

Mailing Address

City, State, Zip

## ELECTRICAL FEES

| NO. | | NO. | |
|---|---|---|---|
| Units | | | SQ FT @ .09 |
| | TIMER | | YARD SPKLR SYSTEM |
| | MOBILEHOME P | | GAS PIPING |
| | TOWN HOUSE | | HOUSE SEWER |
| | MOTEL UNIT | | DRAINAGE PIPING |
| | PROJECTION | | GRADING INSPECTION |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | WASHER (AUTO) (SER) |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP USE SERV | | KITCHEN SINK |
| | | | WATER CLOSET |
| | POLE/POLES | | LAVATORY |
| | AMP SERVICE | | SHOWER |
| | SQ FT @ C | | BATH TUB |
| | SQ FT @ C | | WATER HEATER |
| | SQ FT RESD @ .03 | | SEWAGE DISPOSAL |
| | SQ FT GAR @ .003 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC FEE | | TOTAL PLUMB FEE |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | GAS | SUB-TOTAL |
|---|---|---|---|---|---|
| | | | | | |

| PLAN CHECK | APPLICATION | INSURANCE | FIRE FEE | TOTAL |
|---|---|---|---|---|
| | | | | |

* Note: Partial fee payment - Total is $4282.87 - $1067 = $3215.87

By | Date

Plan | Date

Approved | Date | Date Mailed | Date Rec'd

Posted By | Date

CO Issued | Date | Elec Lic

INSPECTOR'S COPY

* Balance due for NC

# FAX

# TRANSMITTAL

To: TOM

From: STEVE

Date: 3-1-93

Pages: (INCLUDING COVER SHEET)

Re:

CALIFORNIA TRUSS
COMPANY INC.
23665 CAJALCO RD.
PERRIS, CA 92570
714 657-7401
FAX 714 657- 0486

CALIFORNIA TRUSS COMPANY

# Application for Building Permit

CITY OF CLAREMONT
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Claremont Village Senior Apts 904072 | PLAN CHECK #

Site office # 625-4782

SENIOR HOUSING BUILDING AND WITH 36 INDIVIDUAL DWELLING UNITS (WOOD FRAME CONSTRUCTION)

Building Address: XXXX 100 S. INDIAN HILL BOULEVARD, Bldg A
Owner: URBAN HOUSING SYSTEMS
Mailing Address: 11111 SANTA MONICA BOULEVARD, SUITE 350
City: LOS ANGELES | Zip: 90025 | Tel: 477-1000
Contractor: OWNER/BUILDER CONST-SUPVSR, -PRMN, ARV.
Address: 9100 DeGarmo Ave
City: Sun Valley | Zip: 91352 | Tel: 818 768-8870
State Lic & Class: 651494, B | City Lic #:
Arch. Engr.:
Designer: CYR.
Address: 2955 Red Hill Ave | Tel: (714)241-1009
City: Costa Mesa | Zip: 92626 | State Lic #: C-3726

| Type of Const | Occ Group | Use Zone | Plan # |
|---|---|---|---|
| V-1HR SP. | R-1 | | |

Tract/Blk: 1771 22257 | Lot No | APN: 8381-024-907-906
Setbacks: F | S | L | R | R | Review # | Date: 11/1/92

## CONSTRUCTION VALUATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | 9214 | SQ FT @ | 58.50 | $ 539,019 00 |
| 2ND FL | 9071 | SQ FT @ | 58.50 | 530,653 50 |
| 3RD | 8781 | SQ FT @ | 58.50 | 513,688 50 |
| GAR | | SQ FT @ | | |
| CAR P | | SQ FT @ | | |
| WALL | | L F @ | | |
| A/C | 27,066 | SQ FT @ | 2.40 | 64,958 40 |
| SPKLR | 27066 | SQ FT @ | 1.30 | 35,185 80 |
| POOL | | SQ FT @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,683,497 20 |
| | | ISSUANCE | | $ 7 00 |
| | | CONST FEE | | $ 5,343 00 |
| | | TOTAL CONST FEE | | $ 5,351 00 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN EVAP COOL | HOOD | 144 00 |
| APPLIANCE | | DRYER | |
| AIR CONDITIONER | | BTU | 216 00 |
| HEATING SYSTEM | | BTU | 216 00 |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | 7 00 |
| | | TOTAL MECH FEE | 583 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am a licensed contractor under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE 11-6-92 DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B & P.C. for the reason

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. WP 94569705 Insurance Co. Fremont Ind. Ins. Co.

☐ Certificate of Consent to self-insure

☐ Certified copy of Worker's Compensation Insurance policy

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ By _____

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name

Lender's Address

## HAZARDOUS MATERIAL DECLARATION

☐ YES ☐ NO

☐ YES ☐ NO

I have read the hazardous materials statement and know the contents to be true. I understand my requirements under the Los Angeles County Code, Title 2, Chapter 22.52, Part 20 (Sections 2203 through 2213 inclusive) pertaining to hazardous materials reporting.

Owner or Authorized Agent _____

NOTE: WHEN AN APPLICATION FOR REPAIR TO ANY DWELLING WITH A VALUATION EXCEEDS FIVE THOUSAND DOLLARS ($5,000), IT SHALL BE REQUIRED THAT THE ENTIRE BUILDING BE BROUGHT INTO CONFORMANCE WITH ALL REQUIREMENTS OF THE CODE PRIOR TO FINAL INSPECTION. UBC SEC. 104(d).

I hereby certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Signature of Contractor or Authorized Agent _____ Date 11-6-92

Mailing Address _____

City, State, Zip _____

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| UNITS | | | 27066 | SQ FT @ .03 | 812 00 |
| | TAMPER | | | YARD SPRINKLER SYSTEM | |
| | MOBILE HOME SVC | | | GAS PIPING | |
| | POWER OUTLET | | 1 | HOUSE SEWER | 10 00 |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | | | WATER PIPING | |
| | SWITCHES | | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER/AUTO/BRS | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP USE SER | | | KITCHEN SINK | |
| | POLE TEMP POWER | | | WATER CLOSET | |
| | SUB POLES | | | LAVATORY | |
| 1 | AMP SERVICE 600 | 25 00 | | SHOWER | |
| | SQ FT @ C | | | BATH TUB | |
| | SQ FT @ C | | | WATER HEATER | |
| 27066 | SQ FT RESID @ .03 | 812 00 | | SEWAGE DISPOSAL | |
| | SQ FT GAR @ .006 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | 7 00 | | ISSUANCE FEE | 7 00 |
| | TOTAL ELEC FEE | 844 00 | | TOTAL PLUMB FEE | 829 00 |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SMI | TOTAL |
|---|---|---|---|---|---|
| 5351.00 | 583.00 | 844.00 | 829.00 | | 7607.00 |
| PLAN CHECK | ADDL PLAN CK | PARK/LAND FEE | FIRE FEE | USE UNDET FEE | |
| PAID | [illegible] | 4400.00 | 5413.20 | | |

-$115.11 FOR OVER PAYMENT OF PLAN CHECK FEE

TOTAL SMI $12,905.10

AMT TOTAL: $ 7,491.10

Date _____ Date _____

By _____ By _____

Plan _____ Date 11/5/92

Appt Note _____ Date _____ Appt Date _____ Appt Time _____

Posted By _____ Date 10-23-93

CO Issued _____ Date _____ Issued By _____

*Fee Paid on 6/8/93 by Claremont Redevelopment Agency Check #824 from Ferdinand Van Engelen.

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Piers & Piles | 4/20 | |
| Reinforcement | | |
| Slab Cpnts | | |
| Roof Deck/Trusses | | |
| Shear Nailing | 4/20 | 4/20/93. |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Trusses/Cornice | | |
| Fireplace PH | | |
| Fireplace FO | | |
| Fireplace Pre | | |
| Fence & Gate | | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Stairs and Handrails | | |
| Sound Batt | | |
| Other | | |
| Final | | 10-2-93. |
| **PLUMBING APPROVALS** | | |
| Drywall Nailing | | |
| UG Waste Line | | |
| Bath Tubs | 12-24-92 4-6-93 | RH 4-6-93 |
| Rough Plumbing | | |
| Gas Line Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Cornice | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UG Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | 4/20 | 4/20/93 |
| Electrical Bonding | | |
| Roof Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Combo | | |
| Intake/Exhaust | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Attic Fan Wall | | |
| Rated Ceiling | | |
| Roof Deck | | |
| | | |
| | | |
| | | |
| **EXTINGUISHERS** | | |
| | | |
| | | |
| | | |
| **MISCELLANEOUS** | | |
| | | |
| | | |

**ADDITIONAL INFORMATION**

*K (Trusses) Roof framing (Frame: Gar. Header & drops)
* Insul party walls.

STREET NAME 100 S. Indian Hill

PERMIT NUMBER 90-072

1-29-93 Final Item 3 correction
1-25-93 Final RH

# Application for Building Permit

Claremont Village Senior Apts 904073 PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714/399-5471

SENIOR HOUSING BUILDING 4200 W TH 30 INDIVIDUAL DWELLING UNITS (WOOD FRAME, CONSTRUCTION)

Building Address: 100 S. INDIAN HILL BOULEVARD, Bldg B
Owner: URBAN HOUSING SYSTEMS
Mailing Address: 11111 SANTA MONICA BOULEVARD, SUITE 350
City: LOS ANGELES Zip: 90024 Tel: 477-1551-7500
Contractor: OWNER/BUILDER CONAM-PACIFIC-SUMMIT, A JOINT VENTURE
Address: 9100 DeSoto Ave
City: Chatsworth Zip: 91352 Tel: 818 718-8570
State Lic & Class#: 631494 B-2 City Lic #:
Arch Engr. Designer: C.Y.P.
Address: 2955 Red Hill Ave Tel: 714 241-1059
City: Costa Mesa Zip: 92626 State Lic #: C-3726

Type of Const: V-1HR SP. | Occ Group: R-1 | Use Zone: | Fee Class: $
Tract No: 22257 | Lot No: | APN: 8313-024-902-906
Setbacks: F | S | L | R | R | Review #: | Date: 11/6/92

## CONSTRUCTION ESTIMATE

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 7327 | SQ FT | 58.50 | $ 428,629 | 50 |
| 2ND FL | 7249 | SQ FT | 58.50 | 424,066 | 50 |
| 3RD | 6927 | SQ FT | 58.50 | 405,229 | 50 |
| CAR | | SQ FT | | | |
| CAR P | | SQ FT | | | |
| WALL | | LF | | | |
| A/C | 21,503 | SQ FT | 2.40 | 51,607 | 20 |
| SPKLR | 21502 | SQ FT | 1.30 | 27,953 | 90 |
| POOL | | SQ FT | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,337,486 | 60 |

NOTE: Not to be used as property tax valuation

| | | |
|---|---|---|
| ISSUANCE | $ | 7 00 |
| CONST FEE | $ | 4,305 96 |
| TOTAL CONST FEE | $ | 4,312 96 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM FAN | EVAP COOL HOOD | 120 | 00 |
| APPLIANCE | DRYER | | |
| AIR CONDITIONER | BTU | 360 | 00 |
| HEATING SYSTEM | BTU | 180 | 00 |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | 7 | 00 |
| | TOTAL MECH FEE | 487 | 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE [signature] 11/6/92 DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. However, the building or improvement is presumed to have been built or improved for the purpose of sale if the building or improvement is sold within one year after completion or if the owner has the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B & P C for this reason

Date _____ Owner _____

## WORKERS' COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self insure or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code).

Policy # WP 9246275 Company: Fremont Ind. Ins. Co.

☐ Copy is filed with my city ☐ Certified copy is hereto furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

NOTICE TO APPLICANT: If after this certificate of exemption has been executed you become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

Lender's Name _____
Lender's Address _____

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building occupant handle a hazardous material or mixture containing a hazardous material equal to or greater than the quantities listed in the Hazardous Materials Table?

☐ YES ☐ NO

Will the proposed building or modification involve the installation or modification of storage or use facilities for hazardous materials?

☐ YES ☐ NO

I have read the Hazardous Materials statement and have answered the questions truthfully to the best of my knowledge. I understand that I am required to comply with all applicable requirements of the Los Angeles County Code, Title 2[illegible] regarding hazardous materials.

Owner or Authorized Agent _____

NOTE: [illegible]

I hereby certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Signature of Applicant [signature] Date 10-7-93
Mailing Address _____
City, State, Zip _____

| NO. | ELECTRICAL FEES | | NO | PLUMBING FEES | |
|---|---|---|---|---|---|
| UNITS | | | 21503 | SQ FT @ 03 | 645 09 |
| | HVAC | | | WATER SYSTEM | |
| | MOBILEHOME SVC | | | GAS PIPING | |
| | POWER OUTLET | | 1 | HOUSE SEWER | 10 00 |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN URINAL | |
| | FIXTURES | | | WATER PIPING | |
| | OUTLETS | | | FLOOR DRAIN | |
| | SWITCHES | | | POOL/SPA | |
| | SIGN | | | [illegible] | |
| | | | | [illegible] | |
| | | | | LAUNDRY TRAY | |
| | TEMP USE (MH) | | | KITCHEN SINK | |
| | POLE TEMP/REPL | | | WATER CLOSET | |
| | SUB POLES | | | LAVATORY | |
| 1 | AMP SERVICE 600 | 25 00 | | SHOWER | |
| | SQ FT @ C | | | BATH TUB | |
| | SQ FT @ C | | | WATER HEATER | |
| 2150 | SQ FT RESID @ 03 | 645 09 | | SEWAGE DISPOSAL | |
| | SQ FT GAR @ 00 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | 7 00 | | ISSUANCE FEE | 7 00 |
| | TOTAL ELEC FEE | 677 09 | | TOTAL PLUMB FEE | 662 09 |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | GAS | TOTAL |
|---|---|---|---|---|---|
| $312.96 | 487.00 | 677.09 | 662.09 | | 6139.14 |
| PLAN CHECK | ASST. PLAN CK | PLANLAND FEE | FIRE FEE | HOUSING FEE | |
| PAID | | 4400.00 | 4300.60 | | |

-$102.10 FOR OVER PAYMENT OF PLAN CHECK FEE

TOTAL $ 10337.64

NET TOTAL -$6,039.04

Date [illegible] Date 11/6/92

Approved By _____ Date _____ Set Bks _____
Posted By [signature] Date 10-22-93
Cert Issued _____ Elec Ck _____ Elec Co _____

** Paid on 4/5/93 by Claremont Redevelopment Agency Check #2824 ** Parkland Fee exempted

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Piers & Pump | | |
| Reinforcement | | |
| Slab Rough | 12-21-92 | [illegible] |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | 4-20-93 | J.H. |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Tiles/Lumber | | |
| Fireplace Pkl. | | |
| Fireplace T.O. | | |
| Propane - Pool | | |
| Fence & Gate - Pool | | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Block Wall Fence | | |
| Ring Beam | | |
| Grout | | |
| Final | J.H. | 10-22-93 |
| **PLUMBING APPROVALS** | | |
| Underslab Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | J.H. | 4-20-93 |
| Gas Line/Test | | |
| Water Service | | |
| Hose Bibs | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Cleanout | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | J.H. | 4-20-93 |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Comp. | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| SAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Heat/Duct Tape | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Attic/Party Walls | | |
| Ceiling Membrane | | |
| Joists | | |
| Fireblocking | | |
| Draftstopping | | |
| Fire Protection | | |
| Penetrations | | |
| **EXTINGUISHERS** | | |
| Type | | |
| Size/Quantity | | |
| Location | | |
| **MISCELLANEOUS** | | |
| Temporary Power | | |
| Miscellaneous Items | | |

**ADDITIONAL INFORMATION**

Sewer Connection - 12-22-92 - [illegible]

* Truss (Roof framing) OK.
* Insul party Walls

STREET NAME 100 S. Indian Hill

PERMIT NUMBER 9404073

[illegible]

# Application for Building Permit

Claremont Village Senior 9410004074

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

SENIOR HOUSING BUILDING #"C" WITH 24 INDIVIDUAL DWELLING UNITS (Island Empire Construction)

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BOULEVARD, Bldg "C" | | |
| Owner | URBAN HOUSING SYSTEMS | | |
| Mailing Address | 11111 SANTA MONICA BOULEVARD, SUITE 350 | | |
| City | LOS ANGELES | Zip 90024 | Tel 213/575-4077 |
| Contractor | OWNER/BUILDER [illegible] | | |
| Address | 9100 Deering Ave. | | |
| City | Van Nuys | Zip 91352 | Tel 818 268-8470 |
| State Lic & Class# | 651494 B18 | | City Lic # |
| Arch. Engr. Designer | C+P | | |
| Address | 2955 Red Hill Ave | | Tel (714) 241-1109 |
| City | Costa Mesa | Zip 92626 | State Lic # C-3726 |

| | | | |
|---|---|---|---|
| Type of Const | V-1 HR SP | Occ Group | R-1 |
| Use Zone | | | |
| Tract No | 22267 | Lot No | |
| APN | 8315-024-900-906 | | |
| Setbacks | F | S L R | R |
| Plan # | | Date | 11/6/92 |

**CONSTRUCTION VALUATION**

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 6058 | SQ FT @ | 58.50 | $ 354,393 | 00 |
| 2ND FL | 5954 | SQ FT @ | 58.50 | 348,309 | 00 |
| 3RD FL | 5609 | SQ FT @ | 58.50 | 328,126 | 50 |
| GAR | | SQ FT @ | | | |
| CAR P | | SQ FT @ | | | |
| WALL | | L.F. @ | | | |
| A/C | 17621 | SQ FT @ | 2.40 | 42,290 | 40 |
| SPKLR | 17621 | SQ FT @ | 1.30 | 22,907 | 30 |
| POOL | | SQ FT @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,096,026 | 20 |
| NOTE: Not to be used as property tax valuation | | | ISSUANCE | $ 7 | 00 |
| | | | CONST. FEE | $ 3,581 | 58 |
| | | | TOTAL CONST FEE | $ 3,588 | 58 |

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD 96 00 |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU 144 00 |
| HEATING SYSTEM | | | BTU 144 00 |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | 7 00 |
| | | | TOTAL MECH. FEE 391 00 |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| | | | 17621 | SQ FT @ .03 | 528 63 |
| | TIMER | | | YARD SPKLR SYSTEM | |
| | MOBILE HOME SVC | | | GAS PIPING | |
| | POWER OUTLET | | 1 | HOUSE SEWER | 10 00 |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | | | WATER PIPING | |
| | SWITCHES | | | FLOOR DRAIN | |
| | SIGN | | | POOL/SPA | |
| | | | | WATER HEATER | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP USE SERV | | | KITCHEN SINK | |
| | POLE TEMP/SERV | | | WATER CLOSET | |
| | SUB POLES | | | LAVATORY | |
| 1 | AMP SERVICE 400 | 25 00 | | SHOWER | |
| | SQ FT @ C | | | BATH TUB | |
| | SQ FT @ C | | | WATER HEATER | |
| 17621 | SQ FT RESID @ .03 | 528 63 | | SEWAGE DISPOSAL | |
| | SQ FT GAR @ .006 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | 7 00 | | ISSUANCE FEE | 7 00 |
| | TOTAL ELEC. FEE | 560 63 | | TOTAL PLUMB FEE | 545 63 |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | GAS | TOTAL FEE |
|---|---|---|---|---|---|
| 3588.58 | 391.00 | 560.63 | 545.63 | | 5085.84 |
| PLAN CHECK | PLAN CHECK | ISSUANCE FEE | FEE FEE | | |
| PAID | | 4400.00 | 3524.20 | | |

$883.45 FOR OVERPAYMENT OF PLAN CHECK FEE

FINAL DUE: 18,524.59
NET TOTAL DUE 5002.39

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE [signature] DATE 11-6-92

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. ____ B&PC for the reason

Date ____ Owner ____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. WLP 92469275 Company Fremont Ind. Ins. Co.

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date ____ By ____

NOTICE TO APPLICANT: If after making this Certificate of Exemption you should become employed in such a manner as to become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code.)

Lender's Name

Lender's Address

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building or tenant be storing, using or manufacturing hazardous materials in quantities exceeding, at any one time, those listed in the Appendix to Section 3.20.100 of the Claremont Municipal Code?

☐ YES ☐ NO

Will the proposed building or establishment be subject to the requirements of Section 3.20.100 of the Claremont Municipal Code?

☐ YES ☐ NO

I have read the Hazardous Material Declaration and know the contents thereof; and I certify that to the best of my knowledge and belief it is true and correct. I am aware of the requirements of the Los Angeles County Code, Title 2, Chapter 2.71, Section 2.70.100 thru 2.70.170 inclusive, concerning hazardous materials reporting.

Owner or Authorized Agent ____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTIONS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION UBC SEC. 1210.

This Building Permit for [illegible] is subject to the terms and conditions and is subject to expiration and/or revocation as provided in the Uniform Building Code.

I hereby certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Signature [signature] Date 11-6-92

Address ____

Phone No. ____

Approved ____ Date ____ Sub Dir ____ Bus. Fee ____

Posted By [signature] Date 10-22-93

C/O Issued ____ Insp. On ____ Start On ____

Bill Paid on 4/5/94 by Claremont Redevelopment Agency Check #2824
Park and Park Fee exempted.

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Fdn & Frmg | 12/22/92 | |
| Reinforcement | | |
| Sub-Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Throat/Damper | | |
| Fireplace FL | | |
| Fireplace FO | | |
| Fireplace Flue | | |
| Fence & Gate Final | | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Pool Water Feature | | |
| Hardscape | | |
| Final | 10.22.93 | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | 12/22/92 | |
| Hot Water Line | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Interior | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| App. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Attic/Party Walls | | |
| Rated Penetrations | | |
| Ceilings | | |
| Garages | | |
| Exterior Walls | | |
| **EXTINGUISHERS** | | |
| Type | | |
| Location | | |
| Final | | |
| **MISCELLANEOUS** | | |
| Address | | |
| Final | | |

ADDITIONAL INFORMATION

Sewer Connection to bldg. 12-22-92-S

STREET NAME 100 S Indian Hill

PERMIT NUMBER 904024

# Application for Building Permit

Claremont Village Senior Apts 904075 PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

SENIOR HOUSING BUILDING #[illegible] WITH 30 INDIVIDUAL DWELLING UNITS (Wood Frame Construction) "D"

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BOULEVARD, Bldg "D" | Type of Const V-1HR SP | Occ Group R-1 |
| Owner | URBAN HOUSING SYSTEMS | Use Zone | |
| Mailing Address | 11111 SANTA MONICA BOULEVARD, SUITE 350 | Zoning | |
| City | LOS ANGELES Zip 90024 Tel 213/575-4077 | Location 8852 | Lot No |
| Contractor | OWNER/BUILDER CONST-PACIFIC-SUNRISE | Subdiv. | Review # |
| Address | 9100 Deerpark Ave | F S L R A | APN 8313-022-900-906 |
| City | Can Valley Zip 91352 Tel 818 782-0470 | Date | 11/6/92 |
| State Lic & Class# | 651494 B City Lic # | | |
| Arch Engr Designer | C.S.P. | | |
| Address | 2165 Red Hill Ave | Tel (714) 241-1009 | |
| City | Costa Mesa Zip 92626 | State Lic # C-3726 | |

## CONSTRUCTION ESTIMATE

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 7454 | SQ FT @ | 58.50 | $ 436,059 | 00 |
| 2ND FL | 7355 | SQ FT @ | 58.50 | 430,267 | 50 |
| 3RD | 7022 | SQ FT @ | 58.50 | 410,781 | 00 |
| GAR | | SQ FT @ | | | |
| CAR P | | SQ FT @ | | | |
| WALL | | LF @ | | | |
| A/C | 21531 | SQ FT @ | 2.40 | 52,394 | 40 |
| SPRKLR | 21831 | SQ FT @ | 1.30 | 28,380 | 30 |
| POOL | | SQ FT @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,357,888 | 20 |
| [illegible] | | ISSUANCE | | $ 7 | 00 |
| | | CONST FEE | | $ 4,367 | 15 |
| | | TOTAL CONST FEE | | $ 4,374 | 15 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM FAN | EVAP COOL HOOD | 120 | 00 |
| APPLIANCE | DRYER | | |
| AIR CONDITIONER | BTU | 180 | 00 |
| HEATING SYSTEM | BTU | 180 | 00 |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | 7 | 00 |
| | TOTAL MECH FEE | 487 | 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE 11-6-92

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's license law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. However, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B & P C for the reason _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy # WP 924 9275 Company: Fremont Ind. Ins. Co.

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ By _____

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name _____

Lender's Address _____

## HAZARDOUS MATERIAL DECLARATION

Will the proposed use involve the handling or storage of any amount of any material listed in the Hazardous Substances List in a quantity equal to or greater than the amounts specified in the Hazardous Substances List?

☐ YES ☐ NO

Will the proposed building or modification have any underground storage tanks (vaults, below ground cavities, pits, excavations, etc.) intended for the storage of hazardous materials?

☐ YES ☐ NO

I have read the Hazardous Materials Declaration and I certify that the information I have provided is true and correct to the best of my knowledge. I understand that I have a duty to immediately file an amended Hazardous Materials Declaration form with the Los Angeles County Fire Department Health Hazardous Materials Division if there is any change in the information I have provided or if additional hazardous materials are handled.

Owner or Authorized Agent _____

NOTE: WHEN AN APPLICATION OR PERMIT TO ADD, [illegible] IS FILED, [illegible] SHALL BE REQUIRED AT THE TIME OF FILING. APPLICATION SHALL BE [illegible] PRIOR TO FINAL INSPECTION. [illegible]

I/we certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Signature of Applicant _____ Date 11-6-92

Mailing Address _____

City, State, Zip _____

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SMI | SUBTOTAL |
|---|---|---|---|---|---|
| $374.15 | 487.00 | 686.93 | 671.93 | | 6,220.01 |
| PLAN CHECK | BLDG PLAN CK | REVISED FEE | FIRE FEE | | USE TAX/VAL FEE |
| PAID | | $400.00 | $366.20 | | |

$103.65 FOR OVER PAYMENT OF PLAN CHECK FEE

TOTAL $ 10,482.75

per TOTAL $6,116.55

Dept. Signature: [illegible] Date 11/6/92

Plan Check Engineer: [illegible] Date 11/6/92

Approved: _____ Date _____ Bus Dist _____ Bus Fee _____

Permit by: [illegible] Date 10.22.93

Cert of Occ Issued _____ Date Co _____ Elect Co _____

Paid on 4/8/94 by Claremont Redevelopment Agency Check #[illegible] for Purchase Fee Exempted -0-

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Sill Anch | | |
| Pad Footings | 12-2-92 | [illegible] |
| Foundation | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Roof Dry-in | BK | 4-28-93 |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Fireplace #1 | | |
| Fireplace #2 | | |
| Fireplace Pre | | |
| Fence & Gate Pool | | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Stone Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| Final | BK | 10-21-93. |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | 12-18-92 | [illegible] |
| UG Water | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clean Out | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums & Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Insulation | | |
| Compressor | | |
| App. Clearance | | |
| Combustible Mats | | |
| Fire Dampers | | |
| | | |
| **FIRE RATED ASSEMBLIES** | | |
| Fire Rated Walls | | |
| Rated Corridors | | |
| Doors | | |
| Fire Separation | | |
| Enclosure | | |
| Penetrations | | |
| **EXTINGUISHERS** | | |
| Location | | |
| Type | | |
| Inspection | | |
| **MISCELLANEOUS** | | |
| Other Items | | |
| Final Inspection | | |

**ADDITIONAL INFORMATION**

Sewer Connection to Bldg. 12-23-92. [illegible]

*Truss (Roof frame) [illegible] BK.

*Insul @ party Walls.

STREET NAME 100 S. Jordan Hill

PERMIT NUMBER 9404078

# Application for Building Permit

Claremont Village Senior Apts 904076

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714/399-5471

SENIOR HOUSING BUILDING #"E" WITH 33 INDIVIDUAL DWELLING UNITS

(Wood Frame Construction)

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BOULEVARD, Bldg "E" | | |
| Owner | URBAN HOUSING SYSTEMS | | |
| Mailing Address | 11111 SANTA MONICA BOULEVARD, SUITE 350 | | |
| City | LOS ANGELES | Zip 90024 | Tel 213/575-4077 |
| Contractor | /BUILDER COAST-PACIFIC-SUNVE & ASSOCIATES | | |
| Address | 100 Deborah Ave. | | |
| City | Simi Valley | Zip 91352 | Tel 818 [illegible] |
| State Lic & Class# | 651494 B | City Lic # | |
| Arch/ Engr. Designer | C.A.P. | | |
| Address | 2755 Red Hill Ave | | Tel (714) 241-1077 |
| City | Santa Ana | Zip 92626 | State Lic # C-3726 |

Type of Const: V-1HR SP | Occ Group: R-1 | Use Zone:

Tract No PM-T 28257 | Lot No | APN 8313-029-901-926

Setbacks F S L R | Review # | Date 11/6/92

## CONSTRUCTION ESTIMATE

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 8319 | SQ FT @ | 58.50 | $ 486,661 | 50 |
| 2ND FL | 8235 | SQ FT @ | 58.50 | 481,747 | 50 |
| 3RD | 8026 | SQ FT @ | 58.50 | 469,521 | 00 |
| GAR | | SQ FT @ | | | |
| CAR P | | SQ FT @ | | | |
| WALL | | L F @ | | | |
| A/C | 24580 | SQ FT @ | 2.40 | 58,992 | 00 |
| SPKLR | 24580 | SQ FT @ | 1.30 | 31,954 | 00 |
| POOL | | SQ FT @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,528,876 | 00 |
| NOTE: Not to be used for property tax valuation | | ISSUANCE | | $ 7 | 00 |
| | | COMBO FEE | | $ 4,880 | 13 |
| | | TOTAL CONST FEE | | $ 4,887 | 13 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM FAN EVAP COOL HOOD | | | 133 00 |
| APPLIANCE | DRYER | | |
| AIR CONDITIONING | BTU | | 198 00 |
| HEATING SYSTEM | BTU | | 198 00 |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | 7 00 |
| | TOTAL MECH FEE | | 536 00 |

## ELECTRICAL FEES

| NO. | | | | NO. | | |
|---|---|---|---|---|---|---|
| UNITS | | | | | 24580sq FT. @ .03 | 737 40 |
| | TIMER | | | | YARD SPKLR SYSTEM | |
| | MOBILEHOME SVC | | | | GAS PIPING | |
| | POWER OUTLET | | | 1 | HOUSE SEWER | 10 00 |
| | MOTOR HP | | | | DRAINAGE PIPING | |
| | PEDESTALS | | | | GARBAGE DISPOSAL | |
| | FIXTURES | | | | LAUNDRY TRAY | |
| | OUTLETS | | | | WATER PIPING | |
| | SWITCHES | | | | FLOOR DRAIN | |
| | SIGN | | | | FIXTURE UNIT | 2x0.25 |
| | | | | | GARBAGE DISPOSAL | |
| | | | | | LAUNDRY TRAY | |
| | TEMP SERVICE PO | | | | KITCHEN SINK | |
| | PLUG-IN STRIP/EQUIP | | | | WATER CLOSET | |
| | SUB POLES | | | | LAVATORY | |
| 1 | AMP SERVICE 600 | 25 | 00 | | SHOWER | |
| | SQ FT @ C | | | | BATH TUB | |
| | SQ FT @ C | | | | WATER HEATER | |
| 24580 | SQ FT RESD @ .03 | 737 | 40 | | SEWAGE DISPOSAL | |
| | SQ FT GAR @ .03 | | | | PLAN CHECK | |
| | PLAN CHECK | | | | | |
| | ISSUANCE FEE | 7 | 00 | | ISSUANCE FEE | 7 00 |
| | TOTAL ELEC FEE | 769 | 40 | | TOTAL PLUMB FEE | 754 40 |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | BSE | SUBTOTAL |
|---|---|---|---|---|---|
| 4887.13 | 535.00 | 769.40 | 754.40 | | 6945.93 |
| PLAN CHECK | ADD'L PLAN CK | URBAN/Hsg | FIRE FEE | | |
| PAID | | 440.00 | 4916.00 | | |

-$105.08 FOR OVER PAYMENT OF PLAN CHECK FEE

TOTAL DUE $ 1,756.25

NET TOTAL $ 5,340.25

Signed [illegible] Date 11/6/92

Signed [illegible] Date 11/6/92

Approved Date | Permit Issued Date | Permit No

Finaled By [illegible] Date 10-20-93

C/O Issued Date Co. | Date Co.

** Paid on 4/15/93 by Claremont Redevelopment Agency Check # 2424

** = Partial Fee exempted - $

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. SP 9246928 Company Fremont Ind. Inc. Co.

☐ Copy is filed with this city ☐ Certified Copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date

APPLICANT IS AN EMPLOYER and has complied with the provisions of the Labor Code by securing Workers' Compensation coverage from the following insurance company for the period of time specified:

Insurance Company

Policy Number

CONSTRUCTION LENDING AGENCY

Lender's Name

Lender's Address

## HAZARDOUS MATERIAL DECLARATION

☐ YES ☐ NO

☐ YES ☐ NO

Owner or Authorized Agent

NOTE

Date 11-6-92

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Sill Seal | | |
| Pole Tie Inst. | DK | |
| Roof Sheathing | | |
| Roof Dried | | |
| Roof Deck/Trusses | | |
| Sheer Nailing | | |
| Hold Downs | DK. | 9-20-93. |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall (1st Insp.) | DK. | 9/24/93. |
| Fireplace Chase | | |
| Fireplace PM | | |
| Fireplace Flue | | |
| Fireplace Box | | |
| Range & Oven Vent | | |
| NBU/A.W.H. | | |
| Vents | DK | |
| Ceiling | | |
| Back Wall Flashing | | |
| Water Heater | | |
| Final | DK. | 10-21-93. |
| **PLUMBING APPROVALS** | | |
| Underground Plumbing | ED. | |
| Soil Waste Test | | |
| Gas Test | | |
| Gas Line Test | DK. | 9-20-93 |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Service | | |
| Grease Traps | | |
| Sprinkler | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UG Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | DK. | 9-20-93 |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Gunite | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Permit Date | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Insulation | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Attic Fire Wall | | |
| Wall Construction | | |
| Ceiling | | |
| Attic Access | | |
| Soffit Protection | | |
| Roof Protection | | |
| **EXTINGUISHERS** | | |
| Approved | | |
| Installed | | |
| **MISCELLANEOUS** | | |
| Temporary Power | | |
| Construction Fence | | |

**ADDITIONAL INFORMATION**

Sewer Connection - 12-22-92-J

Slab Grade O.K. - 12-22-93-J
(Footings need to be signed off)

→ Truss (roof framing) DK. framed (bracing & engineering)
* Insul. party walls.

R.C. channel DK.

STREET NAME 100 S. Harbor Hill

PERMIT NUMBER 90407

# Application for Building Permit

904077 | PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Claremont Village Senior Apts

Building Address: 100 S. INDIAN HILL BOULEVARD, Bldg "E"

Owner: XXXXXXXXX URBAN HOUSING SYSTEMS, INC.

Mailing Address: 11111 SANTA MONICA BOULEVARD, SUITE 350

City: LOS ANGELES | Zip: 90024 | Tel: 213/575-4077

Contractor: OWNER/BUILDER CONSTRUCTION PROFILES

Address: 2 PARK PLAZA, SUITE 1000

City: IRVINE | Zip: 92714 | Tel: 833 768-8470

State Lic & Class: 651494 B | City Lic #:

Arch. Engr. Designer: C.Y.P.

Address: 2955 Red Hill Ave | Tel: (714) 241-1009

City: Costa Mesa | Zip: 92626 | State Lic #: C-372

SENIOR HOUSING BUILDING #"E" (RECREATION BUILDING) WITH ASSEMBLY ROOM, RETREAT ROOM, AND ONE INDIVIDUAL UNIT AT 2ND FLOOR (Wood Frame Construction)

| Type of Const | Occ. Group | Use Zone | Permit # |
|---|---|---|---|
| V-1HR W/SF | A-3 | | |

Valuation: 82257 | Lot No: | APN: 8383-424-900-906

Subarea: F S L R R | Review #: | Date: 11/6/92

## ESTIMATE

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 3261 | SQ FT | 58.50 | $ 190,768 | 50 |
| 2ND FL | 799 | SQ FT | 58.50 | 46,741 | 50 |
| POR | | SQ FT | | | |
| GAR | | SQ FT | | | |
| CAR P | | SQ FT | | | |
| WALL | | LF | | | |
| A/C | 4060 | SQ FT | 2.40 | 9,744 | 00 |
| SPRINKLR | 4060 | SQ FT | 1.30 | 5,278 | 00 |
| POOL | | SQ FT | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 252,532 | 00 |

NOTE: Fees to be assessed as Property tax valuation

| | | |
|---|---|---|
| ISSUANCE | $ | 7 00 |
| CONST FEE | $ | 1,051 96 |
| TOTAL CONST FEE | $ | 1,058 96 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM FAN EVAP COOL HOOD | | | |
| APPLIANCE | DRYER | | 26 00 |
| AIR CONDITIONER | BTU | | 18 00 |
| HEATING SYSTEM | BTU | | 10 00 |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | 7 00 |
| | TOTAL MECH FEE | | 57 00 |

## ELECTRICAL FEES

| NO. | | | |
|---|---|---|---|
| UNITS | | | |
| | TIMER | | |
| | MOBILE HOME SVC | | |
| | POWER OUTLET | | |
| | MOTOR HP | | |
| | POOL/SPA | | |
| | FIXTURES | | |
| | OUTLETS | | |
| | SWITCHES | | |
| | SIGN | | |
| | | | |
| | TEMP. USE 30 RV | | |
| | POLE TEMP/PWR | | |
| | SUB POLES | | |
| 1 | AMP SERVICE 200 | 10 | 00 |
| | SQ FT @ C | | |
| | SQ FT @ C | | |
| | SQ FT RESD @ 03 | | |
| 4060 | SQ FT GAR @ 03 | 121 | 80 |
| | PLAN CHECK | | |
| | ISSUANCE FEE | 7 | 00 |
| | TOTAL ELEC FEE | 138 | 80 |

## PLUMBING FEES

| NO. | | | |
|---|---|---|---|
| 4060 | SQ FT @ 03 | 121 | 80 |
| | WATER SYSTEM | | |
| | GAS PIPING | | |
| 1 | HOUSE SEWER | 10 | 00 |
| | DRAINAGE PIPING | | |
| | DRINKING FOUNTAIN | | |
| | URINAL | | |
| | WATER PIPING | | |
| | FLOOR DRAIN | | |
| | PEDI/SPA | | |
| | WASHER (AUTO) | | |
| | SEWER PIPING | | |
| | LAUNDRY TRAY | | |
| | KITCHEN SINK | | |
| | WATER CLOSET | | |
| | LAVATORY | | |
| | SHOWER | | |
| | BATH TUB | | |
| | WATER HEATER | | |
| | SEWAGE DISPOSAL | | |
| | PLAN CHECK | | |
| | ISSUANCE FEE | 7 | 00 |
| | TOTAL PLUMB FEE | 138 | 80 |

| CONST. FEE | MECH. FEE | ELEC FEE | PLUMB. FEE | FIRE | TOTAL |
|---|---|---|---|---|---|
| 1058.96 | 57.00 | 138.80 | 138.80 | | 1395.36 |

| PLAN CHECK | ADD'L PLAN CK | PARK/REC FEE | FIRE FEE | ADD'L PARK FEE |
|---|---|---|---|---|
| PAID | 490.00 | 4400.00 | 812.00 | |

XXX

$2,695.36
NET TOTAL: $1,885.36

Date: 11/6/92

Date: 11/6/92

Date: 10-22-93

Fee Paid on 4/28/92 by Claremont Redevelopment Agency Check #2824
Parkland Fee exempted.

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

LICENSE | DATE 11-6-92

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. However, the Building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor or contractors licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. ____ B & P.C. for this reason

Date ____ Owner ____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Worker's Compensation insurance, or a certified copy thereof (Sec. 3800, Labor Code.)

Policy No. WJP92469275 Company Fremont Ind. Inc. Co.

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date ____ By ____

NOTICE TO APPLICANT: If after you make this Certificate of Exemption you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

Applicant's Name

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name

Lender's Address

## HAZARDOUS MATERIAL DECLARATION

Will the proposed business or operation on the site involve the storage or use of hazardous materials or products in quantities exceeding those listed in the Hazardous Materials Information Guide?

☐ YES ☐ NO

Will the proposed building or modification include the storage or use of hazardous materials or products in quantities exceeding those listed in the Hazardous Materials Information Guide?

☐ YES ☐ NO

I have read the Hazardous Materials Information Guide and understand my responsibilities for the handling and storage of hazardous materials. I will obtain any permits required by the Los Angeles County Fire Department and will provide adequate facilities and training for employees as required by the Hazardous Materials Information Guide.

Owner or Authorized Agent

**NOTE:** VOID IF AN APPLICATION FOR REPAIR OF ANY FIRE DAMAGE IS NOT FILED WITHIN 180 DAYS OF THE DATE OF FIRE. VALUATION SHALL BE DETERMINED BY THE BUILDING OFFICIAL IN ACCORDANCE WITH SECTION 108 OF THE UNIFORM BUILDING CODE.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Signature of Applicant or Agent | Date 11-6-92

Approved | Date

Permit Issued By | Date 10-22-93

CO Issued | Date CO | Date Expired

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Type & Final | B.P. | |
| Insulation | | |
| Site Work | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | 2X. | 4/20/93. |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Thermal Barrier | | |
| Fireplace (F) | | |
| Fireplace (C) | | |
| Fireplace Flue | | |
| Fence & Gate Final | | |
| INSULATION | | |
| Walls | | |
| Ceiling | 4-20-93 | |
| Floor | | |
| Hose Bibb | | |
| Gas | | |
| | B.P. | 10-22-93 |
| **PLUMBING APPROVALS** | | |
| Gas Line Test | | |
| UG Water Line | | |
| Sewer | 10-31-93 | A.M. |
| Rough Plumbing | B.P. | 4-20-93. |
| Gas Line Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Trap | | |
| Clarifier | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electric | B.P. | 4-20-93 |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Wiring/Outlet | | |
| Compressor | | |
| Appl. Clearance | | |
| Condensate Hood | | |
| Fire Dampers | | |
| **FIRE RATED ASSEMBLIES** | | |
| Fire Corridors | | |
| **EXTINGUISHING** | | |
| **MISCELLANEOUS** | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S. Andreas Rd.

PERMIT NUMBER 904027

# Application for Building Permit

904904 PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

POOL/SPA IN SENIOR HOUSING

Building Address: 100 S. INDIAN HILL BL.
Owner: XXXXX URBAN HOUSING SYSTEM
Mailing Address: 9100 D E GA MO AVE.
City: EUN VALLEY | Zip: 91352 | Tel: 818/768-8470
Contractor: MISSION POOLS
Address: 755 W. GRAND AVE.
City: ESCODIDO | Zip: 92025 | Tel: 619/743-2605
State Lic & Class#: 326760 C-53 | City Lic #: 10999
Arch., Engr., Designer: M.C. HANSEN
Address: 17371 IRVINE BL. | Tel: 573-0073
City: TUSTIN | Zip: 92680 | State Lic #: 3027

Type of Const | Occ Group | Use Zone | Permit #
Tract No | Lot No | APN: 8313-021-004
Setbacks: F | S | L | R | A | Reviewer # | Date: 12/1992

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | | SQ FT | | $ |
| 2ND FL | | SQ FT | | |
| POR | | SQ FT | | |
| GAR | | SQ FT | | |
| CAR P | | SQ FT | | |
| WALL | | L F | | |
| A/C | | SQ FT | | |
| ROOF | | SQ FT | | |
| POOL | 718 | SQ FT | 28.50 | 20,463.00 |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 20,463.00 |

| | | |
|---|---|---|
| ISSUANCE | $ | 7.00 |
| CONST FEE | $ | 166.00 |
| TOTAL CONST FEE | $ | 173.00 |

## MECHANICAL FEES

VENT SYSTEM FAN EVAP COOL HOOD
APPLIANCE DRYER
AIR CONDITIONER BTU
HEATING SYSTEM BTU
MECH PLAN CHK FEE
ISSUANCE FEE
TOTAL MECH FEE

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 commencing with Section 7000 of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE 12-10-92 DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

[ ] I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale, unless the building or improvement is sold within one year of completion. The owner has the burden of proving that he did not build or improve for the purpose of sale.)

[ ] I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

[ ] I am exempt under Sec. B & P.C. for the reason

Date Owner

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. 113-74-5892 Company CNA
[ ] Copy is filed with the city [ ] Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Signature of Applicant, Architect or Authorized Agent

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued.

Lender's Name
Lender's Address

## HAZARDOUS MATERIAL DECLARATION

Does the owner and/or future occupant intend to conduct, manage or otherwise engage in the storage, handling or use of hazardous materials or hazardous waste in the amounts specified in the Health and Safety Code?

[ ] YES [ ] NO

Will the proposed business be required to submit a Hazardous Materials Management Plan and Hazardous Materials Inventory Statement to the Los Angeles County Fire Department?

[ ] YES [ ] NO

I have read the Hazardous Materials Information Handout and understand my requirements under the Los Angeles County Code, Title 2, Chapter 2.[illegible] concerning hazardous materials reporting.

Owner or Authorized Agent

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION UBC SEC. 310.

This building permit or subsequent approval will not be given and will become invalid unless work authorized by such permit is commenced within 180 days.

I hereby certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant: 12-10-92
Print Name: [illegible]
Mailing Address: [illegible]
City, State, Zip: [illegible]

## ELECTRICAL FEES

| NO. | | |
|---|---|---|
| | TIMER | |
| | MOBILEHOME SVC | |
| | POWER OUTLET | |
| | MOTOR HP | |
| 1 | POOL/SPA | 25.00 |
| | FIXTURES | |
| | OUTLETS | |
| | SWITCHES | |
| | | |
| | SIGN | |
| | | |
| | | |
| | TEMP. USE SERV. | |
| | POLE TEMP/PERM. | |
| | SUB POLES | |
| | AMP SERVICE | |
| | SQ. FT. @ ¢ | |
| | SQ. FT. @ ¢ | |
| | SQ. FT. RESD @ ¢ | |
| | SQ. FT. GAR. @ ¢ | |
| | PLAN CHECK | |
| | ISSUANCE FEE | 7.00 |
| | TOTAL ELEC. FEE | $32.00 |

## PLUMBING FEES

| NO. | | |
|---|---|---|
| | SQ. FT. @ ¢ | |
| | YARD SPRINKLERS | |
| 1 | GAS PIPING | 3.00 |
| | HOUSE SEWER | |
| | DRAINAGE PIPING | |
| | DRINKING FOUNTAIN | |
| | URINAL | |
| | WATER PIPING | |
| | FLOOR DRAIN | |
| 1 | POOL/SPA | 10.00 |
| | WASHER (AUTO.) | |
| | GARBAGE DISPOSAL | |
| | LAUNDRY TRAY | |
| | KITCHEN SINK | |
| | DISHWASHER | |
| | LAVATORY | |
| | SHOWER | |
| | BATH TUB | |
| 2 | WATER HEATER | 6.00 |
| | SEWAGE DISPOSAL | |
| | PLAN CHECK | |
| | ISSUANCE FEE | 7.00 |
| | TOTAL PLMB. FEE | 26.00 |

| CONST FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | GAS | TOTAL |
|---|---|---|---|---|---|
| 173.00 | | 32.00 | 26.00 | | 231.00 |
| PLAN CHECK | SOLAR PLAN CK | ISSUANCE FEE | FIRE FEE | | SUB TOTAL |
| 132.00 | | | | | |

TRAL DUE
$363.00

Chk [signature] Date 12/10/92
Chk [signature] Date 12/10/92
Fee [signature] Date 12/10/92

Approved Date Issued Sub Ord Sub Fee
Posted By [signature] Date 10-19-93
C/O Issued Date Final Ok

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Bar Joists | | |
| Footing & Piers | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Thrust/Damper | | |
| Fireplace Pit | | |
| Fireplace Flue | | |
| Fireplace Final | 4-20-93 | |
| Fence & Gate Final | 10-11-93 | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Work Welf Inspection | | |
| Hand Rail | | |
| Grout | | |
| Final | 10-19-93 | |
| **PLUMBING APPROVALS** | | |
| Underfloor Plumbing | | |
| UG Water Line | | |
| Sewer Tester | | |
| Rough Plumbing | | |
| Gas Line Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| App. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Soffits | | |
| Chaseways | | |
| Shafts | | |
| Smoke Detector Sensor | | |
| Duct Penetration | | |
| Other Penetrations | | |
| **EXTINGUISHERS** | | |
| Type & Number | | |
| Sprinkler System | | |
| Extinguishing System | | |
| **MISCELLANEOUS** | | |
| Other Inspections | | |
| Other Inspections | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S. Indian Hill Blvd.

PERMIT NUMBER 904904

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Footings | | |
| Pad Forms | | |
| Reinforcement | | |
| Slab Ground | | |
| Roof Deck/Trusses | | |
| Sheer Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Fireplace Damper | | |
| Fireplace Pre | | |
| Fireplace Flue | | |
| Pregarde Pipe | | |
| Fence & Gate Final | | |
| INSULATION | Final | Final |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Yard Wall Footings | | |
| Retaining Wall | | |
| Grade | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Underground Plumbing | | |
| Hot Water Line | | |
| Sewer Line | | |
| Rough Plumbing | | |
| Gas Piping Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Cleanout | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UFER Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Underslab Service | | |
| Pole Electrical | | |
| Rough Electrical | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilating System | | |
| FAU Compartment | | |
| Insulation | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Final Plumbers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Roof/Ceil. Assy. | | |
| Walls | | |
| Columns | | |
| Fire Partitions | | |
| Draftstopping | | |
| | | |
| **EXTINGUISHER** | | |
| | | |
| Automatic Sprinkler | | |
| Hood Extinguisher | | |
| **MISCELLANEOUS** | | |
| | | |
| Swimming Pool | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S. Indian Hill Blvd

PERMIT NUMBER 104513

Inspection Request Line
(909) 399-5372

# Application for Building Permit

906120

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Use of Permit: IRRIGATION SYSTEM AND TRASH ENCLOSURE 9' X 15'

AT NORTHEAST OF PROPERTY

Building Address: 100 S. INDIAN HILL BOULEVARD

Owner: URBAN HOUSING SYSTEMS

Mailing Address: 11111 SANTA MONICA BOULEVARD #350

City: LOS ANGELES | Zip: 90024 | Tel: 213/575-4077

Type of Const. | Occ Group | Use Zone | Bldg Area: 0

Tract No. | Lot No. | APN: 8313 - 024 - 022

Setback: F 0 | R 0 | Review # | Date: 10/21/93

Contractor: COBALT CONSTRUCTION

Address: 3738 FOOTHILL BOULEVARD

City: LA CRESCENTA | Zip: 91214 | Tel: 818/248-7351

Bus Lic. & Classif.: B 656293 EXP. 7/31/94 | City Lic #: 1162

Arch. Engr., Designer:

Address: | Tel:

City: | Zip: | State Lic #:

## CONSTRUCTION ESTIMATE

| | | | |
|---|---|---|---|
| 1ST FL. | SQ. FT. @ | $ | |
| 2ND FL. | SQ. FT. @ | | |
| PLOT | SQ. FT. @ | | |
| GAR. | SQ. FT. @ | | |
| CAN P | SQ. FT. @ | | |
| WALL | L.F. @ | | |
| TRASH 135 | SQ FT @ EST. | 1,000 | 00 |
| ROOF | SQ. FT. @ | | |
| POOL | SQ. FT. @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | $ 1,000 | 00 |

NOTE: Not to be used as property tax valuation

| | | |
|---|---|---|
| ISSUANCE | $ | 16 00 |
| CONST. FEE | $ | 30 00 |
| TOTAL CONST. FEE | $ | 49 00 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | $ 19 00 |
| TOTAL MECH. FEE | | | $ |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

License Type: [illegible] License No: [illegible]

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (per Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Chapter 9 of the Business and Professions Code or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's Licensing Law does not apply to an owner of property who builds improvements thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's Licensing Law does not apply to an owner of property who builds improvements thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B.&P.C. for this reason

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Workers' Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. BINDER35143 Company: FREMONT COMPENSATION INS.

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ By _____

NOTICE TO APPLICANT: If after making this certificate of exemption you become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name

Lender's Address

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building occupant handle a hazardous substance or a mixture containing a hazardous substance in a quantity equal to or greater than the amounts specified in the Hazardous Materials Information Ordinance?

☐ YES ☐ NO

Will the proposed building or modified facility be within 1000 feet of the outer boundary of a school?

☐ YES ☐ NO

I have read the hazardous materials information and to the best of my knowledge and belief the information provided is complete and correct. I understand my responsibilities under the Los Angeles County Code, Title 7, Chapter 7.08, Sections 7.08.100 through 7.08.150, concerning hazardous materials reporting.

Owner or Authorized Agent: _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. (Ord. Sec. 1210)

This permit becomes null and void if work or construction authorized is not commenced within 180 days, or if construction or work is suspended or abandoned for a period of 180 days after work is commenced.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Applicant: _____ Date: 10/21/93

Mailing Address: _____

City, State, Zip: _____

## ELECTRICAL FEES

| No. | | | |
|---|---|---|---|
| 2 | TIME R | 10 00 | |
| | MOBILE HOME SVC | | |
| | POWER OUTLET | | |
| | MOTOR HP | | |
| | POOL/SPA | [illegible] | |
| | FIXTURES | | |
| | OUTLETS | | |
| | SWITCHES | | |
| | [illegible] | [illegible] | |
| | SIGN | [illegible] | |
| | TEMP. USE SERV | | |
| | POLE TEMP. USE | | |
| | SUB POLES | | |
| | AMP SERVICE | | |
| | SQ. FT. @ | | |
| | SQ. FT. @ C | | |
| | SQ. FT. RESID @ .06 | | |
| | SQ. FT. GAR. @ .01 | | |
| | PLAN CHECK | | |
| | ISSUANCE FEE | $ 19 00 | |
| | TOTAL ELEC. FEE | $ 29 00 | |

## PLUMBING FEES

| No. | | |
|---|---|---|
| 42 | SQ. FT. @ .06 | |
| | YARD SPRINKLER SYSTEM | 210 00 |
| | GAS PIPING | |
| | HOUSE SEWER | |
| | DRAINAGE PIPING | |
| | [illegible] | [illegible] |
| | URINAL | |
| | WATER PIPING | |
| | FLOOR DRAIN | |
| | [illegible] | [illegible] |
| | [illegible] | [illegible] |
| | GARBAGE DISPOSAL | |
| | LAUNDRY TRAY | |
| | KITCHEN SINK | |
| | WATER CLOSET | |
| | LAVATORY | |
| | SHOWER | |
| | BATH TUB | |
| | WATER HEATER | |
| | SEWAGE DISPOSAL | |
| | PLAN CHECK | |
| | BACK FLOW | 5 00 |
| | ISSUANCE FEE | $ 19 00 |
| | TOTAL PLUMB FEE | $ 254 00 |

| | | | | |
|---|---|---|---|---|
| 49.00 | | 29.00 | 234.00 | X312.00 |
| 24.00 | | | | |
| .50 | .75 | | | $ 337.25 |

Chris Vars

Date: 10/21/93

This issuance of a permit and approval of plans, specifications and computations shall not be construed to be a permit for, or an approval of, any violation of any provisions of any applicable codes, standards and State and Federal laws.

Approved: _____ Date: _____

Plans to: _____ Date: _____

CC Issued: _____ Date: _____

Bus Lic: _____ Bldg Lic: _____

Bus Fee: _____ Date Fee: 10-21-93

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Figs & Forms | | |
| Reinforcement | | |
| Rock Grade | | |
| Floor Deck/Trusses | | |
| Shear Nailing | | |
| Hold Down | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Dryvit | | |
| Thrust/Damper | | |
| Fireplace P/I | | |
| Fireplace I/O | | |
| Prop. Post | | |
| Fence & Gate Post | | |
| INSULATION Yes | No Value | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Trap | | |
| Purifier | | |
| Water Treatment | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Return Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Ducts/Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarm | | |
| Occupancy Separation | | |
| Fire Enclosure | | |
| Smoke Detection | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinkler | | |
| Standpipe/Hose | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Fencing | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S. Indian Hill C

PERMIT NUMBER 9/6/20

# Application for Building Permit

904654

CITY OF CLAREMONT sheriff's office
207 Harvard Ave
Claremont, California 91711
714/399-5471

6 FT. HIGH COMBINATION BRICK WALL and GARDEN WALL AT SOUTH AND 4 FT. HIGH BRICK WALL AT NORTH PROPERTY LINE AND AT INTERIOR OF PROPERTY

Type of Const | Occ Group | Use Zone | Valuation

Tract No | Lot No | APN

Setbacks F | S | L | R | R | Review # | Date

Building Address 100 S. INDIAN HILL BL.
Owner URBAN HOUSING SYSTEM
Mailing Address 11111 SANTA MONICA BL. STE 350
City LOS ANGELES Zip 90025 Tel 213/575-4071
Contractor COBALT CONSTRUCTION
Address
City Zip Tel
State Lic & Class City Lic #
Arch. Engr. Designer
Address Tel
City Zip State Lic #

## CONSTRUCTION SUMMARY

| | | | | |
|---|---|---|---|---|
| 1ST FL | SQ FT | | | |
| 2ND FL | SQ FT | | | |
| POR | SQ FT | | | |
| GAR | SQ FT | | | |
| GAR P | SQ FT | | | |
| WALL | 240 x 4' LF | | 17.50 | 4,200.- |
| APT | 324 x 360 SQ FT | | 14.00 | 4,536.- |
| ROOF | 324 x 5 SQ FT | | 15.00 | 4,860.- |
| POOL | SQ FT | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 13,596.- |
| NOTE: Not to be used as property tax valuation | ISSUANCE | | | $ 7.- |
| | CONST FEE | | | $ 117.- |
| | TOTAL CONST FEE | | | $ 124.- |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | DRYER | |
| AIR CONDITIONER | | BTU | |
| HEATING SYSTEM | | BTU | |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | TOTAL MECH FEE | |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000 of Division 3 of the Business and Professions Code) and my license is in full force and effect.

[signature] 10-24-73
SIGNATURE DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. However, the law does require, among other things, that anyone who does such work himself or through employees must comply with all local building ordinances and assume the responsibility for the workmanship and the conditions of sale.)

☐ I, as owner of the property, am exempt from the Contractor's License Law because I will be employing licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. ____ B & P.C. for the reason ____

Date ____ Owner ____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code).

Policy No. 7345175 Company FREMONT
☐ Copy to be filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date ____ Signature of Applicant ____

IMPORTANT: If you have employees, you must secure workers' compensation coverage, unless you certify that you are exempt under Labor Code Section 3700.5.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name ____
Lender's Address ____

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future occupant of the building or structure for which this permit is issued handle hazardous material in excess of 55 gallons, 500 pounds, or 200 cubic feet at any time?

☐ YES ☐ NO

Is the proposed building or modification to existing building within 2000 feet of the outer boundary of a facility as defined by Health and Safety Code Section 25117?

☐ YES ☐ NO

I have read the Hazardous Material Information Handout and understand my responsibilities under the Los Angeles County Code, Title 2 (Chapter 20) and the Health and Safety Code, Division 20 (Chapter 6.95) regarding hazardous materials.

Owner or Authorized Agent ____

NOTE: WHEN AN ADDITION IS MADE TO ANY DWELLING OR BUILDING, AN APPROVED FIRE EXTINGUISHING SYSTEM SHALL BE INSTALLED AS PRESCRIBED BY THE CITY OF CLAREMONT AND SHALL BE APPROVED PRIOR TO FINAL INSPECTION (UBC SEC. 3201).

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature (Applicant or Agent) [signature] Date 10-24-73
Mailing Address ____
City, State, Zip ____

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| | | | SQ FT @ .03 |
| | METER | | YARD SPRINKLER SYSTEM |
| | MOBILEHOME SVC | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | MOTOR HP | | DRAINAGE PIPING |
| | PEDS/SPA | | DRINKING FOUNTAIN |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | WATER HEATER |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP LINE SERV | | KITCHEN SINK |
| | POLE TEMP SERV | | WATER CLOSET |
| | SUB PLES | | LAVATORY |
| | AMP SERVICE | | SHOWER |
| | SQ FT @ C | | BATHTUB |
| | SQ FT @ C | | WATER HEATER |
| | SQ FT RESID @ .03 | | SEWAGE DISPOSAL |
| | SQ FT GAR @ .006 | | PLAN CHECK |
| | PLAN CHECK | | ISSUANCE FEE |
| | ISSUANCE FEE | | TOTAL PLUMB FEE |
| | TOTAL ELEC FEE | | |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SUR | SUBTOTAL |
|---|---|---|---|---|---|
| 124.- | | | | | 124.- |
| PLAN CHECK | ADD'L PLAN CK | HAZ LAND FEE | FIRE FEE | | TOTAL FEE |
| 73.- | | | | | |
| | | | | | TOTAL $ 197.- |

Bldg [signature] Date 10/24/73
Zone [signature] Date 10/24/73
Plan [signature] Date 10/31/73

Approved ____ Date ____ Electric ____ San Dist ____ San Fee ____
Printed By R. Ojeda Date 10-21-73
C.O. Issued ____ Dog Co ____ Street Co ____

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Fire & Fire | | |
| Reinforcement | | |
| Lag-Bolts | | |
| Roof Dpst/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Insulation | | |
| Fireplace | | |
| Fireplace Gas | | |
| Garage & Fence Wall | | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Roof | 11-6-92 | |
| Sheet Metal | | |
| Final | 11-20-93 | |
| **PLUMBING APPROVALS** | | |
| Rough Plumbing | | |
| Gas Line Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Trenches | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| Ufd Feeder | | |
| UFB Ground | | |
| Temporary Power Pole | | |
| Temporary Service | | |
| Exterior Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenum & Duct | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Insulation | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Assembly Walls | | |
| Fireblocking | | |
| Wall | | |
| Ceiling | | |
| Beams | | |
| Fire Protection | | |
| Other | | |
| **EXTINGUISHERS** | | |
| Type | | |
| Number | | |
| Location | | |
| **MISCELLANEOUS** | | |
| Temporary Utilities | | |
| Other | | |

**ADDITIONAL INFORMATION**

# 11-10-92 DB Bl Work from roof Roof Walls only/MM

STREET NAME 100 S. Hidden Hill

PERMIT NUMBER 9046-54

# Application for Building Permit

902539 1739

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Type of Permit: PLAN CHECK ONLY - SENIOR HOUSING BLDG. #100

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BLVD. | | |
| Owner | URBAN HOUSING SYSTEMS, INC. | | |
| Mailing Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| Contractor | URBAN HOUSING SYSTEMS, INC. | | |
| Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| State Lic & Class# | | City Lic # | |
| Arch. Engr. Designer | CORBIN, YAMAFUJI & PARTNERS | | |
| Address | 2955 RED HILL AVENUE | | Tel 714/241-1009 |
| City | COSTA MESA | Zip 92626 | State Lic # |

Type of Const: V-1HR. W/SPKLR | Occ. Group: R-3 | Use Zone | Fire Zone #
Tract No | Lot No | APN
Setbacks: F | S | L | R | R | Review # | Date

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | 9471 | SQ FT @ | 58.50 | $ 554,053 50 |
| 2ND FL | 9328 | SQ FT @ | 58.50 | 545,688 00 |
| 3RD | 9038 | SQ FT @ | 58.50 | 528,723 00 |
| GAR | | SQ FT @ | | |
| CAR P | | SQ FT @ | | |
| WALL | | L.F. @ | | |
| A/C | 27837 | SQ FT @ | 2.40 | 66,808 80 |
| SPKLR | 27837 | SQ FT @ | 1.30 | 36,188 10 |
| POOL | | SQ FT @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,731,461 40 |

NOTE: Not to be used as property tax valuation

| | |
|---|---|
| ISSUANCE | $ |
| CONST. FEE | $ |
| TOTAL CONST. FEE | $ |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. B & P C. for the reason

Date Owner

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a copy certified by my insurer (Sec. 3800, Labor Code.)

Policy No. Company
☐ Copy - filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date Sig

NOTICE TO APPLICANT: If after this Certificate of Exemption is executed you become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

## HAZARDOUS MATERIAL DECLARATION

☑ YES ☐ NO

Will the proposed building or modification alter or add more than 1000 feet of the gross floor area of the building?

☐ YES ☐ NO

I have read the hazardous materials information sheet and understand the requirements under the Los Angeles County Code, Title 2, Chapter 2.20, Section 2.20.100 through 2.20.160 (ordinance number ) pertaining to hazardous materials reporting.

Owner or Authorized Agent

NOTE: WHEN AN ADDITION OR REPAIR TO ANY [illegible] OF VALUATION SMOKE DETECTORS MUST BE INSTALLED AND [illegible] FINAL INSPECTION.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant Date

Mailing Address

City, State, Zip

## MECHANICAL FEE

| | | | |
|---|---|---|---|
| HEATING SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH FEE |

| NO. | ELECTRICAL ITEMS | NO. | PLUMBING ITEMS |
|---|---|---|---|
| | LIGHTS | | SQ FT @ .09 |
| | TIMER | | YARD SPRINKLER SYSTEM |
| | MOBILEHOME SVC | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | MOTOR HP | | DRAINAGE PIPING |
| | POOL/SPA | | DRINKING FOUNTAIN |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | WATER HEATER |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP USE SERV | | KITCHEN SINK |
| | POLE TEMP/SERV | | WATER CLOSET |
| | SUB POLES | | LAVATORY |
| | AMP SERVICE | | SHOWER |
| | SQ FT @ C | | BATH TUB |
| | SQ FT @ C | | WATER HEATER |
| | SQ FT RESD @ .03 | | SEWAGE DISPOSAL |
| | SQ FT GAR @ .006 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC FEE | | TOTAL PLUMB FEE |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SUR | SUBTOTAL |
|---|---|---|---|---|---|
| | | | | | |

| PLAN CHECK | ADD'L PLAN CK | REINSPECTION | PERMIT FEE | [illegible] |
|---|---|---|---|---|
| 4390.30 | | | | |

TOTAL DUE
$4,390.30

Chk [signature] Date 12/18/91
Engr Date
Plan Date

Approved Date Permit Sch Dist San Fee
Finaled By Date
C/O Issued Occ Cd Elect Job

PTC

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Pigs & Piers | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Head Opens | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Threat/Dampproof | | |
| Fireplace PA | | |
| Fireplace T/O | | |
| Progress - Pool | | |
| Fence & Gate - Pool | | |
| INSULATION | Walls | Ceiling |
| Walls | | |
| Ceiling | | |
| Floor | | |
| | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Cleanout | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Underground Service | | |
| Final Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLY** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet - potty | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S Indian Hill

PERMIT NUMBER 0902534

# Application for Building Permit

902540

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Use of Permit: PLAN CHECK ONLY - SENIOR HOUSING BLDG. #200

| | | | |
|---|---|---|---|
| Type of Const: V-1HR. W/SPKLR | Occ Group: R-3 | Use Zone | Plan Check #: 0 |
| Tract No | Lot No | APN | |
| Setbacks: F S L R R | Review # | Date | |

| | | | | | |
|---|---|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BLVD. | | | | |
| Owner | URBAN HOUSING SYSTEMS, INC. | | | | |
| Mailing Address | 11111 SANTA MONICA BLVD. SUITE 350 | | | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 | | |
| Contractor | URBAN HOUSING SYSTEMS, INC. | | | | |
| Address | 11111 SANTA MONICA BLVD. SUITE 350 | | | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 | | |
| State Lic & Class# | | | City Lic # | | |
| Arch. Engr Designer | CORBIN, YAMAFUJI & PARTNERS | | | | |
| Address | 2955 RED HILL AVENUE | | Tel 714/241-1009 | | |
| City | COSTA MESA | Zip 92626 | State Lic # | | |

**CONSTRUCTION ESTIMATE**

| | | | | |
|---|---|---|---|---|
| 1ST FL | 7555 SQ FT | 58.50 | $ 441,967 | 50 |
| 2ND FL | 7477 SQ FT | 58.50 | 437,404 | 50 |
| 3RD | 7155 SQ FT | 58.50 | 418,567 | 50 |
| GAR | SQ FT | | | |
| CAR P | SQ FT | | | |
| WALL | LF | | | |
| A/C | 22187 SQ FT | 2.40 | 53,248 | 80 |
| SPKLR | 22187 SQ FT | 1.30 | 28,843 | 10 |
| POOL | SQ FT | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $1,380,031 | 40 |

NOTE: Not to be used as property tax valuation

| | |
|---|---|
| ISSUANCE | $ |
| CONST FEE | $ |
| TOTAL CONST FEE | $ |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 commencing with Section ... of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE ... DATE ...

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Prof. Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. ... B & P C for the reason ...

Date ... Owner ...

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800 Labor Code.)

Policy No. ☐ Copy is filed with the city Company ☐ Certified copy is hereby furnished

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date ... Sig ...

NOTICE TO APPLICANT: If after the execution of this certificate of exemption you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name ...

Lender's Address ...

**HAZARDOUS MATERIAL DECLARATION**

Will the proposed business or modified facility be within 1000 feet of the outside boundaries of a school property?

☐ YES ☐ NO

Will the proposed business or modified facility handle hazardous materials or hazardous waste in quantities exceeding those listed in the Hazardous Materials Information Handout?

☐ YES ☐ NO

I have read the Hazardous Materials Information Handout and understand my responsibilities under the Los Angeles County Code, Title 2, Chapter 2.29, Section 2.29.100 through 2.29.140 concerning hazardous materials reporting.

Owner or Authorized Agent # ...

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION, SMOKE DETECTORS MUST BE INSTALLED ... PRIOR TO FINAL ...

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant ... Date ...

Mailing Address ...

City, State, Zip ...

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH FEE |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| | | | 50 FT @ .89 |
| | TIMER | | TANK WATER SYSTEM |
| | MOBILEHOME SVC | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | MOTOR H/P | | DRAINAGE PIPING |
| | POOL/SPA | | DRINKING FOUNTAIN |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | VACUUM BREAKER |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP. USE SERV | | KITCHEN SINK |
| | POLE TEMP/PERM | | WATER CLOSET |
| | SUB POLES | | LAVATORY |
| | AMP SERVICE | | SHOWER |
| | 50 FT @ C | | BATH TUB |
| | 50 FT @ C | | WATER HEATER |
| | 50 FT RESD @ .03 | | SEWAGE DISPOSAL |
| | 50 FT GAR @ .009 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC FEE | | TOTAL PLUMB FEE |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| | | | | | |

| PLAN CHECK | ADD'L PLAN | ISSUANCE FEE | FIRE FEE | TOTAL DUE |
|---|---|---|---|---|
| 3546.87 | | | | $3,546.87 |

Bldg ... Date 12/6/91

Engr ... Date ...

Plan ... Date ...

Approved ... Date ... Electric ... San Dist ... San Fee ...

Finaled By ... Date ...

C O Issued ... Date Lic ... Elect Co ...

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Figs & Prints | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Sheer Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Fireplace/Damper | | |
| Fireplace R/I | | |
| Fireplace F/O | | |
| Fireplace - Pool | | |
| Fence & Gate - Pool | | |
| INSULATION | Type | R Value |
| Walls | | |
| Ceiling | | |
| Floor | | |
| | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| U/G Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heats | | |
| Water Softener | | |
| Grease Traps | | |
| Cleanout | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| U/G Ground | | |
| U/F/R Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| App. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarm | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S Jordan Hill

PERMIT NUMBER 902340

# Application for Building Permit

902541 PLAN CHECK # 1739

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714/399-5471

Use of Permit: PLAN CHECK ONLY - SENIOR HOUSING BLDG. #300

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BLVD. | | |
| Owner | URBAN HOUSING SYSTEMS, INC. | | |
| Mailing Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| Contractor | URBAN HOUSING SYSTEMS, INC. | | |
| Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| State Lic & Classif | | City Lic # | |
| Arch. Engr Designer | CORBIN, YAMAFUJI & PARTNERS | | |
| Address | 2955 RED HILL AVENUE | | Tel 714/241-1009 |
| City | COSTA MESA | Zip 92626 | State Lic # |

| Type of Const | Occ Group | Use Zone | Fire Zone |
|---|---|---|---|
| V-1HR. W/SPKLR | R-3 | | 1 |

Tract No | Lot No | APN

Setbacks F | S | L | R | Review # | Date

**CONSTRUCTION VALUATION**

| | | | | |
|---|---|---|---|---|
| 1ST FL | 6245 | SQ FT @ | 58.50 | $ 365,332 50 |
| 2ND FL | 6140 | SQ FT @ | 58.50 | 339,190 00 |
| WORK 3RD | 5795 | SQ FT @ | 58.50 | 339,007 50 |
| GAR | | SQ FT @ | | |
| CAR P | | SQ FT @ | | |
| WALL | | LF @ | | |
| A/C | 18180 | SQ FT @ | 2.40 | 43,632 00 |
| SPKLR | 18180 | SQ FT @ | 1.30 | 23,634 00 |
| POOL | | SQ FT @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,130,796 00 |

NOTE: Not to be used as property tax valuation

ISSUANCE $
CONST FEE $
TOTAL CONST FEE $

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH FEE |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds improvements thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. ____ B & P C for this reason

Date _____ Owner _____

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self insure, or a certificate of Worker's Compensation Insurance, or a copy certified by the insurer. (Sec. 3800, Labor Code)

Policy No. _____ Company _____

☐ Copy is filed with the city ☐ Certificate copy is on file with my contractor

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

IMPORTANT: Failure to sign this certificate or to secure Workers' Compensation coverage will subject you to the penalties of the Workers' Compensation Laws of California.

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name _____

Lender's Address _____

**HAZARDOUS MATERIAL DECLARATION**

Will the proposed business or occupancy have an aggregate quantity of hazardous materials which exceeds in any one day the following quantities: 55 gallons of liquids, 500 pounds of solids, or 200 cubic feet of compressed gas?

☐ YES ☐ NO

Will the proposed business or occupancy be required to submit a Hazardous Materials Management Plan or a Hazardous Materials Inventory Statement pursuant to Section 25505 or 25506 of the Health and Safety Code?

☐ YES ☐ NO

I have read and understand Hazardous Materials Information Handout and I will comply with the requirements under the Los Angeles County Code Title 3 Chapter 3.[illegible] for the handling and reporting of hazardous materials.

Owner or Authorized Agent's _____

**NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $500 IN VALUATION, SMOKE DETECTORS MUST BE INSTALLED PRIOR TO FINAL INSPECTION.**

I certify that I have read this application and state that the above information is correct. I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

X _____ Date _____

Address _____

City State Zip

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SMI | [illegible] |
|---|---|---|---|---|---|
| | | | | | |
| PLAN CHECK | [illegible] | [illegible] | [illegible] | [illegible] | |
| 2948.72 | | | | | |

TOTAL Due $2,948.72

Bldg _____ Date _____
Engr _____ Fire _____
Plan _____ Date _____

Approved _____ Occ _____ Bldg _____ Bch Dist _____ Bch Pos _____
Finaled By _____ Date _____
C O Issued _____ Date _____ Elect Co _____

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Pipe & Fire | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Hinge/Damper | | |
| Fireplace Pit | | |
| Fireplace F/O | | |
| Propane Pool | | |
| Fence & Gate Pool | | |
| INSULATION Wall | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Sewer/Septic | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Commercial Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Duct | | |
| Combustion Air | | |
| A/C Condensing | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Condensate | | |
| Appl Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Structure | | |
| Smoke Detectors | | |
| | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext | | |
| **MISCELLANEOUS** | | |
| Temp Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S. Indian Hill

PERMIT NUMBER 90254

# Application for Building Permit

902542

P.V.I. CHECK # 1789

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Work Proposed: PLAN CHECK ONLY - SENIOR HOUSING BLDG. #400

| | | | |
|---|---|---|---|
| Building Address | 100 S. INDIAN HILL BLVD. | | |
| Owner | URBAN HOUSING SYSTEMS, INC. | | |
| Mailing Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| Contractor | URBAN HOUSING SYSTEMS, INC. | | |
| Address | 11111 SANTA MONICA BLVD. SUITE 350 | | |
| City | LOS ANGELES | Zip 90025 | Tel 213/575-4077 |
| State Lic & Classif | | City Lic # | |
| Arch. Engr. Designer | CORBIN, YAMAFUJI & PARTNERS | | |
| Address | 2955 RED HILL AVENUE | | Tel 714/241-1009 |
| City | COSTA MESA | Zip 92626 | State Lic # |

| Type of Const | Occ Group | Use Zone | Fire District |
|---|---|---|---|
| V-1HR. W/SPKLR | R-3 | | |

Tract No | Lot No | APN

Setbacks: F | S | L | R | Reviewed | Date

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | 7685 | SQ FT | 58.50 | $ 449,572 50 |
| 2ND FL | 7586 | SQ FT | 58.50 | 443,781 00 |
| 3RD | 7253 | SQ FT | 58.50 | 424,300 50 |
| GAR | | SQ FT | | |
| CAR P | | SQ FT | | |
| WALL | | LF | | |
| A/C | 27524 | SQ FT | 2.40 | 54,057 60 |
| SPKLR | 27524 | SQ FT | 1.30 | 29,281 20 |
| POOL | | SQ FT | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $1,400,992 80 |

NOTE: Not to be used as property tax valuation

| | |
|---|---|
| ISSUANCE | $ |
| CONST FEE | $ |
| TOTAL CONST FEE | $ |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE _____

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for the permit to file a signed statement that he is licensed pursuant to Chapter 9 of the Business and Professions Code or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).)

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B & P.C. for this reason: _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. _____ Company _____

☐ Copy is filed with the city ☐ Certified copy of policy furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

APPLICANT: If after this Certificate of Exemption was signed you should hire employees and become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code.)

Lender's Name _____

Lender's Address _____

## HAZARDOUS MATERIAL DECLARATION

☐ YES ☐ NO Will the proposed business use hazardous materials or handle hazardous waste in quantities in excess of those listed in the Hazardous Materials Table?

☐ YES ☐ NO I have read the Hazardous Materials Declaration and understand my requirements under the Los Angeles County Code, Title 2 (Chapters 20.100 through 20.160) concerning hazardous materials reporting.

Owner or Authorized Agent: _____

DATE _____

PRIOR TO FINAL INSPECTION, SEE SECTION _____

This building permit shall become void if work is not commenced within 180 days from date of issuance or if work is suspended or abandoned for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant: _____ Date: _____

Mailing Address: _____

City, State, Zip: _____

## ELECTRICAL FEES

| | | | |
|---|---|---|---|
| UNITS | | | |
| TIMER | | | |
| MOBILEHOME SVC | | | |
| POWER OUTLET | | | |
| MOTOR HP | | | |
| POOL/SPA | | | |
| FIXTURES | | | |
| OUTLETS | | | |
| SWITCHES | | | |
| | | | |
| SIGN | | | |
| | | | |
| | | | |
| TEMP. USE SERV | | | |
| POLE TEMP/PERM | | | |
| SUB POLES | | | |
| AMP SERVICE | | | |
| SQ FT @ ¢ | | | |
| SQ FT @ ¢ | | | |
| SQ FT RESID @ .03 | | | |
| SQ FT GAR @ .015 | | | |
| PLAN CHECK | | | |
| ISSUANCE FEE | | | |
| TOTAL ELEC FEE | | | |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONING | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| TOTAL MECH FEE | | | |

## PLUMBING FEES

| | | | |
|---|---|---|---|
| | | | SQ FT @ .03 |
| | | | YARD SPRK SYSTEM |
| | | | GAS PIPING |
| | | | HOUSE SEWER |
| | | | DRAINAGE PIPING |
| | | | DRINKING FOUNTAIN |
| | | | URINAL |
| | | | WATER PIPING |
| | | | FLOOR DRAIN |
| | | | POOL/SPA |
| | | | WATER HEATER |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | | | KITCHEN SINK |
| | | | WATER CLOSET |
| | | | LAVATORY |
| | | | SHOWER |
| | | | BATH TUB |
| | | | WATER HEATER |
| | | | SEWAGE DISPOSAL |
| | | | PLAN CHECK |
| | | | |
| | | | ISSUANCE FEE |
| | | | TOTAL PLUMB FEE |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | BMI | SUB-TOTAL |
|---|---|---|---|---|---|
| | | | | | |

| PLAN CHECK | MECH PLAN CK | PARK/REC FEE | FIRE FEE | [illegible] |
|---|---|---|---|---|
| 3597.18 | | | | |

TOTAL DUE: $3,597.18

Bldg _____ Date _____

Engr _____ Date _____

Plan _____ Date _____

Approved Occ _____ Permit _____ Sch Dist _____ Mtn Fee _____

Prepared By _____ Date _____

C/O Issued _____ Date C/O _____ Final Ok _____

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Piers & Piers | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Dryvit | | |
| Tyvek/Damper | | |
| Fireplace P/I | | |
| Fireplace I/O | | |
| Pregunite - Pool | | |
| Fencing & Gate - Pool | | |
| INSULATION | Type | Value |
| Walls | | |
| Ceiling | | |
| Floor | | |
| | | |
| Rock Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums & Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Intake/Outlets | | |
| Compressor | | |
| App. Clearance | | |
| Combustible Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarm | | |
| Occupancy Separation | | |
| Rated Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Debris | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 100 S. Jordan Hill

PERMIT NUMBER G02542

10/15/01

ENGINEERING:

MR DUDLEY CAME IN @ 12:20
REQUESTING A COPY OF STORMDRAIN
PLAN/MAP FOR THE AREA
THAT INCLUDES VORTOX PROPERTY.
I'M NOT SURE SPECIFICALLY
WHAT HE NEEDS.

PLEASE GIVE HIM A CALL

THANKS, GREG

Mailed 10-23-01 per Norman Gould


VORTOX
AIR CLEANING DEVICES

VORTOX COMPANY
121 SOUTH INDIAN HILL
CLAREMONT, CA 91711-4997

LYNN A. DUDLEY
DIRECTOR OF ENGINEERING
QUALITY ASSURANCE MANAGER

Web site: www.vortox.com
E-mail: vortox@vortox.com

Tel (909) 621-3843
Fax (909) 624-7212


Stormwater Plan
new regs.
Awakening Sure up to Snuff.
Region came next door.
provide copy of map shows
Where → how their runoff transported
to waterbody.
Reg. 9 how into channel
& ends up in major
water

Garner Glass
Reg. Board 9

Shotgun
written plan
Monitoring
Industrial permit
LA San Dist.

Annual Catching
3 samplers

+/Metal working
no permit required
sends it to
was (not)
sent in
under State
permit

San. permit issued to
Vortox

A-1

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
*Chief Engineer and General Manager*

August 15, 2006
File: 21/06-8976
Account No. 1506820

Lynn Dudley
Engineering Manager
**VORTOX CO.**
121 S. Indian Hill Blvd
Claremont, CA 91711

Dear Ms. Dudley:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during January 2006, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/l) */** | Pollutant | Monthly Average Result (mg/l) | Monthly Average Limit (mg/l) |
|---|---|---|---|---|
| 01/05/06 | *3.190 | Zinc | 3.190 | 0.950 |

***Company sample** ****CSD sample**

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 2903.

Very truly yours,

James F. Stahl

for Robert M. Wienke
Supervising Civil Engineer

RMW:HM:ss

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

**ANDREA HARRINGTON**
**From:** ANDREA HARRINGTON
**Sent:** Monday, January 31, 2000 8:50 AM
**To:** ANDREA HARRINGTON
**Subject:** FW: Vortox industrial wastewater permit

I just called and spoke to someone at the Industrial Wastewater section of the San District. She told me that she thought the requirement for resubmittal every 5 years should be in the blue book, but that it is an EPA regulation.
Mr. Dudley needs to submit the form to us, we sign it and forward it to the San District.
She said that the supporting paperwork and plans are not required if nothing has changed, Mr. Dudley needs to submit the form with a cover letter stating that there are no changes. (However, the reviewing engineer at the San District may request the supporting docs or plans.)

I called Mr. Dudley at (909) 621-3843.

-----Original Message-----
**From:** CRAIG BRADSHAW
**Sent:** Monday, January 31, 2000 8:19 AM
**To:** ANDREA HARRINGTON
**Subject:** RE: Vortox industrial wastewater permit

Not aware of it.. he should call the San District for the reference.

-----Original Message-----
**From:** ANDREA HARRINGTON
**Sent:** Sunday, January 30, 2000 7:04 PM
**To:** CRAIG BRADSHAW
**Subject:** Vortox industrial wastewater permit

Mr. Lynn Dudley, director of engineering at Vortox, came by the other day because he received a call from the County San. District telling him that he needs to file a new permit with the city. They told him it's required every 5 years and to look in his blue book.
He went all through the book and can't find that requirement.
He said they filed in 95-96 when they installed a new blowdown device.
Do you know anything??

121 S. Ill file AH

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
*Chief Engineer and General Manager*

September 18, 2000
File: 21/00-8976
Account No. 1506820

Lynn Dudley
Engineering Manager
**VORTOX CO.**
121 S Indian Hill Blvd
Claremont, CA 91711

Dear Ms. Dudley:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during June 2000, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/l)**/** | Pollutant | Monthly Average Result (mg/l) | Monthly Average Limit (mg/l) |
|---|---|---|---|---|
| 06/01/00 | 1.620* | Zinc | 1.620 | .860 |

***Company sample** ****CSD sample**

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 2903.

Very truly yours,

James F. Stahl

Leon S. Directo
Supervising Civil Engineer

LSD:HM:ss

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

AH


# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

CHARLES W. CARRY
*Chief Engineer and General Manager*


October 13, 1999
File: 21/99-8976
Account No. 1506820

Lynn Dudley
Engineering Manager
**VORTOX COMPANY**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Ms. Dudley:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during June 1999, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/l) */** | Pollutant | Monthly Average Result (mg/l) | Monthly Average Limit (mg/l) |
|---|---|---|---|---|
| 06-10-99 | Co: 1.730 | Zinc | 1.730 | .860 |

* Co: Company sample ** CSD: CSD sample

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 2903.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:HM:lm

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

# California Regional Water Quality Control Board
## Los Angeles Region

320 W. 4th Street, Suite 200, Los Angeles, California 90013
Phone (213) 576-6600 FAX (213) 576-6640 - Internet Address: http://www.waterboards.ca.gov/losangeles

**Linda S. Adams**
*Cal/EPA Secretary*

**Arnold Schwarzenegger**
*Governor*


July 19, 2010

Mr. Kevin Myers
Vortox
121 S. Indian Hill Blvd.
Claremont, CA 91711

Certified Mail-Return Receipt Requested
7009 2820 0002 4163 8871

**ANNUAL REPORT REVIEW – BENCHMARK VALUE EXCEEDANCE: NPDES GENERAL PERMIT (PERMIT) FOR STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY (ORDER NO. 97-03 DWQ; NPDES NO. CAS000001), WDID# 4 19I000404**

Dear Mr. Kevin Myers:

As the operator of an industrial facility (Vortox) located at 121 S. Indian Hill Blvd. in the City of Claremont, you are subject to requirements specified in a General Permit for *Storm Water Discharges Associated with Industrial Activities* (Permit). In order to certify your intent to comply with the Permit, you signed a Notice of Intent (NOI) that was processed on March 11, 1992. In signing the NOI, you certified to the State of California that you read the Permit and will comply with all requirements specified in the Permit.

As specified in the Permit, the Permittee is required to develop a Storm Water Pollution Prevention Plan (SWPPP) in which the Permittee must identify potential sources of pollution and describe specific best management practices (BMPs) that shall be implemented to eliminate or reduce storm water pollution from the facility.

On August 11, 2009, we received your 2008-09 Annual Report and our review of the report shows that the analytical results for the following constituents exceed the benchmark levels.

Please see the table below for your sampling summary.

| Sample Date | Sample Location | Constituent | Unit | Benchmark | Result |
|---|---|---|---|---|---|
| 11/4/08 | B. Gate 1 Sump at Southern Property Line | Iron, Total | mg/L | 1.0 | 1.43 |
| 11/4/08 | B. Gate 1 Sump at Southern Property Line | Zinc, Total | mg/L | 0.117 | 0.42 |
| 11/4/08 | A. Visitor/Office Parking Area | Iron, Total | mg/L | 1.0 | 1.11 |
| 11/4/08 | B. Gate 1 Sump at Southern Property Line | Iron, Total | mg/L | 1.0 | 2.17 |

| | | | | | |
|---|---|---|---|---|---|
| 11/4/08 | B. Gate 1 Sump at Southern Property Line | Total Suspended Solids (TSS) | mg/L | 100 | 182 |
| 11/4/08 | B. Gate 1 Sump at Southern Property Line | Zinc, Total | mg/L | 0.117 | 2.38 |
| 11/4/08 | C. Gate 2 Sump at Southern Property Line | Zinc, Total | mg/L | 0.117 | 2.39 |
| 12/17/08 | C. Gate 2 Sump at Southern Property Line | Iron, Total | mg/L | 1.0 | 1.30 |
| 12/17/08 | A. Visitor/Office Parking Area | Zinc, Total | mg/L | 0.117 | 0.14 |
| 12/17/08 | C. Gate 2 Sump at Southern Property Line | Zinc, Total | mg/L | 0.117 | 0.41 |

Exceeding benchmark levels in sampling results is mainly due to ineffective BMPs. Permit Section A.8 describes storm water BMPs and requires the permittee to develop and implement the BMPs to reduce or prevent pollutants in storm water discharges.

You are required to comply immediately with the following tasks:

1. Ensure full compliance with the General Permit (Section A.8).
2. Implement effective BMPs described in your SWPPP, or ;
3. If you are already implementing the BMPs described in your SWPPP but your analytical results are higher than the benchmark values, you must implement additional BMPs, and amend your SWPPP accordingly.

If you fail to implement or upgrade your BMPs and amend your SWPPP, pursuant to §13385 of the California Water Code, you are subject to enforcement action, including administrative civil liability (penalties), for your violation(s) of the General Permit. Penalties may be assessed at a rate of $10,000 per day for each violation. Penalties may accrue from the date the violation first occurred, and may be assessed without further warning. Furthermore, the Regional Board may also request the United States Attorney, appropriate County District Attorney, or City Attorney to seek criminal prosecution. A Superior Court may be requested to impose civil or criminal penalties.

Please submit evidence of implemented additional BMPs and SWPPP amendments by **August 18, 2010** to Mr. Sean Lee of this office.

If you have any questions regarding this matter, please contact Mr. Sean Lee at (213) 620-2202.

Sincerely,

Samuel Unger
Interim Executive Officer

cc: Craig Bradshaw, City of Claremont

# CITY OF CLAREMONT
# PROJECT REVIEW CHECKLIST

File No. 98-V02

207 HARVARD AVENUE, P.O. BOX 880, CLAREMONT, CA. 91711 (909) 399-5470 DATE: 1-27-98

**DISTRIBUTION**

- ___ Planning Division
- ✓ Engineering Division
- ___ Community Services Dept.
- ___ Police Dept.
- ___ Human Services Div.
- ✓ Building and Safety Div.
- ___ Redevelopment Agency
- ___ Los Angeles Co. Fire Dept
- ___ CALTRANS
- ✓ Claremont Heritage, Inc.
- ___ Other _____

**PROJECT TYPE**

- ✓ Development Project
- ___ Capital Project
- ___ Rural Design Review

**RETURN BY:** 2-10-98

**STAFF CONTACT:** GREG GUDMAN

**STAFF PHONE:** 399-5353

**REVIEW BY PROJECT REVIEW COMMITTEE**

- ___ Yes Date: 2-4-98
- ___ No

**TENTATIVE HEARING DATES**

EQC _____ TSC _____
AC _____ CSC _____
PC TBA HSC _____
CC _____

Project Description and Location: REQUEST TO ENCROACH INTO 25' SETBACK ON SANTA FE ST. TO CONSTRUCT A NEW BUILDING FOR VORTOX @ 121 S. INDIAN HILL BLVD (NO SPECIFIC BUILDING PLANS AT THIS TIME).

Developer/Agent RUFUS TURNER

Name/Phone No. " " (909) 608-9200

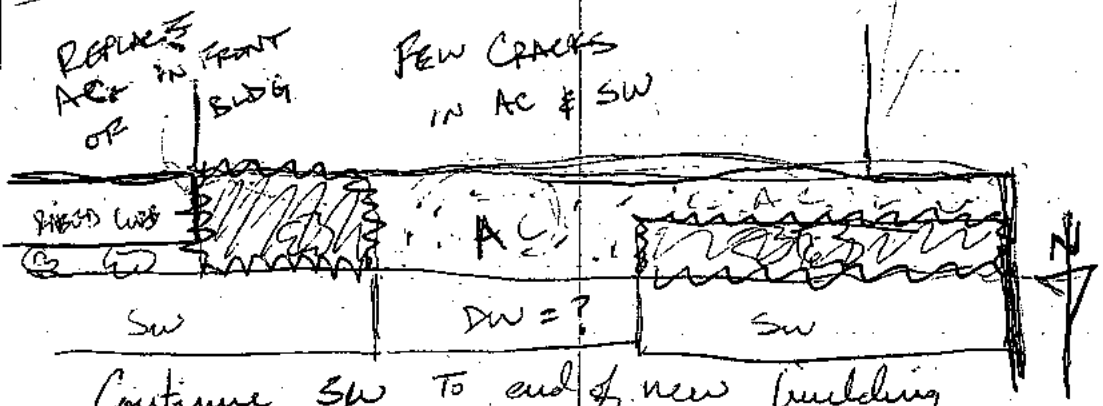
Comments:

IMPROVEMENTS TO BE MADE ON NORTH SIDE OF PROPOSED BLDG: "CLEAN UP" AREA BETWEEN PROPOSED BLDG & SANTA FE. REMOVE EXISTING A.C. & LANDSCAPING AND REPLACE WITH CONC. SIDEWALK. NEW SIDEWALK & STREET TREES SHOULD BE UNIFORM WITH THE EXISTING S.W. & TREES ON EAST SIDE OF PROPOSED BLDG. REMOVIE DRIVEWAY IN FRONT OF NEW BUILDING AS WELL AS THE DRIVEWAY EAST OF PROPOSED BUILDING.

Is further action required by your department or responsible commission prior to issuance of final approval?
If so, please explain.

Reviewer (Signature): Philip F. Boydanoff Date: 2-13-98

Staff Time to Review Project:




Continue SW to end of new building

"Clean up" Area Between Building & Santa Fe. Remove AC and Landscaping & Replace with Sidewalk. New Sidewalk & Street Trees should match existing Sidewalk and Trees on East side of New Building. Remove Driveway in Front of Building as well as the driveway east of Proposed Building.

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

July 17, 1997
File: 21-00.05-00/97-8976
Account No. 1506820

Lynn Dudley
Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dudley :

**Violation Notice No. 15486, Violation of EPA Standards and of Sanitation Districts' Industrial Wastewater Discharge Regulations**

Enclosed is a copy of Violation Notice No. 15486 which was issued to **VORTOX** on July 01, 1997, as a result of a violation of requirements established in the Sanitation Districts' Industrial Wastewater Ordinance. In one or more instances, wastewater discharged from your facility was also determined to be in violation of the Federal EPA Pretreatment Standards, 40 CFR, Part 433. The nature of noncompliance is outlined on the Violation Notice along with a required date of correction. This notice was formally received by Stephen Butler.

Issuance of a Notice of Violation serves as legal notification of a violation of the Sanitation Districts' Wastewater Ordinance. If violations are not corrected the Districts will be compelled to take more stringent enforcement actions against your company, which may include petitioning the court for the imposition of civil liability in a sum not to exceed $25,000 a day for each violation. It is hoped that the attached Violation Notice will serve to expedite compliance.

As part of the Sanitation Districts' enforcement follow-up procedure your company is required to submit a written report no later than **August 18, 1997**. The report should describe the cause of the violation and outline corrective actions, implemented or proposed, which will prevent future violations. Failure to comply with this requirement will result in escalated enforcement action. **If your company has already submitted a written response and/or information requested, please ignore this requirement.**

If you have any further questions regarding this matter please contact Enforcement Project Engineer Ken Vasquez at extension 2961.

Your cooperation in complying with Sanitation Districts' requirements will be appreciated.

Very truly yours,

Charles W. Carry

Leon S. Directo
Leon S. Directo
Supervising Civil Engineer

LSD:KV:ll
Enclosure(s)

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

SANITATION DISTRICTS OF LOS ANGELES COUNTY
ATTENTION INDUSTRIAL WASTE SECTION
1955 WORKMAN MILL RD., P.O. BOX 4998, WHITTIER, CALIFORNIA 90607

# NOTICE OF VIOLATION

№ V15486

1. DISCHARGER: Vortex Co
2. ADDRESS OF WASTEWATER DISCHARGE: 121 Indian Hill Claremont 91711
3. LOCAL AGENCY: City of Claremont
4. TIME OF VIOLATION (Date, Hour): 4-17-97
5. PERMIT NO. 8976
6. ACCT. NO. 1506820
7. INSP. AREA 102
8. VIOLATION OF THE DISTRICTS, WASTEWATER ORDINANCE, SECTION 210 CONCERNING

EPA, ZN = 5.95 mg/l, limit = 1.52 mg/l SJ 39275

40CFR Part 433

9. IMPORTANT: VIOLATION MUST BE CORRECTED BY: immediately (DATE)

10. RECEIPT OF NOTICE ACKNOWLEDGED BY DISCHARGER
STEPHEN BUTLER (PRINTED NAME)
Steph Butler (SIGNATURE)
FOREMAN (TITLE)

CHARLES W. CARRY
CHIEF ENGINEER AND GENERAL MANAGER
BY: (NAME) 7-1-97 (DATE)
IWIR (TITLE)

FORM NO. 5020

Filed

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

April 28, 1997
File: 21-00.05-00/97-8976
Account No. 1506820

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dillon:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during December 1996, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/ℓ) */** | Pollutant | Monthly Average Result (mg/ℓ) | Monthly Average Limit (mg/ℓ) |
|---|---|---|---|---|
| 12-03-96 | Co: 2.100 | Zinc | 2.100 | .860 |

* Co: Company sample ** CSD: CSD sample

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 3516.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:HM:ll

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422

CHARLES W. CARRY
*Chief Engineer and General Manager*

August 12, 1997
File: 21-00.05-00/97-8976
Account No. 1506820

Lynn Dudley
Engineering Manager
**VORTOX COMPANY**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dudley :

**Request to Rescind Notice of Violation No. 15486**

On July 1, 1997, the Sanitation Districts issued Notice of Violation No. 15486 to **VORTOX COMPANY** for a zinc violation based on the Districts' lab results. The sample in question, (SJ34275) was taken 4/17-4/18/97, and contained 5.95 mg/l of zinc. Vortox Company was given a split sample which was subsequently analyzed by a certified lab and found to contain 2.47 mg/l of zinc.

The Districts received your letter dated July 28, 1997, in which you requested that V15486 be rescinded because of the large divergence between the Districts' lab result and the split sample result. The Districts' records for the sample collection, preservation, and analysis of SJ34275 were reviewed and no errors or abnormalities were found. In addition, both the Districts' and the company's sample results exceeded the EPA zinc limit of 1.52 mg/l. Therefore, Notice of Violation No. 15486 will not be rescinded.

If you have any questions regarding this matter, please contact Enforcement Project Engineer Ken Vasquez at extension 2961.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:KV:ll

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422

CHARLES W. CARRY
*Chief Engineer and General Manager*

September 2, 1997
File: 21-00.05-00/97-8976
Account No. 1506820

Lynn Dudley
Engineering Manager
**VORTOX COMPANY**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dudley :

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during April 1997, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/ℓ) */** | Pollutant | Monthly Average Result (mg/ℓ) | Monthly Average Limit (mg/ℓ) |
|---|---|---|---|---|
| 04-17-97 | Co: 5.950 | Zinc | 5.950 | .860 |

* Co: Company sample ** CSD: CSD sample

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 3516.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:HM:ll

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*


September 17, 1997
File: 21-00.05-00/97-8976
Account No. 1506820

Lynn Dudley
Engineering Manager
**VORTOX COMPANY**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dudley :

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during June 1997, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/ℓ) */** | Pollutant | Monthly Average Result (mg/ℓ) | Monthly Average Limit (mg/ℓ) |
|---|---|---|---|---|
| 06-04-97 | Co: 1.900 | Zinc | 1.900 | .860 |

* **Co:** Company sample ** **CSD:** CSD sample

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 3516.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:HM:ll

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

ANDREA

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

February 26, 1996
File: 21-00.05-00/96-8976W
Account No. 1506820

Mr. Charles L. Sihler
City of Pomona
505 S. Garey Ave.
Engineering Div.
P.O. Box 660
Pomona, CA 91769

CLAREMONT

Dear Mr. Sihler:

Industrial Wastewater Discharge Permit No. 8976 R-1

Vortox Company
121 S. Indian Hill Blvd.
Claremont, CA 91711

Enclosed are two (2) approved copies of the approved Industrial Wastewater Discharge Permit for the subject company. This permit application was submitted in accordance with Ordinance requirements to apply for a permit revision upon a substantial decrease in wastewater quantity. Please review these for compliance with your requirements, and retain the copies you require for your files. The Applicant's copy of the approved Industrial Wastewater Discharge Permit, along with a copy of this letter and requirement list, should be forwarded to the applicant. A copy of this letter is forwarded to the applicant as notification of the Sanitation Districts' permit requirements, which are in force from the current date. If any additional permit requirements are issued to the applicant by your agency, copies should be forwarded to the Sanitation Districts for our records. Existing plans currently on file were used for evaluation purposes.

Approval of the permit is subject to compliance with all applicable Ordinance requirements, and upon the items indicated on the attached requirement list. Failure to comply with all items on the requirement list invalidates this approval and issuance. Invalidation of this permit will result in the Applicant being deemed to be operating without a valid permit and subject to immediate discontinuance of sewer services for industrial operations. Successful compliance with all conditions of approval will result in a formal approval that will expire five (5) years from the date of this letter.

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If you have any questions concerning these requirements, please call Gary Wong of the Sanitation Districts' Industrial Waste Section at extension 2962.

2900

Very truly yours,

Charles W. Carry

John D. Kilgore
Supervising Civil Engineer

JDK:GW:wh
cc: Lynn Dudley
Vortox Company

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

IW 8973 R-1

1955 Workman Mill Road / Room 207 / Whittier, California
Mailing Address: P.O. Box 4998, Whittier, California 90607
Telephone: (310) 699-7411 / From Los Angeles (213) 685-5217
**Hours: 7:00 a.m. - 4:30 p.m. Mon. - Thurs.**
**7:00 a.m. - 3:30 p.m. Fri.**

CHARLES W. CARRY
*Chief Engineer and General Manager*

Account No.: 1506820
District No.: 21

## SEWERAGE SYSTEM CONNECTION FEE

***Complete Items 1 through 10 — PLEASE TYPE OR PRINT***

Date: 5 (MONTH) / 31 (DAY) / 95 (YEAR)

1. Property Owner: VORTOX COMPANY
2. Facility Name: Vortox Company
3. Address of Property: 121 (STREET) S. Indian Hill Blvd. (CITY) Claremont (STATE) CA 91711 (ZIP)
   Major Cross Streets: @ Santa Fe Street. Thomas Guide Page: 091/B4
4. Contact: Lynn A. Dudley Phone Number: (909) 621 - 3843
5. Mailing Address (IF DIFFERENT FROM ABOVE): same as above (STREET) (CITY) (STATE) (ZIP)
6. County Assessor Map Book, Page, and Parcel Number: 8313 - 008 - 022
7. Structure is: ☐ Proposed ☒ Existing, Date of Construction
8. User Category and Units of Usage: *(Check the appropriate box and provide the applicable information)*

| | | |
|---|---|---|
| a. Residential: | ☐ Single Family Home(s) Tract # Lots | ▶ Number of Units: |
| | ☐ Duplex ☐ Triplex ☐ Fourplex | ▶ Number: |
| | ☐ Five Units or More | ▶ Number of Units: |
| | ☐ Mobile Home Park | ▶ Number of Spaces: |
| | ☐ Condominium | ▶ Number of Units: |
| b. Commercial: | ☐ Hotel/Motel | ▶ Number of Rooms: |
| | ☐ Convalescent Hospital/Home for the Aged | ▶ Number of Beds: |
| | ☐ Other (Specify): | ▶ Improvement Square Footage: |
| c. Institutional: | ☐ College/University | ▶ Number of Students: |
| | ☐ Private School | ▶ Improvement Square Footage: |
| | ☐ Church | ▶ Improvement Square Footage: |
| d. Industrial: | ☒ All Categories | ▶ All industrial dischargers must obtain a permit for industrial wastewater discharge. |

9. **In order to process this application a complete set of architectural blue prints must be submitted. This is not required for conversion from septic tank to sewer connection.**

10. **I certify that the information provided in this application is true and correct to the best of my knowledge.**

Reference to IW 8976R-1 permit revision application (SIGNATURE) (DATE)

☐ **OWNER**
☐ **AGENT FOR OWNER**

Please pay by check or money order only. **(Cash will not be accepted.)**
Make checks payable to: COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY.
Returned checks will be subject to a penalty.

### FEE CALCULATION FOR RESIDENTIAL, COMMERCIAL, AND INSTITUTIONAL CATEGORIES

| Number of Units of Usage | × | Connection Fee Per Unit of Usage | = | Connection Fee |
|---|---|---|---|---|
| 0 | × | $ 1280 | = | $ 0 |

**SPECIAL CREDITS (Only if Applicable)**
☐ DEMOLITION CREDIT*
☐ CHANGE IN USE CREDIT*
☐ AD VALOREM TAX CREDIT
Annexation Date _____

*In order to receive credit, proof of demolition or former use must be submitted with your application (e.g. Demolition Permits, original plans).

- $ 0

APPROVED
COUNTY OF LOS ANGELES
CHARLES W. CARRY
CHIEF ENGINEER & GEN. MGR.

(If Less Than Zero, Enter Zero)

$ 0
Connection Fee Due

***(For Districts' Use Only)***

FEE PAYMENT RECEIVED: Processed by: _____
From: _____ D.C. ☐ Yes ☐ No Approved by: _____
Amount: $ _____ Ck. No. _____ Permit No.: _____ Date: 2-26-96

WHITE COPY — COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY
YELLOW COPY — BUILDING DEPARTMENT
PINK COPY — APPLICANT
**DO NOT SEPARATE**

FN 789

SANITATION DISTRICTS OF LOS ANGELES COUNTY

Charles W. Carry, Chief Engineer and General Manager
1955 Workman Mill Road, P.O. Box 4998, Whittier, California 90607

# INDUSTRIAL WASTEWATER DISCHARGE PERMIT

## REQUIREMENT LIST

COMPANY NAME: VORTOX CO

INDUSTRIAL WASTEWATER DISCHARGE PERMIT NO: 8976 R-1

DATE OF APPROVAL: February 26, 1996 EXPIRATION DATE: February 26, 2001

The approval and issuance of this permit is being made conditionally and subject to VORTOX CO being in compliance with all indicated items on this list. Satisfactory evidence of compliance with these conditions should be supplied to the Sanitation Districts where requested. Satisfactory evidence will consist of a minimum of written notification signed by a responsible company official, and in some cases may involve the submission of additional drawings and data, or verification by a Districts representative. Failure to comply with all items on the requirement list, including all deadlines specified, invalidates this approval and issuance. Invalidation of this permit will result in VORTOX CO being deemed to be operating without a valid permit and subject to immediate discontinuance of sewer services for industrial operations.

1. This industrial wastewater discharge permit is issued only for the discharge of treated wastewater from iron phosphatizing and cooling tower bleedoff. The discharge of any other type of waste will require prior approval from the Sanitation Districts. This approved permit will expire five (5) years from the date of the accompanying transmittal letter.

2. Previously approved plans are still valid, except as revised herein.

3. Applicable requirements of the previously issued permit are still in force.

4. Self-monitoring of the industrial wastewater must be performed at the intervals indicated on the enclosed Self-Monitoring Requirement Form and reported on the Self-Monitoring Report (SMR) form. (The Districts will send the necessary SMR forms before each reporting period). All indicated analyses must be performed by a State or Sanitation Districts' certified laboratory. The certification section of the SMR form must be completed and signed by a responsible company official. For each reporting period, the completed SMR form and the corresponding laboratory report must be submitted to the Districts' Industrial Waste Section no later than the due date indicated on the form. Please note that the wastewater samples analyzed must be collected in such a way that they are representative of the total discharge generated by a typical day's operations. It is the responsibility of VORTOX CO to submit results from any additional self-monitoring, and to notify the Districts of any other toxic materials which are known to be present in the wastewater.

5. All wastewater discharged to the sewer must have a temperature lower than 140° F.

6. The pH of the wastewater must be maintained at or above 6.0 at all times. Proper neutralization procedures must be observed to assure that this limit is not violated.

7. All wastewater discharged to the sewer must not contain over 0.1 milligram/liter of dissolved sulfides.

8. The sample box immediately downstream of the 3-stage clarifier is hereby designated as the legal sampling point for VORTOX CO. The permittee is responsible for maintaining and cleaning the sampling point to prevent any build-up of oil and grease, sediment or sludge; failure to do so does not invalidate sampling test results. Analytical results from samples taken from this location according to accepted sampling procedure shall be accepted as binding. Safe and convenient access to the sampling point must be provided for representatives of the Sanitation Districts. Should Districts' staff determine that the sampling location is unsafe, difficult to access or require modification, VORTOX CO must propose alternatives which will provide a sampling facility acceptable to the Districts.

9. The Sanitation Districts are required by law to enforce the Categorical Pretreatment Regulations established by the United States Environmental Protection Agency. Based on information submitted to the Districts, the permittee is subject to pretreatment standards for existing sources in the Metal Finishing Category (40 CFR 433). For integrated facilities where regulated process wastestreams are combined, prior to the legal sampling location, with other process wastestreams (either regulated or unregulated), the effluent limits must be modified. The limits have been calculated using the EPA's Combined Waste Stream Formula and information submitted by Vortox Co. The regulated flow of 183 gallons per day is generated from the iron phosphatizing process, while the dilution flow of 244 gallons per day originates from cooling tower discharge. The revised pretreatment standards are shown below. The permittee is advised that any discharge in excess of these standards requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Sanitation Districts.

| Pollutant | Daily Maximum (mg/l) | Monthly Average (mg/l) |
|---|---|---|
| Cadmium (T) | 0.30 | 0.11 |
| Chromium (T) | 1.19 | 0.73 |
| Copper (T) | 1.45 | 0.89 |
| Lead (T) | 0.30 | 0.18 |
| Nickel (T) | 1.71 | 1.02 |
| Silver (T) | 0.18 | 0.10 |
| Zinc (T) | 1.12 | 0.63 |
| Cyanide (T) | 0.51 | 0.28 |
| TTO | 910 ug/l | ---- |

Requirement No. 9 (cont.)

For industrial pollutants not regulated by the EPA regulation or where the EPA regulation is less stringent than those of the Sanitation Districts, the Districts will continue to enforce its effluent limitations shown in the following list of "Industrial Wastewater Effluent Limitations." The subject EPA regulations do not authorize any violations of the Districts' regulations. The permittee is advised that any discharge in excess of these limits requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Sanitation Districts.

INDUSTRIAL WASTEWATER EFFLUENT LIMITATIONS
PHASE I CONTROL PERIOD

| Parameter | Limit (mg/l)* |
|---|---|
| Arsenic | 3 |
| Cadmium | 15 |
| Chromium (Total) | 10 |
| Copper | 15 |
| Lead | 40 |
| Mercury | 2 |
| Nickel | 12 |
| Silver | 5 |
| Zinc | 25 |
| Cyanide (Total) | 10 |
| Total Identifiable Chlorinated Hydrocarbons** | Essentially None |

* - Maximum concentration at any time

** - Total Identifiable Chlorinated Hydrocarbons (TICH) comprise:
Aldrin, Dieldrin, Endrin, Chlordane (cis & trans), trans-nonachlor, oxychlordane, heptachlor and heptachlor epoxide
DDT and derivatives: p, p', and o, p' isomers of DDT, DDD, and DDE
HCH: sum of $\alpha$, $\beta$, $\gamma$, $\delta$ isomers of hexachlorocyclohexane
Toxaphene and Polychlorinated biphenyls (PCB's)

10. If spent phosphatizing solution is discharged to the sewer, it must first be neutralized to a pH between 6.0 and 12.5 and bled into the clarifier at a rate not to exceed 2 gallons per minute.

11. Under no circumstances shall process solution spills be discharged directly to the sewer. Unreclaimed or untreated process solution spills shall be hauled to a legal disposal site.

12. Any rainwater discharge to the sewer system must be in accordance with the Districts' "Guidelines For The Discharge Of Rainwater, Stormwater, Groundwater And Other Water Discharges".

13. The existing floor drains shall have grated covers with 3/8" maximum openings to prevent larger particles from clogging the sewer.

14. Waste haulers reports must be obtained and kept on file for a period of at least four (4) years for any solid wastes from the wastewater pretreatment system and liquid wastes leaving the plant other than in the sewer system. These reports must be made available to representatives of the Sanitation Districts upon request.

15. A new permit application must be submitted when there is a significant change in wastewater quantity (25% or more) or quality from that given in the approved permit information. The completed application should be submitted to the local governmental agency for initial processing prior to Sanitation Districts' review. Approval must be obtained prior to any construction of new facilities.

16. The Districts' personnel may provide a split of any composite sample collected if sufficient sample volume is available. Districts' personnel may also provide split, concurrent, or sequential grab samples. These samples will be left with a designated company representative. If the designee is not available, these samples will be left with whomever is available.

    The permittee is required to follow appropriate preservation techniques, analytical procedures, and holding periods specified in 40 CFR 136, if the analytical test results from these samples are to be used for compliance or surcharge reporting purposes. Failure to follow the prescribed procedures will invalidate the test results.

17. The permittee is advised that additional industrial wastewater pretreatment equipment may be required if inspection or monitoring indicates prohibited materials are discharged to the public sewer.

18. The permittee is required to notify the Sanitation Districts of any change in the status of the subject facility, if ownership or operating responsibility changes, or if the industrial waste connection is legally abandoned.

19. Any plans for changes in equipment or processes must be submitted (for approval before implementation) to the Sanitation Districts.

20. If the wastewater flowrate and strength data indicate an increase in the sewerage capacity unit usage by 25% or more, VORTOX CO may be required to revise their permit, and will be required to pay a corresponding connection fee should existing sewerage baseline capacity units be insufficient to accommodate discharge at that time.

21. In the event of the discharge of any prohibited waste, excessive quantities or concentrations of any restricted waste, or of the discharge of material not covered under this permit, the company must immediately notify the Sanitation Districts by calling 310-699-7411, extension 2907, during office hours or the Long Beach Pumping Plant, 310-437-6520, during non-office hours.

    The Districts must also be notified of any circumstances affecting plant processes or facility operations that may potentially result in the discharge of similarly prohibited or restricted wastes, including but not limited to the malfunction, upset or improper operation of plant processes, pretreatment systems, spill containment facilities, or diversion/bypass mechanisms. Failure to immediately notify the Districts of any such event or condition is a violation of the Wastewater Ordinance.

SANITATION DISTRICTS OF LOS ANGELES COUNTY
INDUSTRIAL WASTE SECTION
P.O. BOX 4998
WHITTIER, CA 90607

# SELF-MONITORING REQUIREMENTS

Metal Finishing Existing Source

Date February 26, 1996
Firm Name VORTOX CO
Situs Address 121 S INDIAN HILL BLVD
CLAREMONT CA 91711
Contact Person LYNN DUDLEY
Telephone No. (909) 621-3843

Permit No. 8976 R-1
Account No. 1506820
District No. 21
SIC No. 3479, 3499
Annual Flow (MGY) 0.12

Self-monitoring of industrial wastewater is required as a condition of your industrial wastewater discharge permit. At the frequency specified below, samples must be collected and preserved in accordance with 40 CFR 136.

Frequency of Analysis - Once per 6 months

Analysis of the samples must be performed for the parameters listed in Table 1 by a laboratory that is certified by either the Districts or the State Department of Health Services.

**TABLE 1. REQUIRED WASTEWATER CHARACTERIZATION TESTS**

| Test Code | Test Parameter | Unit | Daily Max. Limit | Monthly Avg. Limit | Type of Sample |
|---|---|---|---|---|---|
| Z01 | Total Wastewater Flowrate | gpd | | | Not Applicable |
| Z02 | Peak Wastewater Flowrate | gpm | | | Not Applicable |
| 403 | Chemical Oxygen Demand (COD) | mg/l | | | 24-hr Composite |
| 151 | Suspended Solids (SS) | mg/l | | | 24-hr Composite |
| 101 | pH | pH units | >6 | | Grab |
| 252 | Dissolved Sulfide | mg/l | 0.1 | | Grab |
| 708 | Cadmium | mg/l | 0.30 | 0.11 | 24-hr Composite |
| 709 | Chromium | mg/l | 1.19 | 0.73 | 24-hr Composite |
| 712 | Copper | mg/l | 1.45 | 0.89 | 24-hr Composite |
| 714 | Lead | mg/l | 0.30 | 0.18 | 24-hr Composite |
| 718 | Nickel | mg/l | 1.71 | 1.02 | 24-hr Composite |

**TABLE 1. REQUIRED WASTEWATER CHARACTERIZATION TESTS**

| Test Code | Test Parameter | Unit | Daily Max. Limit | Monthly Avg. Limit | Type of Sample |
|---|---|---|---|---|---|
| 722 | Silver | mg/l | 0.18 | 0.10 | 24-hr Composite |
| 724 | Zinc | mg/l | 1.12 | 0.63 | 24-hr Composite |
| 206 | Total Cyanide | mg/l | 0.51 | 0.28 | Grab |
| TMP | Toxic Organic Management Plan Certification[1] | | | | |

Self-monitoring results must be reported on the Self-Monitoring Report form provided, along with the appropriate laboratory analysis sheet(s). Due dates are shown in Table 2.

[1]Companies which have approved Toxic Organic Management Plans are not required to analyze their wastewater for Toxic Organic compounds. However, these companies must provide and have a responsible company official sign the following certification statement with each self-monitoring report required by the Districts: *"Based upon my inquiry of the person or persons directly responsible for managing compliance with the pretreatment standard for total toxic organics (TTO), I certify that, to the best of my knowledge and belief, no dumping of concentrated toxic organics into the wastewater has occurred since filing the last discharge monitoring report. I further certify that this facility is implementing the toxic organic management plan submitted to the control authority (Districts) on (specify date)."*

| TABLE 2. SELF-MONITORING REPORTING SCHEDULE[2] | | |
|---|---|---|
| **Analysis Frequency** | **Reporting Period** | **Due Date[3]** |
| Once per 6 months | January 1 - June 30<br>July 1 - December 31 | July 15<br>January 15 |
| Once per 3 months | January 1 - March 31<br>April 1 - June 30<br>July 1 - September 30<br>October 1 - December 31 | April 15<br>July 15<br>October 15<br>January 15 |
| Once per month | Day 1 - Day 31 of the month | Day 15 of the next month |

Industrial users participating in the Districts' Surcharge Program may be subject to additional self-monitoring requirements beside those specified above. Companies that file Long Form Surcharge Statements are required to monitor chemical oxygen demand (COD) and suspended solids (SS) at the frequency shown in Table 3.

| TABLE 3. REQUIRED TESTING FREQUENCY FOR COD AND SS SURCHARGE PARAMETERS (24-hour composite samples only) | |
|---|---|
| **Yearly Cumulative Flow from each Outlet (in million gallons)** | **Required Testing Frequency** |
| Less than 15.00 | 1 sample per 3 months |
| 15.01 to 40.00 | 1 sample per 2 months |
| 40.01 to 100.00 | 2 samples per month |
| 100.01 to 250.00 | 1 sample per week |
| More than 250.00 | 2 samples per week |

Surcharge wastewater analyses must adequately represent the average daily discharge to the sewer system. Results must be submitted annually with the Surcharge Statement in accordance with each year's "Instructions for Filing a Long Form Wastewater Treatment Surcharge Statement".

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[2] The laboratory data sheet(s) for each analysis performed during the reporting period must be included with the Self-monitoring Report form. However, only the results from the most recent sample collected during the reporting period should be on the Self-monitoring Report form.

[3] The Self-monitoring Report form may be submitted before the due date as long as the sample is taken during the appropriate reporting period.

PERMIT FOR INDUSTRIAL WASTEWATER DISCHARGE
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY
1955 Workman Mill Road / Whittier, CA
Mailing Address: P.O. Box 4998 / Whittier, California 90607-4998
Charles W. Carry, Chief Engineer and General Manager
(310) 699-7411

PERMIT NO. 008976

IW 8976 R-1

01 CHECK ONE: New Sewer Connection ☐ Existing Sewer Connection ☒

02 Applicant VORTOX COMPANY (Legal Company Name)

03 Check one and fill in appropriate information

☒ Corporation Name VORTOX COMPANY

Year Incorporated 1959 State of Incorporation Calif. ID# 95-2076784

☐ Partnership Name _____ Partners _____

☐ Sole Proprietor Name _____ Business Names _____

04 Company Address 121 So. Indian Hill Blvd., Claremont, CA 91711-4997 (Street) (City) (State) (Zip)

05 Mailing Address same as above (Street) (City) (State) (Zip)

06 Point of Discharge _____

07 Number of years applicant has been in business at present location 65 (yrs) _____ (months)

08 Name of Property Owner Vortox Company

Address of Property Owner 121 So. Indian Hill Blvd., Claremont, CA (909)621-3843 (Street) (City) (Zip) (Telephone Number)

09 Assessors Map Book No. 8313 Page No. 008 Parcel No. 028

10 Type of Industry Metal Fabrication (General Description) 3444, 3714 (Federal SIC No.)

11 Number of Employees (Full Time) 52 55 (Part Time) _____

12 Raw Materials Used Stainless & mild steel, rubber, carboard, plastic (General Description — Add Additional Sheets as Needed)

_____ (Daily Amount Used)

13 Products Produced Air Cleaners - stormwater samplers (General Description — Add Additional Sheets as Needed)

50 (Daily Amount Produced)

14 Wastewater Producing Operations Product Phospatising - washer and cooling tower discharge (Full Description — Add Additional Sheets as Needed)

15 Time of Discharge 5 (AM)/PM to 5 AM/(PM) Shifts per Day 1, Days per Week (M)(T)(W)(Th)(F) Sa Su (Circle AM or PM) (Circle Days)

16 Wastewater Flow Rate 94 water bills 145 427 GW (Average) Gallons per Day .5 (Peak) Gallons per Minute

17 Constituents of Wastewater Discharge See attached

(General Description — Attach Chemical Analysis Results to the Application)

18 Person in company responsible for industrial wastewater discharge

Lynn A. Dudley, Director of Engineering (909) 621-3843 (Name) (Position) (Telephone Number)

I affirm that all information furnished is true and correct and that the applicant will comply with the conditions stated on the back of this permit form.

Date 12/2, 1993

19 Signature for Applicant Lynn A. Dudley DIR. OF ENG. (Company Administrative Official) (Name) (Position)

20 Approved/Reviewed by City or County Official

Date 12-7-93

For L.A. County Dept. of Public Works... ☐

City of CLAREMONT

Name Craig R. Bradshaw

Position ASSOCIATE ENGINEER

Approved by Sanitation Districts of Los Angeles County

Date 2-26-96

Expiration Date 2-26-01

Charles W. Carry, Chief Engineer & General Manager

By John D. Kilgore

Position Supervising Civil Engineer

Note: Please submit application first to the applicable City or County agency in which the point of discharge is located. Please contact the local agency for the required permit processing fee. Submit the **original application** (Do not send copies).

July 29, 1996

John D. Kilgore
Industrial Waste Section
County Sanitation Districts of L.A. County
1955 Workman Mill Road
Whittier, CA 90601-1400

**Subject:** Vortox Company Permit No. 008976
Blowdown of Recirculating Water from cooling tower

Dear Mr. Kilgore:

As suggested by Mr. Tom Glasner in a phone conversation of July 24, 1996, I am enclosing a completed Form B, water billing for the last twelve (12) months and flow diagrams of our processing water. This information more accurately defines our waste water discharged to the district with blowdown from our cooling tower.

Although we had applied for a revised permit in 1993 to include blowdown from our new cooling tower, we never initiated the blowdown process. We now are ready and submit more representative data of our operation.

Our incoming water is .66 MGY and our industrial waste water is .05 MGY which includes 75 Gal/day blowdown (measured over a two (2) week period) from the cooling tower.

Also enclosed is a lab report showing the zinc concentration, at the tap, of our city water supply. I would request this be used in applying the Federal EPA net/gross factor in calculating the maximum and monthly average concentrations.

We have not been using the blowdown feature but with the mailing of this latter we will start producing the 75 Gal/day blowdown waste stream of the cooling tower.

Very truly yours,

Lynn A. Dudley
Director of Engineering

## WATER LOSSES

### a. COOLING TOWER LOSSES

| Tonnage | × | Hours of Operation Per Year | × | Load[1] | × | 1.38[2] | ÷ | 1,000,000 | = | Mil. Gal. Per Year |
|---|---|---|---|---|---|---|---|---|---|---|
| 30 | × | 2230 | × | 0. [illegible] | × | 1.38 | ÷ | 1,000,000 | = | |
| | × | | × | 0. .75 | × | 1.38 | ÷ | 1,000,000 | = | |
| | | | | | | | | | = | .07 a |

[1]Load = 0.50 to 0.80
[2]1.38 = Gallons evaporated per hour per ton

### b. BOILER LOSSES

| Horsepower | × | Hours of Operation Per Year | × | Load[3] | × | % Evaporation[4] | × | 3.82[5] | ÷ | 1,000,000 | = | Mil. Gal. Per Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | × | | × | 0. | × | 0. | × | 3.82 | ÷ | 1,000,000 | = | |
| | × | | × | 0. | × | 0. | × | 3.82 | ÷ | 1,000,000 | = | |
| | | | | | | | | | | | = | -0- b |

[3]Load = 0.50 to 0.80
[4]%Evaporation = (100 − % condensate returned)/100
[5]3.82 = Gallons evaporated per hour per ton

### c. OTHER EVAPORATIVE LOSSES
(Explain in attachments) WATER

| Million Gallons Per Year | |
|---|---|
| .24 | c |

### d. IRRIGATION LOSSES

| Square Feet of Land Irrigated | × | 18.7[6] | ÷ | 1,000,000 | = | Mil. Gal. Per Year | |
|---|---|---|---|---|---|---|---|
| 4,000 | × | 74800 | ÷ | | = | .07 | d |

[6]18.7 = Gallons irrigated per square foot per year

### e. SANITARY FLOW DEDUCTION

| No. Employees | × | Working Days Per Year | × | Gallons Per Employee Per Day | ÷ | 1,000,000 | = | Mil. Gal. Per Year | |
|---|---|---|---|---|---|---|---|---|---|
| 59 | × | 279 | × | 15 | ÷ | 1,000,000 | | .25 | e |

## INCOMING WATER METERS

Please list all the accounts (or other identification) for all the meters that measure the water supplied to the facility.

| Meter# | Location | Account# |
|---|---|---|
| | Claremont, CA | 04-14-1-516-0440-00(5) |
| | | |
| | | |
| | | |

Abbreviations and Conversion Factors

MGY = million gallons per year
1 cubic foot = 7.48 gallons
1 acre foot = 325,900 gallons
1 acre = 43,560 square feet
1 CCF = 748 gallons

## FORM B: CALCULATION OF INDUSTRIAL WASTEWATER DISCHARGE FLOW RATE

COMPANY NAME: _____

Calculation of flow rate is based on: (Check one)

___ Adjusted metered water supply (Company must complete the calculations below)
___ Direct measurement through a Districts' approved effluent flow measurement system *
___ Estimate for a facility not yet in operation **

ADJUSTED METERED WATER SUPPLY CALCULATIONS (Round all figures to two decimals)

| | | MILLION GALLONS PER YEAR |
|---|---|---|
| **I Incoming Water** | | |
| 1. Metered Water Supply from Purveyor (Water Company). Use most recent 12 consecutive months and attach copies of water bills. | .66 | MGY |
| 2. Water Supply from Company Well. Attach meter or water master data for most recent 12 consecutive months. | -0- | MGY |
| 3. Water Received in Raw Materials, or by other means. Explain in attachments. | -0- | MGY |
| 4. Rainwater/Groundwater Discharged to the Sewerage System. Explain in attachments. | -0- | MGY |
| 5. Total Incoming Water. (Add lines 1 to 4) | .66 | MGY |
| **II Water Losses** | | |
| 6. Wastewater Discharged to Stormwater Drainage System Explain in attachments. (NPDES Permit No._____) | -0- | MGY |
| 7. Water Lost Through Evaporation and Irrigation. (add lines a + b + c + d on the back of this form) | .38 | MGY |
| 8. Water Lost in Products. Explain in attachments. | -0- | MGY |
| 9. Sanitary Flow Deduction (from line "e" on the back of this form) | .25 | MGY |
| 10. Total Water Losses (add lines 6 to 9) | .63 | MGY |
| **III Industrial Wastewater Discharged** | | |
| 11. Calculated Industrial Wastewater Discharged to the public sewer (subtract line 10 from line 5) | .03 | MGY |
| 12. Any Proposed increase (+) or decrease (−) in industrial wastewater discharge to the public sewer? (explain in attachments) .75 GalDay | Circle one (+)(−) .02 | MGY |
| 13. Total proposed yearly industrial wastewater discharge (add lines 11 and 12) | .05 | MGY |
| 14. Average industrial wastewater flow (use line 13 to calculate below) | | |

| Million Gallons per Year | × | 1,000,000 | ÷ | Number of Discharge Days per Year | = | Gallons per Day |
|---|---|---|---|---|---|---|
| .05 | × | 1,000,000 | ÷ | 279* | = | 179 |

*includes overtime

This is the average daily flow rate that must be used on the application for industrial wastewater discharge. (It may be rounded to two significant figures.)

Note: The applicant must also complete the calculations on the back of this page.

* If your company currently has an **approved effluent wastewater flow measurement system**, please submit effluent totalizer readings for the last twelve months. Your company does not have to complete the rest of this form.

** The company must submit detailed information that substantiates how the flow rate was estimated.

# REPORT


## TRUESDAIL LABORATORIES, INC.

CHEMISTS · MICROBIOLOGISTS · ENGINEERS
RESEARCH · DEVELOPMENT · TESTING
ESTABLISHED 1931

14201 FRANKLIN AVENUE
TUSTIN, CALIF. 92680
(714) 730-6239
FAX (714) 730-6462


CLIENT: Vortox Company
1215 S. Indian Hill Blvd.
Claremont, CA 91711
ATTN: Lynn Dudley

REPORT DATE: April 22, 1996

RECEIVED: April 15, 1996

LABORATORY NUMBER: 87538-6

SAMPLE DATE: 04/15/96
SAMPLE I.D.: Influent Tap Water
SAMPLE TYPE: Grab Sample

ANALYSIS AS REQUESTED

RESULTS

| PARAMETER | METHOD | DETECTION LIMIT (MILLIGRAMS PER LITER) | MCL (MILLIGRAMS PER LITER) | CONCENTRATION (MILLIGRAMS PER LITER) | DATE OF ANALYSIS |
|---|---|---|---|---|---|
| Zinc | 200.7 | 0.01 | 2.61 | 0.53 | 04/19/96 |

Respectfully Submitted,
Truesdail Laboratories, Inc.

Julia Nayberg, Manager
Water and Waste Laboratory


This report applies only to the sample, or samples, investigated and is not necessarily indicative of the quality or condition of apparently identical or similar products. As a mutual protection to clients, the public and these Laboratories, this report is submitted and accepted for the exclusive use of the client to whom it is addressed and upon the condition that it is not to be used, in whole or in part, in any advertising of publicity matter without prior written authorization from these Laboratories.

VORTOX
COMPANY
FAX: (909) 624-7212 TEL: (909) 621-3843
121 SOUTH INDIAN HILL BLVD. CLAREMONT, CA 91711-4997

July 25, 1995

| | |
|---|---|
| Customer name: | Vortox Company |
| Water purchased from: | Southern California Water Company |

| Service Period: | Usage - CCF |
|---|---|
| 7/7/95 to 9/6/95 | 180 |
| 9/6/95 to 11/3/95 | 148 |
| 11/3/95 to 1/9/96 | 123 |
| 1/9/96 to 3/11/96 | 128 |
| 3/11/96 to 5/7/96 | 131 |
| 5/7/96 to 7/9/96 | 171 |
| Total: | 881 |

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

May 2, 1996
File: 21-00.05-00/96-8976Z
Account No. 1506820

Mr. Lynn Dudley
Vortox Co.
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dudley:

Addendum to Industrial Wastewater Discharge Permit No. 8976 R-1

Vortox Co.
121 S. Indian Hill Blvd.
Claremont, CA 91711

A recent inspection by a Districts' representative indicates that Vortox Co. is not discharging any cooling tower bleed-off to the sewer system as described in the 1993 permit submittal. As a result, Vortox Co. is now subject to the following pretreatment standards for existing sources in the Metal Finishing Category (40 CFR 433). Vortox Co. is advised that any discharge in excess of these standards requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Sanitation Districts.

| Pollutant | Daily Maximum (mg/l) | Monthly Average (mg/l) |
|---|---|---|
| Cadmium (T) | 0.69 | 0.26 |
| Chromium (T) | 2.77 | 1.71 |
| Copper (T) | 3.38 | 2.07 |
| Lead (T) | 0.69 | 0.43 |
| Nickel (T) | 3.98 | 2.38 |
| Silver (T) | 0.43 | 0.24 |
| Zinc (T) | 2.61 | 1.48 |
| Cyanide (T) | 1.20 | 0.65 |
| TTO | 2.13 | ---- |

Recycled Paper

For industrial pollutants not regulated by the EPA regulation or where the EPA regulation is less stringent than those of the Sanitation Districts, the Districts will continue to enforce its effluent limitations shown in the following list of "Industrial Wastewater Effluent Limitations." The subject EPA regulations do not authorize any violations of the Districts' regulations. Vortox Co. is advised that any discharge in excess of these limits requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Sanitation Districts.

INDUSTRIAL WASTEWATER EFFLUENT LIMITATIONS
PHASE I CONTROL PERIOD

| Parameter | Limit (mg/l)* |
|---|---|
| Arsenic | 3 |
| Cadmium | 15 |
| Chromium (Total) | 10 |
| Copper | 15 |
| Lead | 40 |
| Mercury | 2 |
| Nickel | 12 |
| Silver | 5 |
| Zinc | 25 |
| Cyanide (Total) | 10 |
| Total Identifiable Chlorinated Hydrocarbons** | Essentially None |

* - Maximum concentration at any time

** - Total Identifiable Chlorinated Hydrocarbons (TICH) comprise:
Aldrin, Dieldrin, Endrin, Chlordane (cis & trans), trans-nonachlor, oxychlordane, heptachlor and heptachlor epoxide
DDT and derivatives: p, p', and o, p' isomers of DDT, DDD, and DDE
HCH: sum of $\alpha$, $\beta$, $\gamma$, $\delta$ isomers of hexachlorocyclohexane
Toxaphene and Polychlorinated biphenyls (PCB's)

Enclosed please also find a copy of the revised Self-Monitoring Requirement Form indicating the new effluent limitations for Vortox Co.

If you have any questions concerning these requirements, please contact Sue Zhu of the Sanitation Districts' Industrial Waste Section at extension 2956.

Very truly yours,

Charles W. Carry

John D. Kilgore
Supervising Civil Engineer

JDK:SZ:wh
cc: Mr. Craig Bradshaw
City of Claremont

Andrea

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

April 29, 1996
File: 21-00.05-00/96-8976
Account No. 1506820

RECEIVED
MAY 1 1996
DEPT. OF COMMUNITY
CITY OF CLAREMONT

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dillon:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during January 1996, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/ℓ) | Pollutant | Monthly Average Result (mg/ℓ) | Monthly Average Limit (mg/ℓ) |
|---|---|---|---|---|
| 01-18-96 | CSD: 3.870 | Zinc | 3.870 | 1.420 |

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 3516.

Very truly yours,

Charles W. Carry

Leon S. Directo
Leon S. Directo
Supervising Civil Engineer

LSD:ll

cc: City of Claremont
Attn: Craig Bradshaw

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

June 28, 1995
File: 21-00.05-00/95-8976

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dillon:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of your company's and/or the Districts' effluent monitoring data indicates that during January 1995, your company violated the effluent discharge limit(s) as indicated below.

| Date | Sample Result(s) (mg/ℓ) | Pollutant | Monthly Average Result (mg/ℓ) | Monthly Average Limit (mg/ℓ) |
|---|---|---|---|---|
| 01/24/95 | CSD: 2.060 | Zinc | 2.060 | 1.420 |

The average value of the samples taken in a calendar month constitutes the monthly average. This average is compared with the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits may result in escalated enforcement action. **A written response is not required for the violation(s) indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Harry Mehta at extension 3516.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:lm

cc: City of Claremont
Attn: Mark Christoffels

SANITATION DISTRICTS OF LOS ANGELES COUNTY
ATTENTION INDUSTRIAL WASTE SECTION
1955 WORKMAN MILL RD., P.O. BOX 4998, WHITTIER, CALIFORNIA 90607

№ V13026

# NOTICE OF VIOLATION

1. DISCHARGER: Vortox Co.

2. ADDRESS OF WASTEWATER DISCHARGE: 121 S. Indian Hill Blvd. Claremont 91711

3. LOCAL AGENCY: Claremont

4. TIME OF VIOLATION (Date, Hour): 1/18-19/96 24 hr. Composite

5. PERMIT NO. 8976

6. ACCT. NO. 1506820

7. INSP. AREA 102

8. VIOLATION OF THE DISTRICTS, WASTEWATER ORDINANCE, SECTION 210 CONCERNING

210 - Discharge of any waste water with pollutant concentrations in excess of Federal EPA Regulations 40 CFR Part 433 Based on SJ 10883 zinc 3.87 mg/l limit zinc 2.51 mg/l

9. IMPORTANT: VIOLATION MUST BE CORRECTED BY: Immediate (DATE)

10. RECEIPT OF NOTICE ACKNOWLEDGED BY DISCHARGER

J. D. Dillon (PRINTED NAME) General Manager (TITLE)

J. D. Dillon (SIGNATURE)

FORM NO. 8060

CHARLES W. CARRY
CHIEF ENGINEER AND GENERAL MANAGER

BY: Gordon Witter (NAME) 3/5/96 (DATE)

I/W Inspector (TITLE)

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

March 29, 1995
File: 21-00.05-00/95-8976W
Account No. 1506820

RECEIVED
MAR 31 1995
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

LYNN DUDLEY
VORTOX CO
121 S INDIAN HILL BLVD
CLAREMONT CA 91711

Dear Mr. Dudley:

Industrial Wastewater Discharge Permit No. 8976 R-1

VORTOX CO
121 S INDIAN HILL BLVD
CLAREMONT CA 91711

The plans and the application for Industrial Wastewater Discharge Permit you have submitted for review by the Sanitation Districts have been found to be deficient. The plans and permit application can NOT be approved because additional information is required to allow proper evaluation of your submittal. Please address and respond to the following list of requirements:

1. The Form B submitted with the IW permit revision application was not completed. In order to verify the current industrial wastewater discharge flowrate, please complete the enclosed "Form B: Calculation of Industrial Wastewater Discharge Flow Rate" and submit along with copies of the latest twelve (12) months of water bills for the Districts' review. In addition, please provide supporting information (e.g. flow log or engineering calculations) on the discharge flowrates of both cooling tower and phosphatizing washer.

2. Please indicate whether your company performs spray & wet painting or solvent cleaning at the subject facility. In the case which wastewater discharge from these operations is identified, supporting information such as process description or sewerage plans showing the points of discharge must be submitted to the Districts for review.

3. Please identify the point of discharge of the industrial sewer system (i.e. street name of the public sewer connection) at the subject facility.

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

March 22, 1994
File: 21-00.05-00/94-8976

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dillon:

**Rescission of EPA Monthly Average Violation Letter**

On March 15, 1994, the Sanitation Districts sent a letter to Vortox notifying the company that they had allegedly violated the EPA monthly average limit for zinc in November 1993. This alleged violation was based on sample SJ65449, taken November 3 through 4, 1993 which contained 1.61 mg/ℓ of zinc.

The Districts were subsequently made aware that the split sample result of SJ65449 had 1.40 mg/ℓ of zinc. In addition, the company took a self-monitoring report sample on November 22 through 23, 1993, and it contained 0.70 mg/ℓ. When these three (3) samples are averaged, the result is well under the monthly average limit for zinc. Therefore, the Districts hereby rescind the violation letter dated March 15, 1994. The Districts' records will be changed to reflect this.

The Districts apologize for any inconvenience this may have caused. If you have further questions regarding this matter please contact Enforcement Project Engineer Kenneth Vasquez at extension 2961.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:KV:lm

cc: City of Claremont
Attn: Mark Christoffels

Recycled Paper

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

March 15, 1994
File: 21-00.05-00/94-8976

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

RECEIVED
MAR 16 1994
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Dear Mr. Dillon:

**Violation of the EPA Monthly Average Effluent Discharge Limit**

Your company is subject to the established EPA Categorical Pretreatment Standards for both daily maximum and monthly average effluent discharge limits. A review of the Districts' effluent monitoring data indicates that during November, 1993 your company violated the effluent discharge limit(s) for the following:

| Month/Yr | Pollutant | Monthly Average Result | Monthly Average Limit |
|---|---|---|---|
| November/1993 | Zinc | 1.61 mg/ℓ | 1.42 mg/ℓ |

The average value of the samples taken in a calendar month constitutes the monthly average. **This could mean a monthly average based on only 1 sample or as many as 31 samples.** The resulting monthly average result is compared to the monthly average limit.

Your company is advised to operate and maintain the existing pretreatment system with the ultimate goal of complying consistently with the more stringent monthly average discharge limits. Any future violations of the established monthly average effluent discharge limits will result in enforcement action. **No written response is required for the violation indicated above.**

The Districts appreciate your continued attention and commitment to achieving compliance with all wastewater discharge regulations. If you have any further questions regarding this matter please contact Enforcement Project Engineer Kenneth Vasquez at extension 2961.

Very truly yours,

Charles W. Carry

Leon S. Directo
Leon S. Directo
Supervising Civil Engineer

LSD:lm

cc: City of Claremont
Attn: Mark Christoffels

Recycled Paper

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

February 8, 1994
File: 21-00.05-00/94-8976

RECEIVED
FEB 10 1994
DEPT. OF COM
CITY OF CL

Lynn Dudley
Director of Engineering
**VORTOX COMPANY**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dudley:

**Request to Rescind Notice of Violation No. 9220**

On January 5, 1994, Vortox Co. was issued Notice of Violation No. 9220 for allegedly violating EPA daily maximum and monthly average limits for lead in their wastewater.

The sample in question, SJ65449, taken November 3 through November 4, 1993, allegedly had 1.36 mg/l of lead.

The Districts received your letter dated January 21, 1994 in which you requested V9220 be rescinded because the split sample was analyzed by a certified lab and the result was 0.07 mg/l. The Districts have examined the lab records for SJ65449 and have determined that the notice was issued in error; therefore, V9220 is hereby rescinded.

The Districts' records will be changed to reflect this. The Districts' apologizes for any inconveniences this may have caused.

If you have any questions regarding this matter, please contact Enforcement Project Engineer Kenneth Vasquez at extension 2961.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:KV:lm

cc: City of Claremont
Attn: Mark Christoffels

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

January 18, 1994
File: 21-00.05-00/94-8976

RECEIVED
JAN 20 1994
DEPT. OF COMMUNITY DEV
CITY OF CLAREMONT

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Dillon:

**Violation Notice No. 9220, Violation of EPA Standards and of Sanitation Districts' Industrial Wastewater Discharge Regulations**

Enclosed is a copy of Violation Notice No. 9220 which was issued to **VORTOX** on January 5, 1994, as a result of a violation of requirements established in the Sanitation Districts' Industrial Wastewater Ordinance. In one or more instances, wastewater discharged from your facility was also determined to be in violation of the Federal EPA Pretreatment Standards, 40 CFR, Part 433. The nature of noncompliance is outlined on the Violation Notice along with a required date of correction. This notice was formally received by Lynn Dudley.

Issuance of a Notice of Violation serves as legal notification of a violation of the Sanitation Districts' Wastewater Ordinance. If violations are not corrected the Districts will be compelled to take more stringent enforcement actions against your company, which may include petitioning the court for the imposition of civil liability in a sum not to exceed $25,000 a day for each violation. It is hoped that the attached Violation Notice will serve to expedite compliance.

As part of the Sanitation Districts' enforcement follow-up procedure your company is required to submit a written report no later than **February 18, 1994**. The report should describe the cause of the violation and outline corrective actions, implemented or proposed, which will prevent future violations. Failure to comply with this requirement will result in escalated enforcement action. **If your company has already submitted a written response, please ignore this requirement.**

If you have any further questions regarding this matter please contact Enforcement Project Engineer Ken Vasquez at extension 2961.

Your cooperation in complying with Sanitation Districts' requirements will be appreciated.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:KV:lm
Enclosure(s)

cc: City of Claremont
Attn: Mark Christoffels

SANITATION DISTRICTS OF LOS ANGELES COUNTY
ATTENTION INDUSTRIAL WASTE SECTION
1955 WORKMAN MILL RD., P.O. BOX 4998, WHITTIER, CALIFORNIA 90607

№ V 9220

# NOTICE OF VIOLATION

1. DISCHARGER: Vortox

2. ADDRESS OF WASTEWATER DISCHARGE: 121 S. Indian Hill Claremont 91711

3. LOCAL AGENCY: Claremont

4. TIME OF VIOLATION (Date, Hour): 11/03/93 to 11/04/93

5. PERMIT NO. 8976

6. ACCT. NO. 1506820

7. INSP. AREA 102

8. VIOLATION OF THE DISTRICTS, WASTEWATER ORDINANCE, SECTION 210 CONCERNING

210 - Discharge of any waste with pollutant concentrations in excess of Federal EPA Standards 40 CFR Part 433; Daily Max and Monthly Average.

| Based on SJ 65449 | Lead | 1.36 mg/l | limit Daily 0.66 mg/l | Monthly 0.44 mg/l |
|---|---|---|---|---|

9. IMPORTANT: VIOLATION MUST BE CORRECTED BY: Immediate (DATE)

10. RECEIPT OF NOTICE ACKNOWLEDGED BY DISCHARGER

LYNN A. DUDLEY (PRINTED NAME) — Lynn A. Dudley (SIGNATURE) — DIR. OF ENG (TITLE)

CHARLES W. CARRY
CHIEF ENGINEER AND GENERAL MANAGER

BY: Robert L. Willhoit (NAME) 1/5/94 (DATE)
Ind Inspector (TITLE)

FORM NO. 5020

VORTOX
COMPANY
FAX: (909) 624-7212 TEL: (909) 621-3843
121 SOUTH INDIAN HILL BLVD. CLAREMONT, CA 91711-4997

January 21, 1994

RECEIVED
JAN 21 1994
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Mr. Ken Vasquez
County Sanitation Districts
of Los Angeles County
P.O. Box 4998
Whittier, CA 90607-4998

**Subject: Letter dated Jan. 18, 1994, Violation Notice No. 9220 of Vortox Permit No. 8976**
**File: 21-00.05-00/94-8976**

Dear Mr. Vasquez:

As agreed in our telephone conversation of January 20, 1994, I am requesting the County Sanitation District to rescind violation Notice No. 9220 issued to the Vortox Company on January 5, 1994. This violation was issued on the basis of County Sanitation District's Test No. SJ65449 which was conducted November 3, 1993 to November 4, 1993. The violation states a pollutant concentration of 1.35 mg/l of lead.

On November 4, 1993, Mr. Jack Dillon, Vortox General Manager, took a split of sample SJ65449 from Mr. Lester Dropkin. Following Vortox procedures, the split was placed in a refrigerator in our laboratory until we obtained results from the Sanitation District. After receiving violation notice No. 9220, the refrigerated split was picked up by Truesdail Laboratories on January 6, 1994, placed in an ice chest and transported to the laboratory in Tustin. I instructed Truesdail Laboratory to run an analysis for chromium, lead and zinc. I did not reveal to the laboratory why we were analyzing the sample. The lead concentration from the split sample was 0.07 mg/l which is very consistent with our history over the last two years. Coupled with the fact the 1.36 mg/l does not follow the trend of past analysis is the lack of a source for lead at Vortox. We completely eliminated lead coated steel two years ago.

Enclosed is a copy of the analysis of the split sample in question.

Thank you for your time and consideration on this request.

Sincerely,

Lynn A. Dudley
Director of Engineering

cc: City of Claremont
Attention: Mark Christoffels

# REPORT


## TRUESDAIL LABORATORIES, INC.

CHEMISTS · MICROBIOLOGISTS · ENGINEERS
RESEARCH · DEVELOPMENT · TESTING
ESTABLISHED 1931

14201 FRANKLIN AVENUE
TUSTIN, CALIF. 92680
(714) 730-6239 • (213) 225-1564
FAX (714) 730-6462


CLIENT: Vortox Company
121 S. Indian Hill Blvd.
Claremont, CA 91711
ATTN: Lynn Dudley

REPORT DATE: January 13, 1994

RECEIVED: January 06, 1994

LABORATORY NUMBER: 65578

Industrial Wastewater, 11/03-04/94
LACSD SPLIT

Analysis as Requested

RESULTS

COMPOSITE SAMPLE, 11/03-04/93

| Parameter | Method | Detection Limit | MILLIGRAMS PER LITER Concentration | Max. Contamination Level |
|---|---|---|---|---|
| Chromium | 200.7 | 0.01 | ND | 2.77 |
| Lead | 200.7 | 0.01 | 0.07 | 0.69 |
| Zinc | 200.7 | 0.01 | 1.40 | 2.61 |

*ND = Not detected, below detection limit
*NA = Not available

Respectfully Submitted,
Truesdail Laboratories, Inc.

Thomas Herrin, Manager
Environmental Field Services


This report applies only to the sample, or samples, investigated and is not necessarily indicative of the quality or condition of apparently identical or similar products. As a mutual protection to clients, the public and these Laboratories, this report is submitted and accepted for the exclusive use of the client to whom it is addressed and upon the condition that it is not to be used, in whole or in part, in any advertising of publicity matter without prior written authorization from these Laboratories.

VORTOX
COMPANY
FAX: (909) 624-7212 TEL: (909) 621-3843
121 SOUTH INDIAN HILL BLVD. CLAREMONT, CA 91711-4997

December 2. 1993

Gary Wong
Sanitation Districts of Los Angeles County

Mark Christoffels
City of Claremont

**SUBJECT: Addendum to Industrial Wastewater Discharge Permit No. 8976**

Gentlemen:

As required by the Sanitation Districts, Vortox Company has requested an addendum to our discharge permit No. 8976 to allow discharge of cooling tower blowdown to our three-stage clarifier. We will discharge approximately 35,000 gallons of bleedoff per year. No other changes to our industrial wastewater discharge have been made.

I want to point out Item 10 in the requirement list, dated October 28, 1993, is not correct. The regulated flow of 837,000 gallons per year **is not** generated **just** from the metal finishing operations but includes all sanitary discharges. The metal processing portion which flows through the clarifier is approximately one-third of the total.

I am including total water usage records from 1990 through 1993 to show our decreasing water usage. Also, meter readings from our metal finishing washer for a typical week of production. By reviewing our wastewater treatment surcharge exemption statement, you will find on Table 2B, Line Item 9, the total wastewater discharged to the public sewer as calculated in fiscal 1990/91.

Note: FORWARDED APPLICATION 12-7-93

As requested by Gary Wong, Forms "A", "B" and "C" for permit application are included in this transmittal.

Very truly yours,

VORTOX COMPANY

Lynn A. Dudley
Director of Engineering

Attachments

VORTOX
COMPANY
FAX: (909) 624-7212 TEL: (909) 621-3843
121 SOUTH INDIAN HILL BLVD. CLAREMONT, CA 91711-4997

August 19, 1993

Mark Christoffels
City of Claremont
Claremont, CA 91711

John Kilgore
Industrial Waste Section
L.A. County Sanitation District

**SUBJECT; BLOWDOWN OF RECIRCULATING WATER FROM COOLING TOWER**

Gentlemen:

As discussed with John Kilgore, Vortox Company is submitting requested information outlining the equipment and chemicals covering our cooling tower operation.

In past years of operation, Vortox Company has not chemically treated the cooling tower water. With the high degree of contaminates and the need for maximum efficiency from our tower, we must chemically treat the water. A part of the treatment process is to blowdown a small amount of recirculating water from the system.

Our cooling tower is a 60 GPM tower with a 10 degree F. differential. We will dump approximately 125 GAL/8 hour to a clarifier which is connected to the Sanitation District.

Vortox Company's current volume of waste water to the District is approximately 837,000 GAL per year. We will increase that volume by approximately 35,000 GAL per year.

Vortox is requesting we be allowed to start discharging to the Sanitation District by September 1, 1993.

Very truly yours,

Lynn A. Dudley
Director of Engineering

VORTOX
COMPANY
FAX: (909) 624-7212 TEL: (909) 621-3843
121 SOUTH INDIAN HILL BLVD. CLAREMONT, CA 91711-4997

August 19, 1993

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Very truly yours,

Lynn A. Dudley
Director of Engineering

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

March 18, 1996
File: 21-00.05-00/95-8976
Account No. 1506820

Jack Dillon
General Manager
**VORTOX**
121 S. Indian Hill Blvd.
Claremont, CA 91711

RECEIVED
MAR 21 1996
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Dear Mr. Dillon:

**Violation Notice No. 13026, Violation of EPA Standards and of Sanitation Districts' Industrial Wastewater Discharge Regulations**

Enclosed is a copy of Violation Notice No. 13026 which was issued to **VORTOX** on March 05, 1996, as a result of a violation of requirements established in the Sanitation Districts' Industrial Wastewater Ordinance. In one or more instances, wastewater discharged from your facility was also determined to be in violation of the Federal EPA Pretreatment Standards, 40 CFR, Part 433. The nature of noncompliance is outlined on the Violation Notice along with a required date of correction. This notice was formally received by you.

Issuance of a Notice of Violation serves as legal notification of a violation of the Sanitation Districts' Wastewater Ordinance. If violations are not corrected the Districts will be compelled to take more stringent enforcement actions against your company, which may include petitioning the court for the imposition of civil liability in a sum not to exceed $25,000 a day for each violation. It is hoped that the attached Violation Notice will serve to expedite compliance.

As part of the Sanitation Districts' enforcement follow-up procedure your company is required to submit a written report no later than **April 18, 1996**. The report should describe the cause of the violation and outline corrective actions, implemented or proposed, which will prevent future violations. Failure to comply with this requirement will result in escalated enforcement action. **If your company has already submitted a written response, please ignore this requirement.**

If you have any further questions regarding this matter please contact Enforcement Project Engineer Ken Vasquez at extension 2961.

Your cooperation in complying with Sanitation Districts' requirements will be appreciated.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:KV:ll
Enclosure(s)

cc: City of Claremont
Attn: Craig Bradshaw

Recycled Paper

VORTOX
COMPANY
FAX: (909) 624-7212 TEL: (909) 621-3843
121 SOUTH INDIAN HILL BLVD. CLAREMONT, CA 91711-4997

August 19, 1993

Mark Christoffels
City of Claremont
Claremont, CA 91711

John Kilgore
Industrial Waste Section
L.A. County Sanitation District

**SUBJECT; BLOWDOWN OF RECIRCULATING WATER FROM COOLING TOWER**

Gentlemen:

As discussed with John Kilgore, Vortox Company is submitting requested information outlining the equipment and chemicals covering our cooling tower operation.

In past years of operation, Vortox Company has not chemically treated the cooling tower water. With the high degree of contaminates and the need for maximum efficiency from our tower, we must chemically treat the water. A part of the treatment process is to blowdown a small amount of recirculating water from the system.

Our cooling tower is a 60 GPM tower with a 10 degree F. differential. We will dump approximately 125 GAL/8 hour to a clarifier which is connected to the Sanitation District.

Vortox Company's current volume of waste water to the District is approximately 837,000 GAL per year. We will increase that volume by approximately 35,000 GAL per year.

Vortox is requesting we be allowed to start discharging to the Sanitation District by September 1, 1993.

Very truly yours,

Lynn A. Dudley
Director of Engineering

# Water Treatment

## CORROSION AND SCALE CONTROL

In cooling towers, cooling is accomplished by evaporation of a portion of the process water as it flows through the tower. As this water evaporates, the impurities originally present remain in the recirculating water. The concentration of the dissolved solids increases rapidly and can reach unacceptable levels. In addition, airborne impurities are often introduced into the recirculating water, intensifying the problem. If these impurities and contaminates are not effectively controlled, they can cause scaling, corrosion, and sludge accumulations which reduce heat transfer efficiency and increase system operating costs.

The degree to which dissolved solids and other impurities build up in the recirculating water may be defined as the cycles of concentration. Specifically, cycles of concentration is the ratio of dissolved solids (for example; TDS, chlorides, sulfates) in the recirculating water to dissolved solids in the make-up water. For optimal heat transfer efficiency and maximum equipment life, the cycles of concentration should be controlled such that the recirculating water is maintained within the guidelines listed below:

**Recirculated Water Quality Guidelines**

| | BALTIBOND® Corrosion Protection System | G210 Galvanized Steel* |
|---|---|---|
| pH | 6.5 to 9.0 | 7.0 to 9.0 |
| Hardness as $CaCO_3$ | 30 to 500 ppm | 30 to 500 ppm |
| Alkalinity as $CaCO_3$ | 500 ppm max. | 500 ppm max. |
| Total Dissolved Solids | 1200 ppm max. | 1000 ppm max. |
| Chlorides | 250 ppm max. | 125 ppm max. |
| Sulfates | 250 ppm max. | 125 ppm max. |

In order to control the cycles of concentration such that the above guidelines are maintained, it will be necessary to "bleed" or "blowdown" a small amount of recirculating water from the system. This "bleed" water is replenished with fresh make-up water, thereby limiting the build-up of impurities.

Typically the bleed is accomplished automatically through a solenoid valve controlled by a conductivity meter. The conductivity meter set point is the water conductivity at the desired cycles of concentration and should be determined by a competent water treatment expert. (Note: the solenoid valve and conductivity meter must be supplied by others.) Alternatively a bleed line with a valve can be used to continuously bleed from the system. (Note: the bleed line and valve must be supplied by others.) In this arrangement, the rate of bleed can be adjusted using the valve in the bleed line and measured by filling a container of known volume while noting the time period. The bleed rate and water quality should be periodically checked to ensure that adequate control of the water quality is being maintained.

The required continuous bleed rate may be calculated by the formula,

$$\text{Bleed Rate} = \frac{\text{Evaporation Rate}}{\text{Number of Cycles of Concentration} - 1}$$

The evaporation rate can be determined by one of the following:

1. The evaporation rate is approximately 2 GPM per 1 million BTU/HR of heat rejection.
2. The evaporation rate is approximately 3 GPM per 100 tons of refrigeration.
3. Evaporation Rate = Water Flow Rate × Range × .001.

Example: At a flow rate of 900 GPM and a cooling range of 10°F, the evaporation rate is 9 GPM (900 GPM × 10°F × .001 = 9 GPM).

In many localities, this constant bleed and replacement with fresh make-up water will keep the concentration of impurities in the recirculating water at an acceptable level. If the site conditions are such that constant bleed-off will not control scale or corrosion and maintain the water quality within the guidelines, chemical treatment may be necessary. If a chemical water treatment program is used, it must meet the following requirements:

1. The chemicals must be compatible with galvanized (zinc coated) steel as well as all other materials used in the system (pipe, heat exchanger, etc.)
2. Chemicals to inhibit scale and corrosion should be added to the recirculating water by an automatic feed system on a continuously metered basis. This will prevent localized high concentrations of chemicals which may cause corrosion. It is recommended that the chemicals be fed into the system at the discharge of the recirculating pump. They should *not* be batch fed directly into the cold water sump.
3. Acid water treatment is *not* recommended unless the unit(s) have been furnished with the BALTIBOND® Corrosion Protection System or is constructed of stainless steel—in which cases acid treatment can be used provided the requirements of paragraph 1 and 2 above are maintained.

## BIOLOGICAL CONTROL

Bleed-off with or without chemical treatment for scale and corrosion control is *not* adequate for control of biological contamination. The growth of algae, slimes, and other micro-organisms, if unchecked, will reduce system efficiency and may contribute to the growth of potentially harmful micro-organisms, including Legionella, in the recirculating water system.

Accordingly, a treatment program specifically designed to address biological control should be initiated when the system is first filled with water and administered on a regular basis thereafter in accordance with the supplier's instructions. Liquid biocides may be added to the sump of the cooling tower in dilute form. If a solid form of biocide is used, it should be added to the system via a pot feeder.

For specific recommendations on treatment for scale, corrosion, or biological control, consult a competent water treatment supplier.

**Units manufactured in Canada will be constructed of the metric equivalent, Z600 galvanized steel.*

# PolyElpH 976

## Complete Cooling Water Treatment

Cooling Water Treatment

RUN AT:
200 – 250 PPM

**Application:** PolyElpH 976 is recommended for use in industrial process and other open recirculating cooling systems where a complete liquid treatment is desired. PolyElpH contains a blend of organic sequestrants and dispersants for the control of scale and other inorganic fouling. This product also contains a corrosion inhibitor system for the protection of all system metals. Because PolyElpH contains no heavy metals, few restrictions are imposed on the discharge of the treated water.

**Advantages:**

- **Protection for all system metals**
- **No chromate or zinc for minimized disposal restrictions**
- **Single drum treatment control of scale, inorganic fouling and corrosion**

**Directions For Use:** The dosage of PolyElpH depends on the scaling characteristics of the water, the metals to be protected, and the inorganic fouling load encountered in your system. Your Dearborn representative will recommend the optimum dosage. In many waters, PolyElpH will control scale without pH control. High hardness and/or high alkalinity waters will require supplemental acid feed.

A pretreatment of two to three times the normal dosage for the first week is recommended to rapidly establish an inhibitor film.

For best results feed PolyElpH in proportion to make-up or bleedoff requirements. Your Dearborn representative will recommend a control system suitable for your application.

**Product Data:**

- **Appearance: Brown Liquid**
- **Density: 8.6 lbs./gal (1.03 kg/L)**
- **Freezing Point: 25°F (-4°C)**
- **Flash Point: None**
- **Approximate pH: 10.7**

**Limitations and Handling:** **WARNING - Keep out of reach of children. For industrial use only.** Wear goggles. Alkaline solution, do not take internally. If material gets on skin, wash with plenty of water.

**Available Packaging:**
5 Gallon Drums - Approximately 42 lbs. net (19 kg)
30 Gallon Drums - Approximately 254 lbs. net (115 kg)
55 Gallon Drums - Approximately 466 lbs. net (211 kg)
350 Gallon Dear-Pak - Approximately 3010 lbs. net (1365 kg)
Bulk Delivery Available

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This product is on the USDA authorized List of Chemical Compounds for use in official meat, egg and poultry processing establishments.



GRACE Dearborn
**Dearborn Division** W. R. Grace & Co. - Conn., 300 Genesee Street, Lake Zurich, IL 60047

# DEARCIDE® 735

## Oxidizing Microbicide for Control of Bacteria, Fungi, and Algae

Micro-Biological Treatment

RUN AT 12 PPM

310 - 494 3538 Tony

**Application:** DEARCIDE® 735 oxidizing microbicide is formulated to control the growth of objectionable microorganisms in industrial recirculating cooling water systems, when used as directed. DEARCIDE 735 is based on an organic, halogen liberating microbicide with the advantages of both fast action and controlled release. DEARCIDE 735 operates effectively over a wide pH range and biodegrades to environmentally innocuous compounds. DEARCIDE 735 is most effective when used in conjunction with other biocides in a chemical water treatment program.

**Benefits:**
- **Effective over a broad pH range**
- **Readily biodegradable**
- **Fast action and controlled release**
- **Highly effective at low dosages**
- **Broad spectrum action**

**Directions for Use:** Add DEARCIDE 735 to the system only with designed approved feed equipment. Directions for sizing, installing and using this feed equipment are on Technical Bulletin 80-775

**Recirculating Cooling Water Systems:** DEARCIDE 735 aids in the control of bacterial, fungal and algal slimes in evaporative condensers, heat exchange water towers, influent systems such as flow through filters, lagoons, etc., industrial water scrubbing systems and brewery pasteurizers.

This product may be added to the systems either continuously or intermittently as needed. The frequency of feeding and duration of the treatment will depend upon the severity of the problem. *Badly fouled systems must be cleaned before treatment is begun.*

Intermittent or Slug Method

*Initial Dose:* When the system is noticeably fouled, add 0.1 to 1.0 lb (12-120 ppm) per 1000 gallons of water in the system. Repeat until control is achieved.
*Subsequent Dose:* When algae control is evident, add 0.1 to 0.75 lb (12-90 ppm) to 1000 gallons daily or as needed to maintain control.

Continuous Feed Method

*Initial Dose:* When the system is noticeably fouled, add 0.1 to 1.0 lb (12-120 ppm) per 1000 gallons of water in the system. Repeat until control is achieved.
*Subsequent Dose:* Continuously feed to maintain a dosage 0.1 to 0.75 lb (12-90 ppm) to 1000 gallons of water in the system.

**Airwashers:** For use only in industrial airwasher systems that maintain effective mist eliminating components.

DEARBORN 735 controls slime forming bacteria, fungi and algae in industrial airwasher systems. Add DEARCIDE 735 at the rate of 0.1 to 1.0 lbs (12 to 120 ppm) per 1000 gallons of water in the system, depending upon the severity of the contamination.

*continued on back*

375 ml 2x NK

Control the application by measuring the free chlorine residual in the treated water. There is no need to exceed 1.0 ppm as free chlorine. *Badly fouled systems must be cleaned before treatment is begun.*

Intermittent or Slug Method

*Initial Dose:* When system is noticeably fouled, add to air washer sump or chill water sump to insure uniform mixing. Add 0.1 to 1.0 lb (12-120 ppm) per 1000 gallons of water.
*Subsequent Dose:* When microbial control is evident, add 0.1 to 0.60 lb (12-72 ppm) to 1000 gallons of water.

Continuous Feed Method

*Initial Dose:* When system is noticeably fouled, add to air washer sump or chill water sump to insure uniform mixing. Add 0.1 to 1.0 lb (12-120 ppm) to 1000 gallons of water.
*Subsequent Dose:* When microbial control is evident, add 0.1. to 0.6 lb (12-72 ppm) to 1000 gallons of water.

**Product Data:**

- **Form : Briquette 1.7" x 0.9" x 0.5"**
- **Weight: 0.4 ounces (11 g) per briquette**
- **Odor: Halogen odor**
- **Flash Point: None**

**Limitations and Handling:**

DANGER: FOR INDUSTRIAL USE ONLY. KEEP OUT OF REACH OF CHILDREN. CORROSIVE. Causes skin irritation and may cause eye damage. Do not get in eyes, on skin or clothing. Wear chemical safety goggles and rubber gloves when handling. Avoid breathing powder or dust. Handle in well ventilated area. Harmful if swallowed. Contamination with moisture, organic matter, or other chemicals may start a chemical reaction with generation of heat, hazardous gases, and possible fire and explosion. Store in a dry place; keep container tightly closed to eliminate moisture. Avoid contact with strong alkaline solutions.

EPA Registration Number 38906-12-4643

**Available Packaging:**

Cartridge - Approximately 6 lbs net
5 gallon pails - Approximately 50 lbs net
43 $ft^3$ bin - Approximately 2,500 lbs net

---

This product is on the USDA authorized List of Chemical Compounds for use in official meat, egg and poultry processing establishments.

# Baltimore Aircoil

One of the Amsted Industries

# SUBMITTAL DATA FORM

| | | | |
|---|---|---|---|
| CUSTOMER | Garner Glass Company<br>177 So. Indian Hill Blvd.<br>Claremont, Ca 91711 | DATE<br>P.O. NO.<br>B.A.C. NO.<br>MODEL NO.<br>Rep Order # | June 29, 1990<br>Letter<br>90201520<br>FXT-43C<br>LA5851J |

PROJECT ▶ Company - Claremont, Ca
ENGINEER ▶
B.A.C. REP: ▶ K. H. Watts Company, Inc. - Gardena, Ca 310 323 6131

## FXT COOLING TOWER

CERTIFIED CAPACITY: 60 GPM of water from 112°F to 82°F at 74°F entering wet bulb.

FAN MOTOR(S): (1) 2 HP, 1800 RPM, 3 phase, 60 hertz, 230/460 volts, ODP enclosure.

**NOTE: Two speed fan motors require a starter that incorporates a 15 second time delay when switching from high to low speed.**

Submittal Data: 3 copies ☐ For Approval ☒ For Record

| ITEM | | ITEM |
|---|---|---|
| Unit dimensions & support data | FR4301 | Distribution basin covers |
| Mechanical specifications | | Discharge turning vanes |
| Typical piping | F4102 | |
| Air Discharge Screens | | |

FOR FACTORY USE ONLY

Thank you for your order accepted at the B.A.C. plant on: 6/27/90

☐ Further processing of this order is contingent upon receipt of approved submittals. Shipment will be approximately _____ weeks from receipt of a firm release.

☐ This order is NOT contingent upon receipt of approved submittals. Shipment will be approximately _____ weeks from receipt of a firm release.

☒ An approved submittal is not required. Your order is scheduled to ship from our factory approximately 7/20/90 An accurate shipping release is required as our facilities cannot accom[illegible]odate storage of completed equipment.

(3) Operation and Maintenance Manuals/Parts Lists

410

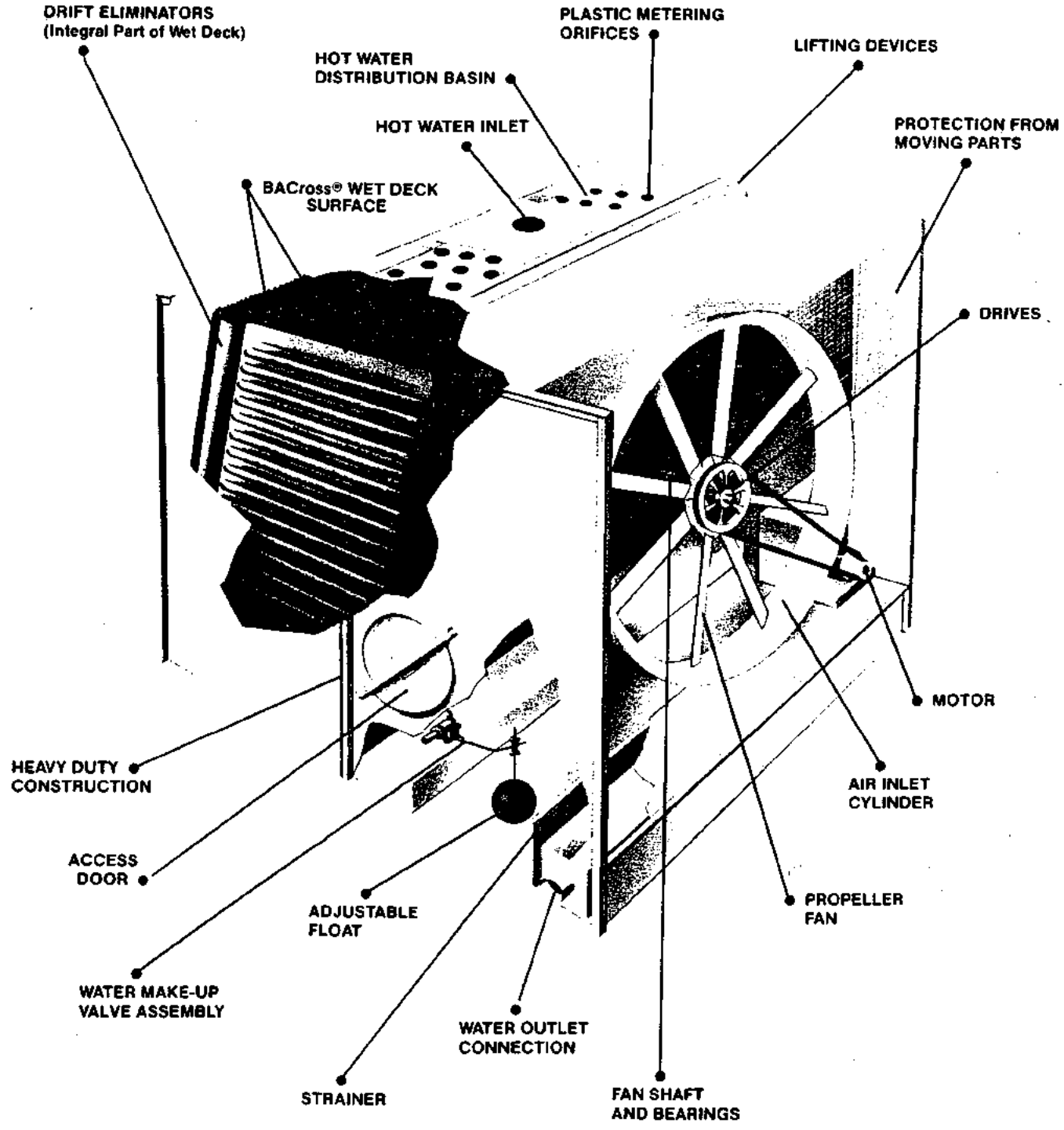
P.O. BOX 7322 BALTIMORE, MARYLAND 21227 / TELE: (301) 799-6200 / TELEX: 87821 / FAX: 301-799-6416
P.O. BOX 960 MADERA, CALIFORNIA 93639 / TELE: (209) 673-9231 / TELEX: 361756 / FAX: 209-673-5095
MIDWEST DIVISION / ROUTE 2 / BOX 7 PAXTON, ILLINOIS 60957 / TELE: (217) 379-2311 / TELEX: 62796702 / FAX: 217-379-3522
P.O. BOX 402 MILFORD, DELAWARE 19963 / TELE: (302) 422-3061 / TELEX: 835399 / FAX: 302-422-9296

# Baltimore Aircoil

## Factory Authorized Replacement Parts List

—FOR STANDARD UNITS ONLY—

# FXT COOLING TOWERS



DATE: June 29, 1990

## MECHANICAL SPECIFICATIONS

## BALTIMORE AIRCOIL MODEL FXT COOLING TOWERS

### G210 Hot-Dip Galvanized Steel Construction

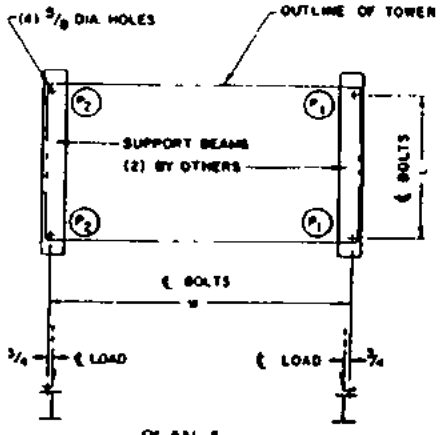
PROJECT [redacted]s Company - Claremont Ca

CUSTOMER [redacted]s Company - Claremont Ca P.O. Letter

B.A.C. SERIAL NO. 90201520 ENGINEER

| | |
|---|---|
| UNIT TYPE | All hot-dip galvanized steel, factory assembled, cross-flow, forced draft. |
| THERMAL PERFORMANCE | Thermal Performance is certified by the Cooling Tower Institute in accordance with CTI Certification Standard STD-201. |
| PAN/FAN SECTION CONSTRUCTION | Hot-dip galvanized steel pan and heavy gauge hot-dip galvanized steel panel construction. |
| MAKE-UP FLOAT ASSEMBLY | Brass make-up valve with large diameter plastic float arranged for easy adjustment. The make-up valve is suitable for city water supply pressures between 15 and 50 psig (not provided on units for remote sump operation). |
| STRAINER | All hot-dip galvanized steel with large area perforations (except units for remote sump operation). |
| ACCESS | Hot-dip galvanized steel circular access doors held in place with wingnuts. |
| FANS | Fans are constructed of aluminum and are fixed pitch, heavy duty axial-flow type. |
| FAN INLET CYLINDER | Hot-dip galvanized steel inlet cylinders designed to streamline air entry and minimize fan tip loss for maximum efficiency. |
| FAN SHAFT AND BEARINGS | MODELS FXT-5 to FXT-19<br>Have direct driven fans mounted directly on the motor shaft with no additional fan shaft, bearings or couplings.<br><br>MODELS FXT-27 and LARGER<br>Are provided with solid steel fan shafts supported by heavy-duty, grease-packed, self-aligning 40,000 hour $L_{10}$ life ball bearings with cast iron, pillow-block type housings. |
| FAN DRIVE SYSTEM | MODELS FXT-5 to FXT-19<br>Fans are mounted directly on the motor shaft.<br><br>MODELS FXT-27 and LARGER<br>Are supplied with V-belt type drives with taper-lock sheaves, selected for 150% of motor nameplate horsepower, mounted and aligned at the factory. |
| MOTOR | Drip-proof type with 1.15 service factor, suitable for outdoor service. Motors are mounted on an adjustable base located near the base of the unit in the dry entering airstream for greater reliability and ease of maintenance. |
| FAN GUARD SCREENS | Hot-dip galvanized steel screens. |
| WET DECK AND DRIFT ELIMINATORS | The wet deck surface and drift eliminators are of integral construction and consist of formed sheets of polyvinyl chloride (PVC). The eliminators are designed to effectively strip entrained moisture from the leaving airstream with a minimum of air resistance. |
| WATER DISTRIBUTION SYSTEM | Hot water distribution basins are open gravity type constructed of hot-dip galvanized steel. Distribution weirs and plastic metering orifices are provided to assure even distribution of water over the wet deck surface. |
| CORROSION PROTECTION | All steel components are G210 galvanized steel with cut edges and other exposed surfaces coated with a zinc-rich compound. The exterior of the unit is given a final coat of Zinc-Chromatized Aluminum after assembly. |

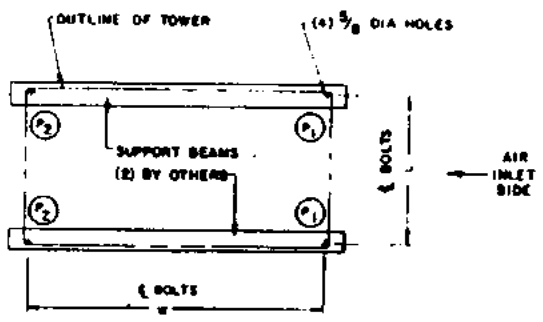
## PLAN OF STEEL SUPPORT




PLAN A

(RECOMMENDED)




PLAN B

(ALTERNATE)

| MODEL NO. | SHPG. WGT. (LBS) | OPER. WGT. (LBS) | L | W | $P_1$ | $P_2$ |
|---|---|---|---|---|---|---|
| FXT-5 | 390 | 1000 | 1'-3" | 5'-1" | 264 | 236 |
| FXT-7 | 390 | 1000 | 1'-3" | 5'-1" | 264 | 236 |
| FXT-11 | 510 | 1460 | 2'-0" | 5'-1" | 388 | 362 |
| FXT-15 | 630 | 1390 | 2'-0" | 5'-1" | 372 | 323 |
| FXT-19 | 650 | 1410 | 2'-0" | 5'-1" | 377 | 328 |
| FXT-27 | 1030 | 2170 | 3'-6" | 5'-1" | 622 | 483 |
| FXT-32 | 1040 | 2180 | 3'-6" | 5'-1" | 625 | 485 |
| FXT-43 | 1120 | 2540 | 3'-6" | 5'-1" | 723 | 547 |
| FXT-51 | 1140 | 2560 | 3'-6" | 5'-1" | 728 | 551 |
| FXT-60 | 1380 | 3300 | 5'-0" | 5'-1" | 885 | 685 |
| FXT-68 | 1390 | 3310 | 5'-0" | 5'-1" | 888 | 687 |
| FXT-74 | 1920 | 4430 | 5'-0" | 7'-1 7/8" | 1160 | 1055 |
| FXT-88 | 1930 | 4440 | 5'-0" | 7'-1 7/8" | 1163 | 1057 |
| FXT-97 | 2500 | 6370 | 6'-0" | 7'-1 7/8" | 1664 | 1521 |
| FXT-116 | 2520 | 6380 | 8'-0" | 7'-1 7/8" | 1667 | 1523 |
| FXT-133 | 2560 | 6420 | 8'-0" | 7'-1 7/8" | 1678 | 1532 |
| FXT-160 | 3270 | 8420 | 11'-0" | 7'-1 7/8" | 2201 | 2009 |
| FXT-173 | 3310 | 8460 | 11'-0" | 7'-1 7/8" | 2212 | 2018 |
| FXT-211 | 4110 | 8970 | 11'-0" | 7'-1 7/8" | 2533 | 2482 |
| FXT-250 | 4180 | 10020 | 11'-0" | 7'-1 7/8" | 2847 | 2463 |

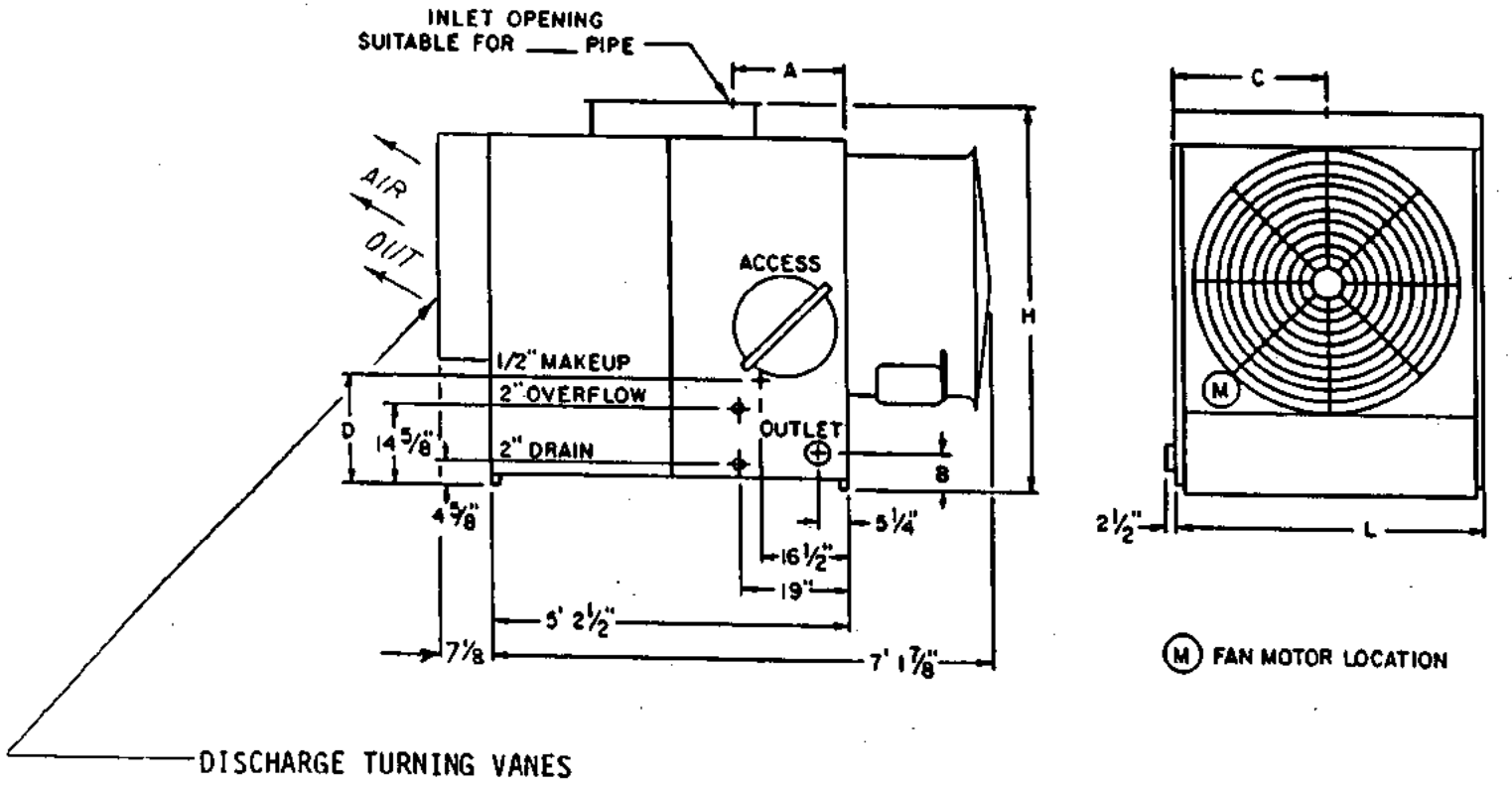
NOTES:

1. Supporting steelwork and anchor bolts are to be selected and installed by others.
2. All supporting must be flush and level at the top and must be oriented to the gage line as shown in section A-A.
3. Recommended design loads for each beam should be 65 % of total operating weight applied as a uniform load to each beam. Beam should be designed in accordance with standard design practice. The maximum allowable deflection of beams under unit is to be 1/360 of span, not to exceed 1/2 inch.
4. If required, each cell may be supported on columns at the anchor bolt locations shown. 6" minimum bearing surface must be provided under each of the concentrated load points.
5. All mounting holes are 5/8 inch diameter at the locations shown.
6. If continuous vibration isolator rails are used, be certain to allow for the length of the rails when determining length of supporting steel. Vibration isolator rails are sometimes longer than the cooling tower dimensions shown. Refer to vibration isolator drawings for this information. If point vibration isolation is used, the isolators should be installed at the mounting hole locations shown.

BALTIMORE AIRCOIL CO., INC.

SUGGESTED SUPPORT LOCATION
FOR SINGLE CELL FXT
WITH DISCHARGE LOUVERS

| | |
|---|---|
| | FXT-5 THRU FXT-250 |
| GRB | |
| 4-1-82 | DWG. NO. F4104 |

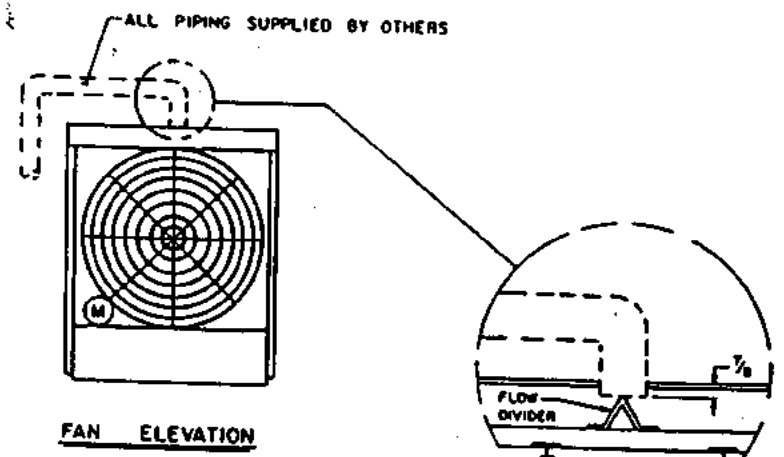


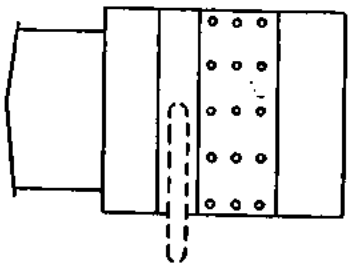

| MODEL NO. | DIMENSIONS | | | | | WEIGHTS (LBS.) | | CONNECTION SIZES | | DIMEN. |
|---|---|---|---|---|---|---|---|---|---|---|
| | L | H | A | B | C | APPROX. OPER. | APPROX. SHPG. | INLET | OUTLET | D |
| FXT-27 | 4' 6 1/8" | 5' 11 1/4" | 19 3/4 | 6 7/8 | 2' 3" | 2170 | 1030 | 4" | 4" | 20 |
| ~~FXT-32~~ | ~~4' 6 1/8"~~ | ~~5' 11 1/4"~~ | ~~19 3/4~~ | ~~6 7/8~~ | ~~2' 3"~~ | 2180 | 1040 | ~~4"~~ | ~~4"~~ | ~~20~~ |
| → FXT-43C | 4' 6 1/8" | 7' 3 1/4" | 16 7/8 | 7 7/8 | 2' 3" | 2540 | 1120 | 6" | 6" | 22 1/2 |
| ~~FXT-51~~ | ~~4' 6 1/8"~~ | ~~7' 3 1/4"~~ | ~~16 7/8~~ | ~~7 7/8~~ | ~~2' 3"~~ | 2560 | 1140 | ~~6"~~ | ~~6"~~ | ~~22 1/2~~ |
| FXT-60 | 6' 0 1/8" | 7' 3 1/4" | 16 7/8 | 7 7/8 | 3' 0" | 3300 | 1380 | 6" | 6" | 22 1/2 |
| FXT-68 | 6' 0 1/8" | 7' 3 1/4" | 16 7/8 | 7 7/8 | 3' 0" | 3310 | 1390 | 6" | 6" | 22 1/2 |

NOTES: 1. All dimensions are in feet and inches. Weights are in pounds.

2. Unless otherwise indicated, all connections 6 inches and smaller are MPT and connections 8 inches and larger are bevelled for welding.

| | | |
|---|---|---|
| B.A.C. ORDER NO. 90201520 | BALTIMORE AIRCOIL | COOLING TOWER |
| DATE 6/29/90 | AFFILIATE OF MERCK & CO., INC. | DWG. NO. FR4301 |




Notes:

1. All piping to be furnished by others. Refer to certified drawing for details on cooling tower connection size, etc.
2. All piping must be supported external to the tower and restraint provided to insure no vertical or horizontal movement of the inlet piping. All piping and supports are to be furnished by others.
3. Inlet piping rest on a flow divider 7/8" below the top of the water distribution box. The piping that enters the opening must be of proper size (see Detail A). Refer to certified drawing for detail on tower connection size.
4. Flow control valves are recommended on multi-cell towers to insure proper water distribution and are to be furnished by others.
5. If B.A.C. vibration isolation rails are furnished, the tower piping must be independently supported. Since no provision has been made for the weight of the piping in the selection of the V-E rails.

| | |
|---|---|
| BALTIMORE AIRCOIL CO., INC. | |
| TYPICAL PIPING FOR SINGLE-CELL FXT | |
| | FXT-5 THRU FXT-250 |
| MSC | |
| 6-22-81 | DWG. NO. F 4102 |

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*


October 28, 1993
File: 21-00.05-00/93-8976W
Account No: 1506820

RECEIVED
NOV 1 1993
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Mr. Mark Christoffels
City of Claremont
207 Harvard Avenue
Claremont, CA 91711

Dear Mr. Christoffels:

Addendum to Industrial Wastewater Discharge Permit No. 8976

VORTOX CO
121 S INDIAN HILL BLVD
CLAREMONT CA 91711

Enclosed are two (2) approved sets of plans showing the proposed discharge of cooling tower bleedoff for the subject company. Please review these for compliance with your requirements, and retain the copies you require for your files. The Applicant's copy of the approved plans along with a copy of this letter and requirement list, should be forwarded to the applicant. A copy of this letter is forwarded to the applicant as notification of the Sanitation Districts' permit requirements, which are in force from the current date. If any additional permit requirements are issued to the applicant by your agency, copies should be forwarded to the Sanitation Districts for our records. The approved plans consist of:

1. Plant Layout
2. Clarifier Location
3. Vortox Co. Water and Sewage System

Approval of the plans is contingent upon continuing compliance with applicable Sanitation Districts' Ordinance requirements and previous permit requirements, upon any corrections shown in red on the drawings, and upon the items indicated on the attached requirement list.

If you have any questions concerning these requirements, please call Gary Wong of the Sanitation Districts' Industrial Waste Section at extension 2962.

Very truly yours,

Charles W. Carry

John D. Kilgore
Supervising Civil Engineer

JDK:GW:wh
cc: LYNN A DUDLEY
VORTOX CO

Recycled Paper

SANITATION DISTRICTS OF LOS ANGELES COUNTY

Charles W. Carry, Chief Engineer and General Manager
1955 Workman Mill Road, P.O. Box 4998, Whittier, California 90607

# INDUSTRIAL WASTEWATER DISCHARGE PERMIT

## REQUIREMENT LIST

COMPANY NAME: VORTOX CO

INDUSTRIAL WASTEWATER DISCHARGE PERMIT NO: 8976 Addendum

DATE OF APPROVAL: October 28, 1993 EXPIRATION DATE: October 28, 1998

The above named company is required to comply with all indicated items on this list as a condition of the permit approval. Satisfactory evidence of compliance with these conditions should be supplied to the Sanitation Districts where requested. Satisfactory evidence will consist of a minimum of written notification signed by a responsible company official, and in some cases may involve the submission of additional drawings and data.

1. This approval is an addendum to Industrial Wastewater Discharge Permit No. 8976 issued on December 14, 1981.

2. Applicable requirements of the previously issued permit are still in force.

3. Previously approved plans are still valid, except as revised herein.

4. This addendum covers the proposed discharge of cooling tower blowdown to the 3-stage clarifier.

5. Self-monitoring of the industrial wastewater must be performed at the intervals indicated on the enclosed Self-Monitoring Requirement Form and reported on the Self-Monitoring Report (SMR) form. (The Districts will send the necessary SMR forms before each reporting period). All indicated analyses must be performed by a State or Sanitation Districts' certified laboratory. The certification section of the SMR form must be completed and signed by a responsible company official. For each reporting period, the completed SMR form and the corresponding laboratory report must be submitted to the Districts' Industrial Waste Section no later than the due date indicated on the form. Please note that the wastewater samples analyzed must be collected in such a way that they are representative of the total discharge generated by a typical day's operations. It is the responsibility of VORTOX CO to submit results from any additional self-monitoring, and to notify the Districts of any other toxic materials which are known to be present in the wastewater.

6. All wastewater discharged to the sewer must have a temperature lower than 140° F.

7. All industrial wastewater discharged to the sewer must not contain over 0.1 milligram/liter of dissolved sulfides.

8. The pH of the wastewater must be maintained at or above 6.0 at all times. Proper neutralization procedures must be observed to assure that this limit is not violated.

9. The existing sample box immediately downstream of the 3-stage clarifier is hereby designated as the legal sampling point for VORTOX CO. The permittee is responsible for maintaining and cleaning the sampling point to prevent any build-up of oil and grease, sediment or sludge; failure to do so does not invalidate sampling test results. Analytical results from samples taken from this location according to accepted sampling procedure shall be accepted as binding. Safe and convenient access to the sampling point must be provided for representatives of the Sanitation Districts. Should Districts' staff determine that the sampling location is unsafe, difficult to access or require modification, VORTOX CO must propose alternatives which will provide a sampling facility acceptable to the Districts.

10. As of February 15, 1986, the Sanitation Districts are required by law to enforce the Categorical Pretreatment Regulations established by the United States Environmental Protection Agency. Based on information submitted to the Districts, the permittee is subject to the pretreatment standards for existing sources in the Metal Finishing Category (40 CFR 433). For integrated facilities where regulated process wastestreams are combined, prior to the legal sampling location, with other process wastestreams (either regulated or unregulated), the effluent limits must be modified. The limits have been calculated using the EPA's Combined Waste Stream Formula and information submitted by VORTOX CO. The regulated flow of 837,000 gallons per year is generated from the metal finishing operations, while the dilution flow of 35,000 gallons per year originates from cooling tower blowdown. The revised pretreatment standards are shown below. The permittee is advised that any discharge in excess of these standards requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Sanitation Districts.

| Pollutant | Daily Maximum (mg/l) | Monthly Average (mg/l) |
|---|---|---|
| Cadmium (T) | 0.66 | 0.25 |
| Chromium (T) | 2.66 | 1.64 |
| Copper (T) | 3.24 | 1.99 |
| Lead (T) | 0.66 | 0.41 |
| Nickel (T) | 3.82 | 2.28 |
| Silver (T) | 0.41 | 0.23 |
| Zinc (T) | 2.51 | 1.42 |
| Cyanide (T) | 1.15 | 0.62 |
| TTO | 2040 ug/l | ---- |

Condition No. 10 cont.

For industrial pollutants not regulated by the EPA or where the EPA standards are less stringent than those of the Sanitation Districts, the Districts will continue to enforce its effluent limitations shown in the following list of "Industrial Wastewater Effluent Limitations." The subject EPA regulations do not authorize any violations of the Districts' regulations. Any discharge with concentrations in excess of the limits set by the EPA or the Districts requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Sanitation Districts.

INDUSTRIAL WASTEWATER EFFLUENT LIMITATIONS
PHASE I CONTROL PERIOD

| Parameter | Limit (mg/l)* |
|---|---|
| Arsenic | 3 |
| Cadmium | 15 |
| Chromium (Total) | 10 |
| Copper | 15 |
| Lead | 40 |
| Mercury | 2 |
| Nickel | 12 |
| Silver | 5 |
| Zinc | 25 |
| Cyanide (Total) | 10 |
| Total Identifiable Chlorinated Hydrocarbons** | Essentially None |

* - Maximum concentration at any time

** - Total Identifiable Chlorinated Hydrocarbons (TICH) comprise:
Aldrin, Dieldrin, Endrin, Chlordane (cis & trans), trans-nonachlor, oxychlordane, heptachlor and heptachlor epoxide
DDT and derivatives: p, p', and o, p' isomers of DDT, DDD, and DDE
HCH: sum of $\alpha$, $\beta$, $\gamma$, $\delta$ isomers of hexachlorocyclohexane
Toxaphene and Polychlorinated biphenyls (PCB's)

11. Any existing floor drains shall have grated covers with 3/8" maximum openings to prevent larger particles from clogging the sewer.

12. Waste haulers reports must be obtained and kept on file for a period of at least four (4) years for any solid wastes from the wastewater pretreatment system and liquid wastes leaving the plant other than in the sewer system. These reports must be made available to representatives of the Sanitation Districts upon request.

13. The permittee is advised that following Districts' wastewater monitoring efforts, a split will be left with a company representative if a sufficient sample is available. If no representative is designated or if the responsible person is unavailable, the split sample will be left with whomever is available.

14. In the event of the discharge of any prohibited waste, excessive quantities or concentrations of any restricted waste, or of the discharge of material not covered under this permit, the company must immediately notify the Sanitation Districts by calling 310-699-7411, extension 2907, during office hours or the Long Beach Pumping Plant, 310-437-6520, during non-office hours.

    The Districts must also be notified of any circumstances affecting plant processes or facility operations that may potentially result in the discharge of similarly prohibited or restricted wastes, including but not limited to the malfunction, upset or improper operation of plant processes, pretreatment systems, spill containment facilities, or diversion/bypass mechanisms. Failure to immediately notify the Districts of any such event or condition is a violation of the Wastewater Ordinance.

15. A recent review of Sanitation Districts' records indicate that a review of the subject company's Industrial Wastewater Discharge Permit has not been conducted since the original approval on December 14, 1981. Pursuant to recent amendments to federal regulations outlined in 40 CFR Part 403.8, all Industrial Wastewater Discharge Permits are required to be renewed every five (5) years. As such, a formal Industrial Wastewater Discharge Permit Submittal is required to be filed by VORTOX CO. The submittal must contain all required supporting information as detailed in the enclosed Information and Instructions for Obtaining an Industrial Wastewater Discharge Permit. Please submit the requested documentation within 45 days to:

    Mr. Mark Christoffels
    City of Claremont
    207 Harvard Avenue
    Claremont, CA 91711

16. If spent phosphatizing solution is discharged to the sewer it must first be neutralized to a pH between 6.0 and 12.5 and bled into the clarifier at a rate not to exceed 2 gallons per minute.

17. Information requested, or satisfactory evidence of compliance, must be submitted to the Sanitation Districts within 45 days to satisfy condition number 15.

SANITATION DISTRICTS OF LOS ANGELES COUNTY
INDUSTRIAL WASTE SECTION
P.O. BOX 4998
WHITTIER, CA 90607

# SELF-MONITORING REQUIREMENTS

Metal Finishing Existing Source

Date October 28, 1993
Firm Name VORTOX CO
Situs Address 121 S INDIAN HILL BLVD
CLAREMONT CA 91711
Contact Person LYNN A DUDLEY
Telephone No. (909) 621-3843

Permit No. 8976
Account No. 1506820
District No. 21
SIC No. 3479,3499
Annual Flow (MGY) 0.87

Self-monitoring of industrial wastewater is required as a condition of your industrial wastewater discharge permit. At the frequency specified below, samples must be collected and preserved in accordance with 40 CFR 136.

Frequency of Analysis - Once per 6 months

Analysis of the samples must be performed for the parameters listed in Table 1 by a laboratory that is certified by either the Districts or the State Department of Health Services.

**TABLE 1. REQUIRED WASTEWATER CHARACTERIZATION TESTS**

| Test Code | Test Parameter | Unit | Daily Max. Limit | Monthly Avg. Limit | Type of Sample |
|---|---|---|---|---|---|
| Z01 | Total Wastewater Flowrate | gpd | | | Not Applicable |
| Z02 | Peak Wastewater Flowrate | gpm | | | Not Applicable |
| 403 | Chemical Oxygen Demand (COD) | mg/l | | | 24-hr Composite |
| 151 | Suspended Solids (SS) | mg/l | | | 24-hr Composite |
| 101 | pH | pH units | >6 | | Grab |
| 252 | Dissolved Sulfide | mg/l | 0.1 | | Grab |
| 708 | Cadmium | mg/l | 0.66 | 0.25 | 24-hr Composite |
| 709 | Chromium | mg/l | 2.66 | 1.64 | 24-hr Composite |
| 712 | Copper | mg/l | 3.24 | 1.99 | 24-hr Composite |
| 714 | Lead | mg/l | 0.66 | 0.41 | 24-hr Composite |
| 718 | Nickel | mg/l | 3.82 | 2.28 | 24-hr Composite |

| TABLE 1. REQUIRED WASTEWATER CHARACTERIZATION TESTS | | | | | |
|---|---|---|---|---|---|
| **Test Code** | **Test Parameter** | **Unit** | **Daily Max. Limit** | **Monthly Avg. Limit** | **Type of Sample** |
| 722 | Silver | mg/l | 0.41 | 0.23 | 24-hr Composite |
| 724 | Zinc | mg/l | 2.51 | 1.42 | 24-hr Composite |
| 206 | Total Cyanide | mg/l | 1.15 | 0.62 | Grab |
| TMP | Toxic Organic Management Plan Certification[1] | | | | |

Self-monitoring results must be reported on the Self-Monitoring Report form provided, along with the appropriate laboratory analysis sheet(s). Due dates are shown in Table 2.

[1]Companies which have approved Toxic Organic Management Plans are not required to analyse their wastewater for Toxic Organic compounds. However, these companies must provide and have a responsible company official sign the following certification statement with each self-monitoring report required by the Districts: "*Based upon my inquiry of the person or persons directly responsible for managing compliance with the pretreatment standard for total toxic organics (TTO), I certify that, to the best of my knowledge and belief, no dumping of concentrated toxic organics into the wastewater has occurred since filing the last discharge monitoring report. I further certify that this facility is implementing the toxic organic management plan submitted to the control authority (Districts) on (specify date).*"

| TABLE 2. SELF-MONITORING REPORTING SCHEDULE[2] | | |
|---|---|---|
| **Analysis Frequency** | **Reporting Period** | **Due Date[3]** |
| Once per 6 months | January 1 - June 30<br>July 1 - December 31 | July 15<br>January 15 |
| Once per 3 months | January 1 - March 31<br>April 1 - June 30<br>July 1 - September 30<br>October 1 - December 31 | April 15<br>July 15<br>October 15<br>January 15 |
| Once per month | Day 1 - Day 31 of the month | Day 15 of the next month |

Industrial users participating in the Districts' Surcharge Program may be subject to additional self-monitoring requirements beside those specified above. Companies that file Long Form Surcharge Statements are required to monitor chemical oxygen demand (COD) and suspended solids (SS) at the frequency shown in Table 3.

| TABLE 3. REQUIRED TESTING FREQUENCY FOR COD AND SS SURCHARGE PARAMETERS (24-hour composite samples only) | |
|---|---|
| **Yearly Cumulative Flow from each Outlet (in million gallons)** | **Required Testing Frequency** |
| Less than 15.0 | 1 sample per 3 months |
| 15.01 to 40.00 | 1 sample per 2 months |
| 40.1 to 100.0 | 2 samples per month |
| 100.1 to 250.00 | 1 sample per week |
| More than 250.00 | 2 samples per week |

Surcharge wastewater analyses must adequately represent the average daily discharge to the sewer system. Results must be submitted annually with the Surcharge Statement in accordance with each year's "Instructions for Filing a Long Form Wastewater Treatment Surcharge Statement".

---

[2] The laboratory data sheet(s) for each analysis performed during the reporting period must be included with the Self-monitoring Report form. However, only the results from the most recent sample collected during the reporting period should be on the Self-monitoring Report form.

[3] The Self-monitoring Report form may be submitted before the due date as long as the sample is taken during the appropriate reporting period.

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road / Whittier, California
Mailing Address: / P. O. Box 4998, Whittier, California 90607-4998
Telephone: (213) 699-7411 / From Los Angeles (213) 685-5217

CHARLES W. CARRY
*Chief Engineer and General Manager*

January 17, 1992
File:21-00.05-00/92-8976
Acct. #1506820

RECEIVED
JAN 22 1992
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Vortox Company
121 S. Indian Hill Blvd.
Claremont, CA 91711

Gentlemen:

Revised Self-Monitoring Reports

The Sanitation Districts are currently reviewing the status of all companies subject to EPA Electroplating and Metal Finishing pretreatment standards. According to our records your company is not monitoring for a sufficient number of parameters on your semi-annual self-monitoring reports. Attached is a new Self-Monitoring Requirements form which indicates the parameters your company is required to test for. Your company must include all listed parameters on all self-monitoring reports which become due after January 15, 1992.

If you have any questions regarding these requirements, please contact Suzanne Wienke of the Sanitation Districts' Industrial Waste Section at extension 2921.

Very truly yours,

Charles W. Carry

Suzanne S. Wienke

for John D. Kilgore
Supervising Civil Engineer

JDK:SSW:wh
cc: City of Claremont
Attn: Mark Christoffels

# ✓ Development Review Checklist

To: Engineering, Building, Comm Services, County Fire Date: 9/13/85

From: CITY [redacted] Planning Division
Current [redacted] Division
207 Harvard Ave. Phone 624-4531 ex. 310

File No.: 85-A035

Tentative Hearing Dates: 9/25/85

PLEASE RETURN ALL COMMENTS AND PERTINENT MATERIALS ON OR BEFORE 9/18/85 TO ENSURE FULL STAFF CONSIDERATION PRIOR TO HEARING. FOR CLARIFICATION OR ADDITIONAL DATA, PLEASE CONTACT Tony x250 AT DEPARTMENT OF COMMUNITY DEVELOPMENT.

Project Description & Location: 40x47 Metal Building Addition at 121 S Indian Hill Blvd

Developer/Agent: Vortox Co

Name/Phone No. 621-3843

. Does initial inspection of the proposal reveal any fundamental design flaws which would automatically rule out approval or require major revision? ✓ YES ___ NO

If yes, please explain: THERE IS NOT ENOUGH INFORMATION ON THIS PLAN TO REVIEW — WHERE ARE THE LOT LINES? DIMENSIONING? EXISTING CURB & GUTTER? PAVING? STREET LIGHTS? UTILITIES? AREAS?

Comments, recommendations, and suggested conditions of approval:

IF THE ADDITION IS LESS THAN 25%, I DON'T BELIEVE WE CAN CONDITION FOR OFF-SITE IMPROVEMENTS ANYWAY — CAN PLANNING MAKE A JUDGEMENT PRIOR TO CIRCULATING SUCH A POOR QUALITY DRAWING

HOWEVER, WE DON'T HAVE ANY COMMENT — ENTIRE AREA IS PAVED —

. Does the proposal require any further action by your department or responsible commission prior to our issuing final approval? Please explain:

Reviewer (please sign) C I — D. Aulick Date 9/23/85

the city of Claremont

WATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
*Chief Engineer and General Manager*

February 21, 2006
File: 21-06-8976J
Account No. 1506820

Mr. Craig Bradshaw
City Engineer
City of Claremont
207 Harvard Avenue
Claremont, CA 91711

Dear Mr. Bradshaw:

Industrial Wastewater Discharge Permit No. 8976 R-2

Vortox Company
121 South Indian Hill Boulevard
Claremont, CA 91711

Enclosed are 2 sets of plans and copies of the approved Industrial Wastewater Discharge Permit for the subject company. This permit application was submitted in accordance with Ordinance requirements to apply for a permit revision upon a substantial increase in wastewater quantity and in accordance with Federal regulations outlined in 40 CFR Part 403.8 that require all Industrial Wastewater Discharge Permits for significant industrial users to be renewed every five (5) years. Please review these for compliance with your requirements, and retain the copies you require for your files. The applicant's copy of the approved plans and Industrial Wastewater Discharge Permit, along with a copy of this letter and requirement list, should be forwarded to the applicant. A copy of this letter is forwarded to the applicant as notification of the Districts' permit requirements, which are in force from the current date. If any additional permit requirements are issued to the applicant by your agency, copies should be forwarded to the Districts for our records. The approved plans consist of:

1. Plot Plan
2. Industrial Waste Sewer
3. Sanitary Sewer
4. Washer Layout Page 1
5. Washer Layout Page 2
6. Stormwater Runoff
7. Clarifier Location

Recycled Paper

Approval of the permit is subject to compliance with all applicable Ordinance requirements, upon any corrections shown in red on the drawings, and upon the items indicated on the attached requirement list. Failure to comply with all items on the requirement list invalidates this approval and issuance. Invalidation of this permit will result in the applicant being deemed to be operating without a valid permit and subject to immediate discontinuance of sewer services for industrial operations. Successful compliance with all conditions of approval will result in a formal approval that will expire five (5) years from the date of this letter.

If you have any questions concerning these requirements, please contact Jaime Badia of the Districts' Industrial Waste Section at extension 2917.

Very truly yours,

James F. Stahl

FOR Suzanne S. Wienke
Supervising Civil Engineer

SSW:JFB
cc: Kevin Myers
Vortox Company
121 South Indian Hill Boulevard
Claremont, CA 91711

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY (DISTRICTS)

James F. Stahl, Chief Engineer and General Manager
1955 Workman Mill Road, P.O. Box 4998, Whittier, California 90607

# INDUSTRIAL WASTEWATER DISCHARGE PERMIT

## REQUIREMENT LIST

COMPANY NAME: Vortox Company

INDUSTRIAL WASTEWATER DISCHARGE PERMIT NUMBER: 8976 R-2

ACCOUNT NUMBER: 1506820

DATE OF APPROVAL: February 21, 2006 EXPIRATION DATE: February 21, 2011

The approval and issuance of this permit is being made conditionally and subject to Vortox Company (permittee) being in compliance with all indicated items on this list. Satisfactory evidence of compliance with these conditions should be supplied to the Districts where requested. Satisfactory evidence will consist of a minimum of written notification signed by a responsible company official, and in some cases may involve the submission of additional drawings and data, or verification by a Districts representative. Failure to comply with all items on the requirement list, including all deadlines specified, invalidates this approval and issuance. Invalidation of this permit will result in the permittee being deemed to be operating without a valid permit and subject to immediate discontinuance of sewer services for industrial operations.

1. This industrial wastewater discharge permit is issued only for the discharge of treated wastewater from washing and phosphatizing metal products, and cooling tower blowdown. The discharge of any other type of waste will require prior approval from the Districts. The permittee is being designated a Significant Industrial User. This approved permit will expire five (5) years from the date of the accompanying transmittal letter.

2. The permittee is required to notify the Districts of any change in the status of the subject facility, if ownership or operating responsibility changes, or if the industrial waste connection is legally abandoned.

3. A new permit application must be submitted when there is a significant change in wastewater quantity (25% or more) or quality from that given in the approved permit information. The completed application should be submitted to the local governmental agency for initial processing prior to Districts' review. Approval must be obtained prior to any construction of new facilities.

4. Waste haulers reports must be obtained and kept on file for a period of at least four (4) years for any solid wastes from the wastewater pretreatment system and liquid wastes leaving the plant other than in the sewer system. These reports must be made available to representatives of the Districts upon request.

5. All wastewater discharged to the sewer must have a temperature lower than 140°F (60°C) and a closed cup flash point greater than 140°F (60°C).

6. All wastewater discharged to the sewer must not contain over 0.1 milligram/liter of dissolved sulfides.

7. The pH of the wastewater must be maintained at or above 6.0 at all times. Proper neutralization procedures must be observed to assure that this limit is not violated.

8. The Districts are required by law to enforce the Categorical Pretreatment Regulations established by the United States Environmental Protection Agency. Based on information submitted to the Districts, the permittee is subject to pretreatment standards for existing sources in the Metal Finishing Category (40 CFR 433). The compliance date was February 15, 1986, therefore this facility must be in compliance now. The EPA Combined Wastestream Formula was used to adjust the effluent limits using the following flow rates:

| Wastestream | Flow Rate (gallons per day) |
|---|---|
| Metal Finishing –Existing Source | 1,580 |
| Dilution – Cooling Tower Bleed | 20 |

The adjusted pretreatment standards are shown below. The permittee is advised that any discharge in excess of these standards requires corrective action by the discharger. Penalties applicable to violations of these limits will be strictly enforced by the Districts.

| Pollutant | Daily Maximum (mg/l) | Monthly Average (mg/l) |
|---|---|---|
| Cadmium (T) | 0.68 | 0.26 |
| Chromium (T) | 2.74 | 1.69 |
| Copper (T) | 3.34 | 2.04 |
| Lead (T) | 0.68 | 0.42 |
| Nickel (T) | 3.93 | 2.35 |
| Silver (T) | 0.42 | 0.24 |
| Zinc (T) | 2.58 | 1.46 |
| Cyanide (T) | 1.19 | 0.64 |
| TTO | 2.10 | --- |

(909) 399-5872

# Application for Building Permit

908283 PLAN CHECK #

## CITY OF CLAREMONT
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Type of Permit: RE-ROOF COMMERCIAL BUILDING - REMOVE EXISTING 2 LAYERS OF BUILT-UP, APPLY 1 28# FIBERGLASS BASE, 2 11# PLY, INSTALL 72# CAP SHEET CLASS ROOFING

Building Address: 177 S. INDIAN HILL BOULEVARD
Owner: GARNER GLASS COMPANY
Mailing Address: 177 S. INDIAN HILL BOULEVARD
City: CLAREMONT Zip: 91711 Tel: 1-5071
Contractor: RICE ROOF COMPANY
Address: P.O. BOX 1[illegible]
City: ONT[illegible]10 Zip: 91762 Tel: 983-7603
State Lic. & Issued: 653032 C[illegible] 7/31/96 City Lic. #:
Arch. Engr. Designer:
Address:
City: Zip: State Lic. #:

Type of Const. | Occ. Group | Use Zone | Plan Check $
Tract No. | Lot No. | APN: 8013 - 008 - 00[illegible]
Setback: F | B | L | R | Review # | Date: 8/2/95

### CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | | SQ. FT. @ | | $ |
| 2ND FL | | SQ. FT. @ | | |
| POR | | SQ. FT. @ | | |
| GAR | | SQ. FT. @ | | |
| CAR P. | | SQ. FT. @ | | |
| WALL | | L.F. @ | | |
| A/C | | SQ. FT. @ | | |
| ROOF | 12600 | SQ. FT. @ | 2.00 | 25,200 00 |
| POOL | | SQ. FT. @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 25,200 00 |
| [illegible] Not to be used as [illegible] by this application | | ISSUANCE | | $ 1[illegible] 00 |
| | | CONST FEE | | $ 347 10 |
| | | TOTAL CONST FEE | | $ 368 10 |

### LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Robert Rice 8/2/95
Signature Date

### OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for the permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The contractor's license law does not apply to an owner of property who builds improvements thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exempt from the Contractor's License Law for the following reason:

Date: Owner:

### WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code).

FILE W/STATE TILL 8/22/95
Policy Number

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California.

Date: Applicant:

### CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California.

Date: Applicant:

CONTRACTOR'S LICENSE NUMBER

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or [illegible] building occupant [illegible] a hazardous material or mixture containing a hazardous material equal to or greater than the amounts specified on the Hazardous Materials Inventory Guide?

☐ YES ☐ NO

Will the proposed building be located within 1000 feet of the outer boundary of a school?

☐ YES ☐ NO

I have read the Hazardous Materials [illegible] and am familiar with the requirements under the Los Angeles County Code [illegible] relating to the storage and handling of hazardous materials. I will comply with these requirements.

Owner or Authorized Agent:

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant: 8/2/95
Date

### MECHANICAL FEES

| | | | |
|---|---|---|---|
| EQUIPMENT ITEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | $ 19.00 |
| | | | TOTAL MECH FEE $ |

### ELECTRICAL FEES

| NO. | | |
|---|---|---|
| | 08/02/95 [illegible] | R |
| | 08/02/95 [illegible] | R |
| | 08/02/95 [illegible] | R |
| SIGN | | |
| TEMP CONST POLE | | |
| TEMP CONST PERM | | |
| SERVICES | | |
| AMP SERVICE | | |
| SQ FT @ | | |
| SQ FT @ | | |
| SQ FT RESID @ .06 | | |
| [illegible] @ | | |
| [illegible] | | |
| ISSUANCE FEE | $ 19.00 | |
| TOTAL ELEC FEE | $ | |

### PLUMBING FEES

| NO. | | |
|---|---|---|
| | SQ FT @ .06 | |
| | FIRE SPR. SYSTEM | |
| | GAS P PING | |
| | SEWER SEWER | |
| | DRAINAGE PIPING | |
| | [illegible] BUILDING PERMIT FEE | $5.10 |
| | [illegible] FLOOR [illegible] FEE | $5.46 |
| | [illegible] WATER [illegible] FEE | $7.50 |
| | GARBAGE DISPOSAL | |
| | LAUNDRY TRAY | |
| | KITCHEN SINK | |
| | WATER CLOSET | |
| | LAVATORY | |
| | SHOWER | |
| | BATH TUB | |
| | WATER HEATER | |
| | SEWAGE DISPOSAL | |
| | [illegible] | |
| | ISSUANCE FEE | $ 19.00 |
| | TOTAL PLUMB FEE | $ |

| PLANNING FEE | BSCH FEE | ENGR. FEE | PLUMB. FEE | MISC FEES |
|---|---|---|---|---|
| 366.10 | | | | 366.10 |

| PLAN CHECK | ADD'L PLAN CK | MECHANICAL FEE | FIRE FEE | DEVELOPER FEE |
|---|---|---|---|---|
| 5.46 | 7.50 | | | $ 379.06 |

Approved: [illegible] Date: 8/2/95
Prepared By: Date:
Cert. Issued: Date:

Approved: [illegible] Date: 8/2/95
Prepared By: [illegible] Date: 8/2/95
Cert. Issued: Date:

Insp. Dist. Insp. Fee Date: 1/[illegible]/96

INSPECTION'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Fire & Fire | | |
| Reinforcement | | |
| Pre-Pour | | |
| Post Pour/Slab | 8/15/95 | |
| Drainage | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Insulation | | |
| Fireplace PE | | |
| Fireplace T/O | | |
| Propane Test | | |
| Fence & Gate | | |
| INSULATION | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Block Wall | | |
| Roof Beam | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| 40 Water Line | | |
| Sewer Specs | | |
| Rough Plumbing | | |
| Gas Line Test | | |
| Water Service | | |
| Water Heater | | |
| Water Softener | | |
| Grease Trap | | |
| Gas Piping | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| Ufer Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Underslab Service | | |
| Underslab | | |
| Rough Electrical | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenum/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Damper | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Ceiling | | |
| Openings | | |
| Fire Caulking | | |
| Occupancy Separation | | |
| Shaft Enclosure | | |
| Garage Separation | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Automatic Sprinklers | | |
| Manual Pull Box | | |
| **MISCELLANEOUS** | | |
| Temporary Power Pole | | |
| Underslab Plumbing | | |

**ADDITIONAL INFORMATION**

177 S. Harbor Hill Blvd.
908.283

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 122 S Indian Hill Blvd.

| DATE OF REQ | TIME | DATE REQ | REQ BY | TYPE OF INSP. | INI | PERMIT# |
|---|---|---|---|---|---|---|
| 8/7/95 | | 8/8 | Owner | Roof Deck | KC | 98283 |
| 9/12/95 | | 9/6/95 | | Roof Deck | AC | 98283 |
| 11/8/96 | 8:25 | 11/8/96 | Owner | Final Roof | KC | 98283 |

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)
## NOTIFICATION OF DEMOLITION OR ASBESTOS REMOVAL

| | | | | | |
|---|---|---|---|---|---|
| SCAQMD USE ONLY | SCREEN BY | RECEIVED | POSTMARK | ENTERED BY | NOTIFICATION # |
| COMPLETED BY MSB | | COMPANY George Bryant Const. Ser | | PHONE 909)944-3517 | |
| DATE 7-20-95 | CHECK # 129 | FEE $ 177.10 | | PROJECT # 472 | |
| NOTIFICATION TYPE | ORIGINAL | REVISION DATES | | REVISION OTHER (explain) | CANCELLATION |
| PROJECT TYPE | DEMOLITION | ORDERED DEMO | RENOVATION (removal) | EMERGENCY RENO | PLANNED RENO (removal) |
| REQUIRED | ASBESTOS PRESENT? YES | NO | ASBESTOS SURVEY? YES | NO | ASBESTOS REMOVED? YES NO |
| SITE INFORMATION | SITE NAME Garner Glass Company | | | | |
| ADDRESS 177 S. Indian Hill Blvd. | | | | | |
| CITY Claremont | STATE CA | ZIP 91711 | COUNTY Los Angeles | | |
| DESCRIBE WORK LOCATION Roofs of West (office) building & East (shop) building. | | | | | |
| BUILDING SIZE (sq ft) 7,800 | NUMBER OF FLOORS 1 | BUILDING AGE (years) 38 | NUMBER OF DWELLING UNITS n/a | | |
| PRESENT & PRIOR USE | COMMERCIAL HOSPITAL INDUSTRIAL MISCELLANEOUS (OFFICE) PUBLIC BLDG RESIDENCE SCHOOL BANK CONVALESCENT VACANT | | | | |
| SITE OWNER Garner Glass Co. | ADDRESS 177 S. Indian Hill Blvd. | | | | |
| CITY Claremont | STATE CA | ZIP 91711 | CONTACT Eric King | PHONE 909)624-5071 | |

| ASBESTOS AMOUNT TO BE REMOVED | FRIABLE | CLASS I | CLASS II | DESCRIBE THE ASBESTOS MATERIALS | |
|---|---|---|---|---|---|
| ON PIPES (in square feet) | | | | | |
| SURFACE AREAS (in square feet) | | 7,800 | | Roof material | |
| TOTALS (add on lines) | | 7,800 | | 7,800 | GRAND TOTAL (add lines) |

(1) IS BASED ON GRAND TOTAL ON PART I. TO CONVERT LINEAR FEET TO SQUARE FEET: SQUARE FEET = 6.14 X DIAMETER IN INCHES X LENGTH

| | | | |
|---|---|---|---|
| REMOVAL DATES | START 8-6-95 | END 8-20-95 | WORK SHIFT (hours) 6-2am |
| PROJECT DATES | START | END | WORK SHIFT (hours) |
| CONTRACTOR INFORMATION | CSLB LICENSE # 421278 | OSHA REG # 361 | SCAQMD ID # 37142 |
| NAME George Bryant Const. Ser | ADDRESS 9333 Golden Street | | |
| CITY Alta Loma | STATE CA | ZIP 91737 | SITE SUPVR G. Stene | PHONE 909)944-3517 |
| WASTE TRANSPORTER #1 B.D.C. Services, Inc | | LANDFILL Azusa Land Reclamation Co. | |
| ADDRESS 766 S. Ayon | | ADDRESS 1201 W. Gladstone St. | |
| CITY Azusa | STATE CA ZIP 91702 | CITY Azusa | STATE CA ZIP 91702 |

| WASTE TRANSPORTER #: | WASTE STORAGE SITE |
|---|---|
| ADDRESS | ADDRESS |
| CITY STATE ZIP | CITY STATE ZIP |

CONTROLS: DESCRIBE WORK PRACTICES AND CONTROLS TO BE USED AT THE DEMOLITION AND RENOVATION SITE. FOR ASBESTOS REMOVAL WORK, INDICATE RULE 1403 PROCEDURE # 1, 2, 3, 4 OR 5, OR COMBINATIONS OF PROCEDURES USED. FOR PROCEDURES 4 AND 5, SUBMIT PLANS FOR SCAQMD APPROVAL. PROCEDURE #: #3

ASBESTOS DETECTION PROCEDURE: DESCRIBE THE METHODS AND PROCEDURES USED TO DETERMINE WHETHER ASBESTOS IS PRESENT AT THE SITE, INCLUDING THE ANALYTICAL METHODS:

FOR ORDERED DEMOLITION SEND A COPY OF THE ORDER AND GIVE THE AGENCY NAME:
AUTHORIZING PERSON: TITLE:
DATE OF ORDER: DATE ORDERED TO BEGIN:

FOR EMERGENCY REMOVAL GIVE DATE AND HOUR OF EMERGENCY AND DESCRIBE THE SUDDEN, UNEXPECTED EVENT:

EXPLAIN HOW THE EVENT WOULD CAUSE UNSAFE CONDITIONS, EQUIPMENT DAMAGE OR UNREASONABLE FINANCIAL BURDEN:

CONTINGENCY PLAN: DESCRIBE ACTIONS AND PROCEDURES TO BE FOLLOWED IF UNEXPECTED ASBESTOS OR PCB CONTAINING MATERIAL BECOMES CRUMBLED, PULVERIZED, OR REDUCED TO POWDER. Rule 1403, Procedure #1

TRAINING CERTIFICATION: I CERTIFY THAT ALL INDIVIDUALS TRAINED IN THE PROVISIONS OF REGULATION SCAQMD RULE 1403 AND HEREAFTER WILL BE ON-SITE DURING THE REMOVAL AND EVIDENCE THAT THE REQUIRED TRAINING HAS BEEN ACCOMPLISHED BY THIS PERSON WILL BE AVAILABLE FOR INSPECTION DURING NORMAL BUSINESS HRS.

M. S. Bryant — PRINT NAME OF OWNER/OPERATOR
M S Bryant — SIGNATURE OF OWNER/OPERATOR
7-20-95 — DATE

INFORMATION CERTIFICATION: I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT AND I HAVE ENCLOSED ANY REQUIRED ATTACHMENTS.

M. S. Bryant — SIGNATURE OF OWNER/OPERATOR
M S Bryant — SIGNATURE OF OWNER/OPERATOR
7-20-95 — DATE

THIS NOTIFICATION WILL NOT BE ACCEPTED WITHOUT THE REQUIRED ASBESTOS FEE (SCAQMD RULE 301). PLEASE MAKE CHECK PAYABLE TO "SCAQMD". THE FEE VARIES AND DEPENDS ON THE GRAND TOTAL OF ASBESTOS AMOUNT TO BE REMOVED. FEES ARE NOT REFUNDABLE AND ARE AS FOLLOWS:

| | |
|---|---|
| FROM 101 TO 1,000 SQUARE FEET | $10.12 |
| FROM 1,001 TO 5,000 SQUARE FEET | $75.90 |
| FROM 5,001 TO 10,000 SQUARE FEET | $151.10 |
| MORE THAN 10,001 SQUARE FEET | $278.90 |
| DEMOLITIONS | $35.30 |
| REVISIONS | $10.12 |

CANCELLATION OF NOTIFICATIONS: REMOVAL PROJECTS AT OWNER-OCCUPIED SINGLE FAMILY DWELLINGS, AND REMOVAL PROJECTS OF LESS THAN 100 SQUARE FEET ARE EXEMPT FROM ASBESTOS FEES.

NOTE: STATE LAW REQUIRES THAT YOU PROVIDE A COPY OF DEMOLITION NOTIFICATIONS TO YOUR LOCAL BUILDING AND SAFETY DEPARTMENT. PLEASE KEEP A COPY.

MAIL TO: SCAQMD, RULE 1403 ASBESTOS NOTIFICATIONS, P.O. BOX 4939, DIAMOND BAR, CA 91765-0944
TELEPHONE: (909) 396 - 2336

CITY OF CLAREMONT

Community Development Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5466
Community Improvement • (909) 399-5467
Economic Development • (909) 399-5341

January 2, 1996

Rice Roof Company
P. O. Box 191
Ontario, California 91762

Dear Gentlemen:

**Permit to Re-Roof Commercial Building (Permit #906283)**
**177 S. Indian Hill Blvd.**

While reviewing our records, we noticed that your permit to Re-Roof Commercial Building (Permit #906283) will expire on **February 16, 1996**.

If this work is complete and finalized, just bring in proof, such as the yellow job card showing a final date. If a final inspection has not been done, call our inspection request line (909) 399-5372 **BEFORE THE ABOVE EXPIRATION DATE** to schedule a final inspection.

If the job is not complete and you need more time, you will need to write a letter to the Building Official, Duane Marks, requesting an extension. You may have one six month extension on all permits. Once the Building Official has approved your request we will let you know of his decision by mail.

Permits are good for six (6) months from the issuance date or from the last inspection. If there has been no progress a letter is mailed to you informing you that the permit is about to expire. **To reactivate an expired permit that expired less than one year ago, you may reinstate it for one half the amount required for a new permit for such work. If the permit expired over one year ago, you may reinstate the permit at full permit price.**

We are sorry for any inconvenience this may have caused you, but we need to get this matter cleared to avoid any future inconveniences. If you have any questions you may call me at (909) 399-5475. The best times to reach me are Monday through Thursday from 8:00 - 8:45 a.m. or 4:15 - 5:00 p.m.

Sincerely,

Tom Hosey

Tom Hosey
Building Inspector

CC: Garner Glass Company, 177 S. Indian Hill Blvd., Claremont, CA 91711

Inspection Request Line
(909) 399-5372

# Application for Building Permit

906847

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Use of Permit: OPEN METAL SHED

| | | | |
|---|---|---|---|
| Type of Const. | Occ. Group | Use Zone | Fire Zone 3 |
| Tract No. | Lot No. | APN 8313-008-003 | |
| Setback F / G / L / A / B | | Review # | Date 6/6/94 |

Building Address: 177 S. INDIAN HILL BLVD.
Owner: GARNER GLASS COMPANY
Mailing Address: 177 S. INDIAN HILL BLVD.
City: CLAREMONT | Zip: 91711 | Tel: 626-3526
Contractor:
Address:
City | Zip | Tel
State Lic. & Classif. | City Lic. #
Arch. Engr. Designer
Address | Tel
City | Zip | State Lic. #

## CONSTRUCTION ESTIMATE

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 2407 | SQ. FT. @ | 13.10 | $ 31,536 | 70 |
| 2ND FL | | SQ. FT. @ | | | |
| POR | | SQ. FT. @ | | | |
| GAR | | SQ. FT. @ | | | |
| CAN P | | SQ. FT. @ | | | |
| WALL | | L.F. @ | | | |
| A/C | | SQ. FT. @ | | | |
| ROOF | | SQ. FT. @ | | | |
| POOL | | SQ. FT. @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 31,536 | 70 |

NOTE: Not to be used as property tax valuation

| | | |
|---|---|---|
| ISSUANCE | $ | 19 00 |
| CONST. FEE | $ | 408 00 |
| TOTAL CONST. FEE | $ | 427 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter [illegible] commencing with Section [illegible] of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE (DATE)

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property or my employees with wages as their sole compensation, will do the work and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The exemption for owner-builder does not apply if the owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B.&P.C. for this reason

Date 6/6/94 Owner [illegible]

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Workers' Compensation insurance or a certified copy thereof. (Sec. 3800 Labor Code.)

Policy No. Company:

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date: By:

(WARNING: Failure to secure workers' compensation coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to one hundred thousand dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest, and attorney's fees.)

## CONSTRUCTION LENDING AGENCY

(The Lender providing construction lending agency for the above mentioned project is:)

Lender's Name:

Lender's Address:

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR [illegible]TIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | $ 19 00 |
| | | | TOTAL MECH. FEE $ |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| | | | | SQ. FT. @ .06 | |
| | TIMER | | | YARD SPRKLR SYSTEM | |
| | MOBILE HOME SVC. | | | GAS PIPING | |
| | POWER OUTLET | | | HOUSE SEWER | |
| | METER HR. | | | DRAINAGE PIPING | |
| | POOL/SPA | | | TANKLESS ED/MAN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | | | WATER PIPING | |
| | SWITCHES | | | PLUMBING SHEET | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER/AUTO. DISH | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | KITCHEN SINK | |
| | P.A./TEMP. PERM. | | | WATER CLOSET | |
| | SUB PANEL | | | LAVATORY | |
| | AMP. SERVICE | | | SHOWER | |
| | SQ. FT. @ .06 | | | BATH TUB | |
| | SQ. FT. @ .03 | | | WATER HEATER | |
| | SQ. FT. RESID. @ .06 | | | SEWAGE DISPOSAL | |
| | SQ. FT. GAR. @ .01 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | $ 19 00 | | ISSUANCE FEE | $ 19 00 |
| | TOTAL ELEC. FEE | $ | | TOTAL PLUMB. FEE | $ |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | | SUB TOTAL |
|---|---|---|---|---|---|
| 427.00 | | | | | 427.00 |
| PLAN CHECK | ADD'L PLAN CK. | PLANLAND FEE | FIRE FEE | FIRE UTILITY FEE | |
| PAID | | | 481.40 | | |
| SMI | SMIP FEE | | | TOTAL DUE | |
| 6.72 | 7.10 | | | $ 922.22 | |

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building occupant handle a hazardous material or a mixture containing a hazardous material equal to or greater than the amounts specified on the Hazardous Materials Information Guide?

☐ YES ☐ NO

Will the proposed building be modified facility be within 1000 feet of the outer boundary of a school?

☐ YES ☐ NO

I have read the Hazardous Material Information Guide and understand my requirements under the Los Angeles County Code, Title 3 Chapter 3.20 Section 3.20.100 through 3.20.140 concerning hazardous materials reporting.

Owner or Authorized Agent: X

NOTE: WHEN AN ADDITION OR REPAIR TO AN DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. UBC SEC. 1210

This is a building permit after-the-fact filed and signed after construction and is subject to double fee. Any construction is suspended as of this date.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above mentioned property for inspection purposes.

Signature of Applicant: [illegible] Date: 6/6/94

Mailing Address:

City, State, Zip:

The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the city thereafter requiring the correction of errors in the preserving construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.

Approved: [illegible] Date:
Passed By: [illegible] Sch. Dist. Date: Sch. Fee
C/O Issued: [illegible] Date: 6/30/94
Sewer Cn: Sewer Fee

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Piles & Piers | | |
| Subassessment | | |
| Wall Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Fireplace | | |
| Fireplace | | |
| Fireplace | | |
| Fence & Gate | | |
| Wall & Attic | | |
| Weep | | |
| Tarpaper | | |
| Lath | | |
| Final Wall Framing | | |
| Roof Nail | | |
| Roof | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| Hot Water Line | | |
| Septic Tank | | |
| Rough Plumbing | | |
| Gas Line Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Other | | |
| Water Piping Test | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| Underground | | |
| U.F. Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pole Electrical | | |
| Rough Electrical | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Duct Work | | |
| Gas Line | | |
| Air Conditioning | | |
| Duct | | |
| Ventilation System | | |
| Duct Compartment | | |
| Gas Valves | | |
| Combustion | | |
| Appliance | | |
| Range Hood | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Attic Wall | | |
| Roof Overhang | | |
| Soffit | | |
| Ceiling | | |
| Wall | | |
| Door | | |
| Other | | |
| **EXTINGUISHERS** | | |
| Type | | |
| Approved | | |
| Final | | |
| **MISCELLANEOUS** | | |
| Insulation | | |
| Final | | |

**ADDITIONAL INFORMATION**

6794 not ready 2/11.

1725 Indian Hill
902847

...quest Line
...00-5372

# Application for Building Permit

906825

PLAN CHECK # 2079

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Use of Permit: PLAN CHECK ONLY FOR OPEN METAL SHED

| | | | |
|---|---|---|---|
| Building Address: 177 S. INDIAN HILL BLVD. | | | |
| Owner: GARNER GLASS COMPANY | | | |
| Mailing Address: 177 S. INDIAN HILL BLVD. | | | |
| City: CLAREMONT | Zip: 91711 | Tel: 626-3526 | |
| Contractor: M. R. BRACEY CONSTRUCTION COMPANY | | | |
| Address: 646 W. CALIFORNIA STREET | | | |
| City: ONTARIO | Zip: 91762 | Tel: 983-8611 | |
| State Lic & Class: 245215 B EXP. 8/31/96 | | City Lic # | |
| Arch. Engr. Designer: RUFUS TURNER | | | |
| Address: 415 W. FOOTHILL BVLD , #238 | | Tel: 624-1447 | |
| City: CLAREMONT | Zip: 91711 | State Lic # C3862 | |

| Type of Const | Occ Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | 3 |

| Tract No. | Lot No | APN |
|---|---|---|
| | | 8313 - 008 - 003 |

| Setback F S L R | Revision # | Date |
|---|---|---|
| | | 5/31/94 |

## CONSTRUCTION ESTIMATE

| | | | | | |
|---|---|---|---|---|---|
| 1ST FL | 2407 | SQ FT @ | 13.10 | $ 31,536 | 70 |
| 2ND FL | | SQ FT @ | | | |
| POR | | SQ FT @ | | | |
| GAR | | SQ FT @ | | | |
| CAR P | | SQ FT @ | | | |
| WALL | | L F @ | | | |
| A/C | | SQ FT @ | | | |
| ROOF | | SQ FT @ | | | |
| POOL | | SQ FT @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 31,536 | 70 |

| | | |
|---|---|---|
| NOT subject to property tax | ISSUANCE | $ 19 00 |
| | CONST FEE | $ |
| | TOTAL CONST FEE | $ |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for the permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I as owner of the property or my employees with wages as their sole compensation will do the work, and the structure is not intended or offered for sale (Sec. 7044 Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).

☐ I as owner of the property am exclusively contracting with licensed contractors to construct the project (Sec. 7044 Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law).

☐ I am exempt under Sec. _____ B.&P.C. for this reason

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation insurance, or a certified copy thereof (Sec. 3800, Labor Code).

Policy No. NRC 250587-00 Company: GOLDEN EAGLE INS. CO.

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ By _____

## CONSTRUCTION LENDING AGENCY

Lender's Name _____

Lender's Address _____

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building occupant handle a hazardous material or a mixture containing a hazardous material equal to or greater than the amounts specified on the Hazardous Materials Information Guide?

☐ YES ☐ NO

Will the proposed building or modified facility be within one half mile of the outside boundary of a school?

☐ YES ☐ NO

I have read the Hazardous Materials Information Guide and understand my requirements under the Los Angeles County Code Title 7 Chapter 7.20 Section 7.20.100 through 7.20.140 concerning hazardous materials reporting.

Owner or Authorized Agent _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION (UBC SEC. 1210)

This is a building permit which is subject to the terms and conditions of the attached Notice to Applicant. Permit is void if work is not commenced within 180 days.

I certify that I have read the application and state that the above information is correct. I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature _____ Date 5-31-94

Mailing Address: 415 W. Foothill #238

City, State, Zip: Claremont CA 91711

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | $ 19 00 |
| | | | TOTAL MECH FEE $ |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| | TEMP | | | SQ FT @ .08 | |
| | MOBILE HOME SVC | | | YARD SPRK SYSTEM | |
| | POWER OUTLET | | | GAS PIPING | |
| | SF FURNACE | | | HOUSE SEWER | |
| | FURNACE | | | DRAINAGE PIPING | |
| | EVAP. | | | DRINKING FOUNTAIN | |
| | KITCHEN | | | URINAL | |
| | RECEPT | | | WATER PIPING | |
| | SWITCHES | | | IN SOIL DRAIN | |
| | SIGN | | | POOL/SPA | |
| | | | | WASHER (AUTO) (DRM) | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV | | | KITCHEN SINK | |
| | POLE TEMP. PWR | | | WATER CLOSET | |
| | SUB PANELS | | | LAVATORY | |
| | AMP SERVICE | | | SHOWER | |
| | SQ FT @ .01 | | | BATH TUB | |
| | SQ FT @ .01 | | | WATER HEATER | |
| | SQ FT RESID @ .06 | | | SEWAGE DISPOSAL | |
| | SQ FT COM @ .01 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | $ 19 00 | | ISSUANCE FEE | $ 19 00 |
| | TOTAL ELEC FEE | $ | | TOTAL PLUMB FEE | $ |

| CURRENT FEE | QUICK FEE | ELEC FEE | PLUMB FEE | | SUB-TOTAL |
|---|---|---|---|---|---|
| PLAN CHECK 326.40 | ABOVE PLAN CK | PARK/LAND FEE | FIRE FEE | WSD UTILITY FEE | |
| SI | MICRO FEE | | | TOTAL DUE | |
| | | | | $ 326.40 | |

Bldg _____ Date _____
Elec _____ Date _____
Plan _____ Date _____

This permit is subject to all applicable laws, regulations and conditions of said permit and does not prevent the City from requiring the correction of errors in plans or construction being carried on thereunder when in violation of any ordinance, regulation, standard and State and Federal laws.

Approved Date _____ Entry _____ Init Date _____ Bond Fee _____
Posted By _____ Date _____
C/O Issued _____ Date C/O _____ Elect Co _____

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| | | |
| **PLUMBING APPROVALS** | | |
| | | |
| **ELECTRICAL APPROVALS** | | |
| | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| | | |
| **FIRE RATED ASSEMBLIES** | | |
| | | |
| **EXTINGUISHERS** | | |
| | | |
| **MISCELLANEOUS** | | |
| | | |

**ADDITIONAL INFORMATION**

1725 Jordan Hill
90825

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 122 S. Indian Hill Blvd.

| DATE OF REQ | TIME | DATE REQ | REQ BY | TYPE OF INSP. | INI | PRMT# |
|---|---|---|---|---|---|---|
| 6/6/94 | 1:46 | 6/7 | Vince | Footings | KO | 9026847 |
| 8/29 | | 8/30 | Larry | Final | KO | 9026847 |
| | | | | | | |
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CITY OF CLAREMONT

Community Development Department

City Hall
207 Harvard Avenue
P O Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5465
Code Enforcement • (909) 399-5467
Economic Development • (909) 399-5341

June 6, 1994

Garner Glass Company
177 S. Indian Hill Blvd.
Claremont, California 91711

Dear Gentlemen:

**Permit for Open Metal Shed (Permit #906847)**
**177 S. Indian Hill Blvd.**

An application for a building permit has been submitted in your name listing yourself as the builder of the referenced property improvements.

For your protection you should be aware that as "owner/builder" you are the responsible party of record on such a permit. Building permits are not required to be signed by property owners unless they are personally performing their own work. If your work is being performed by someone other than yourself, you may protect yourself from possible liability if that person applies for the proper permit in his or her name.

Contractors are required by law to be licensed and bonded by the State of California and to have a business license from the City or County. They are also required by law to put their license number on all permits for which they apply.

If you plan to do your own work, with the exception of various trades that you plan to subcontract, you should be aware of the following information for your benefit and protection.

If you employ or otherwise engage any persons other than your immediate family, and the work (including materials and other costs) is $200 or more for the entire project and such persons are not licensed as contractors or subcontractors, then you may be an employer.

If you are an employer, you must register with the State and Federal Government as an employer and you are subject to several obligations including State and Federal Income Tax Withholding, Federal Social Security Taxes, Workers Compensation Insurance, Disability Insurance Costs, and Unemployment Compensation Contributions.

There may be financial risks for you if you do not carry out these obligations, and these risks are especially serious with respect to workers compensation insurance.

For more specific information about your obligations under federal law, contact the Internal Revenue Service (and, if you wish, the U.S. Small Business Administration). For more specific information about your obligations under state law, contact the Department of Benefit Payments and the Division of Industrial Accidents.

The Building Division is required by State Law to verify that the proposed work is actually being done by yourself and/or your immediate family, or that you have contracted with a person or firm to perform the work.

The Building Division is also required by State Law to enforce the Workers Compensation provisions of the Labor Code. Enclosed you will find a form that must be returned to this Division no later than 5 days from that date of this letter. If this form is not completed and returned by June 13, 1994, no further inspections will be made, and all construction work must stop.

The person or firm that you have contracted with must have Workers Compensation Insurance, a City Business License, and have a State Contractor's License. The permit will become invalid, no inspections will be made, and all work must stop until the three items listed above are verified. This information is requested for your protection. The Building Division is required by State Law to enforce these requirements.

Thank you for your cooperation and for your timely response.

Sincerely,

Karen Chantarangsu
Building Permits

KC
Enclosure

**CITY OF CLAREMONT**
**OWNER/BUILDER VERIFICATION**

An "Owner/Builder" building permit for Open Metal Shed (Permit #906847) has been applied for in your name and bearing your signature. Please complete and return this information by June 13, 1994 to avoid any unnecessary delays on your building permit. No inspections will be made until this verification is received.

1. I personally plan to provide the major labor and materials for this job (yes or no) No .

2. I (have or have not) have signed an application for a building permit for the proposed work.

3. I have contracted with the following person (firm) to provide the proposed construction:

   NAME: M.R.Bracey Construction Co. STATE LICENSE # 245210

   ADDRESS: 646 W.California Street CITY/STATE/ZIP Ontario, CA 91762

4. I plan to provide portions of the work, but I have hired the following person to coordinate, supervise, and provide the major work:

   NAME: _____ STATE LICENSE # _____

   ADDRESS: _____ CITY/STATE/ZIP _____

5. I will provide some of the work, but I have contracted (hired) the following persons to provide the work indicated:

| SUBCONTRACTING CO. NAME | ADDRESS/CITY/ZIP | PHONE # | TYPE OF WORK |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Property Address: 177 S. Indian Hill Blvd.

Owner's Name: Garner Glass Company
(Please Print)

Signature: _____ Date: 6/7/94

**D. L. DOUGLAS & ASSOCIATES, INC.**
*Registered Construction Inspectors*
Post Office Box 25004 ▲ Anaheim, California 92825-5004
(714) 778-8474 ▲ FAX (714) 778-8475
California State License No. 503

To: Clarkstone Bldg. Dept. Date: 6-17-92

Address: _____

City: _____ State: _____ Zip: _____

## SPECIAL INSPECTION REPORT

The following special inspection/s in accordance with the requirements of Section 306 (a), (b), and (c), of the Uniform Building Code have been requested by:

Name: San Gregorio Address: _____

City: Clairemont State: CA Tel. No. (714) 636-1054

Project: Garage Glass

Address: 222 So. Vanderbilt City: _____

Permit No: 90284 Type: _____ Dated: _____

Type of inspection/s Tempered Location: _____

Test lab: _____ Samples: _____

Contractor: A.G. Glass Address: _____

City: Ontario Tel. No. _____

Architect: Gruen & Tucker AIA Engineer: C. Simmons, PE

Sub-Contractor: _____

Inspection remarks/comments: _____

IT SHALL BE THE RESPONSIBILITY OF THE REQUESTOR TO OBTAIN ANY SPECIAL PRE-QUALIFYING CLEARANCES FOR THE INSPECTOR, THAT MAY BE REQUIRED BY THE LOCAL JURISDICTION.

Inspection by: _____ From: _____ To: _____

C·H·J· INCORPORATED

P.O. Box 231 • 1355 E. Cooley Dr., Colton, CA 92324 • Phone (909) 824-7210 • Fax (909) 824-7209

RECEIVED
JUN 27 1994
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

# REINFORCED CONCRETE INSPECTION

Job No.: 94372-5

Report No: 1

Date: June 24, 1994

Date of Inspection: June 10, 1994

Project: Garner Glass Company
177 South Indian Hill
Claremont, California

Permit No 96847

---

Client: Vince Stanton, Inc.

Address: 1656 West 9th Street
Upland, California 91786

Architect: Rufus L. Turner

Structural Engineer:

General Contractor: M. R. Bracey Construction

---

WORK COVERED BY THIS REPORT:

Enclosed is a copy of the Inspector's Daily Report for the above referenced project.

Respectfully submitted,

C. H. J., INCORPORATED

William Y. Liu, R.C.E. 58420

for
Enclosure: Inspectors Daily Report
Distribution: Vince Stanton, Inc. (3)
City of Claremont (1)

C·M·J· INCORPORATED

P.O. Box 2?? • 1385 E. Cooley Drive, Colton, CA 92324
Phone (909) 824-7210 • Fax (909) 824-7209

# REGISTERED INSPECTOR'S DAILY REPORT

JOB NO 9437-5

| | | | |
|---|---|---|---|
| TYPE OF INSPECTION | REINFORCED CONCRETE | ● CONCRETE PLACEMENT ○ REBAR PLACEMENT | DATE 6-10-94 |
| | | | DAY OF WEEK Fri. |

| | | | |
|---|---|---|---|
| PROJECT NAME | Garner Glass Co. | | PERMIT NO 96847 |
| JOB ADDRESS | 177 S. Indian Hill | Claremont | TIME ARRIVAL 5:30 AM |
| CONTRACTOR | M.R. Bracey Const. | | TIME DEPARTURE 8:?? AM |
| ARCHITECT | Rufus L. Thurston | ENGINEER | HRS CHARGED 4.0 |

| | | | |
|---|---|---|---|
| CONCRETE SUPPLIER | City Concrete | MATERIAL DESCRIPTION 6.0 SACK, 1" | WEATHER Clear |
| CONCRETE MIX NO | 2037 | METHOD OF PLACING Chute | AIR TEMPERATURE 61° A |
| PART OF STRUCTUR PLACED | Column Footings | | YARDAGE PLACED THIS SHIFT 15.5 |
| CONCRETE SUBCONTRACTOR | Vince Stanton, Inc. | REINFORCEMENT CHECKED BY | City Insp. & CMJ |

TEST(S) PERFORMED

| TIME | SLUMP IN INCHES | AIR (%) | CYLINDER NUMBER | ADDITIONAL REMARKS ON SAMPLES |
|---|---|---|---|---|
| 6:31A | 3½" | — | 1A-D | Cyl #1 74° 10 Cy. |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Description of work inspected: (Detail locations, work progress, etc.)

Concrete placed for Six Column Footings For the New Steel Canopy. Anchor bolts and Steel Angles were Verified and Complied with Approved plans.

Remarks: (Work rejected, job problems, etc.)

NONE

CERTIFICATION OF COMPLIANCE

I HEREBY CERTIFY THAT I HAVE INSPECTED TO THE BEST OF MY KNOWLEDGE ALL OF THE ABOVE REPORTED WORK UNLESS OTHERWISE NOTED I HAVE FOUND THIS WORK TO COMPLY WITH THE APPROVED PLANS SPECIFICATIONS AND APPLICABLE SECTIONS OF THE GOVERNING BUILDING LAWS

R. L. Chaney
SIGNATURE OF REGISTERED INSPECTOR

6-10-94
DATE OF REPORT

24167
REGISTER NUMBER

# C·M·J· INCORPORATED

P.O. Box 231 • 1355 E. Cooley Drive, Colton, CA 92324 • Phone (909) 824-7214

RECEIVED
JUL 12 1994
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

## CONCRETE TEST CYLINDER DATA

### IDENTIFICATION DATA

Project 177 South Indian Hill - Claremont
Client Vince Stanton, Inc.
1656 West 9th Street
Upland, CA 91786
Contractor Vince Stanton, Inc.
Inspector City of Claremont

Job No 94372-S
Report No 1
Structure Column Footings for Steel Canopy
Location Line A-2&3; Line A-25-1

### MATERIALS AND MIX DATA

Concrete Supplier City Concrete
Batch Plant Inspection No. X Yes
Cement Content Sk/Cu.Yd. 6.0
Compressive Strength Required 7 Day

Mix No 2007
Ticket No 018765
Admixtures WRDA-79
28 Day 3000

### FIELD TEST DATA

Air Temperature 61 F
Concrete Temperature 74 F°
Slump 3 1/2 inches
Air Content percent
Size 6x12
Date Received 6/13/94
Cylinder Markings 1 A B C D
Date Cast 6/10/94
Cast by Walter Ankeney

### SPECIMEN TEST DATA

| CYLINDER NO. | DATE TESTED | AGE TESTED | TOTAL LOAD | COMPRESSIVE STRENGTH, P.S.I. |
|---|---|---|---|---|
| 1A (54515) | 06/17/94 | 7 days | 67,177 | 2375 |
| 1B (54516) | 07/08/94 | 28 days | 100,060 | 3540 |
| 1C (54517) | 07/08/94 | 28 days | 105,500 | 3730 |
| | | | | |
| | | | | |
| | | | | |

Tests by laboratory personnel are in accordance with applicable ASTM methods unless otherwise noted.

DISTRIBUTION:

Vince Stanton, Inc. (3)
City of Claremont (1)
City Concrete Products (1)

CERTIFIED:

William Lin

**D. L. DOUGLAS & ASSOCIATES, INC.**
Registered Construction Inspectors
Post Office Box 25004 ▲ Anaheim, California 92825-5004
(714) 778-8474 ▲ FAX (714) 778-8475
California State License No. 503

RECEIVED
AUG 16 1994
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

To: Claremont Building Department Date: 8/14/94

Address: 207 Harvard Avenue

City: Claremont, State: Ca. Zip:

## SPECIAL INSPECTION REPORT

The following special inspection/s in accordance with the requirements of Section 306 (a), (b), and (c), of the Uniform Building Code have been requested by:

Name: Sam Gregory Address: 1004 Arbor Street

City: Costa Mesa State: Ca. Tel. No. (714) 631-1056

Project: Garner Glass Co.

Address: 177 So. Indian Hill City: Claremont

Permit No: 906847 Type: Bldg. Dated: 6/6/94

Type of inspection/s: welding Location: No. end of building

Test lab: None Samples: None

Contractor: M. R. Bracey Address: 646 West Calle

City: Ontario, 91762 Tel. No. (909) 983-8611

Architect: Rufus L. Turner, AIA Engineer L. Stinchcomb, P. E.

Sub-Contractor: Gregory Brothers Construction

Inspection remarks/comments: All work completed satisfactorily and in accordance with approved drawings and architects instructions.

Diagonal bracing bolts torque tested at 100 ft/lbs. 100%

IT SHALL BE THE RESPONSIBILITY OF THE REQUESTOR TO OBTAIN ANY SPECIAL PRE-QUALIFYING CLEARANCES FOR THE INSPECTOR, THAT MAY BE REQUIRED BY THE LOCAL JURISDICTION.

Inspection by: [signature] From: 5/17/94 To: 8/14/94

| CARD RECORD | DATE | INSPECTION |
|---|---|---|

## BUILDING APPROVALS

| | | |
|---|---|---|
| Footings | | |
| Piers & Piers | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | Per Tom Haney | 6/22/89 |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | Per Tom Haney | 6/22/89 |
| Drywall | | |
| Throat/Damper | | |
| Fireplace F.I. | | |
| Fireplace F.O. | | |
| Pressure - Final | | |
| Enclosure Gate - Final | | |
| Non-Absorb. Dec. | | |
| Walls | | |
| Ceiling | | |
| Roof | | |
| Lock Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |

## PLUMBING APPROVALS

| | | |
|---|---|---|
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| | | |
| | | |
| Final | | |

## ELECTRICAL APPROVALS

| | | |
|---|---|---|
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| CARD RECORD | DATE | INSPECTION |
|---|---|---|

## MECHANICAL APPROVALS

| | | |
|---|---|---|
| Duct Test | | |
| Combustion Air | | |
| Gas Test/Purge | | |
| Vent | | |
| Landscaping Area | | |
| Attic Compartment | | |
| Attic Partition | | |
| Compressor | | |
| Appliance Enclosure | | |
| Combustion Air Duct | | |
| Duct Damper | | |
| | | |
| Final | | |

## FIRE RATED ASSEMBLIES

| | | |
|---|---|---|
| Attic Separation | | |
| Garage Ceiling | | |
| Doors | | |
| Openings | | |
| Fire Alarm | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |

## EXTINGUISHERS

| | | |
|---|---|---|
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |

## MISCELLANEOUS

| | | |
|---|---|---|
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

## ADDITIONAL INFORMATION

#1 Re-signed Job card, but not permit.

STREET NAME 177 N. Indian Rock

PERMIT NUMBER 89062

207 HARVARD AVE. • P.O. BOX 880 • CLAREMONT 91711 • (714) 624-4531 • DEPARTMENT OF COMMUNITY DEVELOPMENT

November 9, 1989

Garner Glass Company, Inc.
177 S. Indian Hill Boulevard
Claremont, California 91711

RE: Permit for construction of concrete pads, installation of clarifier, spill containment, sump pump, relocation of air conditioning (Permit #881900), and modification of interior room (Permit #891062)
177 S. Indian Hill Boulevard

Gentlemen:

While reviewing our records, we noticed that your permit for construction of concrete pads, installation of clarifier, spill containment, sump pump, relocation of air conditioning (Permit #881900), and modification of interior room (Permit #891062) will expire on December 22, 1989. We would appreciate your calling our office to arrange an inspection before that date.

If there have been no inspections six months from the date the permit was issued, the permit will be considered cancelled. To reactivate a cancelled permit, we would require re-issuance of the permit at full fee. If there have been inspections, but no activity for the past six months, we would require a re-instatement permit at half the original fee.

If you need an extension, please write a letter to the City of Claremont at the above address, to the attention of Duane Marks, Building Official. This letter should include the reason an extension is needed and the length of time requested. The decision to grant or deny an extension of the permit will be made by Mr. Marks upon receipt of your letter, and you will be notified of his decision by mail.

If you have any questions regarding this matter, you may call me at 714/399-5471.

Cordially,
Monica A. Norman
Administrative Secretary

/man

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(714) 824-4531 Ext. 251

PERMIT/PROJECT #

PLAN CHECK #

RELOCATE GAS METER

Building Address 177 S. INDIAN HILL

Owner GARNER GLASS COMPANY

Mailing Address SAME

City CLAREMONT | Zip 91711 | Tel

Contractor BRUCE ALLYN PLUMBING

Address 955 PRICE STREET

City POMONA | Zip 91767 | Tel 623-9961

State Lic & Class 245042 C-20/C-36 | City Lic #

Arch. Engr. Designer 2/28/90 OK

Address | Tel

City | Zip | State Lic #

| Type of Const | Occ Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | |

| Tract No | Lot No | APN |
|---|---|---|
| | | |

| Setbacks F | S | R | Statistical Code | Date |
|---|---|---|---|---|
| | | | | 12/13/89 |

## CONSTRUCTION ESTIMATE

| | | |
|---|---|---|
| 1ST FL | SQ FT @ | $ |
| 2ND FL | SQ FT @ | |
| POR | SQ FT @ | |
| GAR | SQ FT @ | |
| WALL | SQ FT @ | |
| A/C | SQ FT @ | |
| HOOD | SQ FT @ | |
| POOL | SQ FT @ | |
| | SQ FT @ | |
| ESTIMATED CONSTRUCTION VALUATION | | $ |
| NOTE: Not to be used as property tax valuation | ISSUANCE | $ |
| | CONST FEE | $ |
| | TOTAL CONST FEE | $ |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 commencing with Section 7000 of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE [signature] DATE 12-28-89

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish or repair any structure, prior to its issuance, also requires the applicant for the permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds improvements thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).

I, as owner of the property, am exempt from the Contractor's License Law for the following reason:

## WORKERS' COMPENSATION DECLARATION

I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: STATE FUND EXP. 1/1/90

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date Sig

NOTICE TO APPLICANT: If after making this Certificate of Exemption you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code).

Lender's Name

Lender's Address

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant Date 12-28-89

Mailing Address

City State Zip

Phone Date 1/2/90

Date

Date

Date

Date

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| FURNACE | UNIT | WALL | FLOOR SUSPENDED |
| AIR HANDLING UNIT | | | CFM |
| ABSORPTION SYSTEM | | | BTU |
| COMPRESSOR | | HP | |
| HEATING SYSTEM | | FORCED | GRAVITY |
| BOILER | | BTU | |
| MISCELLANEOUS | | | |
| | | | |
| PLAN CHECK FEE | | | |
| | | TOTAL MECH FEE | |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES | |
|---|---|---|---|---|
| | | | | |
| | MOBILEHOME | | GAS PIPING | 3.00 |
| | POWER OUTLET | | HOUSE SEWER | |
| | MOTOR HP | | DRAINAGE PIPING | |
| | PANEL/SPA | | DRINKING FOUNTAIN | |
| | FIXTURES | | URINAL | |
| | OUTLETS | | WATER PIPING | |
| | | | FLOOR DRAIN | |
| | SIGN | | PANEL/SPA | |
| | | | WASHER/AUTO DISH | |
| | | | GARBAGE DISPOSAL | |
| | | | | |
| | | | | |
| | AMP/SERVICE END | | LAVATORY | |
| | | | SHOWER | |
| | | | BATH TUB | |
| | | | WATER HEATER | |
| | | | SEWAGE DISPOSAL | |
| | | | PLAN CHECK | |
| | PLAN CHECK | | | |
| | ISSUANCE FEE | | ISSUANCE FEE | 7.00 |
| | TOTAL ELEC FEE | | TOTAL PLUMB FEE | 10.00 |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | SMI | SUBTOTAL |
|---|---|---|---|---|---|
| | | | 10.00 | | 10.00 |
| PLAN CHECK | PARKLAND FEE | | | | TOTAL FEE |
| | | | | | 10.00 |

INSPECTION'S COPY

| NO. | OPERATION | DATE | INSPECTOR |
|---|---|---|---|

## BUILDING APPROVALS

| | | | |
|---|---|---|---|
| | Soil Block | | |
| 2 | Footings | | |
| 2A | Slab Grade | | |
| 3 | Piers | | |
| 4 | Concrete Floor | | |
| 5 | Foundation | | |
| 6 | Underfloor | | |
| 7 | Floor | | |
| 8 | Walls | | |
| 9 | Roofing | | |
| 10 | Rough Carpentry | | |
| 10A | Drywall | | |
| | Insulation | | |
| | Other Inspections | | |
| | Final | | |

## PLUMBING APPROVALS

| | | | |
|---|---|---|---|
| | Underground | | |
| 15 | Slab or Floor | | |
| 17 | Rough Plumbing | | |
| 18 | Vents | | |
| | Water Service | | |
| | Sewer | | |
| | Gas Test | | |
| | Water Test | | |
| | Final | | |

1-25-88 KAM

## ELECTRICAL APPROVALS

| | | | |
|---|---|---|---|
| 20 | Meter Pole | | |
| 21 | Temp | | |
| | Underground | | |
| | Service | | |
| | Final | | |

| NO. | OPERATION | DATE | INSPECTOR |
|---|---|---|---|

## MECHANICAL APPROVALS

| | | | |
|---|---|---|---|
| | Gas Piping | | |
| 34 | Furnace Set | | |
| 35 | Underground Duct | | |
| | Rough | | |
| | Final | | |
| 37 | Appliance | | |
| | Vent | | |
| 39 | Other | | |
| | Final | | |

ADDITIONAL INFORMATION

SEWAGE DISPOSAL USE & LOCATION

REAR OF PROPERTY LINE

111 S. Indian Hill
#890133

6841

# Application for Building Permit

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

CONDUIT TO CONTROL AIR COMPRESSOR 24

VOLT SYSTEM

| | | | |
|---|---|---|---|
| Type of Const. | Occ. Group | Use Zone | Fire Zone 3 |
| Tract No. | Lot No | APN | |
| Setbacks F S L R R | Review # | Date | |

Building Address: 177 S. INDIAN HILL BLVD.
Owner: GARNER GLASS COMPANY
Mailing Address: SAME
City: CLAREMONT Zip: 91711 Tel: 626-3526
Contractor
Address
City Zip Tel
State Lic. & Classif. City Lic. #
Arch. Engr., Designer
Address Tel.
City Zip State Lic. #

**CONSTRUCTION ESTIMATE**

| | | |
|---|---|---|
| 1ST FL. | SQ. FT. @ | $ |
| 2ND FL. | SQ. FT. @ | |
| POR. | SQ. FT @ | |
| GAR. | SQ FT @ | |
| CAR P. | SQ. FT. @ | |
| WALL | L.F. @ | |
| A/C | SQ. FT. @ | |
| ROOF | SQ. FT. @ | |
| POOL | SQ. FT. @ | |
| ESTIMATED CONSTRUCTION VALUATION | | $ |
| | ISSUANCE | $ |
| | CONST. FEE | $ |
| | TOTAL CONST. FEE | $ |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect

SIGNATURE DATE

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale.

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B. & P. C. for this reason _____

Date _____ Owner H. W. [illegible]

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. _____ Company _____
☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

This is a building permit which may be void if work is not started within 180 days or if work is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above mentioned property for inspection purposes.

Signature of Applicant H. W. [illegible] Date 4/11/87

Mailing Address _____
City, State, Zip _____

Permit Approved By
Bldg. Laura McCleary Date 4/11/87
Engr Date
Plan Date

Approved: Gas [illegible] Date 6-15-87
Finaled By
C/O Issued

**MECHANICAL FEES**

| | | |
|---|---|---|
| VENT SYSTEM | FAN EVAP. COOL HOOD | |
| APPLIANCE | DRYER | |
| AIR CONDITIONER | B.T.U. | |
| HEATING SYSTEM | B.T.U. | |
| MECH. PLAN CHECK FEE | | |
| ISSUANCE FEE | TOTAL MECH. FEE | |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| UNITS | | | | SQ. FT. @ .03 | |
| | TIMER | | | YARD/AREA SYSTEM | |
| | MOB. HOME SVC. | | | GAS PIPING | |
| | POWER OUTLET | | | HOUSE SEWER | |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | .50 | | WATER PIPING | |
| 1 | SWITCHES | | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER (AUTO) (DWH) | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | KITCHEN SINK | |
| | POLE TEMP/PERM | | | WATER CLOSET | |
| | SUB-POLES | | | LAVATORY | |
| | AMP. SERVICE | | | SHOWER | |
| | SQ. FT. @ C | | | BATH TUB | |
| | SQ. FT. @ C | | | WATER HEATER | |
| | SQ. FT. INSPECT. OH | | | SEWAGE DISPOSAL | |
| | SQ. FT. OTHER OCCS. | | | PLAN CHECK | |
| | PLAN CHECK | 7.00 | | | |
| | ISSUANCE FEE | 1.50 | | ISSUANCE FEE | |
| | TOTAL ELEC. FEE | | | TOTAL PLUMB. FEE | |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| | | 7.50 | | | |
| PLAN CHECK | ADDL. PLAN CK | PARKLAND FEE | | TOTAL DUE | |
| | | | | 7.50 | |

11MR ** 7.5[illegible]

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(714) 624-4531 Ext. 251

PERMIT# [redacted]881900

PLAN CHECK # 1261

CONSTRUCT 2 CONCRETE PADS, INSTALL 3 COMPARTMENT CLARIFIER, SPILL CONTAINMENT, SUMP PUMP, RELOCATE ~~AIR CONDITIONING AND GAS METER.~~

| | | | |
|---|---|---|---|
| Building Address: 177 S. INDIAN HILL BOULEVARD | | | |
| Owner: GARNER GLASS COMPANY, INC. | | | |
| Mailing Address: SAME | | | |
| City: CLAREMONT | Zip: 91711 | Tel: 624-5071 | |
| Contractor: OWNER/BUILDER | | | |
| Address: | | | |
| City: | Zip: | Tel: | |
| State Lic. & Classif.: | | City Lic. #: | |
| Arch. Engr., Designer: RUFUS L. TURNER, A.I.A. | | | |
| Address: 8191 MONTE VISTA | | Tel: 624-3988 | |
| City: UPLAND | Zip: 91786 | State Lic. #: C-3869 | |

| | | | |
|---|---|---|---|
| Type of Const.: VN | Occ. Group: M1 | Use Zone: I | Fire Zone: |
| Tract No.: | Lot No.: | APN: | |
| Setbacks: F: S: L: R: R: | | Statistical Code: | Date: 12/2/88 |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE _____

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

[X] I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

[ ] I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

[ ] I am exempt under Sec. _____ B. & P.C. for this reason

X Date 12/2/88 Owner Garner Glass Co by T.N. Turner

**WORKERS' COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code.)

Policy No. _____ Company _____

[ ] Copy is filed with the city [ ] Certified copy is hereby furnished

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption you should become subject to the Workers' Compensation provision of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code)

Lender's Name

Lender's Address

This is a building permit, and property owner is responsible for obtaining all necessary permits and for insuring that all work is performed in compliance with all applicable laws, whether specified herein or not. The granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction. Permit becomes void if work or construction authorized is suspended or abandoned for a period of 180 days after the time work is commenced.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above mentioned property for inspection purposes.

X Signature of Applicant T.N. Turner Date 12/2/88

Mailing Address 177 S INDIAN HILL BLVD

City, State, Zip CLAREMONT CA 91711

Bldg Duane Marko Date 12/2/88

Engr N/A Date

Plng Mu Ryp Date 12/2/88

MECHANICAL EQUIPMENT TO BE FULLY SCREENED WITH 8 5-GALLON SIZE OLEANDER BUSHES.

Finaled By John Hoss Date 11/14/89

C/O Issued _____ Bldg. _____ Elect. Co.

**CONSTRUCTION ESTIMATE**

| | | | | |
|---|---|---|---|---|
| 1ST FL | SQ. FT. @ | | $ | |
| 2ND FL. | SQ. FT. @ | | | |
| POR. 405 | SQ. FT. @ | 8.00 | | 3,240.00 |
| GAR. | SQ. FT. @ | | | |
| CAR P. | SQ. FT. @ | | | |
| WALL | SQ. FT. @ | | | |
| A/C | SQ. FT. @ | | | |
| ROOF | SQ. FT. @ | | | |
| PC OL | SQ. FT. @ | | | |
| PAD 77 | SQ. FT. @ | 2.00 | | 154.00 |
| ESTIMATED CONSTRUCTION VALUATION | | | $ | 3,394.00 |
| NOTE: Not to be used as property tax valuation | ISSUANCE | | $ | 7.00 |
| | CONST. FEE | | $ | 47.00 |
| | TOTAL CONST. FEE | | $ | 54.00 |

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM FAN EVAP COOL HOOD | | | |
| APPLIANCE DRYER | | | |
| FURNACE UNIT WALL FLOOR SUSPENDED | | | |
| AIR HANDLING UNIT CFM | | | |
| ABSORPTION SYSTEM BTU | | | |
| COMPRESSOR RELOCATE HP 7.5 | | | 6.00 |
| HEATING SYSTEM FORCED GRAVITY | | | |
| BOILER BTU | | | |
| MECH. PLAN CHECK FEE | | | |
| MAX. HEATER OUTPUT, B.T.U. | | | |
| ISSUANCE FEE | | | 7.00 |
| TOTAL MECH. FEE | | | 13.00 |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| UNITS | | | | SQ. FT. @ .03 | |
| | | | | YARD SPKLR SYSTEM | |
| | MOBILEHOME SVC | | 1 | GAS PIPING | 3.00 |
| | POWER OUTLET | | 1 | [redacted]SEWER | 10.00 |
| 1 | MOTOR HP 7.5 A/C | 8.00 | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | | | WATER PIPING | |
| 1 | SUMP PUMP .75 HP | 3.00 | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER (AUTO) (DISH) | |
| | SUBPANEL NOT OVER 200 AMP | 10.00 | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP USE PERMIT SVC | | | KITCHEN SINK | |
| | POLE TEMP FRM | | | WATER CLOSET | |
| | AMPERES SERV ENT | | | LAVATORY | |
| | SQ. FT. @ c | | | SHOWER | |
| | SQ. FT. @ c | | | BATH TUB | |
| | SQ. FT. REQ'D @ 03 | | | WATER HEATER | |
| | SQ. FT. GAR. @ 008 | | | SEWAGE DISPOSAL | |
| | PLAN CHECK | | 1 | CLARIFIER | 5.00 |
| | ISSUANCE FEE | 7.00 | | ISSUANCE FEE | 7.00 |
| | TOTAL ELEC FEE | 28.00 | | TOTAL PLUMB FEE | 25.00 |

| OTHER FEE | MECH FEE | ELEC. FEE | PLUMB. FEE | SMI | SUBTOTAL |
|---|---|---|---|---|---|
| 54.00 | 13.00 | 28.00 | 25.00 | | 120.00 |
| PLAN CHECK | PARKLAND FEE | | | TOTAL DUE | |
| PAID | | | | 120.00 | |

2 DEC ** 120.0

INSPECTOR'S COPY

| NO | OPERATION | DATE | INSPECTOR |
|---|---|---|---|
| | **BUILDING APPROVALS** | | |
| 1 | Set Back | | |
| 2 | Ftgs & Frms | | |
| 2A | Slab Grade | | |
| 3 | Steel | | |
| 4 | Grout Blocks | | |
| 5 | Bond Beams | | |
| 6 | Roof Deck | | |
| 7 | Framing | | |
| 8 | Vents | | |
| 9 | Garage Fire Wall | | |
| 10 | Fireplace PL | | |
| 10A | Fireplace TO | | |
| 11 | Exterior Lath | | |
| 12 | Internal Lath | | |
| 12A | Drywall | | |
| 13 | Finish Grade | | |
| | INSULATION Thick R Value | | |
| 12A | Walls (Batts) | | |
| 12B | Ceiling (Batts) | | |
| 12C | Ceiling (Blown) | | |
| 14 | Final | | |
| | **PLUMBING APPROVALS** | | |
| 15 | Ground Plumb | | |
| 16 | Water piping | | |
| 17 | Rough Plumb | | |
| 18 | Vents | | |
| 19 | Sewage Disposal | | |
| 20 | Sewer | | |
| 21 | Water Heater | | |
| 22 | Water Softener | | |
| 23 | Water Service | | |
| 24 | Gas Test | | |
| 25 | Final | | |
| | **ELECTRICAL APPROVALS** | | |
| 26 | Power Pole | | |
| 27 | Conduit | | |
| 28 | Service Entrance | | |
| 29 | Wiring | | |
| 29A | Grounding Wire | | |
| 29B | Bonding | | |
| 30 | Fixtures | | |
| 31 | Service | | |
| 32 | Final | | |

Ber. F.M. 1-25-89

| NO | OPERATION | DATE | INSPECT |
|---|---|---|---|
| | **MECHANICAL APPROVALS** | | |
| 33 | Ventilation System | | |
| 34 | Plenums & Ducts | | |
| 35 | Furnace Compart | | |
| 36 | Inlets & Outlets | | |
| 37 | Combustion Air | | |
| 38 | Compressor | | |
| 39 | Appl. Clearance | | |
| 40 | Fire Damper | | |
| 41 | Smoke Detection Device | | |
| 42 | Commercial Hood | | |
| 43 | Final | | |

OFFICE NO

**ADDITIONAL INFORMATION**

12-16-88
Issued Stop Work Notice

RAM
#3-14-89 EAST PHD FTG-STL
& SLAB REINF-MT OK
JW

#6-7-89 SPILL CONTAINMENT AREA
FTG & SLAB REINFORCEMENT ok
JW

# Job card signed, Cat not permit.

**SEWAGE SYSTEM SIZE & LOCATION**

Tank P/L L Line

**REAR OF PROPERTY LINE**

P/L

STREET NAME 117 S. Indiana Hill

#-881900

6841

CITY OF CLAREMONT

OWNER-BUILDER VERIFICATION

An "Owner/Builder" building permit has been applied for in your name and bearing your signature. Please complete and return this information at your earliest opportunity to avoid unnecessary delay in processing and issuing your building permit. No inspections will be made until this verification is received.

1. I personally plan to provide the major labor and materials for this job (yes or no)_____.

2. I (have or have not)_____signed an application for a building permit for the proposed work.

3. I have contracted with the following person (firm) to provide the proposed construction:

   NAME:_____Contractor's License #_____

   ADDRESS:_____City_____

4. I plan to provide portions of the work, but I have hired the following person to coordinate, supervise, and provide the major work:

   NAME:_____Contractor's License #_____

   ADDRESS:_____City_____

5. I will provide some of the work, but I have contracted (hired) the following persons to provide the work indicated:

| Subcontracting Co. Name | Address/City/Zip | Phone # | Type of Work | Amount of Contract |
|---|---|---|---|---|
| ALLIED AIR CONDITIONING | 1480 EAST THIRD ST. POMONA, CA 91766 | 623-1275 | MOVE AIR CONDITIONER | PER HOUR No a/c |
| BRUCE ALLYN PLUMBING | 955 PRICE STREET POMONA, CA 91767 | 622-9961 | GENERAL PLUMBING | PER HOUR w/o a/c |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Property Address: 177 S. Indian Hill - Claripics

Owner's Name: GARNER GLASS CO. Signature [signature] Date 12/14/88

BUILDING DIVISION
**CITY OF CLAREMONT**

TO: LABNER GLASS CO INC
JOB ADDRESS: 177 S INDIAN HILL Blvd

PERMIT NO. # 881500
DATE 12-16-88
CASE NO. _____

# LEGAL NOTICE

A violation of City Ordinances and/or state laws exist upon these premises in the following particulars:

No Workmens Comp For Alice Hill

**YOU ARE DIRECTED TO STOP WORK AT ONCE AND TO APPEAR AT THE OFFICE OF THE BUILDING OFFICIAL WITHIN 5 DAYS OF THE ABOVE DATE TO SHOW CAUSE WHY THE MATTER SHOULD NOT BE REFERRED TO THE CITY ATTORNEY. (Failure to comply is a misdemeanor which is punishable by a $500.00 fine, 6 months imprisonment, or both).**
Claremont Municipal Code Ordinance 84-9, Section 15.04.030

Received Notice: Mr Carney
Date: 12-16-88

Received w/c on 12/19/88 Moe

J. P. Moore
Building Inspector/Investigator

**DO NOT REMOVE THIS NOTICE**

DISTRIBUTION: BLUE - Inspector, MANILA - Job

JOB ADDRESS 1811 S. INDIAN HILL

OWNER

#1 PROVIDE 12" MIN DEPTH INTO NATURAL UNDISTURBED SOIL

#2 PROVIDE 3" MIN CLEARANCE FOR ENCASEMENT TO ALL REINFORCEMENT

#3 INSTALL REINFORCEMENT AS PER APPROVED

RECALL FOR INSP

3-10-89 DATE

INSPECTOR'S SIGNATURE

CENT BUSINESS FORMS 110

# Application for Building Permit

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

85 lin. ft. air lines

| | | | |
|---|---|---|---|
| Type of Const. | Occ. Group | Use Zone | Fire Zone 3 |
| Tract No. | Lot No. | APN | |
| Setbacks F S L R R | Review # | Date | |

Building Address: 177 S. INDIAN HILL
Owner: THE GARNER GLASS CO.
Mailing Address: SAME
City: CLAREMONT Zip: 91711 Tel.
Contractor: BRUCE ALLYN PLUMBING
Address: 955 PRICE ST.
City: POMONA Zip: 91767 Tel: 622-9961
State Lic. & Classif.: 245042 C-36 Exp. 2/18/90 City Lic. #
Arch. Engr., Designer
Address Tel.
City Zip State Lic. #

## CONSTRUCTION ESTIMATE

| | | |
|---|---|---|
| 1ST FL. | SQ. FT. @ | $ |
| 2ND FL. | SQ. FT. @ | |
| POR. | SQ. FT. @ | |
| GAR. | SQ. FT. @ | |
| CAR P. | SQ. FT. @ | |
| WALL | L.F. @ | |
| A/C | SQ. FT. @ | |
| ROOF | SQ. FT. @ | |
| POOL | SQ. FT. @ | |
| ESTIMATED CONSTRUCTION VALUATION | | $ |
| NOTE: Not to be used for property tax valuation | ISSUANCE | $ |
| | CONST. FEE | $ |
| | TOTAL CONST. FEE | $ |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE 4-7-89

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason. (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B. & P.C. for the reason _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. 046-89UNIT001614 Company STATE FUND

☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig. _____

CONSTRUCTION LENDING AGENCY

_____

Lender's Address _____

This is a building permit when properly filled out, signed and validated. Work thereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of the city to enter the above-mentioned property for inspection purposes.

Signature of Applicant _____ Date 4-7-89

Mailing Address _____

City, State, Zip _____

Permit Approved By:

Bldg. R. Thornsdin Date 4/7/89

Engr. _____ Date _____

Plan. _____ Date _____

Approved: Gas _____ Electric _____ Sch. Dist. _____ San. Fee _____ Date 6-15-89

Finaled By _____

C/O Issued _____ Gas Co _____ Elect. Co. _____

INSPECTOR _____

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP. COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | B.T.U. |
| HEATING SYSTEM | | | B.T.U. |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH. FEE |

## ELECTRICAL FEES

| NO. | | |
|---|---|---|
| UNITS | | |
| | TIMER | |
| | MOBILEHOME SVC. | |
| | POWER OUTLET | |
| | MOTOR HP | |
| | POOL/SPA | |
| | FIXTURES | |
| | OUTLETS | |
| | SWITCHES | |
| | | |
| | SIGN | |
| | | |
| | | |
| | TEMP. USE SERV. | |
| | POLE TEMP/PERM | |
| | SUB-POLES | |
| | AMP SERVICE | |
| | SQ. FT. @ .C | |
| | SQ. FT. @ .C | |
| | SQ. FT. RESD @ .03 | |
| | SQ. FT. GAR @ .006 | |
| | PLAN CHECK | |
| | ISSUANCE FEE | |
| | TOTAL ELEC. FEE | |

## PLUMBING FEES

| NO. | | |
|---|---|---|
| | FIXTURE @ .00 | |
| | YARD SPRLR SYSTEM | |
| | GAS PIPING | |
| | HOUSE SEWER | |
| | DRAINAGE PIPING | |
| | DRINKING FOUNTAIN | |
| | URINAL | |
| | WATER PIPING | |
| | FLOOR DRAIN | |
| | POOL/SPA | |
| | WASHER (AUTO) (DISH) | |
| | GARBAGE DISPOSAL | |
| | LAUNDRY TRAY | |
| | KITCHEN SINK | |
| | WATER CLOSET | |
| | LAVATORY | |
| | SHOWER | |
| | BATH TUB | |
| | WATER HEATER | |
| | SEWAGE DISPOSAL | |
| | PLAN CHECK | |
| | Air Lines | 3.00 |
| | ISSUANCE FEE | 7.00 |
| | TOTAL PLUMB. FEE | 10.00 |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| | | | 10.00 | | |
| PLAN CHECK | ADDL. PLAN CK | PARKLAND FEE | | TOTAL DUE | |
| | | | | 10.00 | |

-7MR ** 10.00

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Figs & Frms | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Throat/Damper | | |
| Fireplace P/T | | |
| Fireplace F.O. | | |
| Swimming Pool | | |
| Spa/Hot Tub | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Grease Ducts | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| **FIRE RATED ASSEMBLIES** | | |
| Fire Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Access | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

4-19-89 150 PS: 15 MINS
NO DROP

-JH

STREET NAME 177 N. Glenwood

PERMIT NUMBER 1950586

# Application for Building Permit

890746 PLAN CHECK # 1365

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

MODIFY EXISTING ~~SECURITY BOOTH 200 SQ.~~
FT. INTERIOR ROOM 345 SQ. FT.
Plan Check Only

| Type of Const. | Occ. Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | 3 |

| Tract No. | Lot No. | APN |
|---|---|---|
| | | |

| Setbacks F | S | L | R | R | Review # | Date |
|---|---|---|---|---|---|---|
| | | | | | | 5/2/89 |

Building Address: 177 S. INDIAN HILL BLVD.
Owner: GARNER GLASS CO.
Mailing Address: SAME
City: CLAREMONT Zip: 91711 Tel: 626-3526
Contractor: OWNER/BUILDER MODIFICATION
Address:
City: Zip: Tel:
State Lic. & Classif.: City Lic. #:
Arch. Engr., Designer:
Address: Tel:
City: Zip: State Lic. #:

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: *(Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).)*

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, any such owner of property, who builds or improves thereon, within one year of completion of the improvements, offers the property for sale, he shall have the burden of proving that he did not build or improve for the purpose of sale.)*

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)*

☐ I am exempt under Sec. _____ B. & P.C. for this reason _____

+ Date 5/2/89 Owner GARNER GLASS COMPANY BY [illegible]

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. *(Sec. 3800, Labor Code.)*

Policy No. _____ Company _____
☐ Copy is filed with the city. ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

*(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)*
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ by _____

Lender's Name
Lender's Address

This is a building permit which property [illegible] work hereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above mentioned property for inspection purposes.

+ Signature of Applicant GARNER GLASS BY [illegible] Date 5/2/89

Mailing Address _____
City, State, Zip _____

Permit Approved By: _____
Bldg. [illegible] Date 5/2/89
Engr. _____ Date
Plan _____ Date

Approved: Gas _____ Electric _____ Sch. Dist. _____ San. Fee _____
Finaled By: [illegible] Date 11/13/89
C/O Issued _____ Gas Co. _____ Elect. Co. _____

INSPECTIONS

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL. | 345 | SQ. FT. @ | 15.00 | $ 5,175.00 |
| ~~2ND FL.~~ | ~~200~~ | SQ. FT. @ | 27.70 | ~~7,756.00~~ |
| POR. | | SQ. FT. @ | | |
| GAR. | | SQ. FT. @ | | |
| CAR P. | | SQ. FT. @ | | |
| WALL | | L.F. @ | | |
| A/C | | SQ. FT. @ | | |
| ROOF | | SQ. FT. @ | | |
| POOL | | SQ. FT. @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | | $ 12,931.00 |

NOTE: Not to be used for property tax evaluation

| | |
|---|---|
| ISSUANCE | $ |
| CONST. FEE | $ |
| TOTAL CONST. FEE | $ 67.00 |

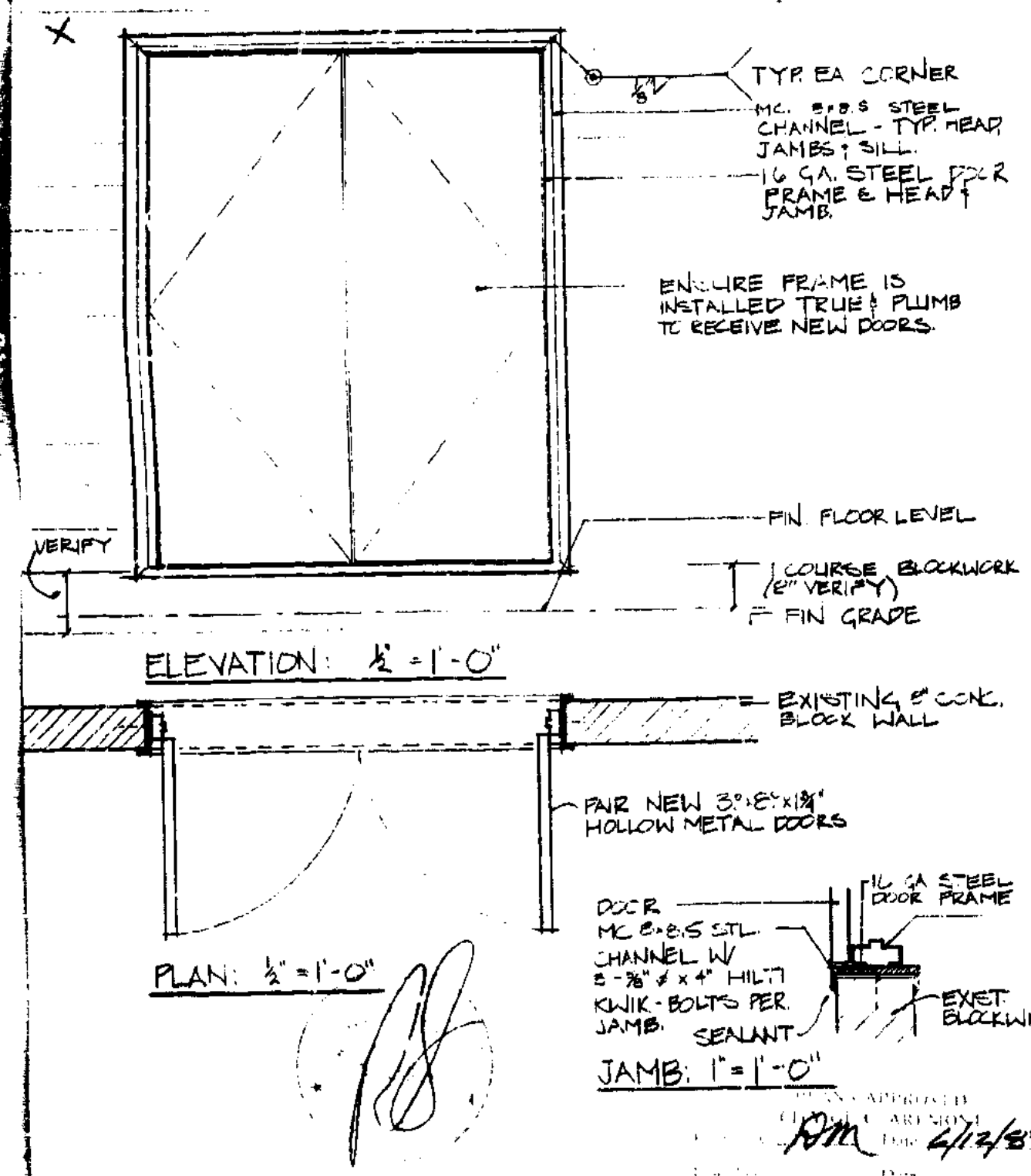
## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN EVAP. COOL | HOOD | 10.00 |
| APPLIANCE | | DRYER | |
| AIR CONDITIONER | | B.T.U. | |
| HEATING SYSTEM | | B.T.U. | |
| ~~MECH. PLAN CHECK FEE~~ | | | |
| ISSUANCE FEE | | | 5.00 |
| | | TOTAL MECH. FEE | 15.00 |

| NO. UNITS | ELECTRICAL FEES | | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|---|
| | | | | 345 | SQ. FT. @ .03 | 10.35 |
| | TIMER | | | | YARD SPKLR SYSTEM | |
| | MOBILEHOME SVC. | | | | GAS PIPING | |
| | POWER OUTLET | | | | HOUSE SEWER | |
| | MOTOR HP | | | | DRAINAGE PIPING | |
| | POOL/SPA | | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | | URINAL | |
| | OUTLETS | | | | WATER PIPING | |
| | SWITCHES | | | | FLOOR DRAIN | |
| | | | | | POOL/SPA | |
| | SIGN | | | | WASHER (AUTO) (DISH) | |
| | | | | | GARBAGE DISPOSAL | |
| | | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | | KITCHEN SINK | |
| | POLE TEMP/PERM | | | | WATER CLOSET | |
| | SUB POLES | | | | LAVATORY | |
| | AMP DEVICE | | | | SHOWER | |
| 345 | SQ. FT. @ .03 | | 10.35 | | BATH TUB | |
| | SQ. FT. @ | | | | WATER HEATER | |
| | SQ. FT. RESIDENTIAL | | | | SEWAGE DISPOSAL | |
| | SQ. FT. GAR. & OTH. | | | | PLAN CHECK | |
| | PLAN CHECK | | | | | |
| | ISSUANCE FEE | | | | ISSUANCE FEE | |
| | TOTAL ELEC. FEE | | | | TOTAL PLUMB. FEE | |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SUR | SUB-TOTAL |
|---|---|---|---|---|---|
| | | | | | |
| PLAN CHECK | ADDL PLAN CK | PARKLAND FEE | | TOTAL DUE | |
| 89.00 | | | | 89.00 | |

2 KEY ** 82.00




GARNER GLASS
177 S. INDIAN HILL BLVD.
CLAREMONT, CA 91711

06/09/89

**RUFUS L. TURNER, A.I.A.**
**ARCHITECT & ASSOCIATES**
8191 MONTE VISTA STREET • UPLAND, CALIFORNIA 91786
(714) 624-3988

# Application for Building Permit

PLAN CHECK # 1365

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

MODIFY EXISTING FT. INTERIOR ROOM 345 SQ. FT.

| | | | |
|---|---|---|---|
| Building Address | 177 S. INDIAN HILL BLVD. | | |
| Owner | GARNER GLASS CO. | | |
| Mailing Address | SAME | | |
| City | CLAREMONT | Zip 91711 | Tel 626-3526 |
| Contractor | OWNER/BUILDER | | |
| Address | | | |
| City | | Zip | Tel |
| State Lic & Classif. | | | City Lic. # |
| Arch. Engr., Designer | | | |
| Address | | | Tel. |
| City | | Zip | State Lic. # |

| Type of Const. | Occ. Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | 3 |

| Tract No. | Lot No. | APN |
|---|---|---|
| | | |

| Setbacks F | S | L | R | R | Review # | Date |
|---|---|---|---|---|---|---|
| | | | | | | 6/21/89 |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE _____

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: *(Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).)*

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale.)*

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)*

☐ I am exempt under Sec. _____ B. & P.C. for the reason _____

X Date 6/21/89 Owner GARNER GLASS BY T.W. Garner

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof. *(Sec. 3800, Labor Code.)*

Policy No. _____ Company _____

☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

*(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)*

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig. _____

CONSTRUCTION LENDING AGENCY

_____

Lender's Name _____

Lender's Address _____

_____

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

X Signature of Applicant GARNER GLASS BY T.W. Garner Date 6/21/89

Mailing Address _____

City, State, Zip _____

Permit Approved By: _____

Bldg. Duane Merkstadt Date 6/21/89

Engr. _____ Date _____

Plan _____ Date _____

Approved Gas _____ Electric _____ Sch. Dist. _____ San. Fee _____

Finaled By Tom Flores Date 11/13/95

C.O. Issued _____ Gas Co. _____ Elect. Co. _____

**CONSTRUCTION ESTIMATE**

| | | | |
|---|---|---|---|
| 1ST FL. | 345 SQ. FT. @ | 15.00 | $ 5,175.00 |
| 2ND FL. | SQ. FT. @ | | |
| POR. | SQ. FT. @ | | |
| GAR. | SQ. FT. @ | | |
| CAR P | SQ. FT. @ | | |
| WALL | L.F. @ | | |
| A/C | SQ. FT. @ | | |
| ROOF | SQ. FT. @ | | |
| POOL | SQ. FT. @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 5,175.00 |
| | ISSUANCE | | $ 7.00 |
| | CONST. FEE | | $ 61.00 |
| | TOTAL CONST. FEE | | $ 68.00 |

**MECHANICAL FEES**

| | | |
|---|---|---|
| VENT SYSTEM 1 FAN EVAP. COOL HOOD 10 HP | | 10.00 |
| APPLIANCE | DRYER | |
| AIR CONDITIONER | B.T.U. | |
| HEATING SYSTEM | B.T.U. | |
| MECH. PLAN CHECK FEE | | |
| ISSUANCE FEE | | 7.00 |
| | TOTAL MECH. FEE | 17.00 |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| UNITS | | | | 345 SQ. FT. @ .03 | 10.35 |
| | TIMER | | | YARD SPKLR SYSTEM | |
| | MOBILEHOME SVC | | | GAS PIPING | |
| | POWER OUTLET | | | HOUSE SEWER | |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | | | WATER PIPING | |
| | SWITCHES | | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER/AUTO (OVER) | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | KITCHEN SINK | |
| | POLE TEMP/PERM | | | WATER CLOSET | |
| | SUB POLES | | | LAVATORY | |
| | AMP. SERVICE | | | SHOWER | |
| 345 | SQ. FT. @ .03 | 10.35 | | BATH TUB | |
| | SQ. FT. @ | | | WATER HEATER | |
| | SQ. FT. RESID @ .03 | | | SEWAGE DISPOSAL | |
| | SQ. FT. GAR. @ .005 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | 7.00 | | ISSUANCE FEE | 7.00 |
| | TOTAL ELEC. FEE | 17.35 | | TOTAL PLUMB. FEE | 17.35 |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| 68.00 | 17.00 | 17.35 | 17.35 | | 119.70 |
| PLAN CHECK | ADDL. PLAN CK. | PARKLAND FEE | | TOTAL DUE | |
| -$40 CREDIT | | | | 79.70 | |

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 177 S. Indian Hill

| Date of Req. | Date Rqstd | Type of Inspection |
|---|---|---|
| 4/11/89 | 4/12/89 | Sep. Conn. to Line |
| 4/13/89 | 4/17/89 | Foundation for Garage to be poured on Thursday |
| 4/18/89 | 4/19/89 | Elec. Insl. |
| 6/15/89 | 6/16/89 | Slab Insp. |
| 6/14/89 | 6/16/89 | Drywall |
| 6/21/89 | 6/22/89 | Drywall |
| 11-13 | 11-14 | final all permits |
| | | |

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 177 S. Indian Hill

| Date of Req. | Date Rqstd | Type of Inspection |
|---|---|---|
| 12/14 | 12/16 | stopwork - no inspections comp for office bldg - see owners Builder Letter |
| 1/24 | 1/25 | gas test S.E. corner of Court Yard |
| 3/9 1:52 | 3/10/89 8:00 AM | flu Stop, steel, slab |
| 3/13 1:53 | 3/14 | " |
| | | |

# APPLICATION FOR BUILDING PERMIT

NUMBER OF BUILDING AND UNIT

OWNER

ADDRESS

BUILDING

LOCATION

LOT

BLOCK

TRACT

SUBDIVISION

CONTRACTOR

ARCHITECT

ENGINEER

ADDRESS

DESCRIPTION OF WORK

NEW ADD ALTER REPAIR DEMOLISH

NO. OF STORIES ONE

NO. OF FAMILIES

USE OF STRUCTURE PRECISION GLASS AND SCIENTIFIC INSTRUMENTS

SIGNATURE OF APPLICANT

ADDRESS

ESTIMATED COST 19,000

FEE

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE

ADDRESS

JOHN A. LANDIS, COUNTY ENGINEER

VALIDATION

BY NO CASH

CLYDE H. DUNLAP, CHIEF BLDG. INSPECTOR

| | | | |
|---|---|---|---|
| A | TRACT DWELL. 1 UNIT | 5 | INDUSTRIAL |
| 1 | DWELL. 1 UNIT | 6 | PUBLIC BLDG. |
| 2 | DUPLEX 2 UNITS | 7 | APRON., ALT., ETC. |
| 3 | APT. ____ UNITS | 8 | MISCEL. |
| 4 | COMMERCIAL | | |

INSPECTION RECORD

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| Footings | 2/15/12 | B.B. |
| Foundation | 2/16/12 | B.B. |
| Frame, Fireplace, Brace Rods | 2/16/12 | B.B. |
| Furnace Location, Gas Vent, Ducts | | |
| Bath. Int. | 2/12/12 | B.B. |
| Bath. Ext. | | |
| House Number Cor. Bell & Rough Plumb. | 2/14/12 | B.B. |
| Final | | |

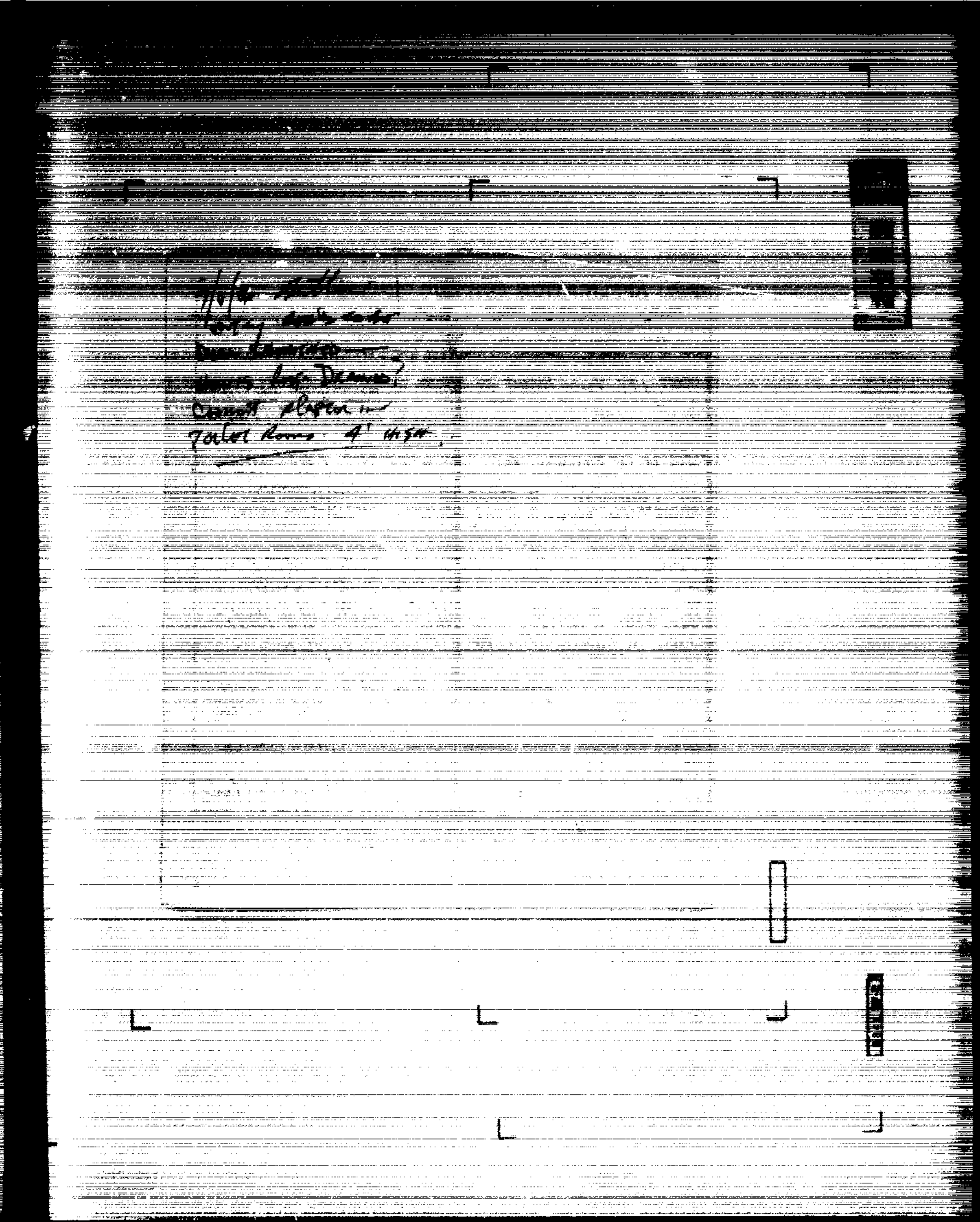
Work Started Feb 13 1912
Ready to Plaster Feb
Roof Boards
Walls Built & other parts
Roof Arch - Lumber
Stack is Complete

APPROVALS

Application, Location
Forms Materials
Frame, Fireplace, Brace Rods
Furnace Location, Gas Vent, Ducts
Bath. Int.
Bath. Ext.
House Number Cor. Bell & Rough Plumb.
Final

DATE — INSPECTOR'S SIGNATURE

# Building Record



CITY OF TREWIN

# APPLICATION FOR BUILDING PERMIT

BUILDING AND SAFETY DIVISION

JOHN A. LAMBIE, County Engineer

FOR APPLICANT TO FILL IN

LOCATION OF PROPOSED BUILDING: 177 S. Alexander

LOT NO. PORTION LOT "2" BLOCK

TRACT #146

SIZE OF LOT 140 X 250 NO. OF BLDGS. NOW ON LOT NONE

USE OF BUILDING LIGHT MANUFACTURING

OWNER TH. GARNER Co. & STATE

MAIL ADDRESS 177 S. ALEXANDER

CITY CLAREMONT TEL. NO. [illegible]

ENGINEER D.C. MULBERT TEL. NO. YU 77177

ADDRESS 1357 N. SECOND AVE. UPLAND

CONTRACTOR OWNER TEL. NO.

ADDRESS

DESCRIPTION OF WORK

NEW (ADD) ALTER REPAIR DEMOLISH

SQ. FT. AREA 5600 NO. OF STORIES ONE NO. OF FAMILIES

USE OF STRUCTURE Storage Building

SIGNATURE OF APPLICANT W. R. Newman

ADDRESS 1902 Julian Rd. Claremont

VALUATION 16,800.00

P.C. $ 23.52

PLAN CHECK $ 11.64

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE W. R. Newman

ADDRESS 1902 Julian Rd. Claremont

JOHN A. LAMBIE, COUNTY ENGINEER

PLAN CHECK VALIDATION [illegible] U.S. CASH

BUILDING 177 S. Alexander

LOCALITY Claremont

PERMIT NO. 1083 GROUP U TYPE V SEWER SK WTR PB

SUBDIVISION & LOT NO. CLASS NO. 9 DWELL. UNITS 0

MAP NUMBER FIRE ZONE M-1 STATE HWY YES (NO)

SPECIAL CONDITIONS Fire Zone #1

BUILDING SETBACK FRONT F L SIDE S L YARD HWY STREET NAME EASEM. WIDTH

Approved at Planning Commission Requirement

INSPECTION RECORD

| DATE | INSPECTOR'S SIGNATURE |
|---|---|
| [illegible] | [illegible] |

APPROVALS

FOUNDATION LOCATION

FORM MATERIALS

FRAME FIRE STOPS, BRACING, BOLTS

FURNACE LOCATION, GAS VENT, OUTLET

LATH INT. [illegible]

LATH EXT.

HOUSE NUMBER LOCATED AND POSTED

FINAL 7/18/57 [illegible]

CLYDE N. DIKLAM, PRINCIPAL STRUCTURAL ENGINEER

PERMIT VALIDATION [illegible] U.S. CASH

L 2909 PM R16 2300 30193 JM22 1 46.00 R

Paid

Staff

Stone - will call for

Inspection - Approved Monday

11/15/18 Butler - Fit Issue

9/26/18 - Butler

11/15/18 - Butler

H/6/18 - Butler with Plasterers

11/15/18 Butler

Stone - OK

Vents - Chimney with

Fireplace - OK

Gutter & Gutter OF

Roof - OK

12/11/18 Butler

Joist hanger Holes

enlarged

11/5/18 Butler - Roof

Not Ready

Sheathing - One to cover

gas only - Owner Mason coming

Set - over Mason explain

OK when Butler Roof

11/19/18 Butler Roof

Complete - Paint OK

# APPLICATION FOR BUILDING PERMIT

1

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUILDING AND SAFETY DIVISION
[illegible] COUNTY ENGINEER

BUILDING ADDRESS 1775 ALEXANDER
LOT NO. PORT OF 2 BLOCK
TRACT 7105
SIZE OF LOT 100 X 235 NO. OF BLDGS NOW ON LOT 2
USE OF EXISTING BLDG. RESIDENTIAL
OWNER T.H. BAILEY
MAIL ADDRESS 1775 S. ALEXANDER
CITY CLAREMONT TEL. NO.
ARCHITECT OR ENGINEER TEL. NO.
ADDRESS
CONTRACTOR OWN WORK TEL. NO.
ADDRESS

## DESCRIPTION OF WORK

NEW ADD ✓ ALTER REPAIR DEMOLISH
SQ. FT. 400
USE OF STRUCTURE GAR CONVERSION
BY OWNER

SIGNATURE OF APPLICANT [signature]
ADDRESS

$ 250.00
VALUATION

P.C. $
FEE
FEE $ 5.00

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT. I AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.
SIGNATURE OF PERMITTEE [signature]
ADDRESS 1775 S. Alexander

FLOOR GRADE VALVE YES NO

BUILDING ADDRESS 1775 S Alexander
LOCALITY Claremont
NEAREST CROSS STREET
SUBDIVISION 7105 MAJOR F TYPE CONST V PROCESSED BY
STATISTICAL CLASSIFICATION
CLASS NO. 2 DWELL. UNITS
SEWER MAP NO. PG
MAP NUMBER
USE ZONE R-1 SPECIAL CONDITIONS
STATE HWY. YES NO
BUILDING SETBACK YARD HWY STREET NAME LOT DIM.
Rear 25' Front 20' Sides 5' & 10' Corner 10'

INSPECTION RECORD

[illegible]

FOUNDATION LOCATION
REINF. MATERIAL
FRAMING DATA
CONCRETE PLACEMENT
WIND VENT. DUCTS
LATH INT.
LATH EXT.
HOUSE NUMBER PAINTED
GRADE AND PLANTING

FINAL [signature]
CITIZEN DIRECTOR, PRINCIPAL STRUCTURE, FIREMAN
FINAL VALUATION

# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF COUNTY ENGINEER FOR A PERMIT TO DO THE WORK HEREINAFTER DESCRIBED AT THE FOLLOWING LOCATION

OWNER'S ADDRESS 177 S. Indian Hill
LOCALITY Claremont
LEGAL DESCRIPTION OF PROPERTY: LOT NO. ____ BLOCK ____ TRACT ____
MAP BOOK ____ PAGE ____ COUNTY ____
ZONE 11.03 GROUP F TYPE CONST. V OCCUPANCY Gen Use
STATISTICAL CLASSIFICATION ____ FIRE DIST. ____ FLOOD ZONE ____
CASE NO. ____ NO. OF DWELLING UNITS ____ MAP NUMBER ____ STATE HWY. ____ TRACT ____ BLOCK ____ LOT ____ YES (NO)
USE ZONE C SPECIAL DIST. (IF ANY) ____
SETBACK: FRONT ____ FT. FROM ____ YARD ____ HWY ____ STREET NAME Existing Bldg. ____ EASEMENT WITHIN ____

NEW USE OF LOT OR EXISTING BLDG. Remodel
OWNER T. R. Barnard Jr.
MAIL ADDRESS 177 S. Indian Hill
CITY Claremont TEL. NO. ____
ARCHITECT OR ENGINEER Maxwell TEL. NO. ____
ADDRESS ____
CONTRACTOR Self Const. LIC. NO. ____
ADDRESS ____

### DESCRIPTION OF WORK

NEW ____ ADD ____ ALTER ____ REPAIR ____ DEMOLISH ____
SQ. FT. ____ NO. OF STORIES ____ NO. OF FAMILIES ____
USE OF STRUCTURE Remodel portion of Office & Dwg
SIGNATURE OF APPLICANT T. R. Barnard Jr.
ADDRESS ____

$ ____ FEE $ ____
VALUATION 3000 FEE $ 12.00

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.
SIGNATURE OF PERMITTEE ____
ADDRESS ____

### INSPECTION RECORD

8/4/61 Called - Work not ready for insp.
8/8/61 Called - Work not ready for insp.
8/16/61 Called - Final Approved

APPROVALS — DATE — INSPECTOR'S SIGNATURE
FOUNDATION (CONC. MATERIALS)
FRAME, FIRE STOPS
PLUMBING ROUGH 8/16/61
FURNACE, LOCATION, GAS VENT, DUCTS
LATH, INT.
LATH, EXT.
HOUSE NUMBER FOR ASSN. AND POSTED
FINAL 10/6/61

ELECTRICAL DIV. A.M. — STRUCTURAL ENGINEER

MAP CHECK VERIFICATION — SQ. — B.O. — CARD — PERMIT VALUATION $ — P.A. — ____

No 75237 M 20 1 1200 F

C. McLeod

# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, COUNTY ENGINEER
BUILDING & ZONING DEPT. OF BUILDING

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS 122 S. Indian Hill
LOT NO. Ptn Lot 6 BLOCK
TRACT
S ½ OF LOT 102 x 348 NO. OF BLDGS. NOW ON LOT 1
OWNER OF BUILDING Wm. Gest
OWNER 7 H. Gest PH.
ADDRESS 122 S. Indian Hill
ARCH'T OR ENGINEER
ADDRESS
CONTRACTOR Owner PH.
ADDRESS

**DESCRIPTION OF WORK**

NEW ☑ ALTER ☐ REPAIR ☐ (ADD) ☐
SQ. FT. AREA 600 NO. OF STORIES 1 NO. OF FAMILIES
USE OF BLDG. Storage
GARAGE ☐ CARPORT ☐
VALUATION $ 300

FEE $ 5.00 DATE 1/25

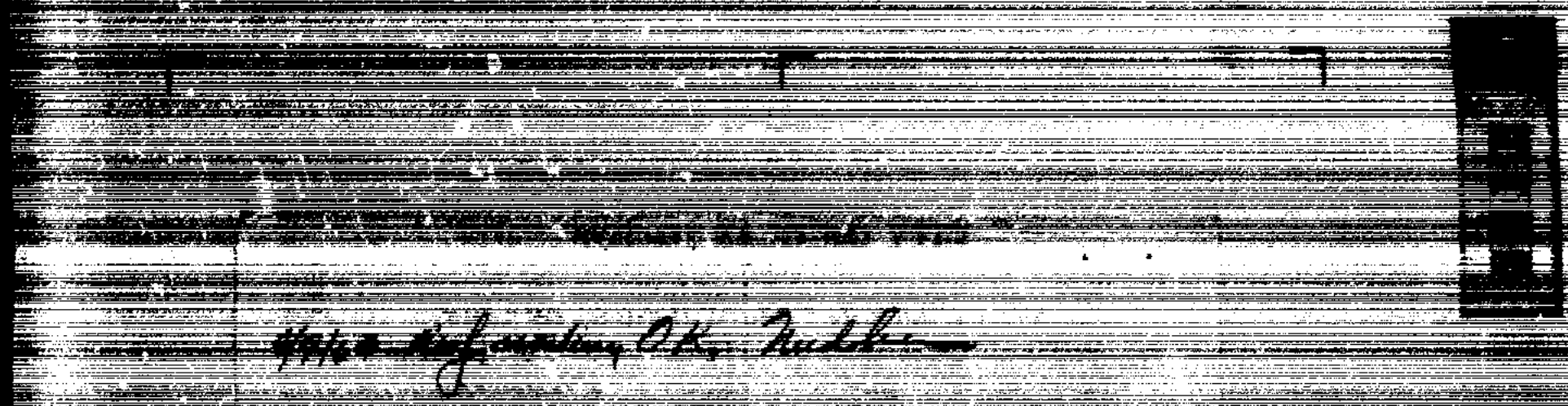
BUILDING CONSTRUCTION PERMIT THAT IS ISSUED MAY BE MADE
SIGNATURE OF PERMITTEE
ADDRESS

PLAN CHECK VALIDATION

BUILDING ADDRESS 122 S. Indian Hill
SUBDIVISION Claremont
TRACT 1st
LOT 6 BLOCK
ZONE R-1 USE
STAT. CLASSIFICATION 9 C
TYPE F
PROCESSED BY Fredham
SEWER MAP DR PH
WATER
MAP NO. MAP REF. REQUESTED
HIGHWAY (COURSE) STATE MAJOR SECOND LOCAL
SPECIAL CONDITIONS Cond 1/27/59 R REC. RES. FIRE
SETBACK YARD HWY STREET NAME
Fr City of Claremont
Rear
Side Side
Ins. Conf. Sept. & Forbes
Sheet Rock - Putty
Paint
FORM WATER & Wm. Gest Fredham
FROM SEWER
MAIN
LOCATE
REQUESTED BY
FIRM
JOINT

PERMIT VALIDATION

Fredham Fredham



CITY OF CLAREMONT

# APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, COUNTY ENGINEER
WINSLOW A. WEBER, BUILDING OFFICIAL

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS 1225 Indian Hill
LOT NO
TRACT Con Tola
SIZE OF LOT 125 x 345 NO. OF BLDGS NOW ON LOT 1
USE OF EXISTING BLDG Plant
OWNER T H Evans
ADDRESS 1225 Indian Hill
ARCHITECT OR ENGINEER
ADDRESS
CONTRACTOR Self
ADDRESS Address Unknown

**DESCRIPTION OF WORK**

NEW ADD'N ALTER REPAIR DEMOLITION
SQ. FT. PER BLDG. 30x120 NO. OF STORIES NO. OF FAMILIES
Conc Block Fence
SIGNATURE OF APPLICANT
VALUATION $ 600.00

FEE $ PMT FEE $ 1.25

SIGNATURE OF PERMITTEE

PLAN CHECK VALIDATION

BUILDING ADDRESS 1225 Indian Hill
LOCALITY Claremont
NEAREST CROSS ST. 1st
DISTRICT NO. 1 & 3 GROUP F TYPE CONST. V
STATISTICAL CLASSIFICATION
CLASS NO. 9 DATE
SEWER MAP BK. PG.
WATER CERTIFICATE NO. LOT BLK. M.B.M. RECEIVED
HIGHWAY (PRIMARY) STATE MAP SECOND LOCAL
USE TABLE SPECIAL CONDITIONS
APPROX. FRONT CL YARD ONLY STREET NAME EXIST WIDTH
Indian Hill Claremont
Wood shed. This is Nearly 2nd Story Type 5 Wall
Roof Sheathing
Plot Plan
Hydrant Reading 6" Gate Valve
Hydrant Reading 6" Gate Valve
Roof to Conform to Fire Dept. Requirements
Hydrant Reading 6" Gate Valve
Roof to Conform to Fire Dept. Requirements
Hydrant Reading 6" Gate Valve
Roof to Conform to Fire Dept. Requirements
APPROVED
PLANNING DEPT. FINAL
FINAL
PERMIT NUMBER FOR MECH. AND PLUMB.
FINAL
JOHN F. LEWIS, CHIEF DEPUTY, BUILDING AND SAFETY ENGINEER

PERMIT VALIDATION

14 1 1955

Indian

# CITY OF SLAUSEMONT
## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer
[illegible] Building

**FOR APPLICANT TO FILL IN**

LOT NO. [illegible] BLOCK

TRACT [illegible]

USE OF LOT [illegible] NO. OF BLDGS. NOW ON LOT

USE OF EXISTING BLDG. [illegible]

OWNER [illegible] TEL. NO. [illegible]

ADDRESS [illegible]

CITY & STATE [illegible]

ARCHITECT OR ENGINEER [illegible] TEL. NO.

ADDRESS

CONTRACTOR [illegible] TEL. NO.

ADDRESS LIC. NO.

CITY CLASS

**DESCRIPTION OF WORK**

NEW [illegible] ALTER REPAIR DEMOLISH

SQ. FT. AREA NO. OF STORIES NO. OF FAMILIES

USE OF STRUCTURE [illegible]

SIGNATURE OF APPLICANT [illegible]

VALUATION $ [illegible]

PC FEE $ [illegible] TOTAL FEE $ [illegible]

I HEREBY AGREE THAT THIS APPLICATION IS ACCEPTED UPON CONDITION THAT ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BUILDING ORDINANCES OF THE CITY OF SLAUSEMONT AND ALL OTHER LAWS AND ORDINANCES GOVERNING THE SAME, WHETHER SPECIFIED HEREIN OR NOT. I ALSO AGREE TO SAVE HARMLESS AND INDEMNIFY THE CITY OF SLAUSEMONT AND ITS OFFICERS AND EMPLOYEES FROM ALL SUITS OR ACTIONS OF EVERY KIND AND DESCRIPTION BROUGHT FOR OR ON ACCOUNT OF ANY INJURIES OR DAMAGES RECEIVED OR SUSTAINED BY ANY PERSON OR PERSONS OR PROPERTY BY REASON OF THE OPERATIONS OF THE CONTRACTOR OR HIS EMPLOYEES IN THE PERFORMANCE OF THE WORK AUTHORIZED BY THIS PERMIT.

SIGNATURE OF PERMITTEE [illegible]

ADDRESS [illegible]

BUILDING
OCCUPANCY [illegible]
OCCUPANCY
TENANCY
FRONT FT.
DISTRICT NO. [illegible] GROUP [illegible] TYPE CONST. [illegible] PROCESSED BY [illegible]

STRUCTURAL CLASSIFICATION [illegible] SEWER MAP
GLASS NO. [illegible] SUPPLY LINE [illegible] ON [illegible]

USE ZONE [illegible] MAP
DIV.
SPECIAL
COUNTY ZONE

BLDG. SETBACK FROM
NEAR PROP. LINE OF [illegible] (STREET)

| TYPE OF ADDITION | EXISTING WIDTH | SETBACK FROM C. | HIGHWAY [illegible] | FWY. [illegible] | TOTAL |
|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

BLDG. SETBACK FROM
SIDE PROP. LINE OF [illegible] (STREET)

| TYPE OF ADDITION | EXISTING WIDTH | SETBACK FROM | HIGHWAY [illegible] | FWY. [illegible] | TOTAL |
|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

CORNER CUTOFF YES [illegible] NO [illegible]

SEE REVERSE SIDE FOR SPECIAL APPROVALS

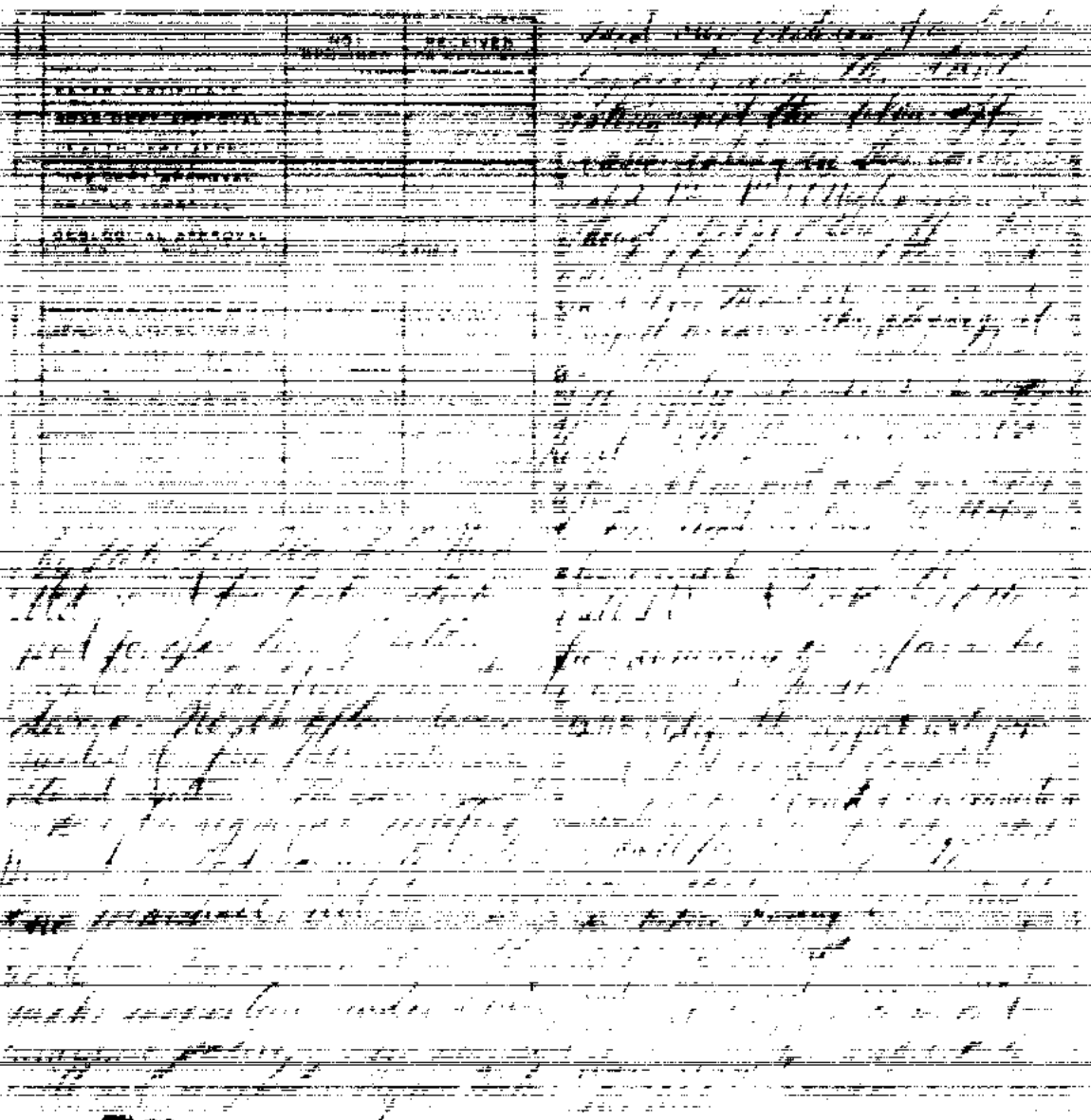
| APPROVALS | DATE | INSPECTOR AND INITIALS |
|---|---|---|
| PLANS MAY BE ISSUED | | |
| FORMS MAY BE ISSUED | | |
| FRAME AND FOOTING INSPECTION | | |
| LATH | | |
| PLASTER | | |
| LATH AND PLASTER | | |
| CEILING | | |
| ROOF | | |
| ROOFER NUMBER CON [illegible] | | |
| FINAL | [illegible] | [illegible] |

JOHN F. LEWIS, Principal Structural Engineer

PLAN CHECK VALIDATION [illegible]

PERMIT VALIDATION [illegible]

[illegible]



# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS 1225 So. Indian Hill
LOT NO. Lot 3 BLOCK
TRACT TR 4145
SIZE OF LOT NO. OF BLDGS. NOW ON LOT 1
USE OF EXISTING BLDG. offices & Manufacture
OWNER F.H. Frank TEL NO. [illegible]
ADDRESS 127 So. Indian Hill
CITY Claremont
ARCHITECT OR ENGINEER [illegible] TEL NO.
ADDRESS
CONTRACTOR [illegible] TEL NO. [illegible]
ADDRESS LIC NO.
CITY Pasa. LIC CLASS B [illegible]

**DESCRIPTION OF WORK**

NEW ☐ ALTER ☐ REPAIR ☐ DEMOLISH ☐
NO. OF STORIES NO. OF FAMILIES
USE OF STRUCTURE Add'n & Interior Alt. to Office & Research Lab. (Alteration)
SIGNATURE OF APPLICANT
VALUATION $ 1100.00

FEE $ 17.45

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND I AGREE TO COMPLY WITH ALL ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION. I AGREE THAT IN DOING THE WORK AUTHORIZED HEREBY I WILL NOT EMPLOY ANY PERSON IN A CLASS FOR WHICH THE LICENSE FEE OF THE STATE CONTRACTORS BOARD IS DELINQUENT OR WHO IS NOT COVERED BY WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF PERMITTEE [signature]
ADDRESS [illegible]

BUILDING ADDRESS 1225 So. Indian Hill
SPECIALTY Alteration
OCCUPANCY NO. 1673 GROUP F TYPE CONST. V PROCESSED BY Mail In
STATISTICAL CLASSIFICATION
FIRE ZONE 4 TRACT CONTROL NO. 2 SEWER MAP NO. 5-29
ZONE M MAP NO. SPECIAL CONDITIONS

BLDG. SETBACK FROM PROP. LINE OF: STREET [illegible] SIDE [illegible] REAR [illegible]
ALLOWED [illegible] ACTUAL [illegible]
BLDG. SETBACK FROM: STREET [illegible] SIDE [illegible] REAR [illegible]
ALLOWED [illegible] ACTUAL [illegible]
COVERAGE ALLOWED [illegible] ACTUAL [illegible]
COVERED CARPORT YES ☐ NO ☐

SEE REVERSE SIDE FOR SPECIAL APPROVALS

[illegible]

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| FOUNDATION LOCATION | | |
| FORM MATERIALS | | |
| REBARING & TIES | | |
| PLUMBING & GAS | | |
| VENT | | |
| LATH INT. | | |
| LATH EXT. | | |
| HOUSE NUMBER POSTED | | |
| CURB AND GUTTER | | |
| FINAL | [illegible] | [illegible] |

JOHN F. LEWIS PE [illegible] STRUCTURAL ENGINEER

PLAN CHECK VALIDATION [illegible]

PERMIT VALIDATION [illegible]

[illegible] 08156 1 1 0 -- 22 17.45

# APPLICATION FOR ELECTRIC PERMIT

County of Los Angeles

| | | | |
|---|---|---|---|
| OUTLETS | | | |
| SWITCHES | | | |
| 3 WAY | | | |
| 4 WAY | | | |
| RANGES | | | |
| WATER HEATERS | | | |
| SPACE HEATERS | | | |
| SIGNS | | | |
| SUBPANELS | | | |
| NUMBER OF SERVICE CIRCUITS | | | |
| NUMBER OF FEEDER CIRCUITS | | | |

MOTORS

| NUMBER | HORSEPOWER EACH | | FEE EACH |
|---|---|---|---|
| | 1/2 & LESS | | |
| | 3/4 TO 1 1/2 | | |
| | 2 TO 5 | | |
| | 7 1/2 TO 15 | | |
| | 20 TO 50 | | |
| | OVER 50 | | |

| | |
|---|---|
| NO. OUTLETS | |
| NO. FIXTURES | |
| FOR EACH PERMIT | |
| WIRING | $1.00 |
| FIXTURES | $1.00 |
| SUPPLEMENTARY | .50 |
| TOTAL FEE | $ 1.10 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS RELATING TO ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY THE UNITED COUNTY AND STATE OF CALIFORNIA AND THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF APPLICANT: E. Vern Sheeder

WILLIAM J. FOX, County Engineer

OWNER: [illegible]
OWNER'S ADDRESS: [illegible]
CONTRACTOR: [illegible]
ELECTRICIAN: Van Geisen Elec.
ADDRESS: 10452 Norden
CITY: Pacoima
LICENSE NO: 7657

| DISTRICT NO. | CIRCUIT | ZONE |
|---|---|---|
| 10.65 | F | 1 West |

INSPECTION RECORD

APPROVALS

| DATE | INSPECTOR'S SIGNATURE |
|---|---|
| WIRING | |
| FIXTURES | |
| POWER | |
| UTILITY COMPANY | Stoke Sutton |
| FINAL | |

VALIDATION

A. C. VEIT, Chief Electrical Inspector

X-3506-E 5/17/56 @ 7¢

Sutton 1406

Sheet 1 of 1

# APPLICATION FOR ELECTRIC PERMIT

DIVISION OF BUILDING AND SAFETY
Department of County Engineer

DO NOT USE THIS SPACE — FOR USE OF DEPARTMENT TO FILL IN

| | NUMBER EACH | FEE |
|---|---|---|
| OUTLETS | 47 | |
| RECEPTACLES | 33 | |
| WALL SWITCHES | | |
| TOTAL OUTLETS | 63 | $ 3.15 |
| ELEC. HEATERS | | 25 |
| [illegible] | | |
| FIXTURES | 57 | 1.14 |

NUMBER OF LIGHT CIRCUITS
NUMBER OF RECEPTACLE CIRCUITS

MOTORS

| NEW | MVD | HP | HORSEPOWER RATED | HP | FEE EACH |
|---|---|---|---|---|---|
| | | | | | $ |
| | | | 3 | | .50 |
| | | | 5 | | 1.00 |
| | | | 10 | | 1.50 |
| | | 15 | 60 | | 3.00 |
| | | 50 | [illegible] | | 5.00 |

MISC.

NO SIGNS NO TRANS.
NO H.P. NO LAMPS
FOR BATH PERMIT

| | | |
|---|---|---|
| WIRING | $ [illegible] | 1.14 |
| FIXTURES | $ [illegible] | |
| SUPPLEMENTARY | $0 | |
| TOTAL FEE | $ | 1.14 |

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT NO PORTION OF BUILDING AND/OR PREMISES COVERED BY THIS PERMIT IS LOCATED IN A FIRE ZONE AS DESIGNATED BY THE ORDINANCES OF THE CITY OF LOS ANGELES, AND THAT THE REQUIREMENTS ON THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED PROPERTY.

SIGNATURE
Or Plan Filer

ADDRESS 121 So. Hilgard
LOCALITY Claremont
NEAREST
OWNER Ted Thompson
MAIL ADDRESS 351 W 7th St
CITY Claremont TEL. NO.
ELECTRICIAN Bill Fuller
ADDRESS 164 E
CITY Claremont TEL. NO. Wi 7-2711
ARCHITECT 7201 1394

| DISTRICT NO. | GROUP | ZONE | ASSIGNED FOR INSPECTION |
|---|---|---|---|
| 10 & 5 | F | | |

INSPECTION RECORD

7/6/56 Button Service
Not complete - Conduit
Run for Circuits & Pipes
in Stud walls - 2 Set
Ready for plaster only
8/3/56 Fuller Elect
Not Ready
Stewart Straight on
Circuits & Set Lot
Complete

APPROVED

DATE
INSPECTOR'S SIGNATURE
Wiring 12-7-56
Fixtures
Temp. Service
Final 8/4 Button
1/10 Ellis

WILLIAM J. POX, County Engineer VALIDATION A. C. VETT, Chief Elect. Inspector

K 0162# M 5 2 720 8

# APPLICATION FOR ELECTRIC PERMIT

DIVISION OF BUILDING AND SAFETY

Department of Public Works

THE CITY OF CLAREMONT

NUMBER | AMP. | FEE

1 | 25

FIXTURES

NUMBER OF LIGHT CIRCUITS

NUMBER OF RECEPTACLE CIRCUITS

MOTORS

| NUMBER | H.P. | HORSEPOWER OVER | HORSEPOWER INCL. | FEE EACH | |
|---|---|---|---|---|---|
| | | | | | |
| 4 | | | | | 3 00 |
| | | | | | 1 00 |
| 4 | | | | | 1 50 |
| | | | | | |
| | | | | | |
| | | | | | 6 50 |

NO. SIGNS | NO. TRANS.

NO. SIGNS | NO. LAMPS

FOR EACH PERMIT

WIRING $1.00 | 1 00

FIXTURES $1.00

SUPPLEMENTARY

TOTAL FEE $ 7 50

I HEREBY AGREE THAT I WILL COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS RELATIVE TO ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM QUALIFIED AS REQUIRED BY LAW TO DO THE WORK HEREIN DESCRIBED RESIDENTIAL Property

SIGNATURE OF PERMITTEE

WILLIAM J. FOX, County Sealer

VALIDATION

A. C. VEIT, Chief Bldg. Inspector

177 So. Main Ave.

THE CITY OF CLAREMONT

OWNER Greeno

JOBBER Owner

MAIL ADDRESS

CITY

ELECTRICIAN Van Dyser Elec

ADDRESS 10456 Benson

CITY Cucamonga PHONE NO. 987-3911

LICENSE NO. 79071 Class C-10

DISTRICT NO. 10-03 | GROUP | ZONE

INSPECTION RECORD

8/3/62 Called - Not Ready for Insp. Will call

APPROVALS

DATE | INSPECTOR'S SIGNATURE

GROUND

WIRING

FIXTURES

POWER

FINAL

E 011634 3 2 750

A. Veit

CITY OF CLAREMONT

# APPLICATION FOR ELECTRIC PERMIT

FOR APPLICANT TO FILL IN

| | | | |
|---|---|---|---|
| BUILDING ADDRESS | 197 So. Mendocino | | |
| LOCALITY | Claremont | | |
| NEAREST CROSS ST. | Columbia | | |
| OWNER | V. H. Gaylord | | |
| MAIL ADDRESS | 197 So. Mendocino | | |
| CITY | Claremont | | |
| ELECTRICIAN | Arc Electric Co. | | |
| ADDRESS | 10458 Benson | | |
| CITY | Montclair | TEL. NO. | YO 93113 |
| STATE LICENSE NO. | C-10 #207 | | |
| DISTRICT NO. | GROUP | ZONE | |
| 10.03 | G. | C | |

| | | | |
|---|---|---|---|
| 40 | TOTAL OUTLETS | | |
| | SWITCHES | | |
| 3 | LIGHTING FIXTURES | | 3.75 |
| | RECEPTACLES | | |
| 8 | 1/4 | | 2.00 |
| | 1/2 — 5 | | |
| | 5 — 10 | | |
| | 10 — 50 | | 11.00 |
| | 50 — 200 | | |
| | MISC. | | |
| | SIGN | NO. FEEDS | |
| 2 | SERVICE - 600V | | 2.00 |
| | SERVICE OVER 600V | | |
| | TEMP. POWER PERMIT | | 1.00 |
| | PORTABLE PERMIT | | 1.00 |
| | SUPPLEMENTARY PERMIT | | |
| | TOTAL FEE | | 15.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS STATE THAT THE ABOVE IS TRUE AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS RELATIVE TO ELECTRICAL WORK.

I CERTIFY STATING THAT I AM PROPERLY REGISTERED AND OR LICENSED AS REQUIRED BY THE SPECIFIC COUNTY AND STATE OF CALIFORNIA AND THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF OWNER [signature]

JOHN A. LAMBIE
County Electrician

## INSPECTION RECORD

118-2/c 14 3-3/4 RH 2"C
Gnd. 3/4 x 4
240 3/c S. SER. RHC 3" C
1" Gr.

## APPROVALS

ROUGH-IN 1/4/66 [signature]
FIXTURES
POWER
FINAL

VALIDATION

ARTHUR E. VEIT
Supervising Electrical Engineer

15.00

CITY OF CLAREMONT

# APPLICATION FOR ELECTRIC PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER

| TYPE | NUMBER | EACH $ | FEE $ |
|---|---|---|---|
| OUTLETS (Base, Switch, etc.) | | .10 | |
| LIGHTING FIXTURES | | .10 | |
| RANGES CLO. DRYERS | | | |
| WATER HEATERS | | .50 | |
| GARBAGE DISPOSALS DISHWASHERS | | | |
| HEATERS, BTA, COOKING UNITS | | .25 | |
| MOTORS: Over ½ HP | | .25 | |
| ½ to 5 | | .50 | |
| 5 to 25 | | 1.00 | |
| 25 to 50 | | 1.50 | |
| 50 to 100 | | 2.50 | |
| 100 to 200 | | 5.00 | |
| SIGNS: NO. TRANS. NO. LIGHTS | | | |
| SERVICE 0-600V | | 1.00 | |
| SERVICE OVER 600 V | | 5.00 | |
| MISC. | | | |
| | | | |
| WIRING PERMIT | | 1.00 | |
| FIXTURE PERMIT | | 1.00 | |
| SUPPLEMENTARY PERMIT | | .50 | |
| TOTAL FEE | | $ | |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WORK.

I HEREBY IDENTIFY THAT I AM PROPERLY QUALIFIED, AND LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA, OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE

BUILDING ADDRESS
LOCALITY
OWNER
MAIL ADDRESS
CITY TEL NO.
ELECTRICIAN
ADDRESS
CITY TEL NO.
STATE LICENSE NO.

DISTRICT NO. | GROUP | ZONE | PROCESSED BY

## INSPECTION RECORD

## APPROVALS

| | DATE | INSPECTOR'S INITIALS |
|---|---|---|
| CONDUIT | | |
| WIRE | | |
| FIXTURES | | |
| POWER | | |
| UTILITY COMPANY RELEASE | | |
| FINAL | | |

VALIDATION

ARTHUR C. VEIT
Supervising Electrical Engineer

# CITY OF CLAREMONT
## APPLICATION FOR ELECTRICAL PERMIT

DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
[illegible]

| | | |
|---|---|---|
| OUTLETS (LIGHT, POWER) [illegible] | [illegible] | |
| [illegible] | .20 | |
| LIGHTING FIXTURES (ADDITIONAL) | .10 | |
| [illegible] | 1.00 | |
| CAFE STEP — STA. COOK | | |
| DISHWASH — AUTO.-WASH. | | |
| [illegible] (1/2 H.P. MAX.) | .50 | |
| MOTORS: OVER — NOT OVER — H.P. | | |
| 0 — 1 | 1.00 | 1.00 |
| 1 — 3 | 1.50 | |
| 3 — 8 | 2.00 | |
| 8 — 15 | 2.50 | |
| 15 — 50 | 3.00 | |
| 50 — 100 | 5.00 | |
| SIGNS — NO. TUBING, NO. LAMPS | | |
| SERVICE 0-600V NOT OVER 200A | 1.00 | |
| SERVICE 0-600V Over 200 A | 2.00 | 2.00 |
| SERVICE OVER 600V | 5.00 | |
| MISC. | | |
| PERMIT ISSUING FEE | 2.00 | 2.00 |
| SUPPLEMENTARY PERMIT ISSUING FEE | 1.00 | |
| TOTAL FEE | | $ 5.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND [illegible] OR THAT I AM THE LEGAL OWNER OF THE ABOVE [illegible]

SIGNATURE OF PERMITTEE

BUILDING ADDRESS: 
OWNER: 
MAIL ADDRESS: 
CITY: — TEL. NO.
ELECTRICIAN: 
ADDRESS: 
CITY: — TEL. NO.
STATE LICENSE NO. 144654 - C-10

| DISTRICT NO. | GROUP | ZONE | PROCESSED BY |
|---|---|---|---|
| 12-03 | | | |

INSPECTION RECORD

| APPROVALS | DATE | INSPECTOR & SIGNATURE |
|---|---|---|
| CONDUIT | | |
| WIRING | | |
| FIXTURES | | |
| POWER | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | | |

VALIDATION

CK. — MO. — CASH

ARTHUR C. VEIT
SUPERVISING ELECTRICAL ENGINEER

INSPECTION COPY

CITY OF CLAREMONT

# APPLICATION FOR ELECTRIC PERMIT

BUILDING AND SAFETY DIVISION

FOR APPLICANT TO FILL IN

PERMIT FEES

| | | | |
|---|---|---|---|
| OUTLETS | | | |
| LIGHTING FIXTURES | 10 | .10 | 1.00 |
| RANGE RECEPTACLES | | | |
| WATER HEATERS | | .50 | |
| SIGN OR SPACE HEATERS | | | |
| GARBAGE DISPOSERS | | | |
| WASHERS | | .50 | |
| MOTORS | | | |
| | | .50 | |
| | | .75 | |
| | | 1.00 | |
| | | 1.50 | |
| | | 2.00 | |
| | | 3.00 | |
| | | 5.00 | |
| SIGNS | | | |
| | | 1.00 | |
| SERVICE OVER 600V | | 2.00 | |
| OTHER | | | |
| BUILDING PERMIT | | 1.00 | |
| FIXTURE PERMIT | 1.00 | .10 | |
| SUPPLEMENTARY PERMIT | | .50 | |
| TOTAL FEE | | | 4.30 |

I HEREBY CERTIFY THAT I AM PRIMARILY EMPLOYED AND THE LICENSES AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA ON THAT I AM THE [illegible] OWNER OF THE ABOVE PROPERTY FOR THIS PROPERTY.

SIGNATURE [signature]

SYSTEM III

QUALITY Commercial

HEARLEY

OWNER [illegible]

MAIL ADDRESS [illegible]

CITY [illegible]

ELECTRICIAN [illegible]

ADDRESS [illegible]

CITY [illegible]

STATE

LICENSE NO.

1065 | 1 | K | 6.4

INSPECTION RECORD

APPROVALS

| | | |
|---|---|---|
| SERVICE | 9/15/60 | [signature] |
| METERS | 10/19/60 | [signature] |
| FIXTURES | | |
| POWER | | |
| UTILITY CO NOTIFIED | [illegible] | [signature] |
| FINAL | | |

ARTHUR C. VEIT
SUPERVISING ELECTRICAL ENGINEER

VALIDATION

No. 76243 MS 9 2 6.30 E

[signature]

CITY OF CLAREMONT

# APPLICATION FOR ELECTRICAL PERMIT

| | |
|---|---|
| PROJECT | 777 So Indian Hill |
| SUBDIVISION | CLARE COAL |
| LOT NO. | |
| OWNER | J H Granger Co |
| ADDRESS | 777 So Indian Hill |
| CITY | CLAREMONT TEL. NO. |
| ELECTRICIAN | George Bird |
| ADDRESS | 1416 Claim St |
| CITY | Ontario TEL. NO. YU 6-1121 |
| STATE LICENSE NO. | 12466 |

| | | | | |
|---|---|---|---|---|
| SERVICE | 1 | 1 | 150 | 1 75 |
| | | 5 | 1.50 | |
| | | 5 | 3.00 | |
| | 1 | 10 | 3.00 | 3.00 |
| | | 10 | 7.50 | |
| | | 50 | 6.00 | |
| SIGNS | NO. ITEMS NO. LAMPS | | | |
| SERVICE 0-100V. NOT OVER 200A | | | 1.50 | |
| SERVICE OVER 600V | | | 9.00 | |
| OTHER | | | | |
| PERMIT ISSUING FEE | | | 2.00 | 2 00 |
| SUPPLEMENTARY PERMIT ISSUING FEE | | | 1.00 | |
| TOTAL FEE | | | | $ 11 75 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING THIS WORK.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE PROPERTY AND AM EXEMPT FROM SUCH REQUIREMENTS.

SIGNATURE OF PERMITTEE: Leon Bird

VALIDATION: CASH

INSPECTION RECORD

| APPROVALS | DATE | INSPECTOR'S INITIALS |
|---|---|---|
| CONDUIT | | |
| WIRING | | |
| FIXTURES | | |
| POWER | | |
| UTILITY CO NOTIFIED | 10-3 | F. C. Hall |
| FINAL | | |

ARTHUR C. VEIT
SUPERVISING ELECTRICAL INSPECTOR

2907 W 25 770 E

Leon Bird

# CITY OF CLAREMONT

DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

| | | | |
|---|---|---|---|
| LIGHTING: FIXTURES | OUTLETS | WIRED $.75 | |
| | | WIRED $1.25 | 50 |
| | | WIRED $2.00 | .75 |
| | | | 1.00 |
| | | | .50 |
| | OVER | NOT OVER | H.P. |
| | 0 — | 1 | 1.00 |
| | 1 — | 5 | 1.50 |
| | 5 — | 5 | 2.00 |
| | 5 — | 10 | 2.50 |
| | 10 — | 50 | 3.00 |
| | 50 — | 100 | 5.00 |
| SIGNS: | | | |
| SERVICE 0-600V Not over 200A | | | 1.00 |
| SERVICE 0-600V Over 200 A. | | | 2.00 |
| SERVICE OVER 600V | | | 5.00 |
| MISC. | | | |
| PERMIT ISSUING FEE | | | 2.00 |
| SUPPLEMENTARY PERMIT ISSUING FEE | | | 1.00 |
| TOTAL FEE | | | $ 4.50 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM A REGISTERED ELECTRICIAN AND HOLD LICENSE NO. [illegible] ISSUED BY THE STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE [signature]

VALIDATION
BY [illegible] CASH

ARTHUR C. VEIT
Supervising Electrical Engineer

177 S. Indian Hill
Claremont
OWNER F. H. Barnes
MAIL ADDRESS
CITY TEL. NO.
ELECTRICIAN Leeper Bldg
ADDRESS 1160 E. Base St
CITY Ontario TEL NO. YU 6-6676
STATE
LICENSE NO. 144456

DISTRICT NO. [illegible] GROUP ZONE PROCESSED BY [signature]

INSPECTION RECORD

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| CONDUIT | | |
| WIRING | | |
| FIXTURES | | |
| POWER | | |
| UTILITY CO NOTIFIED | | |
| FINAL | | |

[illegible] CLERK

[illegible]

# CITY OF CLAREMONT

## ELECTRICAL PERMIT

DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

| | | | | |
|---|---|---|---|---|
| RECEPTACLE OUTLETS | No. OUTLETS | FIRST 20 | EACH ADDITIONAL | FEE |
| SWITCH | 2 | 1 TO 20 | | |
| LIGHTING FIXTURES | 2 | 1 TO 20 | | |
| | | OVER 20 | | |
| RANGES | | | | |
| GAS OVEN | | | | |
| DISHWASHER | | | | |
| SPACE HTRS. | | | | |
| HEATERS: OVEN | | | | |

| | | |
|---|---|---|
| | 1 | 1.00 |
| | 5 | |
| 6 | 15 | 3.00 |
| 16 | 50 | 3.00 |
| 50 | 100 | 3.00 |

WIRING: NO. HEMS / NO. LAMPS

| | | |
|---|---|---|
| SERVICE 0-600V Not over 200A | | 1.00 |
| SERVICE 0-600V Over 200 A | | 2.00 |
| SERVICE OVER 600V | | 3.00 |
| OTHER | | |
| PERMIT ISSUING FEE | | 1.00 |
| SUPPLEMENTARY PERMIT ISSUING FEE | | 1.00 |
| TOTAL FEE | | $ 4.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WORK.

I HEREBY CERTIFY THAT ANY EQUIPMENT REGISTERED AND OR LICENSED AS REQUIRED BY THE LABOR CODE OF THE STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF AND INTEND TO REMAIN IN THE ABOVE DESCRIBED PREMISES.

SIGNATURE OF PERMITTEE

VALIDATION
CK MO CASH

JOB ADDRESS 177 So Indian Hill
OCCUPANCY Claremont Manor
PROPERTY OWNER TH Linder
MAIL ADDRESS 177 So Indian Hill
CITY Claremont TEL NO
CONTRACTOR Craig Bird
ADDRESS 140 Clark ST
CITY Claremont TEL NO 9946582
STATE LICENSE NO 187837

DISTRICT NO. 10.5 GROUP F ZONE C INSPECTED BY Hudson

INSPECTION RECORD

Clearance of Service for Lath.

APPROVALS GAS INSPECTOR'S SIGNATURE

UNDERFLOOR WORK
ROUGH CONDUIT
WIRING
FIXTURES
POWER
UTILITY CO NOTIFIED
FINAL

JOSEPH C. BOGHAN
Supervising Electrical Engineer

FOR INSPECTOR

000-9146 0007a S 2 • • — → 22 4.00

# APPLICATION FOR PLUMBING PERMIT

DIVISION OF BUILDING AND SAFETY

1

177 N. Olympia

Claremont

10403

INDUSTRIAL WASTE APPROVAL

INSPECTION RECORD

| NUMBER | TYPE OF FIXTURE OR TRAP | FEE |
|---|---|---|
| 3 | WATER CLOSET (TOILET) | 3 00 |
| | BATH TUB | |
| | SHOWER | |
| 1 1/2 | LAVATORY (WASH BASIN) | 1 00 |
| | KITCHEN SINK | 3 00 |
| | DISHWASHER | |
| | LAUNDRY TUB OR TRAY | |
| | CLOTHES WASHER | |
| 5 | Floor Drains | 4 00 |
| | | |
| 11 | TOTAL NO. @ 0.50 | 11 50 |
| 1 | GAS SYSTEM, OUTLETS @ 1.00 | 1 00 |
| 1 | WATER HEATER @ 1.00 | 1 00 |
| | PERMIT | 1 00 |
| | TOTAL FEE | 14 50 |

I HEREBY AGREE THAT I WILL INSTALL THE PLUMBING AS DESIGNATED ON THIS PERMIT AND THAT THE SAME SHALL CONFORM TO ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM FAMILIAR WITH, AND WILL COMPLY WITH, ALL PROVISIONS OF LAWS AND ORDINANCES GOVERNING THIS TYPE OF WORK AND THAT I AM LICENSED AS REQUIRED BY LAW IN THE COUNTY OF LOS ANGELES AND STATE OF CALIFORNIA OR THAT I AM THE OWNER OF THE ABOVE DESCRIBED PROPERTY.

SIGNATURE OF PERMITTEE

APPROVALS

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| UNDER SLAB WORK | 5/4/56 | |
| BOILER PLUMBING | 5/7/56 | |
| GAS PIPING | | |
| GAS TEST | | |
| GAS WATER HEATER | | |
| PLUMBING FIXTURES | | |
| SEWER TEST | | |
| WATER SERVICE AND/OR SUPPLY PIPING | 5/9/56 | |
| FINAL | 5/10/56 | |

WILLIAM J. FOX, COUNTY ENGINEER

VALIDATION X-2857-P 5/4/56 (3) $14.50

BY (Initial)

# APPLICATION FOR PLUMBING PERMIT

1

JOHN A. LANDIS, County Engineer

PLUMBER NO. [illegible]

PROPERTY OWNER [illegible]

ADDRESS 177 So. Alexandra

CITY Glendora TEL. NO.

PLUMBER Mike Plmg.

ADDRESS 1425 Vernon

CITY Calexico TEL. NO. NA 1-1453

LICENSE NO. C-36-172436

| NO. UNITS | TYPE OF FIXTURE OR ITEM | | FEE |
|---|---|---|---|
| | WATER CLOSET (TOILET) | @ $1.50 | $ |
| | BATH TUB | @ $1.00 | |
| | SHOWER | @ $1.00 | |
| | LAVATORY (WASH BASIN) | @ $1.00 | |
| | KITCHEN SINK | @ $1.00 | |
| | DISHWASHER | @ $1.00 | |
| | LAUNDRY TUB OR TRAY | @ $1.00 | |
| | CLOTHES WASHER | @ $1.00 | |
| | WATER HEATER | @ $1.00 | |
| | GAS SYSTEM | @ $1.00 | |
| 1 | 4" Floor Drains | | 4.00 |
| | PERMIT | | 1.00 |
| | TOTAL FEE | | 10.00 |

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND KNOW THE CONTENTS THEREOF AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY LICENSED AND QUALIFIED TO DO THE WORK AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PREMISES.

SIGNATURE [signature]

PERMITTEE

---

177 So. Alexandra

Glendora

DISTRICT NO. 10-03 | GROUP | TYPE | SEWER PER UNIT FEE

INDUSTRIAL WASTE APPROVAL

INSPECTION RECORD

Ghost Flow Nat Ready for test — will call.

## APPROVALS

| | DATE | INSPECTOR'S INITIALS |
|---|---|---|
| UNDER SLAB WORK | | |
| ROUGH PLUMBING | 1/31/63 | [signature] |
| GAS PIPING | | |
| GAS VENT | | |
| HOT WATER HEATER | | |
| PLUMBING FIXTURES | | |
| GAS TEST | | |
| SEWER TO BE NOTIFIED | | |
| FINAL | 2/4/63 | [signature] |

VALIDATION

JOHN A. LANDIS, County Engineer

By [signature] Deputy

ROBERT A. WOOD CHIEF PLUMBING INSPECTOR

No 38647 823 5 1000 E

[signature]

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

Department of Building and Safety
County of Los Angeles

OWNER [illegible]
ADDRESS [illegible]
CITY [illegible] TEL. NO. [illegible]
PLUMBER [illegible]
ADDRESS [illegible]
CITY [illegible] TEL. NO. [illegible]
LICENSE NO. [illegible]

| NO. UNITS | TYPE OF FIXTURE OR ITEM | | FEE |
|---|---|---|---|
| | WATER CLOSET (TOILET) | @ $1.00 | $ |
| | BATH TUB | @ $1.00 | |
| | SHOWER | @ $1.00 | |
| | LAVATORY (WASH BASIN) | @ $1.00 | |
| | KITCHEN SINK | @ $1.00 | |
| | DISHWASHER | @ $1.00 | |
| | LAUNDRY TUB OR TRAY | @ $1.00 | |
| | CLOTHES WASHER | @ $1.00 | |
| | WATER HEATER | @ $1.00 | |
| | GAS SYSTEM | @ $1.00 | |
| | PERMIT | $ | 1.00 |
| | TOTAL FEE | $ | 2.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PLUMBER OR OWNER [signature]

BUILDING ADDRESS [illegible]
LOCALITY [illegible]
PERMIT [illegible]

| DISTRICT NO. | GROUP | ZONE | READY FOR INSPECTION |
|---|---|---|---|
| 103 | | | |

INDUSTRIAL
MAP'S APPROVAL

### INSPECTION RECORD

### APPROVALS

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| UNDER SLAB WORK | | |
| ROUGH PLUMBING | 1/15/57 | [signature] |
| GAS PIPING | | |
| GAS VENT | | |
| HOT WATER HEATER | | |
| PLUMBING FIXTURES | | |
| GAS TEST | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | 2/6/57 | [signature] |

RESIDENT A. P. NO.

JOHN A. LAMBIE, County Engineer

VALIDATION

Supervising Mechanical Engineer

[signature]

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

BUILDING AND SAFETY DIVISION

County of Los Angeles

JOHN A. LAMBIE, County Engineer

PERMIT NO. [illegible]

OWNER J. H. Gardner Co.

MAIL ADDRESS 177 So. Mountain

CITY Claremont TEL. NO.

PLUMBER Allied Air Cond. Co.

ADDRESS 1503 W. 2nd St.

CITY Pomona TEL. NO. NA 3-1671

LICENSE NO. C-20 - 141467 #2673

| NUMBER | TYPE OF FIXTURE OR ITEM | | FEE |
|---|---|---|---|
| | WATER CLOSET (TOILET) | @ $1.00 | |
| | BATH TUB | @ $1.00 | |
| | SHOWER | @ $1.00 | |
| | LAV., TOILET (HAND BASIN) | @ $1.00 | |
| | KITCHEN SINK | @ $1.00 | |
| | DISHWASHER | @ $1.00 | |
| | LAUNDRY TUB OR TRAY | @ $1.00 | |
| | CLOTHES WASHER | @ $1.00 | |
| | WATER HEATER | @ $1.00 | |
| 7 | GAS SYSTEM | @ $1.00 | 7.00 |
| | PERMIT | | 4.00 |
| | TOTAL FEE | | 11.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE OWNER OF THIS BUILDING EXCLUSIVE RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE [signature]

JOHN A. LAMBIE, COUNTY ENGINEER

BUILDING ADDRESS 177 S. Mountain

BY

QUALITY

NEAREST CROSS ST. Harvard

| DISTRICT NO. | INSP. DIV. | ZONE | SPECIAL INSPECTION |
|---|---|---|---|
| 10.02 | F | M-1 | |

INDUSTRIAL WASTE APPROVAL

### INSPECTION RECORD

11/21 Forms

### APPROVALS

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| UNDER SLAB WORK | | |
| BEFORE PLASTERING | | |
| GAS PIPING | | |
| GAS VENT | | |
| HOT WATER HEATER | | |
| PLUMBING FIXTURES | 11/21 | S. H. |
| GAS TEST | 11/21 | |
| UTILITY CO. NOTIFIED | | |
| FINAL | 12/5/57 | [illegible] |

ROBERT A. WOOD, SUPERVISING MECHANICAL ENGR.

VALIDATION

CK #46800 JN 6 5 300 =

Fixtures

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

| | |
|---|---|
| BUILDING ADDRESS | 1104 S. Alexander |
| LOCALITY | Claremont |
| OWNER | L. R. Ward Co. |
| MAIL ADDRESS | 125 S. Alexander |
| CITY | Claremont TEL. NO. |
| PLUMBER | Allied Air Conditioning Co. |
| ADDRESS | 1505 W. 2nd St. |
| CITY | Pomona TEL. NO. |
| CONTRACTOR'S LIC. NO. | C-36 #14490 |

| NUMBER | TYPE OF FIXTURE OR ITEM | FEE |
|---|---|---|
| | WATER CLOSET (TOILET) @ $1.00 | $ |
| | BATH TUB @ $1.00 | |
| | SHOWER @ $1.00 | |
| | LAVATORY (WASH BASIN) @ $1.00 | |
| | KITCHEN SINK @ $1.00 | |
| | DISHWASHER @ $1.00 | |
| | LAUNDRY TUB OR TRAY @ $1.00 | |
| | CLOTHES WASHER @ $1.00 | |
| 1 | WATER HEATER @ $1.00 | 1 00 |
| | GAS SYSTEM @ $1.00 | |
| | PERMIT # | 1 00 |
| | TOTAL FEE | |

I HEREBY STATE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM DULY LICENSED, REGISTERED AND/OR LICENSED AS REQUIRED BY LAW WITHIN LOS ANGELES COUNTY AND STATE OF CALIFORNIA, AND THAT MY LICENSE NUMBER OF THE TRADE CLASSIFIED UNDER IS CURRENT.

SIGNATURE OF CONTRACTOR

JOHN A. LAMOIE, COUNTY ENGINEER

VALIDATION

| INSPECTION RECORD | | |
|---|---|---|
| DISTRICT NO. | GROUP | TYPE |
| | 2 | 2 |

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| UNDER SLAB WORK | | |
| ROUGH PLUMBING | | |
| GAS PIPING | | |
| GAS TEST | | |
| HOT WATER HEATER | | |
| PLUMBING FIXTURES | | |
| GAS TEST | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | | |

ROBERT A. WOODS
SUPERVISING MECHANICAL INSPECTOR

PERMIT CERT 5-68

CITY OF CLAREMONT

# APPLICATION FOR PLUMBING PERMIT

COUNTY OF LOS ANGELES
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer

FOR APPLICANT TO FILL IN

| NUMBER | FIXTURE OR ITEM |
|---|---|
| | WATER CLOSET |
| | BATH TUB |
| | SHOWER |
| | LAVATORY |
| | SINK |
| | KITCHEN SINK |
| | LAUNDRY TUB |
| | CLOTHES WASHER |
| | WATER HEATER |
| | GAS SYSTEM |
| | |

FOR OFFICE USE ONLY

| | | | |
|---|---|---|---|
| | PERMIT | $ | 2 00 |
| | TOTAL FEE | | |

I HEREBY AGREE THAT I WILL COMPLY WITH THE ORDINANCES OF THE COUNTY OF LOS ANGELES REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF APPLICANT: [signature]

ADDRESS: 107 So. Indio, Rt 1
CITY: Claremont
OWNER: T. W. Stanley Co.
BLDG. NOT KNOWN
LOT: [illegible] TRACT NO.
CONTRACTOR: Superability Sewer Co.
ADDRESS: 6062 Mission Blvd.
CITY: [illegible] TEL. NO. [illegible]
CONTRACTOR'S REGISTRATION NO. A-[illegible] WATER ☐ SEWER ☐

| DISTRICT NO. | GROUP | ZONE | PROCESSED BY |
|---|---|---|---|
| | | | |

HOSPITAL
WASTE APPROVAL
DISPOSITION METHOD

Septic tank & Seepage pit (Leach line) Min. 30 ft. to well
O.K. (Line to be laid)

| APPROVALS | DATE | INSPECTOR'S INITIALS |
|---|---|---|
| UNDER SLAB WORK | | |
| SEWER PLUMBING | | |
| GAS PIPING | | |
| GAS VENT | | |
| HOT WATER HEATER | | |
| PLUMBING FIXTURES | | |
| GAS TEST | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | | |

VALIDATION

ROBERT A. WOOD
SUPERVISING MECHANICAL ENGR.

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER

| NUMBER | FIXTURE OR ITEM |
|---|---|
| 1 | WATER CLOSET |
| | BATH TUB |
| | SHOWER |
| 1 | LAVATORY |
| | SINK |
| | |
| | LAUNDRY TUB |
| | CLOTHES WASHER |
| | WATER HEATER |
| | GAS SYSTEM |

| | | | |
|---|---|---|---|
| 2 | $ 1.00 PER ITEM OR FIXTURE | $ | 2.00 |
| | PERMIT | $ | 2.00 |
| | TOTAL FEE | | 4.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE: [signature]

ADDRESS: 199 So. Indian Hill Blvd.
LOCALITY: Claremont

OWNER: T. H. Harvey
MAIL ADDRESS: Same
CITY: TEL. NO.

CONTRACTOR: [illegible]
ADDRESS: 1775 [illegible] Park [illegible]
CITY: Pomona TEL. NO. [illegible]
CONTRACTOR LICENSE NO.: [illegible]
STATE ☐ COUNTY ☐

| DISTRICT NO. | GROUP | ZONE |
|---|---|---|
| [illegible] 2 | F | M |

PLOT APPROVAL

INSPECTION RECORD
[illegible]

APPROVALS

| | DATE / INSPECTOR |
|---|---|
| UNDER SLAB WORK | [signature] |
| ROUGH PLUMBING | |
| GAS PIPING | |
| GAS VENT | |
| HOT WATER HEATER | |
| PLUMBING FIXTURES | |
| GAS TEST | |
| UTILITY CO. NOTIFIED | |
| FINAL | [signature] |

ROBERT A. WENT
SUPERVISING MECHANICAL ENG'R

VALIDATION

No 76142 NO 5 4

[signature]

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

FOR ASSISTANT TO FILL IN

| NUMBER | FIXTURE OR ITEM | UNITS | FEE |
|---|---|---|---|
| | WATER CLOSET | | 1.00 |
| | SINK | | 1.00 |
| | SHOWER | | 1.00 |
| | LAVATORY | | 1.00 |
| | SINK | | 1.00 |
| | DISHWASHER | | 1.00 |
| | LAUNDRY TUB | | 1.00 |
| | CLOTHES WASHER | | 1.00 |
| | WATER HEATER | | 1.00 |
| | GAS SYSTEM OUTLETS | | 1.00 |
| | OUTLETS NO. 6 GAS SYSTEM | | 1.00 |

PERMIT $ 2.00

TOTAL FEE

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY LICENSED UNDER THE PROVISIONS OF CHAPTER 9, DIVISION 3 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA AND THAT I AM THE LEGAL OWNER OF AND INTEND TO REMODEL ON THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE

JOB ADDRESS 177 Indian Hill

OWNER

ADDRESS

CITY

CONTRACTOR

ADDRESS

CITY TEL NO.

CONTRACTOR'S LICENSE NO. CLASS

DISTRICT NO. GROUP ZONE PROCESSED BY

INDUSTRIAL WASTE APPROVAL

INSPECTION RECORD

| APPROVALS | DATE |
|---|---|
| UNDER SLAB WORK | |
| ROUGH PLUMBING | |
| GAS PIPING | |
| GAS TEST | |
| INCL WATER HEATER | |
| PLUMBING FIXTURES | |
| GAS TEST | |
| FINAL | 11/15 |

VALIDATION ROBERT A WOOD

SUPERVISING MECHANICAL ENGR

[illegible] 11-22 300

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
JOHN A. LAMBIE, COUNTY ENGINEER
COLEMAN W. JENKINS, DEPUTY OF BUILDING

FOR ADDITIONS TO FIXTURES

| NUMBER | FIXTURE OR ITEM | EACH | FEE |
|---|---|---|---|
| 2 | WATER CLOSET | 1.50 | 3.00 |
| | BATH TUB | 1.50 | |
| | SHOWER | 1.50 | |
| 1 | LAVATORY | 1.50 | 1.50 |
| | SINK | 1.50 | |
| | DISHWASHER | 1.50 | |
| | LAUNDRY TUB | 1.50 | |
| | CLOTHES WASHER | 1.50 | |
| | WATER HEATER | 1.50 | |
| | GAS SYSTEM OUTLETS | 1.50 | |
| | OUTLETS OVER 5 PER SYSTEM | .50 | |
| 1 | remod | | 1.00 |
| | PERMIT | $ | 2.00 |
| | TOTAL FEE | | 7.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL PERTINENT ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE LAW AND THAT I AM THE AGENT NAMED OF AND HEREBY TO APPLICATION ON WHAT I AM THE OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF APPLICANT: [signature]

PREMISES ADDRESS: 177 N. Indian Hill
LOCALITY: Claremont
OWNER: J.N. Gamble Store Co.
MAIL ADDRESS: Azusa
CITY: TEL NO:
CONTRACTOR: Bruce Odell
ADDRESS: 346 Linden
CITY: Claremont TEL NO: [illegible]
CONTRACTOR'S REGISTRATION NO.: 188571 STATE LICENSE:
DISTRICT NO: 103 GROUP: F ZONE: C-1 INSPECTED BY: Rudkin
INDUSTRIAL WASTE APPROVAL:

INSPECTION RECORD

Water H.S. & Repair C.K. Sh...
Ld. Trap and grease bd.
Final Rudk...

APPROVED: DATE:
BUILDING SEWER:
MOBILE PLUMBING:
GAS PIPING:
GAS TEST:
HOT WATER HEATER:
PLUMBING FIXTURES:
UTILITY CO. NOTIFIED:
FINAL: [signature]

VALIDATION ROBERT A. WOOD
SUPERVISING MECHANICAL ENGR.

[illegible]

# APPLICATION FOR PERMIT

CITY OF CLAREMONT

[illegible]

100

[illegible]

AUTHORIZATION TOTAL FEE

CONNECTION DATA

[illegible]

WILLIAM F. [illegible], COUNTY SURVEYOR

VALIDATION

L. A. WOOD, CHIEF, [illegible]

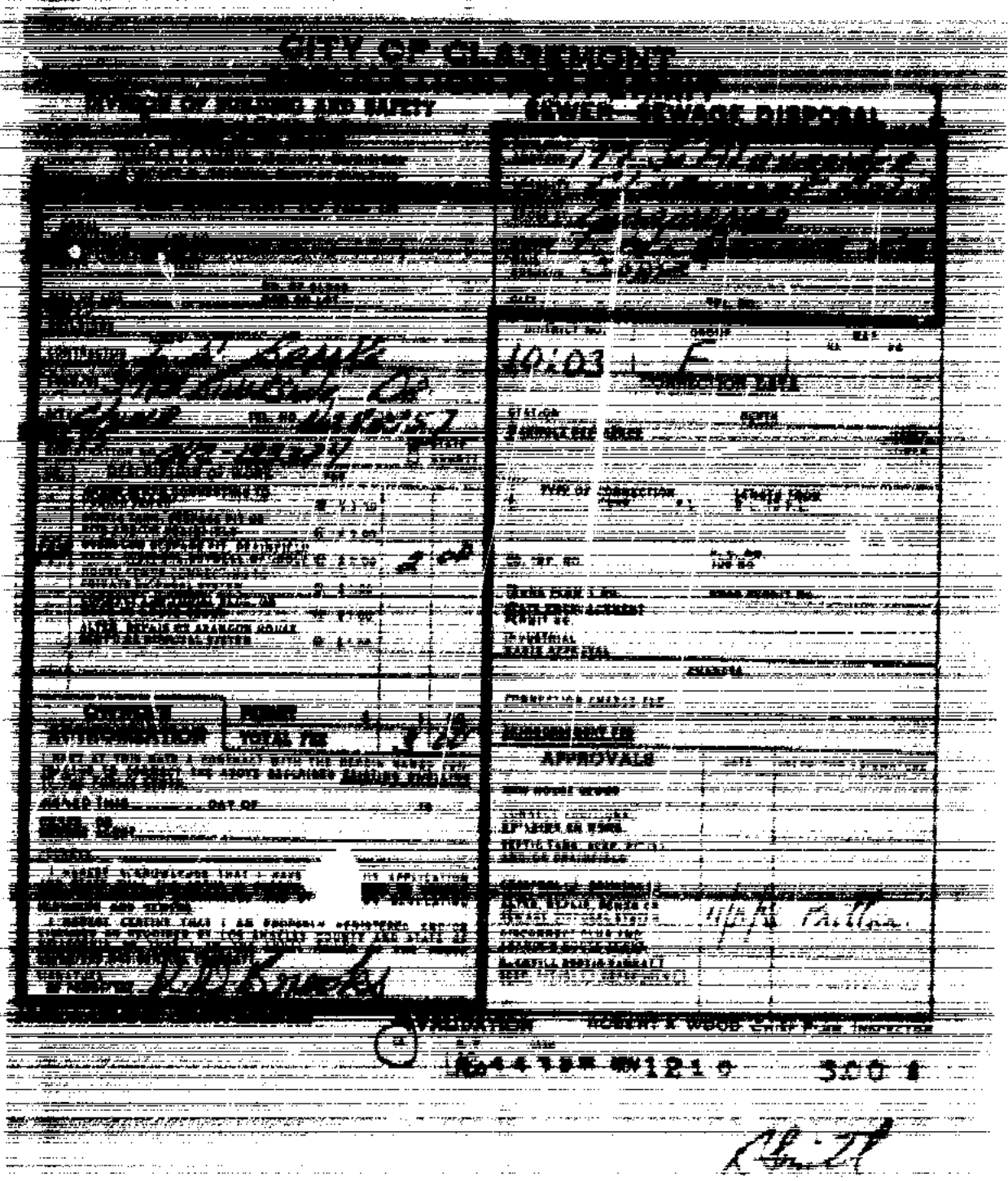
[illegible] 4.00

CITY OF CLAREMONT

BUILDING AND SAFETY

SEWER—SEWAGE DISPOSAL

APPROVALS



# CITY OF CLAREMONT

APPROVALS

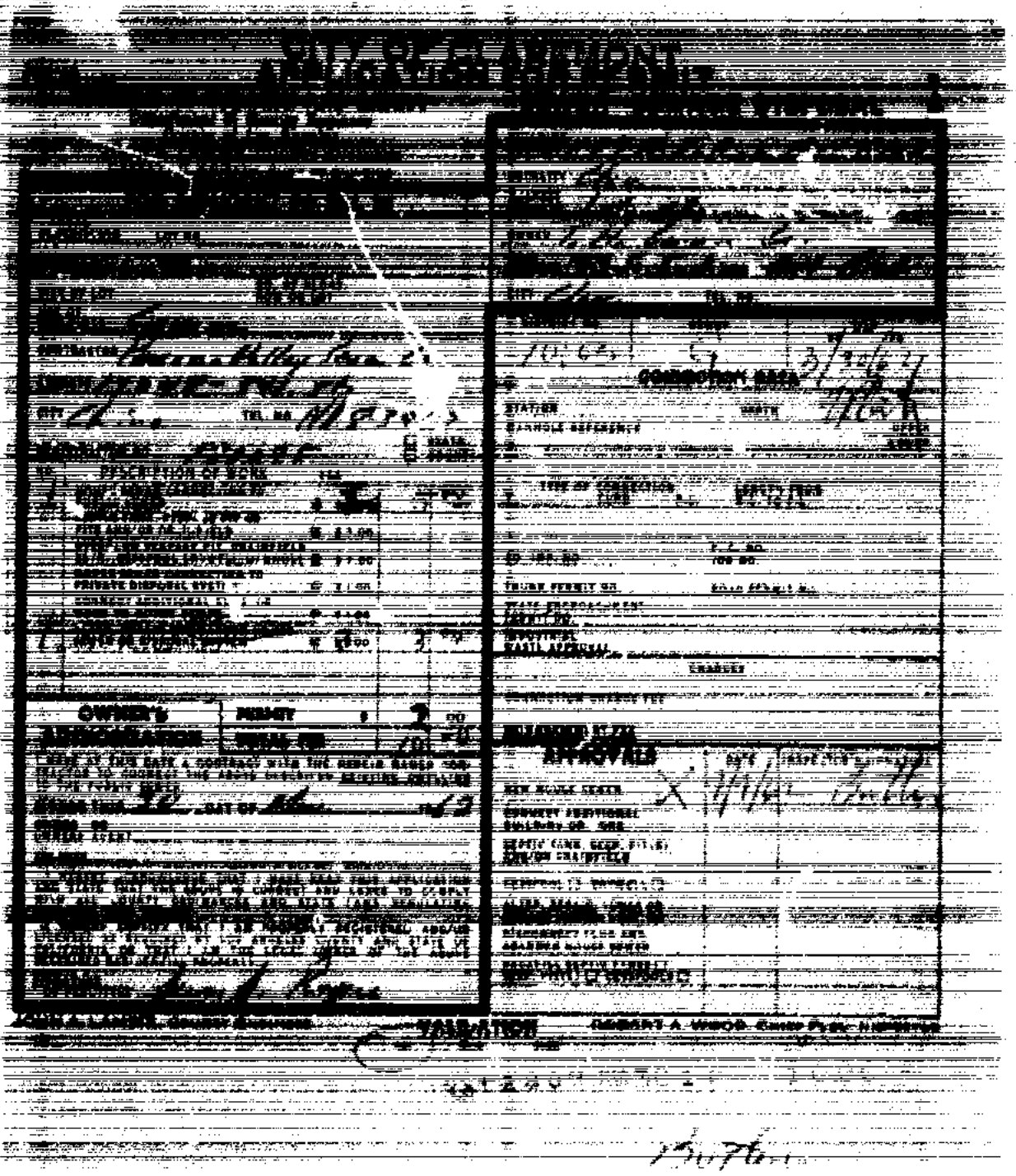
DATE

INSPECTOR

10:03

F

$46.15 = 15 @ 4.00



INSPECTION COPY

DEPARTMENT OF
COMMUNITY DEVELOPMENT
APPLICATION FOR BUILDING PERMIT

# city of CLAREMONT

207 HARVARD AVE.
CLAREMONT, CA. 91711
(714) 624-[illegible]

## FOR APPLICANT TO FILL IN

Please Print Firmly (In Ballpoint Pen)

Building
Address 172 So. [illegible] Hill
Owner [illegible] Tel. No [illegible]
Mailing
Address 172 [illegible] Hill Claremont
Contractor [illegible] Tel. No
Mailing
Address City
BASE City (Licensed)
Valuation No Tax Rty
Architect
or Eng Tel. No
Address City

PROPERTY LEGAL DESCRIPTION Lot No Blk Tract

DESCRIPTION OF WORK AND BLDG USE

| Type of Const | Occ Group | Div | Fire Zone |
|---|---|---|---|
| | | | |

Description of Work [illegible]

| New | Add | Alter | Repair | Demolish |
|---|---|---|---|---|
| No. Ft Area 96 ft | | No. of Rooms | No. of Stories | No. of Units |

VALUATION $ 4500.00

I HEREBY [illegible] the information on this application is correct, I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above mentioned property for inspection purposes. I certify that I have read this application and state that the above information is correct. I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above mentioned property for inspection purposes.

1. A Certificate of Consent to self-insure by the Director of Industrial Relations, or
2. A Certificate of Workers' Compensation Insurance issued by a licensed insurer, or
3. A copy thereof or original thereof as may be required by the Director of Industrial Relations.

I certify that I am the owner, the authorized representative of the owner, or the agent of the owner of the property described in this application, and I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above mentioned property for inspection purposes. I certify that I have read the instrument executed by the owner and that I am duly authorized to act as the agent of the owner. I certify under penalty of perjury that the foregoing is true and correct.

Date [illegible] 19 72 Signature [illegible]

Mailing Address [illegible]

| | |
|---|---|
| PERMIT FEE | $ |
| Plan Check | [illegible] |
| Permit Fee | [illegible] |
| Strong Motion Fee | [illegible] |
| TOTAL | [illegible] |

## SPECIAL CONDITIONS AND INSPECTION RECORD

ENG. DIV.

ENG. INSP.

PLANNING DIV.

### [illegible] INSPECTIONS

All work and the installation of all mechanical, electrical, plumbing or appliance work. A final inspection and Certificate of Occupancy must be obtained prior to occupancy and connection of utilities.

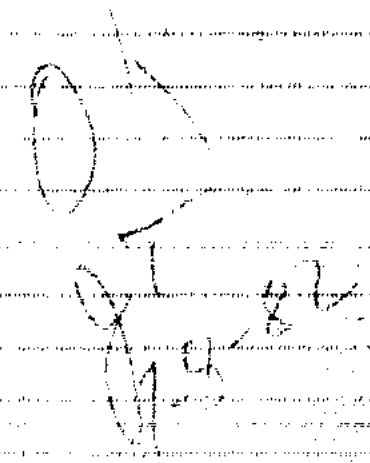
| APPROVALS | DATE | INSPECTOR'S INIT. |
|---|---|---|
| FOUNDATION, FOOTG. TRENCHES, FORMS | | |
| FOOTING STEEL | | |
| WALL STEEL | [illegible] | [illegible] |
| BOND BEAM STEEL | 10 7 72 | 6050 10 |
| FRAME, FIRE STOPS, BRACING, BOLTS, Hardware, MISC. METALS | | |
| ROOF SHEATHING, COVERING | | |
| STRUCTURAL STEEL | | |
| DRY WALL | | |
| LATH, INT. | | |
| LATH, EXT. | | |
| SWIMMING POOL ENCLOSURE OK TO FILL WATER POOL | | |
| Public Eng. | | |
| FINAL PLANNING | | |
| Permit No. | VIOLATION | |

THIS IS A NOTICE, Posting When Property Owned, and Not Violation Notice. If you require more information, please contact the Planning Department at 624-[illegible]. If not acted upon, this permit will expire if work is not started or is suspended for more than 180 days.

JOB ADDRESS 177 S Indian Hill

OWNER

1) Collar tie
2) Nail Schedule
3) Gravel Stop



DATE

INSPECTOR'S SIGNATURE

INSPECTION COPY

DEPARTMENT OF COMMUNITY DEVELOPMENT
APPLICATION FOR BUILDING PERMIT

city of CLAREMONT

207 HARVARD AVE.
CLAREMONT, CA 91711
(714) 624-4531

## FOR APPLICANT TO FILL IN

Building Address: 177 Indian Hill

Owner: [illegible] Tel. No.

Mailing Address: 177 Indian Hill City: Claremont

Contractor: Cooper Roofing Tel. No. 985-4035

Mailing Address: 105 N Vallejo Way City: Upland

State License No. C39 404033 City (License) Tax No. 1164[illegible]

Architect or Eng. Tel. No.

Address City

PROPERTY LEGAL DESCRIPTION Lot No. Blk. Tract

DESCRIPTION OF WORK AND BLDG. USE

| Type of Const. | Occ. Group | Use Zone | Fire Zone |
| --- | --- | --- | --- |
| | | | |

Description of Work: Reroof with Class A rolled roofing

New / Add / Alter / Repair / Demolish

| Sq. Ft. Size | No. of Rooms | No. of Stories | No. of Units |
| --- | --- | --- | --- |
| 5 Sq | | | |

VALUATION $ 4,000

I hereby affirm that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California. [illegible] if I am subject to Workers' Compensation laws, I have filed, or have caused to be filed [illegible] with the City Clerk of the City of Claremont, within the year last past, one of the following:
1. A Certificate of Consent to self-insurance by the Director of Industrial Relations; or
2. A Certificate of Workers' Compensation Insurance issued by an admitted insurer; or
3. An exact copy or duplicate thereof certified by the Director or insurer.
I further certify that I am the owner, the authorized representative of the owner, or the properly licensed contractor, and I agree to comply with all City ordinances and State laws. I further certify that I have read the statements contained in this application; that they are true and correct; and that I make this statement under penalty of perjury.

At Claremont, California, on

Date 8/15 19 85

Permittee Signature: M Cooper

| | |
| --- | --- |
| PARKLAND FEE | $ |
| PLAN CHECK | $ |
| PERMIT FEE | $ 47.00 |
| ISSUANCE FEE | $ 7.00 |
| TOTAL | $ 54.00 |

## SPECIAL CONDITIONS AND INSPECTION RECORD

ENG. DIV.

BLDG. DIV. Donna Baldacci 8-15-85

PLANNING DIV.

## CALL FOR ALL INSPECTIONS

All work must be inspected and approved before placing concrete, or concealing framing, electrical, plumbing or mechanical work. A final inspection and Certificate of Occupancy must be obtained prior to occupancy and clearance of connection of utilities.

| APPROVALS | DATE | INSPECTOR'S SIG. |
| --- | --- | --- |
| FOUNDATION: YARDS, TRENCHES, FORMS | | |
| FOOTING STEEL | | |
| WALL STEEL | | |
| BOND BEAM: STEEL BOLTS, ANCHORS | | |
| FRAME: FIRE STOPS, BRACING, BOLTS, FLASHING MATERIALS | | |
| ROOF SHEATHING COVERING | | |
| STRUCTURAL STEEL | | |
| DRY WALL | | |
| LATH, INT. | | |
| LATH, EXT. | | |
| SWIMMING POOL ENCLOSURE OK TO PLASTER POOL | | |
| FINAL ENG. | | |
| FINAL PLANNING | | |
| FINAL BLDG. Reroof | 8/26/85 | [illegible signature] |

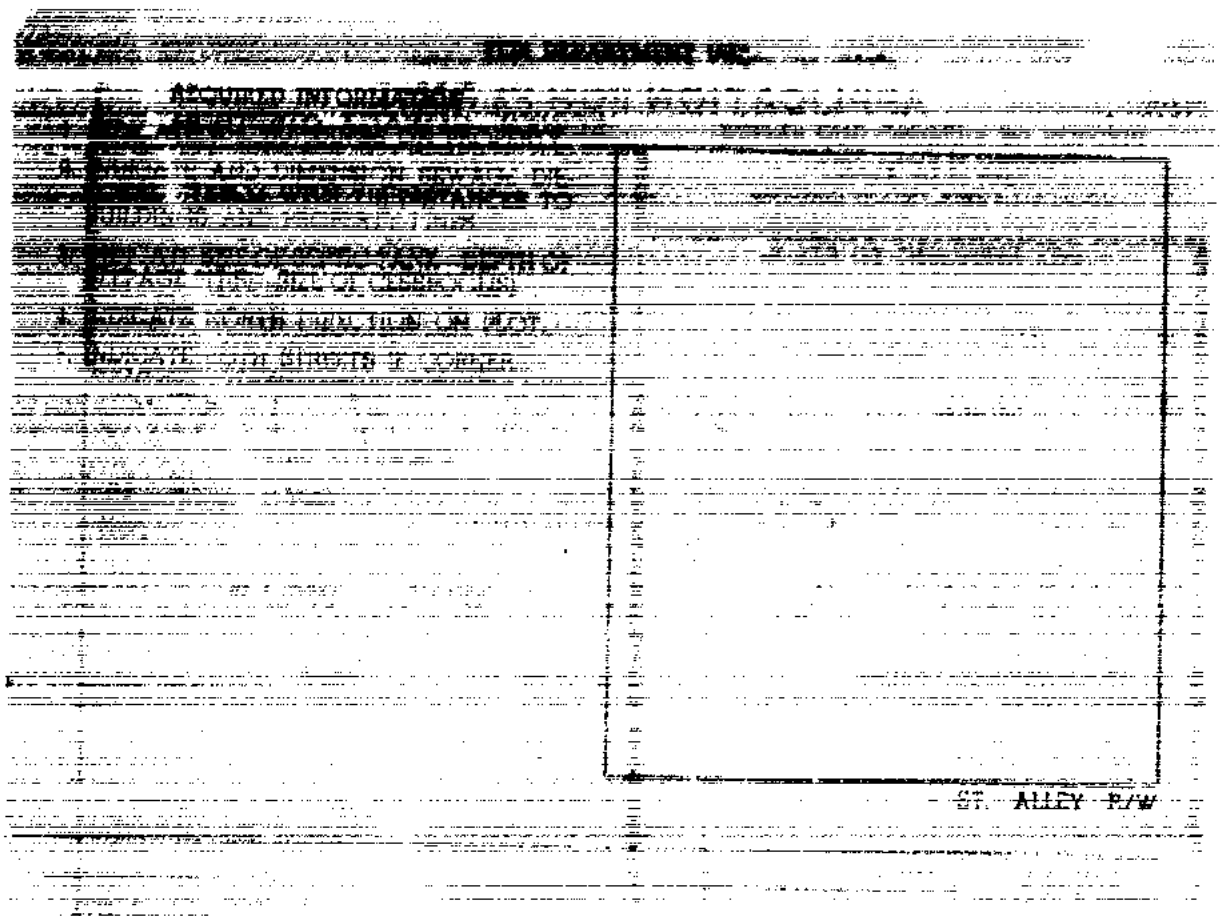
PERMIT NO.

VALIDATION

15 AUG 85 ** 54.00 10

This is a Building Permit When Properly Completed and Validated, and is not Transferable. It will expire if work is not started in 120 days, or if work is abandoned for more than 120 days.

2048



Sign Review #89-S022, One Internally Illuminated, Wall-mounted, Product Identification Sign, 191 S. Indian Hill Boulevard. Applicant - M.I.E., I..., Bob Connor, for Richard Hibbard Chevrolet.

By a 6-0 vote (1 absent), the architectural commission approved one, internally illuminated, wall-mounted, product identification sign at 191 S. Indian Hill Boulevard for Richard Hibbard Chevrolet, subject to the staff conditions as amended.

Cdilideb

cc: Department Heads
Architectural Commission
Chair, Planning Commission
Chair, Environmental Quality Commission
Chair, Traffic and Transportation Commission
Daune Marks, Building Official
Suzanne Taylor, Redevelopment Coordinator
Planning Division Staff
Eleanor Montague, Claremont University Center, 150 E. 10th Street, Claremont, CA 91711

207 HARVARD AVE. • P.O. BOX 880 • CLAREMONT 91711 • (714) 624-4631 • DEPARTMENT OF COMMUNITY DEVELOPMENT

October 9, 1989

Hekimian and Associates, Inc.
16571 Gemini Lane
Huntington Beach, California 92647

RE: Permit for removal of underground storage tanks (Permit #890919)
[redacted] Indian Hill Boulevard

Gentlemen:

While reviewing our records, we noticed that your permit for removal of underground storage tanks (Permit #890919) will expire on November 30, 1989. We would appreciate your calling our office to arrange an inspection before that date.

If there have been no inspections six months from the date the permit was issued, the permit will be considered cancelled. To reactivate a cancelled permit, we would require re-issuance of the permit at full fee. If there have been inspections, but no activity for the past six months, we would require a re-instatement permit at half the original fee.

If you need an extension, please write a letter to the City of Claremont at the above address, to the attention of Duane Marks, Building Official. This letter should include the reason an extension is needed and the length of time requested. The decision to grant or deny an extension of the permit will be made by Mr. Marks upon receipt of your letter, and you will be notified of his decision by mail.

If you have any questions regarding this matter, you may call me at 714/399-5471.

Cordially,

Monica A. Norman

Monica A. Norman
Administrative Secretary

/man

cc: Richard Hibbard Chevrolet, 191 S. Indian Hill Boulevard, Claremont, California 91711

25×10 32×10

**HEKIMIAN & ASSOCIATES, INC.**

*ENVIRONMENTAL ENGINEERS CONTRACTORS*

October 17, 19

City of Claremont
207 Harvard Avenue
P. O. Box 880
Claremont, CA. 91711

Attn: Monica A. Norman
Administrative Secretary

Re: Permit No. 890919/tank removal
191 S. Indian Hill Blvd.

Dear Ms. Norman:

Pursuant to your letter dated October 9,
the above referenced property, this will
that we removed the tanks located at the
property and procured the proper inspecti
building and safety.

Inasmuch as contamination has been found
would like to ask for an extension of tim
client weighs his options.

Very truly yo
HEKIMIAN & ASS

Tony Markarian
Engineering/P

/lmh

Permit issued 5/30/89
No inspections made.
No prior extensions

## Application for Building Permit

890913 PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Use of Permit: REMOVAL OF UNDERGROUND STORAGE TANK

(2) 500 gal Gas tank + (1) 500 Gal tank - waste oil

Type of Const. | Occ Group | Use Zone | Fire Zone: 3

Tract No. | Lot No. | APN

Setbacks: F | S | L | R | R | Review | Date: 5/30/89

Building Address: 191 S. INDIAN HILL BLVD

Owner: RICHARD HIBBARD CHEVROLET

Mailing Address: SAME AS ABOVE

City: CLAREMONT | Zip: 91711 | Tel: 624-6561

Contractor: HEKIMIAN & ASSOCIATES INC.

Address: 16571 GEMINI LANE

City: HUNTINGTON BEACH | Zip: 92647 | Tel: 714/841-6288

State Lic & Class#: C-61 500563 | City Lic. #

Arch. Engr. / Designer:

Address: | Tel:

City: | Zip: | State Lic. #

### CONSTRUCTION ESTIMATE

| | | | $ |
|---|---|---|---|
| 1ST FL. | SQ. FT. @ | | |
| 2ND FL. | SQ. FT. @ | | |
| POR. | SQ. FT. @ | | |
| GAR. | SQ. FT. @ | | |
| CARP. | SQ. FT. @ | | |
| WALLS | L.F. @ | | |
| A/C | SQ. FT. @ | | |
| PLBG. | SQ. FT. @ | | |
| ELEC. | SQ. FT. @ | | |
| ALTERATION / CONSTRUCTION ESTIMATION | | | $ 8,980.00 |
| NOTE: Not to Exceed Valuation | | INSURANCE | $ 7.00 |
| Property tax YOR # | | PLAN CHK. FEE | $ 83.00 |
| | | TOTAL CONST. FEE | $ 90.00 |

### MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | | EVAP. COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | B.T.U. |
| HEATING SYSTEM | | | B.T.U. |
| MISC. | PLAN CHECK FEE | | |
| | MISC. FEE | | TOTAL MECH. FEE |

### ELECTRICAL FEES

| NO. | |
|---|---|
| | METER |
| | MOBILE HOME SVC. |
| | POWER OUTLET |
| | MOTOR HP |
| | POOL/SPA |
| | FIXTURES |
| | OUTLETS |
| | SWITCHES |
| | SIGN |
| | TEMP. USE SERV. |
| | POLE TEMP/PERM |
| | SUB POLES |
| | AMP. SERVICE |
| | SQ. FT. @ .02 |
| | SQ. FT. @ .03 |
| | SQ. FT. RESID @ .03 |
| | SQ. FT. GAR. @ .006 |
| | PLAN CHECK |
| | INSURANCE FEE |
| | TOTAL ELEC. FEE |

### PLUMBING FEES

| NO. | |
|---|---|
| | SQ. FT. @ .03 |
| | FUND SHUR SYSTEM |
| | GAS PIPING |
| | HOUSE SEWER |
| | DRAINAGE PIPING |
| | DRINKING FOUNTAIN |
| | URINAL |
| | WATER PIPING |
| | FLOOR DRAIN |
| | POOL/SPA |
| | [illegible] |
| | GREASE TRAP |
| | LAUNDRY TRAY |
| | KITCHEN SINK |
| | WATER CLOSET |
| | LAVATORY |
| | SHOWER |
| | BATH TUB |
| | WATER HEATER |
| | SEWAGE DISPOSAL |
| | PLAN CHECK |
| | INSURANCE FEE |
| | TOTAL PLUMB. FEE |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB TOTAL |
|---|---|---|---|---|---|
| 90.00 | | | | | 90.00 |
| PLAN CHECK | ADDL. PLAN CK. | PARKLAND FEE | | | TOTAL DUE |
| 66.00 | | | | | 156.00 |

### LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with [illegible]) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE: [illegible] Date: 5/30/89

### OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for the permit to file a signed statement that he is licensed pursuant to the provisions of the Contractors' License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

[ ] I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure, is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds improvements thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

[ ] I am exempt under Sec. B & P C. for this reason

Date: Owner:

### WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. 069716 Company: STATE FUND EXP. 6/1/90

[X] Copy to be filed with the city [ ] Certificate will be later furnished.

### CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that, in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date: Applicant:

### CONSTRUCTION LENDING AGENCY

[illegible]

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Date: 5/30/89

Signature of Applicant: [illegible]

Mailing Address: 16571 Gemini Ln.

City, State, Zip: H.B. CA 92647

Permit Approved by: Duane A. Morton Date: 5/30/89

Engineering: Dana Ryder Date: 5/30/89

Plan: Date:

Approved: Gas _____ Electric _____ Sch. Dist. _____ Sen. Fee _____

Issued By: Date:

CO Issued: Bus. Co. Elec. Co.

1) All materials and equipment shall be furnished and [illegible] by a licensed [illegible] contractor.

1) require compaction report to be prepared and inspected by licensed soil engineer. Compaction must be min. 90%.
2) Final subject to final approval from L.A. County Fire Department.
3) Final subject to final approval from L.A. County Department of Public Works Waste Management Division.
4) Provide proof of notification of South Coast Air Quality Mgmt District of tank removal.
5) Submit three (3) copies of the report + a schedule of dumping the hydrocarbon soil. Submit any remedial action plan when needed.

CONTRACTOR'S COPY

$8,980.00 @ 0.01 = 89.80

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Figs & Fins | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Ext Lath | | |
| Interior Lath | | |
| Drywall | | |
| Vent Damper | | |
| Fireplace Rd | | |
| Fireplace Ext | | |
| Fireplace Prefab | | |
| Frame & Gate - Pool | | |
| Walls | | |
| Tiling | | |
| Deck | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| UG Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFB Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenum Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| Duct | | |
| Sound Wall | | |
| HAU Curb | | |
| Vents Roof | | |
| Compressor | | |
| Appl Clearance | | |
| Ceiling Damper | | |
| Gas Hookup | | |
| | | |
| **FIRE RATED ASSEMBLIES** | | |
| Attic Separations | | |
| Roof Sheathing | | |
| Drywall | | |
| Fire Alarm | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Partitions | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext | | |
| **MISCELLANEOUS** | | |
| Temp Toilet Facility | | |
| Construction Trailer | | |

PLEASE PROVIDE

**ADDITIONAL INFORMATION**

STREET NAME 191 S Indian Hill

PERMIT NUMBER 890919

25 × 10

32 × 10

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 191 S Indian Hill

| DATE OF REQ | TIME | DATE REQ | REQ BY | TYPE OF INSP. | INI | PRMT# |
|---|---|---|---|---|---|---|
| 10-24 | | 10:25 | | | | |

**HEKIMIAN & ASSOCIATES, INC.**

*ENVIRONMENTAL ENGINEERS : CONTRACTORS*

16571 Gemini Lane
Huntington Beach, CA 92647
(714) 841-6288
FAX (714) 848-2603

FILE NO. 1234R
September 28, 1989
Reg. Agency No.14033 R/C 6G

COUNTY OF LOS ANGELES - DEPARTMENT OF PUBLIC WORKS
Waste Management Division
900 S. Fremont Avenue
Alhambra, CA 91803-1331

Attention: Mr. John Awujo

Subject: **UNDERGROUND TANK CLOSURE AT RICHARD HIBBARD CHEVROLET, 191 S. INDIAN HILLS BOULEVARD, CLAREMONT, CA 91711**

Dear Mr. Awujo:

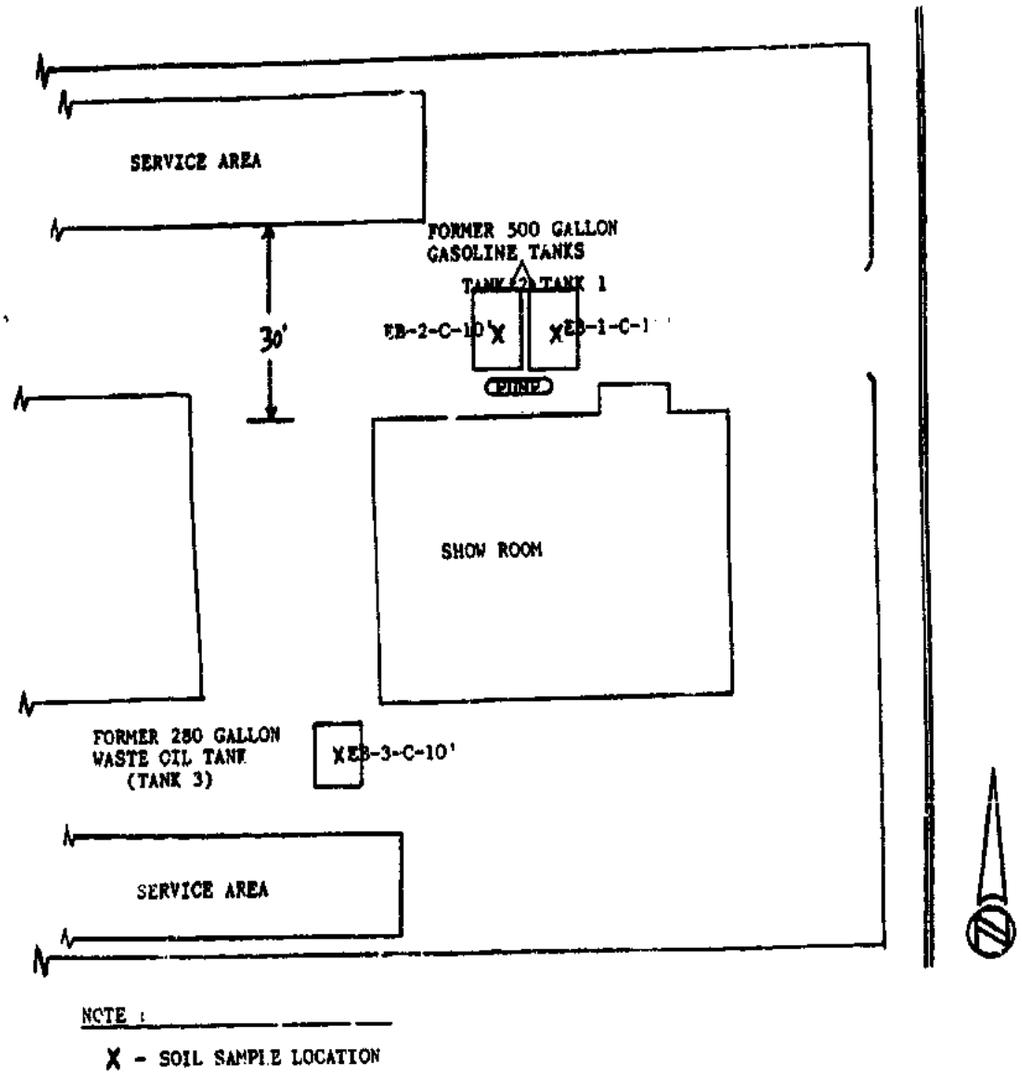
On August 17, 1989, in accordance with County Permit No.5661B Hekimian and Associates, Inc. removed the following underground tanks:

One (1) 280 gallon waste oil tank
Two (2) 500 gallon gasoline tanks

In accordance with South Coast AQMD Rule 1166, during the excavation, monitoring of the excavated material was conducted by use of an Organic Vapor Analyzer (OVA), GASTECH Model 1314 instrument. The OVA readings, taken 3-inch from soil surface, were less than 50 ppm, (excavation soil testing log in attachments), thus an SCAQMD permit was not required.

In accordance with regulatory agency requirements, soil samples were taken from below the tank invert, as noted in Table 1. The samples were placed in pre-cleaned glass jars (completely filled without head space), capped with teflon-lined caps, sealed with tape and marked to identify the samples, then placed in an ice-filled chest and taken to a state certified testing laboratory for designated testing (laboratory reports and chain-of-custody forms attached). Table lists the soil samples laboratory test results.

Hydrogeological information obtained from Los Angeles County Flood Control District shows that water table depth at well no.3280J, located approximately 1,000 ft east of the subject site facility, is 147 ft (measured on April, 1988). Based on the above data, it is indicated that ground water table depth at the subject facility is greater than 100 ft.




| | | |
|---|---|---|
| HEKIMIAN & ASSOCIATES, INC.<br>ENVIRONMENTAL ENGINEERS / CONTRACTORS<br>16571 Gemini Lane, Huntington Beach, CA 92647 | RICHARD HIBBARD CHEVROLET<br>191 S. INDIAN HILLS RD. ,<br>CLEREMONT, CA 91711 | |
| UNDERGROUND TANK REMOVAL SITE | sept. 28, 1989 | FIGURE 1 |

Table 1 - Laboratory Test Results

| Sample I.D. | Description | Test Method | Results (ppm) |
|---|---|---|---|
| EB-1-C-10' | Bottom of Tank No. 1 excavation, center, 10 ft below grade | EPA 8015M<br>EPA 8020 | 2,700<br>Benzene = 2 )<br>Toluene = 3 '0<br>EthylBenzene=150<br>TotalXylene=1,000 |
| EB-2-C-10' | Bottom of Tank No. 2 excavation, center, 10 ft below grade | EPA 8015M<br>EPA 8020 | 2,000<br>Benzene = 40<br>Toluene = 740<br>EthylBenzene=300<br>TotalXylene=2,000 |
| EB-3-C-10' | Bottom of Tank No. 3 excavation, center, 10 ft below grade | EPA 8015M<br>EPA 418.1 | 3<br>130 |

Prior to removal, the tanks were triple-rinsed by Nieto & Sons Trucking and the rinsate transported under Manifest No.89600943 (manifest attached) to an approved disposal site. After removal, the tanks were transported to American Metal Recycling, Inc., in Ontario, CA, for disposal (tank disposal form attached).

Because the soil samples test results indicated a level of contamination above the cleanup action level, we await instructions on further action.

Very truly yours,

HEKIMIAN & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER K. HEKIMIAN No. 29257 STATE OF CALIFORNIA

Kenneth K. Hekimian, Ph.D.
President

KKH/hot

cc: Mr. Bob Larson - Richard Hibbard Chevrolet

Office Hours
8:00 - 9:30 A.M.

**VERN LARCOM**
Inspector
Prevention & Conservation Bureau

County of Los Angeles
FIRE DEPARTMENT

605 N. Angeleno
Azusa, CA 91702
(818) 969-7978

CITY OF Claremont
STATION 101 BN 2

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
FIRE PREVENTION BUREAU

FORM #718P-TR (REV. 8/88)
DATE 5/30/89

# TANK REMOVAL PERMIT

CAC 000177853

TANK LOCATION 191 S. Indian Hill Blvd. CAC 0001-77853
OCCUPANT OR NAME OF COMPANY Richard Hibbard Chevrolet
NAME OF CONTRACTOR Hekimian & Assoc. Inc.
PHONE (714) 841-6288 CITY Huntington Beach

FIRE DEPARTMENT APPROVAL TO REMOVE UNDERGROUND TANK(S) WILL BE GRANTED UNDER SECTION 4.101 AND ARTICLE 79 OF THE FIRE CODE UNDER THE FOLLOWING CONDITIONS:

1. This permit shall be obtained from the Fire Department prior to any excavation, transportation, or modification of any underground tank. (FIRE CODE SECTION 4.101) THIS PERMIT TO BE RETAINED ON JOB SITE DURING TANK REMOVALS.
2. An additional permit will be required from Los Angeles County Public Works. Additional permits from cities or other agencies may be required. The contractor shall be responsible for obtaining all required permits. Documentation may be required.
3. Contractors shall insure that ALL FLAMMABLE LIQUIDS/MATERIALS HAVE BEEN REMOVED FROM TANK(S) prior to removal.
4. Prior to removal, tanks shall have dump tube removed and then shall be purged of flammable gases by adding crushed dry ice at a ratio of at least 600 pounds per 100 gallon capacity of the tank in accordance with N.F.P.A. HANDBOOK guidelines. A FLAMMABLE VAPOR DETECTION DEVICE and a qualified operator in it use shall be required to be on the job site prior to excavation or removal. Tank condition will be monitored using this device and contractor shall demonstrate that vapor concentration inside the tank is not more than 10% of the lower explosive limit (L.E.L.) of the product previously in tank. Openings are to be plugged using a pressure-vacuum relief device or other N.F.P.A. approved device.
5. Tanks are to be LIFTED out of hole, dragging will not be permitted. Lifting shall be done in a safe manner. Tanks are to be removed from site to a safe holding area on day of removal.
6. No open flames or spark producing equipment within 50 feet of tank or hazardous vapor area shall be permitted. BE ADVISED THAT THE DRY ICE METHOD IS A TEMPORARY METHOD FOR THE REMOVAL OF VAPORS. ADDITIONAL PRECAUTIONS SHOULD BE TAKEN TO INSURE THAT FLAMMABLE VAPORS ARE COMPLETELY REMOVED BEFORE ANY ADDITIONAL WORK IS DONE TO TANKS AFTER REMOVAL.
7. The following sequence is recommended to insure prompt and successful removal inspections:

   FIRST - Contact PUBLIC WORKS and make arrangements for an inspection date and time.
   NEXT - Contact the local FIRE PREVENTION office (at least 48 HOURS before removal) and request an inspection compatable with both departments.

8. Complete VERIFICATION LETTER (attached) and hand deliver or mail to Local Fire Prevention Inspector.

THIS PERMIT IS NON-TRANSFERABLE AND IS GRANTED UNTIL REVOKED AND IS SUBJECT TO REVOCATION FOR PROPER CAUSE, FOR VIOLATION OF THE FIRE CODE, TITLE 19, OR WHEN NECESSARY FOR PUBLIC SAFETY. NON-COMPLIANCE WITH ANY PROVISION STIPULATED HEREIN CONSTITUTES A VIOLATION.

I HAVE COMPLETELY READ AND FULLY UNDERSTAND THE FOREGOING FIRE DEPARTMENT REQUIREMENTS AND WARNINGS THAT APPLY TO THIS PERMIT.

☐ CONTRACTOR COPY W/ VERIFICATION LETTER
☐ FIRE PREV. BUREAU COPY

OWNER/OCCUPANT REPRESENTATIVE

FIRE DEPARTMENT REPRESENTATIVE

25 x 10 32 x 10

PLICATION FOR CLOSURE
AZARDOUS MATERIALS UNDERGROUND STORAGE
OUNTY OF LOS ANGELES-DEPARTMENT OF PUBLIC WORKS
ASTE MANAGEMENT DIVISION
0 S. FREMONT AVENUE
HAMBRA, CALIFORNIA 91803-1331

01 B5

Permit 5661 B
File 14033 R/C 6G
Fee $217
Check [X] Cash [ ]

WNER: Name Richard Hibbard Chevrolet Phone (714) 624-4541
Mailing Address 191 S. Indian Hills Rd City Claremont State CA Zip 91711

ACILITY:
Occupant Name Richard Hibbard Chevrolet Phone 714/624-4541
Site Address 191 S Indian Hills Rd City Claremont Zip 91711
Mailing Address same City State Zip
Contact Person Bob Larson Title Service Manager

ONTRACTOR [X] complete below; OWNER/OPERATOR AS CONTRACTOR [ ]
Name Hoffman & Rose, Inc Phone 714/841-6288
State License No. 500663 Class C61 B40

LOSURE REQUESTED:
[X] PERMANENT, TANK REMOVAL (See Conditions A and C Attached)
How many underground tanks will remain after this closure? NONE
[ ] PERMANENT, CLOSURE IN PLACE (See Conditions A and D Attached)
[ ] TEMPORARY (See Conditions A and B Attached)

ANK DESCRIPTION: PLOT PLAN ATTACHED [ ] EXISTING HMUSP NO.

| ank No. | Construction Material | Age (Years) | Capacity (gal) | Materials Stored (Past/Present) |
|---|---|---|---|---|
| 1 | Steel | unknown | 500 | Gasoline |
| 2 | Steel | " | " | Gasoline |
| 3 | " | " | 400 | Waste Oil |

OMPLETE THE FOLLOWING:

| | YES | NO |
|---|---|---|
| Has an unauthorized release ever occurred at this site? | [ ] | [X] |
| Have structural repairs ever been made to these tanks? | [ ] | [X] |
| Will new underground tanks be installed after closure? | [ ] | [X] |
| Will any wells, including monitoring wells, be abandoned? | [ ] | [X] |

OTICE: CONTAMINATED TANKS AND RESIDUES THAT MAY BE LEFT IN TANKS TO BE CLOSED AY BE A HAZARDOUS WASTE WHICH MUST BE TRANSPORTED AND DISPOSED OF PURSUANT TO HAPTER 6.5, CALIFORNIA HEALTH & SAFETY CODE. FAILURE TO COMPLY MAY BE ROSECUTED AS A FELONY VIOLATION.

By signature below the applicant certifies that all statements and disclosures above are true and correct and that they have read and agree to abide by this permit and all conditions and limitations attached.

Applicant's Signature Kenneth K. Hoffman Date 5/26/89
(Print Name) Kenneth Hoffman Phone (714) 841-6288
Owner [ ] Operator [ ] Contractor [X]

==========TO BE COMPLETED BY THE DEPARTMENT OF PUBLIC WORKS==========
PURSUANT TO SECTION 11.80.070B, LOS ANGELES COUNTY CODE, PERMISSION IS HEREBY GRANTED TO PROCEED WITH THE CLOSURE DESCRIBED ABOVE SUBJECT TO THE ATTACHED CONDITIONS AND LIMITATIONS [X]. THIS PERMIT EXPIRES 180 DAYS FROM THE DATE BELOW.

T.A. TIDEMANSON
Director of Public Works
By John Arons Date 5-26-89

ATTENTION CONTRACTOR

NOTIFICATION REQUIREMENTS

Pursuant to Los Angeles County Code, Section 11.78.045, and the Conditions and Limitations of the attached Hazardous Materials Underground Storage Closure Permit, you are required to complete ALL of the agency notifications indicated below within the time period specified prior to commencement of work on this closure.

[ X ] 72 HOURS - DEPARTMENT OF PUBLIC WORKS INDUSTRIAL WASTE ENGINEERING INSPECTOR:

>>Unless otherwise noted DPW inspectors are available at the following offices between 8:00 a.m. and 9:30 a.m. ONLY.<<

[ ] BELLFLOWER DISTRICT - (213) 804-2584
16600 Civic Center Dr., Bellflower, CA 90807

[ ] CENTINELA VALLEY REGION - (213) 534-4862
24320 S. Narbonne Ave., Lomita, CA 90717

[ ] LENNOX DISTRICT - (213) 419-5650
4353 Lennox Blvd., Lennox, CA 90304

[X] SAN GABRIEL VALLEY DISTRICT - (818) 574-0982
125 S. Baldwin Ave., Arcadia, CA 91006

[ ] EAST LOS ANGELES DISTRICT - (213) 260-3466
5141 E. Pomona Blvd., Los Angeles, CA 90022

[ ] SAN DIMAS REGION - (818) 339-6281
201 E. Bonita Ave., San Dimas, CA 91773

[ ] NEWHALL REGION - (805) 253-7207
23757 W. Valencia Blvd., Santa Clarita, CA 91355

[ X ] 24 HOURS (OR AS REQUIRED) - LOCAL FIRE DEPARTMENT FIRE PREVENTION INSPECTOR:

[ ] City of _____

[X] Los Angeles County Fire Department 818 969 7876

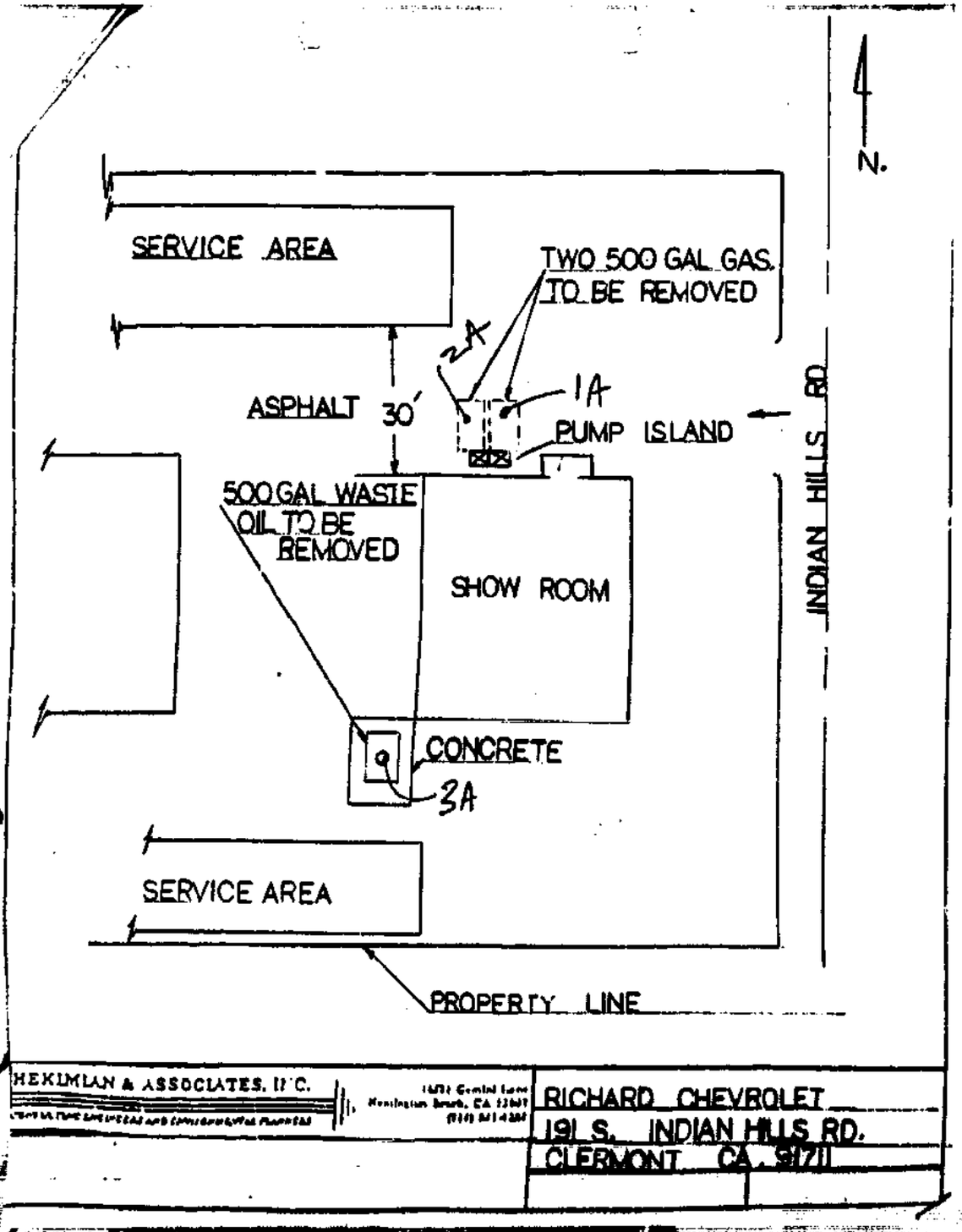
[ X ] 24 HOURS - SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

(818) 572-6195

FAILURE TO PROVIDE NOTICE AS REQUIRED ABOVE MAY RESULT IN PERMIT REVOCATION, ADDITIONAL SITE ASSESSMENT REQUIREMENTS AND/OR ADMINISTRATIVE PENALTIES AS PROVIDED BY LAW.

CLOSENOTE
05/89

25×10 32×10




HEKIMIAN & ASSOCIATES, INC.

RICHARD CHEVROLET
191 S. INDIAN HILLS RD.
CLERMONT CA. 91711

CLOSURE PERMIT SUPPLEMENT
HAZARDOUS MATERIALS UNDERGROUND STORAGE
LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
900 S. FREMONT AVENUE
ALHAMBRA, CA 91803

Closure Permit No. 5661 B
File No. I-14033-6G

To satisfy the permanent closure requirements for underground storage tanks previously storing hazardous materials, site integrity must be demonstrated by the analysis of soil samples and, if applicable, groundwater samples as outlined below. These requirements are in addition to the conditions listed on the Application for closure or contained in an approved Closure Plan.

1. Samples shall be obtained at the sampling points (SP) indicated on the attached plot plan.

2. For each SP, samples shall be obtained at the following depths:

| SP | Depth(s) | Compounds | Analysis Method |
|---|---|---|---|
| 1A, 2A | 2-4' below tank bottom | TPH + BTXE | 8015 + 8020 |
| 3A | " | TPH | 8015 + 418.1 |
| | | | |
| | | | |

3. All soil samples obtained shall be undisturbed and unexposed prior to analysis. The method used to obtain the samples and the date of sampling shall be included in the final report.

4. If groundwater is encountered during sampling, a groundwater monitoring well shall be established at the most downgradient sampling point. The well shall be developed by removing a minimum of four well volumes and a groundwater sample shall be obtained and analyzed.

5. The analysis results for all soil samples shall be expressed in milligrams per kilogram (mg/kg). Analysis results for groundwater samples shall be expressed in parts per billion (ppb).

6. Analysis results shall be reported on laboratory letterhead and shall include the following information: a) The date the analysis was conducted; b) The method of extraction (if applicable); c) The method of analysis.

7. All soil/groundwater samples obtained shall be handled and transported to laboratory in strict accordance with applicable EPA regulations utilizing chain-of-custody procedures. Chain-of-custody documentation shall be included in the final report.

8. If the soil/groundwater analysis indicates undefined contamination at the facility, additional sampling shall be required to define the vertical and lateral extent present.

9. A final report that contains all of the above required information shall be submitted to the office above within one (1) month from the sampling date or 180 days from the date of this permit, whichever earlier.

cg1/FORMPERMIT

25 x 10 32 x 10

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
CLOSURE REPORT REQUIREMENTS

A closure report shall be submitted to the Los Angeles County Department of Public Works, Waste Management Division, P.O. Box 1460, Alhambra, CA 91802 containing:

1. File number of facility and closure permit number.
2. Plot plan to scale showing locations of tanks, sampling points, buildings, adjacent streets and north arrow.
3. Description of methods for obtaining, handling and transporting samples.
4. Time and date samples were obtained.
5. If borings were established, boring logs certified by a CA Registered Geologist, CA Certified Engineering Geologist or CA Registered Civil Engineer with sufficient experience in soils.
6. Chain-of-custody documentation initiated by person obtaining sample through person at State Department of Health Services certified laboratory.
7. Disposal destination of tanks and evidence of legal disposal.
8. Analysis results by a State certified laboratory submitted on laboratory letterhead showing analysis date, methods of extraction and methods of analysis.
9. Documentation as to depth of groundwater at facility.
10. Manifests to documentation hazardous waste disposal of any removed soil and rinseate.
11. Any observations of site contamination.
12. Remedial action plan to mitigate contamination.
13. Report to be signed by CA Registered Geologist, CA Certified Engineering Geologist or CA Registered Civil Engineer with sufficient experience in soils.

Signature Kenneth L. Helemian Date 3/24/89

cg2/CLOSURE

FOR CLOSURE
MATERIALS UNDERGROUND STORAGE
LOS ANGELES-DEPARTMENT OF PUBLIC WORKS
ANAGEMENT DIVISION
FREMONT AVENUE
ABRA, CALIFORNIA 91803-1331

a1 B5

Per.
File 14c
Fee $21
Check [X] Cas.

WNER: Name Richard Hibbard Chevrolet Phone 714 624-4
Mailing Address 101 S. Indian Hills Rd City Claremont State CA Zip 917

CILITY:
Occupant Name Richard Hibbard Chevrolet Phone (714) 624-4541
Site Address 111 S Indian Hills Rd City Claremont Zip 91711
Mailing Address Same City State Zip
Contact Person Bob Larsen Title Service Manager

NTRACTOR (X complete below; OWNER/OPERATOR AS CONTRACTOR [ ]
Name McKinnon & Assoc. Inc Phone (714) 8416268
State License No. 500563 Class C61 B40

OSURE REQUESTED:
[X] PERMANENT, TANK REMOVAL (See Conditions A and C Attached)
How many underground tanks will remain after this closure? BMR
[ ] PERMANENT, CLOSURE IN PLACE (See Conditions A and D Attached)
[ ] TEMPORARY (See Conditions A and B Attached)

NK DESCRIPTION: PLOT PLAN ATTACHED [ ] EXISTING HMUSP NO.

| Tank No. | Construction Material | Age (Years) | Capacity (gal) | Materials Stored (Past/Present) |
|---|---|---|---|---|
| 1 | Steel | unknown | 500 | Gasoline |
| 2 | Steel | " | " | Gasoline |
| 3 | " | " | 500 | Waste Oil |

MPLETE THE FOLLOWING:

| | YES | NO |
|---|---|---|
| Has an unauthorized release ever occurred at this site? | [ ] | [X] |
| Have structural repairs ever been made to these tanks? | [ ] | [X] |
| Will new underground tanks be installed after closure? | [ ] | [X] |
| Will any wells, including monitoring wells, be abandoned? | [ ] | [X] |

TICE: CONTAMINATED TANKS AND RESIDUES THAT MAY BE LEFT IN TANKS TO BE CLOSED Y BE A HAZARDOUS WASTE WHICH MUST BE TRANSPORTED AND DISPOSED OF PURSUANT TO APTER 6.5, CALIFORNIA HEALTH & SAFETY CODE. FAILURE TO COMPLY MAY BE OSECUTED AS A FELONY VIOLATION.

By signature below the applicant certifies that all statements and disclosures above are true and correct and that they have read and agree to abide by this permit and all conditions and limitations attached.

Applicant's Signature [signature] Date 5/26/89
(Print Name) Kenneth McKinnon Phone (714) 8416268
Owner [ ] Operator [ ] Contractor [X]

==========TO BE COMPLETED BY THE DEPARTMENT OF PUBLIC WORKS==========

PURSUANT TO SECTION 11.80.070B, LOS ANGELES COUNTY CODE, PERMISSION IS HEREBY GRANTED TO PROCEED WITH THE CLOSURE DESCRIBED ABOVE SUBJECT TO THE ATTACHED CONDITIONS AND LIMITATIONS [X]. THIS PERMIT EXPIRES 180 DAYS FROM THE DATE BELOW.

T.A. TIDEMANSON
Director of Public Works
By John Hwang Date 5-26-89

25×10 32×10

file

TO : Glenn D. Southard, City Manager

FROM : Christi di Iorio, Associate Planner

DATE : August 10, 1989

SUBJECT : Summary of Architectural Commission Meeting of August 9, 1989

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Architectural & Site Plan Review #88-A032, Proposed Commercial Retail Center, 750 S. Indian Hill Boulevard, Applicant - Joe Carroll of Triad Partners.
By a 6-0 vote (1 absent), the architectural commission approved the elevations, colors and materials for the proposed commercial retail center at 750 S. Indian Hill Boulevard, subject to the staff conditions as amended and additional conditions.

Sign Review #89-S021, One Major Identification Wall Sign, Insight Cablevision, 212 S. Indian Hill Boulevard, Applicant - Phil Rogers for Ontario Neon Co., Inc.
This item was withdrawn by the applicant.

Architectural & Site Plan Review #89-A010, Detached Garage Addition, 1144 N. Harvard Avenue, Applicant - Mr. and Mrs. Riegel.
By a 4-2 vote (1 absent), the architectural commission approved the site plan, elevations, colors and materials, and lighting for the detached garage addition at 1144 N. Harvard Avenue in the HC District, subject to staff conditions as amended, and an additional condition that the height of the garage addition be no more than 20'3" from finished grade and 18'3" from the street.

Architectural & Site Plan Review #88-A036, Joint Science Facility, Northwest Corner of Mills Avenue and Ninth Street. Applicant - Anshen & Allen, Architects, for Claremont McKenna, Pitzer and Scripps Colleges.
By a 6-0 vote (1 absent, 2 abstensions), the architectural commission approved the site plan, elevations, colors and materials, landscape, irrigation and signs, for the joint science facility at the northwest corner of Mills Avenue and Ninth Street, subject to staff conditions as amended, and that the final landscape plan be submitted to the architectural commission for approval, to be placed on the consent calendar.

Sign Review #89-S013, Public Parking Lot Directional Signs for the CV Claremont Village District. Applicant - City of Claremont Redevelopment Agency, Suzanne Taylor, Redevelopment Coordinator.
By a 6-0 vote (1 absent), the architectural commission approved Alternative 1, the red art deco design, for the free-standing and wall-mounted public parking lot directional signs for the CV Claremont Village District

Sign Review #89-S017, Two Major Identification Signs and Two Window Signs, Republic Federal, 2090 N. Mills Avenue, Applicant - Coast Sign Display, Inc.
By a 5-1 vote (1 absent), the architectural commission aproved two internally illuminated, wall-mounted, major identification signs for Republic Federal, 2090 N. Mills Avenue. The proposed window signs did not require architectural commission approval as they were in conformance with Section 443-B.3 of the Land Use and Development Code. Staff had recommended denial of the two wall-mounted, major identification signs as they did not conform to the sign program established for the center.

ADDRESS 191 Indian Hill

OWNER Richard Hubbard

① clr Order to extend existing permit use well used (these were req. from original permit that have not been made).

① Copy of ② Compaction report (90%)
③ Proof of notification of A.Q.M.D
④ Copies of final sampling and what action is being taken to remedy contamination (per Brian Eng)

Thanks

10/25/85 DATE Jean Harvey INSPECTOR'S SIGNATURE

ACCENT BUSINESS AMS 110

This notice was left with the manager of the daycare 11/2-11/85 JH

32x1

**HEKIMIAN & ASSOCIATES, INC.**

*ENVIRONMENTAL ENGINEERS / CONTRACTORS*

16770 Imperial Lane
[illegible], CA 92647
(714) 841-6288
FAX (714) 848-2603

October 17, 1989

City of Claremont
207 Harvard Avenue
P. O. Box 880
Claremont, CA. 91711

Attn: Monica [illegible] Norman
Administrative Secretary

Re: Permit No. 890919/tank removal
191 S. Indian Hill Blvd.

RECEIVED
OCT 18 1989
DEPT. OF COMMUNITY
CITY OF CLAREMONT

Dear Ms. Norman:

Pursuant to your letter dated October 9, 1989 concerning the above referenced property, this will clarify the fact that we removed the tanks located at the above referenced property and procured the proper inspections except for building and safety.

Inasmuch as [illegible] amination has been found on the site, we would like [illegible]k for an extension of time while our client [illegible] its options.

Very truly yours,
HEKIMIAN & ASSOCIATES, INC.

Tony Markarian
Engineering/Permitting

/lmt

Permit issued 5/30/89
No inspections made.
No prior extensions

Monica
Arrange for inspection to be made by Regent Services the safety expert form

JOB ADDRESS 191 Indian Hill

OWNER Richard Hubbard

① cls Order to extend existing permit we will need (these were req. from original permit that have not been made).

① Copy of ⓐ Compaction report (90.)
ⓑ Proof of notification of A.Q.M.D
ⓒ Copies of final sampling and what action is being taken to remedy contamination (per Bruce Eng.)

Thanks

10/25/85 DATE

Jean Posey INSPECTOR'S SIGNATURE

ACCENT BUSINESS FORMS 110

25×10 32×10

207 HARVARD AVE. • P.O. BOX 880 • CLAREMONT 91711 • (714) 624-4531 • DEPARTMENT OF COMMUNITY DEVELOPMENT

May 15, 1990

Hekimian & Assoc.
16571 Gemini Lane
Huntington Beach, CA 92647

RE: Permit for removal of underground storage tank (Permit #890919)
191 S. Indian Hill Blvd.

Gentlemen:

While reviewing our records, we noticed that your permit for removal of underground storage tank (Permit #890919) will expire on May 29, 1990. We would appreciate your calling our office to arrange an inspection before that date.

If there have been no inspections six months from the date the permit was issued, the permit will be considered cancelled. To reactivate a cancelled permit, we would require re-issuance of the permit at full fee. If there have been inspections, but no activity for the past six months, we would require a re-instatement permit at half the original fee.

If you need an extension, please write a letter to the City of Claremont at the above address, to the attention of Duane Marks, Building Official. This letter should include the reason an extension is needed and the length of time requested. The decision to grant or deny an extension of the permit will be made by Mr. Marks upon receipt of your letter, and you will be notified of his decision by mail.

If you have any questions regarding this matter, you may call me at 714/399-5471.

Cordially,

Tamara L. Bubolts
Administrative Secretary

/man

cc: Richard Hibbard Chevrolet, 191 S. Indian Hill, Claremont, CA 91711

207 HARVARD AVE • P.O. BOX 880 • CLAREMONT 91711 • (714) 399-5400 • DEPARTMENT OF COMMUNITY DEVELOPMENT

March 18, 1991

Mr. Carl Sjoberg
Department of Public Works
County of Los Angeles
P. O. Box 1460
Alhambra, CA 91802-1460

Dear Mr. Sjoberg:

At the suggestion of your staff member, Bahman Hajialiakbar, with whom I spoke this morning, I am writing to request an update on the status of the underground tank leaks reported to us by the State Water Resources Control Board on the following sites:

1. Claremont Colleges
303 E. First Street
Claremont, CA 91711
Diesel Leak

Reported: 3-16-90
Last reviewed: 3-18-90
Case type: undefined
Status: no action taken

2. Unocal Station
1092 W. Foothill Blvd.
Claremont, CA 91711
Gasoline Leak

Reported: 2-7-89
Last reviewed: not reviewed since 2-7-89
Case type: undefined
Status: monitoring wells/borings in process of being installed.

3. Shell Station
1091 W. Foothill Blvd.
Claremont, CA 91711
Gasoline Leak

Reported: 7-3-89
Last reviewed: 7-11-89
Case type: soil only
Status: leak is being confirmed

4. 246 Indian Hill. Is this N or S Indian Hill? There is no Shell Station at 246 N or S Indian Hill. There is a Shell Station at 267 S. Indian Hill and A commerical building at 246 N. Indian Hill.

Reported: 3-30-85
Last reviewed: 3-18-87
Case type: undefined
Status: no action taken by responsible party

5. Richard Hibbard Chevrolet
191 S. Indian Hill Blvd.
Claremont, CA 91711
Gasoline Leak

Reported: 1-26-90
Last reviewed: 3-12-90
Case type: soil only
Status: work plan/proposal requested or submitted by responsible party

6. 797 S. Indian Hill Blvd.
Claremont, CA 91711
Waste Oil

Reported: 9-24-87
Last reviewed: 7-22-88
Case type: soil only
Status: implementation of corrective action plan to excavate and dispose of contaminated soil

Specifically, we need to know if the status of the sites 1-6 has changed and, if so, what the current situation is. Additionally, we need clarification on the address of #4 as noted above.

We understand your staffing restrictions and have our own staffing shortages as well, making it very difficult for any staff member to visit your office to obtain this information. Therefore, we would appreciate your written response to this inquiry. Should you have any questions, please contact me at 714/399-5483. Thank you for your assistance.

Yours truly,

Diane E. Williams

DIANE E. WILLIAMS
Associate Planner

DEW:deb
att.

cc: Anthony Witt, City Planner
Lisa Prasse, Senior Planner

207 HARVARD AVE • PO BOX 880 • CLAREMONT 91711 • (714) 399-5400 • DEPARTMENT OF COMMUNITY DEVELOPMENT

March 11, 1991

Information Officer
SWRCB
2014 T Street
Sacramento, CA 95814

Dear Sir or Madam:

We have received from your office a list of addresses in our jurisdiction that have reported underground tank leaks. These are as follows:

Claremont Colleges, 303 1st Street
Unocal Station, 1092 W. Foothill Boulevard
Wright & Sullivan's Property, 1091 W. Foothill Boulevard (Shell Station)
Shell Station, 246 Indian Hill (please indicate whether North or South Indian Hill; currently, there is a Shell Station at 257 S. Indian Hill Boulevard)
Richard Hibbard Chevrolet, 191 S. Indian Hill Boulevard
Mobil Station, 747 S. Indian Hill Boulevard

We are requesting an update on the status of these leaks. Specifically, we are interested in learning if:

1. the property owners have been contacted by Los Angeles County about a timely clean-up plan;

2. the property owners are in the process of cleaning up the leaks and, if so, the expected date of compliance; and

3. any other pertinent information you may have.

You can reach me at 714/399-5483. Thank you for your assistance.

Yours truly,

Diane E. Williams

DIANE E. WILLIAMS
Associate Planner

DEW:deb

CITY OF FREMONT

# APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER

DESCRIPTION OF WORK

VALUATION $2500

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND I AGREE TO COMPLY WITH ALL ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE

INSPECTION RECORD

FIRE ZONE #2

Over

# Building Record

Work Cells
Notified Gate
Sen Re Cons Work
Line of Visibility Not
Required to Cross
Inspection Check
With Pylon Solutions
Before Giving Final
Rep. to Bldg. —

CITY OF CLAREMONT

MAY 4 1959

# APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOSEPH A. LANDIS, COUNTY ENGINEER

LOCATION OF PROPOSED BUILDING

ADDRESS 140 S. McKinley

LOT NO. N½ Lot 2 BLOCK

TRACT Ayers

SIZE OF LOT 75' x 51' | NO. OF BLDGS. NOW ON LOT 0

USE OF EXISTING BLDG.

OWNER Philip F. Tomasini

MAIL ADDRESS 1 [illegible] TEL. NO. [illegible]

ARCHITECT OR ENGINEER [illegible] TEL. NO. [illegible]

ADDRESS [illegible]

CONTRACTOR Brown & Morgan Mercantile

ADDRESS 1032 No. Garey Ave. Pomona

## DESCRIPTION OF WORK

NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ DEMOLISH ☐

NO. OF STORIES 1 NO. OF FAMILIES

SIZE 14' x 40'

USE OF STRUCTURE Auto Repair Shop

SIGNATURE OF APPLICANT Philip F. Tomasini

ADDRESS 140 S. McKinley Claremont

VALUATION $1000.00

P.C. $ 1.50

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE [illegible]

ADDRESS

FLOOR GRADE VALUATION [illegible]

BUILDING ADDRESS 140 S. McKinley Claremont

LOCALITY

NEAREST CROSS ST.

SUBDIVISION NO. [illegible] LOT [illegible] ZONE M-2 PROJECTION

STATISTICAL CLASSIFICATION [illegible] INDEX MAP No.

BLOCK NO. [illegible] OWNER UNITS [illegible]

MAP NUMBER

STATE HWY [illegible] YES ☐ NO ☐

USE ZONE M-1

SPECIAL CONDITIONS [illegible]

BUILDING SETBACK: YARD [illegible] HWY [illegible] STREET NAME [illegible] EAST. WIDTH

FRONT [illegible]

SIDE [illegible]

## INSPECTION RECORD

Fire Zone #3

5/6/59 Ok to pour walls

5/14/59 Ok to pour floor

5/19/59 Ok to pour roof beam

APPROVED 5/22/59

FOUNDATION [illegible]

FORMS MATERIAL [illegible]

FRAME FIRE STOPS 5/14/59 G Middleton

PLASTER [illegible]

LATH INT. [illegible]

LATH EXT. [illegible]

HOUSE NUMBER CON. PAINT AND POSTED [illegible]

FINAL 5/22/59 Okay

CLYDE N. ORLAM REGISTERED STRUCTURAL ENGINEER

FINAL VALUATION [illegible]

[illegible] 1 2 3 1 2 5 [illegible] 59017 M 30 1 2700 B

G Middleton

[illegible]

16/5/83 Stitch frame Eaves required to show
two outriggers to be placed = not shown
on plans. G Mullett.

16/5/83 Plans of Outriggers (Section in Brickwork)
Received from Eaves. Plan Checker approved
(Rear Eaves) G Mullett

16/5/83 Roof diagram etc. Nailing of plywood
on Jet bearing partition not as per plan.
Shelf netting not sufficient G Mullett
Partial frame note G Mullett

16/5/83 Steel posts to be encased with
Metal lath. G
Soffit of Stairway to be
Chestnut or Plywood G Mullett

16/5/83 Bathroom Steel posts have etc

16/5/83 Job Completed. Paint booth & Gas pumps
to have Electric permit
G Mullett.

# CITY OF CLAREMONT

MAY 4 1959

## APPLICATION FOR BUILDING PERMIT

1

COUNTY OF LOS ANGELES
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 191 S. Alexander
LOCALITY Claremont
NEAREST CROSS STREET
DESCRIPTION OF LOT
GROUP
TYPE CONST.
PROCESSED BY
STATISTICAL CLASSIFICATION
PLANS NO. OF DWELL. UNITS
SEWER MAP No. Yes
MAP NUMBER
STATE HWY. YES NO
USE ZONE
SPECIAL CONDITIONS
BUILDING SETBACK FRONT
YARD
HWY
STREET NAME
EASEMENT WIDTH
Alpha Circle
Claremont Terr.

LOT NO. 4 BLOCK
TRACT
SUBDIVISION LOT
NO. OF BLDGS. NOW ON LOT
USE OF EXISTING BLDG.
OWNER
MAIL ADDRESS
CITY
TEL. NO.
ARCHITECT OR ENGINEER
ADDRESS
CONTRACTOR
ADDRESS

### DESCRIPTION OF WORK

NEW ADD. ALTER REPAIR DEMOLITION
No. OF STORIES
No. OF FAMILIES
USE OF STRUCTURE
Auto Sales

SIGNATURE OF APPLICANT
ADDRESS
VALUATION
FEE

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.
SIGNATURE OF PERMITTEE
ADDRESS

### INSPECTION RECORD

Fire Zone #2

FOUNDATION OR EXCAVATION
FRAME AND ROUGH PLUMBING
LATH AND PLASTER
NO. OF NUMBER OF ROOF COVERING
FINAL
DATE
5/15/59 [illegible]
6/15/59 [illegible]
[illegible]
[illegible]

PLAN CHECK VALUATION
CLYDE N. DINLAM PRINCIPAL STRUCTURAL ENGINEER
PERMIT VALUATION

135 [illegible] 2700

**CITY OF CLAREMONT**

# APPLICATION FOR BUILDING PERMIT

1

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, COUNTY ENGINEER

BUILDING ADDRESS: 191 So. Alexander Av.

Claremont

LOT NO.

BLOCK

TRACT

SIZE OF LOT

NO. OF BLDGS NOW ON LOT

USE OF EXISTING BLDG.

OWNER

ARCHITECT OR ENGINEER

ADDRESS

CONTRACTOR

ADDRESS

STATISTICAL CLASSIFICATION

CLASS NO.

DWELL UNITS

MAP NUMBER

STATE HWY — YES — NO

USE ZONE: R1

SPECIAL CONDITIONS

BUILDING SETBACK — FRONT — SIDE

YARD | HWY | STREET NAME

City of Claremont requirements

## INSPECTION RECORD

## DESCRIPTION OF WORK

NEW — ADD — ALTER — REPAIR — DEMOLISH

SQ. FT. SIZE — NO. OF STORIES — NO. OF FAMILIES

USE OF STRUCTURE

SIGNATURE OF APPLICANT

ADDRESS

VALUATION $

APPROVALS — DATE — INSPECTOR'S SIGNATURE

FOUNDATION LOCATION, FORMS MATERIALS

FRAME, FIRE STOPS, BRACING, BOLTS

DATE ISSUED

SIGNATURE OF PERMITTEE

ADDRESS

FINAL

PLAN CHECK VALUATION

PERMIT VALUATION

5.00

C. Middleton

C. Middleton

7/15/59 No Electric permit on Sign
Wiring & Plate & Sign to Neon Sign
Co. (Ernest Nobbs) to put on sign
Eng. J Mulcahy

7/15/59 Mech. Label required on Sign. GMcHill
Checked Condition on Site with Joe Kenna - Existing Sign
Requirements with Pat Hanlon (Owner) could not
find Approval on File.
Checked Letter Notice given
to Owner Jack - Stating:
"Simply permit on Approved Sign"
Letter Sent Owner States
the Existing Sign was Never Approved
By Previous Owner Last -
Checked - Letter, Application for Sign
on Roof - Approved (Jan) - Sticker
posted on Sign (Expires Jan)

# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAUBRY, County Engineer
WILLIAM A. HOSTER, Building Official

FOR APPLICANT TO FILL IN

BUILDING ADDRESS [illegible] Sn. Indian Hill
LOT NO. N'L of 115 BLOCK
TRACT 4195
USE OF LOT [illegible] USE OF BLDGS. (DWELLING ON LOT) 2
USE OF EXISTING BLDG. [illegible] Sales & Service
OWNER [illegible] PHONE NO. [illegible]
ADDRESS [illegible]
ARCHITECT OR ENGINEER [illegible] LIC. NO.
ADDRESS [illegible]
CONTRACTOR [illegible] LIC. NO.
ADDRESS [illegible]

DESCRIPTION OF WORK

NEW ADD ALTER REPAIR DEMOLISH
SIZE OF BLDG. 25x35'9" NO. OF STORIES 1 NO. OF FAMILIES C
USE OF STRUCTURE Ex Foods Existing North Store Bldg. Shop Equip.
SIGNATURE OF APPLICANT [illegible]
VALUATION $ 600

FEE $ Note FEE $ 9.00

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS CORRECT. I AGREE TO COMPLY WITH ALL CITY AND COUNTY ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION, AND HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY TO ENTER UPON THE ABOVE-MENTIONED PROPERTY FOR INSPECTION PURPOSES.

SIGNATURE OF APPLICANT [illegible]
PERMITTEE
ADDRESS [illegible]

BUILDING ADDRESS [illegible]
LEGALITY
LEASE
ZONE NO. [illegible] GROUP [illegible] CONST. [illegible] OCCUPANCY [illegible]
STATISTICAL CLASSIFICATION NO. SEWER MAP BK. PG.
CLASS NO. 9 DWELL. UNITS 0
WATER METER CAPACITY NOT REQUIRED RECEIVED
MAP NO. HIGHWAY (CIRCLE) STATE MAJOR SECONDARY LOCAL
ZONE [illegible] SPECIAL CONDITIONS [illegible]
REFERRED DETAILS [illegible]
FRONT L. T. SIDE [illegible] TRACT LOT STREET NAME EAST WEST
As per City of Claremont Ordinance No. [illegible]
File Zone # 2

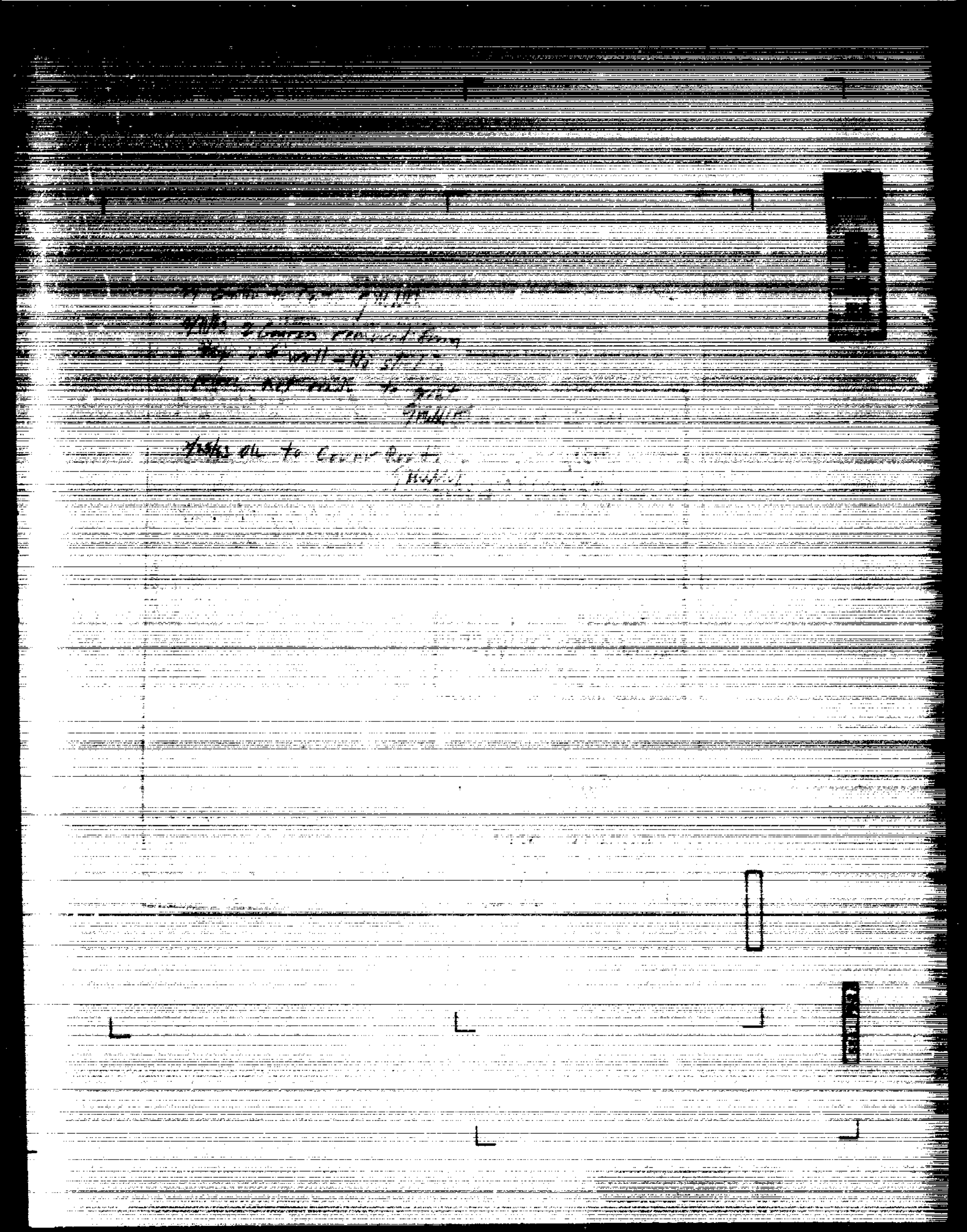
APPROVALS DATE INSPECTOR'S SIGNATURE
FOUNDATION (CONCRETE MATERIAL)
FRAME, DRIFTSTOP, BRACING, BOLTS
PLUMBING LOCATION
LATH
LATH (2)
ELECT AND POSTED
FINAL [illegible]
JOHN T. LEWIS, Principal Electrical Engineer

PLAN CHECK VALIDATION

Duplicate Appl
Original lost.
P.C.# 1121 11/16/61
Butler

PERMIT VALIDATION [illegible]

DATE ISSUED [illegible]



# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

**FOR APPLICANT TO FILL IN:**

BUILDING ADDRESS: M. L. Sudduth Hill
LOT NO: Unit 4, Lot 3 BLOCK: 191
TRACT: Hills
SIZE OF LOT: 125 X 55 NO. OF BLDGS. NOW ON LOT: 3
USE OF EXISTING BLDG: Apts. Garages
OWNER: Phillip J. Hinkston
ADDRESS: 911 Via Linda Mill
ARCHITECT OR ENGINEER: Vernon Stout TEL NO: Ma 4-7411
ADDRESS: 13rd East Foothill Blvd, Pomona
CONTRACTOR: self TEL NO:
ADDRESS: "

**DESCRIPTION OF WORK**

NEW ADD ALTER REPAIR DEMOLISH
SQ. FT. SIZE: 3000 NO. OF STORIES: 1 NO. OF FAMILIES:
USE OF STRUCTURE: Units Duplex

SIGNATURE OF APPLICANT: Phillip J. Hinkston
VALUATION: $ 3000

PC FEE $ 11.25 PMT FEE $ 9.15

I HEREBY STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION. I AGREE TO VISIT IN DOING THE WORK AUTHORIZED HEREIN A SMALL SIGN FURNISHED AND POSTED BY THE COUNTY ENGINEER AND TO MAINTAIN IT UNTIL THE FINAL OF THE WORK HAVE BEEN GIVEN BY THE COUNTY. I ALSO AGREE TO NOTIFY THE COUNTY ENGINEER UPON COMPLETION OF THE WORK.

SIGNATURE OF PERMITTEE: Phillip J. Hinkston
ADDRESS: "

BUILDING: M. L. Sudduth Hill, Unit 4
LOCALITY: Claremont
MAJOR ZONE BY: Owner
BUILDING NO: 2443 GROUP: M TYPE CONST: V PROCESSED BY: CDW
STATISTICAL CLASSIFICATION:
CLASS NO: 17 DATE: UNITS:
WATER CERTIFICATE: NOT REQUIRED ☒ RECEIVED ☐
MAP NO: HIGHWAY LOCALE: STATE MAJOR SECOND. LOCAL
USE-ZONE: R-3 SPECIAL CONDITIONS: Z-1463
BLK BLDG SETBACK: FRONT P L SIDE: CARD HWY STREET NAME: Via Linda EXIST WIDTH
Required
Actual
Front Yard Setback

APPROVED DATE
FOUNDATION EXCAVATION / FORMS MATERIALS
FRAME FIRE STOPS
PLUMBING & HEATING / GAS VENT FLUES
LATH INT
LATH EXT
HOUSE NUMBER CORRECT AND POSTED
FINAL

JOHN A. LEWIS, PRINCIPAL STRUCTURAL ENGINEER

**PLAN CHECK VALIDATION**

No 23467 PB 123 1125

**PERMIT VALIDATION**

No 23577 PB 11 1 9150

Paid

Cy Publishing

# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, COUNTY ENGINEER
WILLIAM A. JENSEN, SUPT. OF BUILDING

**FOR APPLICANT TO FILL IN**

LOCATION OF PROPERTY: 191 S. Indian Hill Blvd
LOT NO. 3 BLOCK
TRACT 4745
SIZE OF LOT 192.1 X 344 NO. OF BLDGS. NOW ON LOT 3
USE OF PROPERTY 2 Stores & Service area
OWNER College Chevr. INC
ADDRESS 191 S. Indian Hill Blvd
ENGINEER OR ARCHITECT Walter Bedle PHONE AT. 0493
ADDRESS 6231 Arbor St. Riverside
CONTRACTOR Crow Enterp. PHONE 628 2418
ADDRESS 3186 Chino Ave., Chino

DESCRIPTION OF WORK

NEW ADD. ALTER REPAIR DEMOLISH
NO. OF STORIES 4150 NO. OF DWELLING UNITS
USE OF BUILDING All Mdse. to service area
SIGNATURE OF APPLICANT [signature] (Crow)
VALUATION $ 3,400.

FEE $ 19.00 FEE $ 2.00

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE [signature]
ADDRESS 3186 Chino Ave

LOCATION ADDRESS 191 S. Indian Hill
SUBDIVISION Claremont
GRADING PLAN NO. GROSS SQ. FT. 10.03 ZONE R-1 TYPE CONST. V OCCUPANCY Retail
ASSESSMENT NO. 20 FIRE DIST. 0 SEWER MAP NO.
WATER SERVICE CERTIFICATE NOT REQUIRED ☐ RECEIVED ☐
MAP NO. HIGHWAY (CIRCLE) STATE MAJOR SECOND. LOCAL
USE ZONE M1 SPECIAL CONDITIONS
LOT Pole Line 6-16-64
YARD NO. STREET NAME EXIST. W.O.
Per City Clearance Department

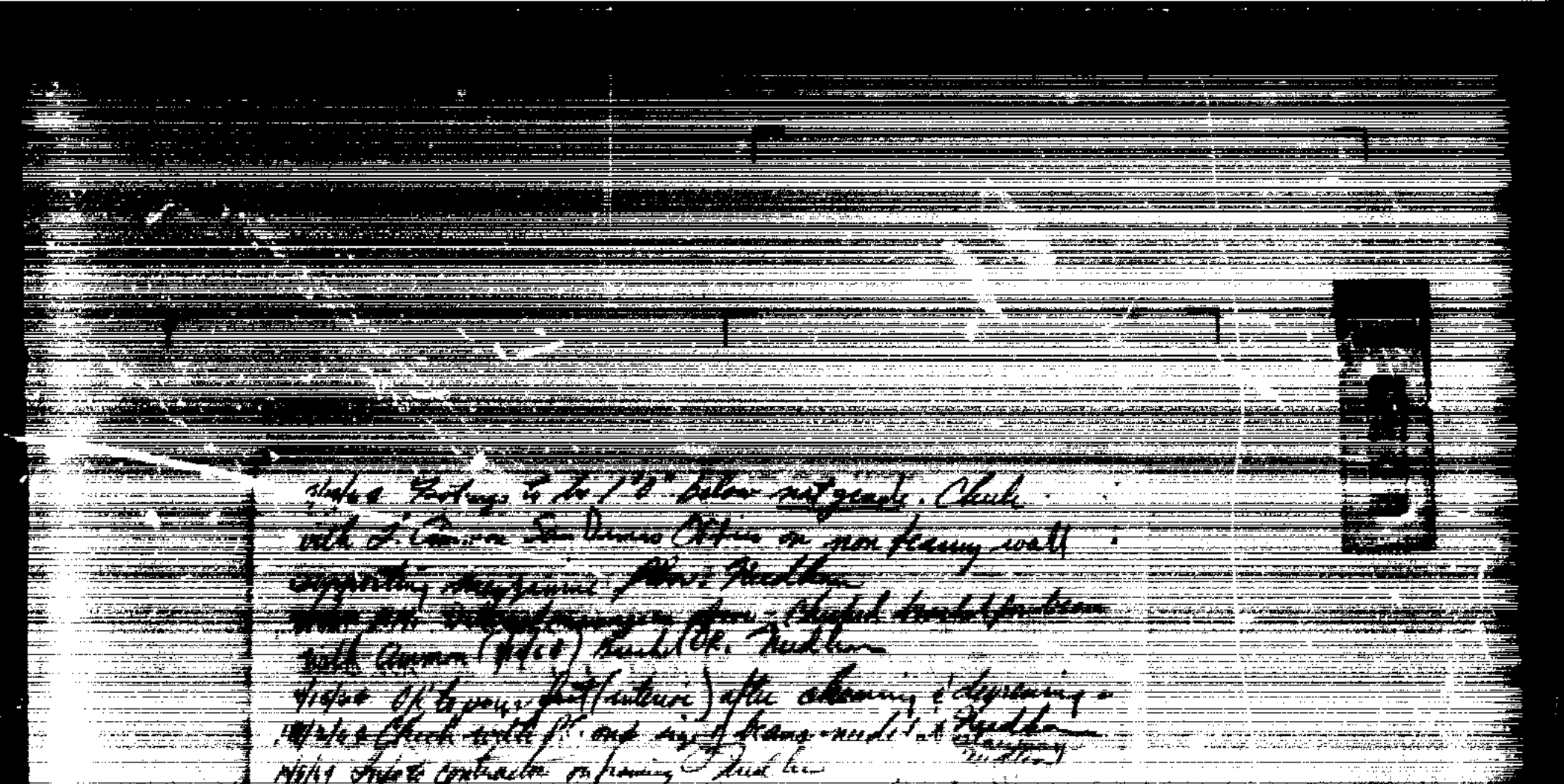
STORAGE OF AUTOMOBILE PARTS
FIRE ZONE #2

FOUNDATION
FRAMING
ROOFING MATERIALS
BRACING WALLS
PLUMBING
ELECTRICAL
FINAL

PLAN CHECK VALIDATION [illegible]

PERMIT VALIDATION
[illegible] 7193 W2233 1380-5
[illegible] 2.75

Rec'd



# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer
WILLIAM A. HENRY, Chief of Building

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS 141 S. Indian Hill Blvd
LOT NO. 5 BLOCK
TRACT 4145
SITE ON LOT 82.3 x 344 NO. OF BLDGS NOW ON LOT 3
USE OF Auto Shop, Leasing Area
OWNER College Chevrolet
ADDRESS 141 S. Indian Hill Blvd
ARCHITECT OR ENGINEER Walter Beebe AIA 9195
ADDRESS 2237 Arden Ave. Pasadena
CONTRACTOR Carl Jacobsen LIC. NO. 44617
ADDRESS 3786 Chino Ave. Chino

**DESCRIPTION OF WORK**

NEW 2800 ADD ALTER REPAIR DEMOLISH MOVE
USE OF STRUCTURE Garage Area
NO. OF STORIES NO. OF FAMILIES
SIGNATURE OF OWNER/AGENT [signature]
VALUATION $ 7000
PC FEE $ 24.50 BP FEE $ 48.75

SIGNATURE OF OWNER/AGENT [signature]
ADDRESS 3786 Chino Ave.

PLAN CHECK VALIDATION [illegible]

Tax Area 10.03
Group E-4 Type V Fully Sprinklered
Sewer Map
Water Certificate not required
Received
Map No. State Highway Coordinates
Zone D-6 Block 2 Lot 16
Fire Dist. No. 1
Extra Name Type Street Name Lane Width
Pr City of Claremont Agreement
Use Zone M-2

#5163

Harry Smith
Walter Beebe

Helen Smith

PERMIT VALIDATION

71923 MW 22 1 2438 76133 JM16 1 48.75

# CITY OF CL[illegible]EMONT
## APPLICATION FOR [illegible]UILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer
GOLDEN H. JENKINS, Building and Safety Engineer

FOR APPLICANT TO FILL IN
(Print or type only)

BUILDING
SPACE [illegible] W. Foothill Blvd.
LOCALITY
NEAREST CROSS ST. Avalon
LOT NO. [illegible] BLOCK [illegible]
TRACT [illegible]
NO. OF BLDG. ON LOT [illegible]

OWNER Arthur Chevrolet
OWNER'S ADDRESS [illegible] W. Foothill Blvd.
CITY [illegible]
ARCHITECT OR ENGINEER Sherry [illegible] Edward A. Nunez & Assoc.
ARCHITECT'S OR ENGINEER'S ADDRESS 747 E. Colorado, Pasadena, Calif.
CONTRACTOR Pioneer Electric
CONTRACTOR'S ADDRESS 197 [illegible]
CITY Covina, Calif.
CONSTRUCTION LENDER NAME AND BRANCH None
LENDER'S ADDRESS

USE OF BLDG. Auto Sales & Service
NO. STORIES 1 NO. OF DWELLING UNITS [illegible]
TYPE OF CONSTRUCTION [illegible]
SIGNATURE OF APPLICANT [illegible]
VALUATION $ [illegible]

FEE $ 15.30 PLAN CHECK FEE $

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING AND CONSTRUCTION. I CERTIFY THAT IN DOING THE WORK AUTHORIZED HEREBY I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OF THE STATE OF CALIFORNIA RELATING TO WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF PERMITTEE
ADDRESS

BLDG. SET BACK FROM STREET
SIDE FROM LINE OF STREET
TYPE OF SANITARY SEWAGE DISPOSAL
CONNECTED TO SEWER YES
SEE REVERSE SIDE FOR SPECIAL APPROVALS

ALL WORK TO BE DONE AS PER PLANS
FOUNDATION
FRAME
ROOF
PLASTER
GRADING
GAS VENT OUTLET
LATH
LATH INSPECTION
HOUSE NUMBER
PLUMBING
ELECTRICAL

JOHN A. LAMBIE, Principal Structural Engineer

PLAN CHECK VALIDATION

PERMIT VALIDATION

NOV 2 40 11017 $ 2[illegible] 22 15.30

# APPLICATION FOR BUILDING PERMIT

FOR APPLICANT TO FILL IN Print or type only

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

JOB ADDRESS 7015 Eads St. Hill
CITY Unincorporated
DESCRIPTION OF PROPERTY 34 feet of Lot 4
TRACT Block LOT NO.
OWNER College Chevrolet Inc
ADDRESS 7015 E. Eads St. Hill
CITY Unincorporated TEL
ARCHITECT Ke-Gem Engineering TEL 962-7116
ADDRESS 6252 Pierce Alto Lomita
CONTRACTOR Gen. Const. Co. TEL [illegible]
ADDRESS 372 So. Main St LIC. NO. [illegible]
CITY San Fernando CLASS C-5
CONSTRUCTION LENDER NAME AND BRANCH None

| ACCESS | NO. OF STORIES | NO. OF DWELLING UNITS | NO. OF ROOMS |
|---|---|---|---|
| NO. OF SIZE | | | |

1-33'4"x4'-4"x5'-3" ADD
2-17'x4'-3"-7'-9" ALTER
USE OF BUILDING BEFORE Auto Dealer REMAIN
USE AFTER Auto Dealer REMOVE
DESCRIPTION OF WORK Erect Canopy
ESTIMATED VALUATION $ 2,700.00 | 4000

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION (WHICH SHALL BE CONSTRUED TO INCLUDE THE BUILDING CODE OF THE STATE OF [illegible]) WHETHER SPECIFIED HEREIN OR NOT. THE GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING CONSTRUCTION OR THE PERFORMANCE OF CONSTRUCTION.

SIGNATURE OF OWNER OR AGENT [signature] TITLE
ADDRESS 372 So. Main St.
CITY San Bernardino TEL [illegible]

MARK LOMAX, ACTING FOR
HARVEY J. KRANZ, COUNTY ENGINEER

LOCATION 7015 Eads St. Hill
LOCALITY Unincorporated
SUBDIVISION Crest Greenfield Tract
LOT NO. [illegible] BLOCK [illegible] TRACT [illegible] MAP BOOK [illegible] PAGE [illegible] PARCEL [illegible]
ZONE [illegible] TYPE [illegible] FIRE ZONE [illegible] CHECKED BY [illegible]
ANALYTICAL CLASSIFICATION
CLASS NO. 2C DWELLING UNITS [illegible] SEWER MAP DR DC
USE ZONE I MAP NO. A.C. SPECIAL [illegible]
REQUIRED DEPARTMENT APPROVAL REQUIRED YES ☐ NO ☐
FRONT PROP. LINE OF [illegible] STREET
SIDE SETBACK FROM SIDE PROP. LINE [illegible] TOTAL SETBACK FROM SIDE PROP. LINE [illegible] TYPE OF CONSTRUCT [illegible] NO. OF STORIES [illegible]
REAR SETBACK FROM [illegible]
OFF-STREET PARKING YES ☐ NO ☐
IN COASTAL ZONE YES ☐ NO ☐
ENVIRONMENTAL DETERMINATION YES ☐ NO ☐
[illegible]
[illegible] TOTAL [illegible]
[illegible] $ 19.80 | 5.40 | FEE $ 112.80

PLAN CHECK VALIDATION BY WD DATE
[illegible] 823 • • — — 22 19.80
[illegible] 823 • • — — 22 5.40
281-573 [illegible] 81 • • — — 22 42.80

PERMIT VALIDATION BY WD DATE

PLANS TO APPLICANT

INSPECTOR'S NOTES

| APPROVALS | REQUIRED YES | REQUIRED NO | DATE RECEIVED OR APPROVED |
|---|---|---|---|
| WATER CERTIFICATE | | | |
| HEALTH DEPARTMENT | | | |
| FIRE DEPARTMENT | | | |

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| | 11-14-77 | [illegible] |

# CITY OF CLAREMONT

## APPLICATION FOR ELECTRIC PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
ELECTRICAL SAFETY DIVISION
John A. Lamb, County Engineer

PERMIT FEES

| | | | |
|---|---|---|---|
| OUTLETS | 2 | 1 | 20 |
| SWITCHES | | | |
| RECEPTACLES | | | |
| LIGHTING FIXTURES | | | |
| WATER HEATERS | | | 50 |
| RANGE HOOD | AUTO. | | |
| RANGES | KW. COOKING UNITS | | |
| MOTORS OVER 1HP | H.P. | | |
| | 0 — ½ | | .25 |
| | ½ — 2 | | .50 |
| | 2 — 5 | | 1.00 |
| | 5 — 12 | | 1.50 |
| | 12 — 50 | | 2.50 |
| | 50 — 200 | | 5.00 |
| SIGNS | NO. UNITS | | |
| | NO. LAMPS | | |
| SERVICE 0-600V | | 1.00 | 1 — |
| SERVICE OVER 600V | | 2.00 | |
| MISC. | | | |
| WIRING PERMIT | | 1.00 | 1 — |
| FIXTURE PERMIT | | 1.00 | |
| SUPPLEMENTARY PERMIT | | .50 | |
| TOTAL FEE | | | 1 2 50 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING THIS WORK.

I ALSO HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED TO PERFORM WORK IN LOS ANGELES COUNTY AND STATE OF CALIFORNIA AS THAT IS THE LEGAL GRADE OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF APPLICANT: Woody Smith

17 E. La Alameda
COUNTY
OWNER Sycamore Lane Assn.
MAIL ADDRESS
CITY TEL. NO.
ELECTRICIAN Woody's E.C.
ADDRESS 1219 Alameda Ave.
CITY Pomona TEL. NO. 623-7931
STATE LICENSE NO 174576

DISTRICT NO. 10-12 CARRIER WORK TO PROCEED BY 8-14-59

INSPECTION RECORD

8/14/59 Rough not ready
in Repeat 8-17
CJ Mitchell

APPROVALS

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| CONT. | | |
| OUTLETS | | Chas J Mitchell |
| FIXTURES | | |
| POWER | | |
| UTILITY OR TEMPORARY | | Chas J Mitchell |
| FINAL | | |

VALIDATION

ARTHUR C. VETT
SUPERVISING ELECTRICAL ENGINEER

No 59487 M10 2 220 1

Chas J Mitchell

CITY OF SUNNYVALE

# APPLICATION FOR ELECTRIC PERMIT

COUNTY OF SANTA CLARA
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. POWELL, County Engineer

FOR APPLICANT TO FILL IN

| | | | |
|---|---|---|---|
| OUTLETS | 166 | .10 | 16.60 |
| SWITCHES, RECEPTACLES | 28 | .10 | 7.80 |
| D.C. RANGES KLO. UNITS | | | |
| WATER HEATERS | | .50 | |
| GAS, SPACE HTRS. & DISHWASHERS | | | |
| FURNACES, REFRIGERATORS | 3 | | 25 |
| MOTORS, FRACTIONAL H.P. | | .25 | |
| MOTORS, OVER 1HP. H.P. | | | |
| 3 | | .75 | |
| | | .50 | |
| | | 1.00 | |
| | | 1.50 | |
| | | 2.50 | |
| | | 5.00 | |
| TRANSF. KVA. | | | |
| SERVICE 0-200V | | 1.00 | 1 |
| SERVICE OVER 200V | | 2.00 | |
| MISC. Heavy Duty Rec | 3 | .25 | .75 |
| | | | |
| WIRING PERMIT | | 1.00 | 1 |
| FIXTURE PERMIT | | 1.00 | |
| SUPPLEMENTARY PERMIT | | .50 | |
| TOTAL FEE | | | 29.45 |

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS CORRECT. I AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

I HEREBY CERTIFY THAT I AM EMPLOYED BY DULY LICENSED CONTRACTORS AND/OR LICENSED AS REQUIRED BY THE LAWS OF THE COUNTY AND STATE OF CALIFORNIA, TO DO THE WORK AUTHORIZED BY THIS PERMIT AND THAT ALL SUCH PORTIONS OF THE WORK AS ARE SUBMITTED TO ME FOR RESPONSIBLE CHARGE WILL BE PERFORMED UNDER MY SUPERVISION.

SIGNATURE OF APPLICANT: G. Mendelson

BUILDING LOCATION: 171 S. Mary
CITY: Sunnyvale
NEAREST CROSS ST.: Carbon
OWNER: Carlos Chavez
MAIL ADDRESS:
CITY: Sunn TEL NO.
ELECTRICIAN:
ADDRESS: 1811 Fremont
CITY: Sunnyvale TEL NO: RE 9-7111
STATE: LICENSE NO: 174576

| PERMIT NO. | ESTIMATED VALUE | ELECTRICAL CONTRACTOR |
|---|---|---|
| 16.13 | 600.00 | G |

INSPECTION RECORD

APPROVALS

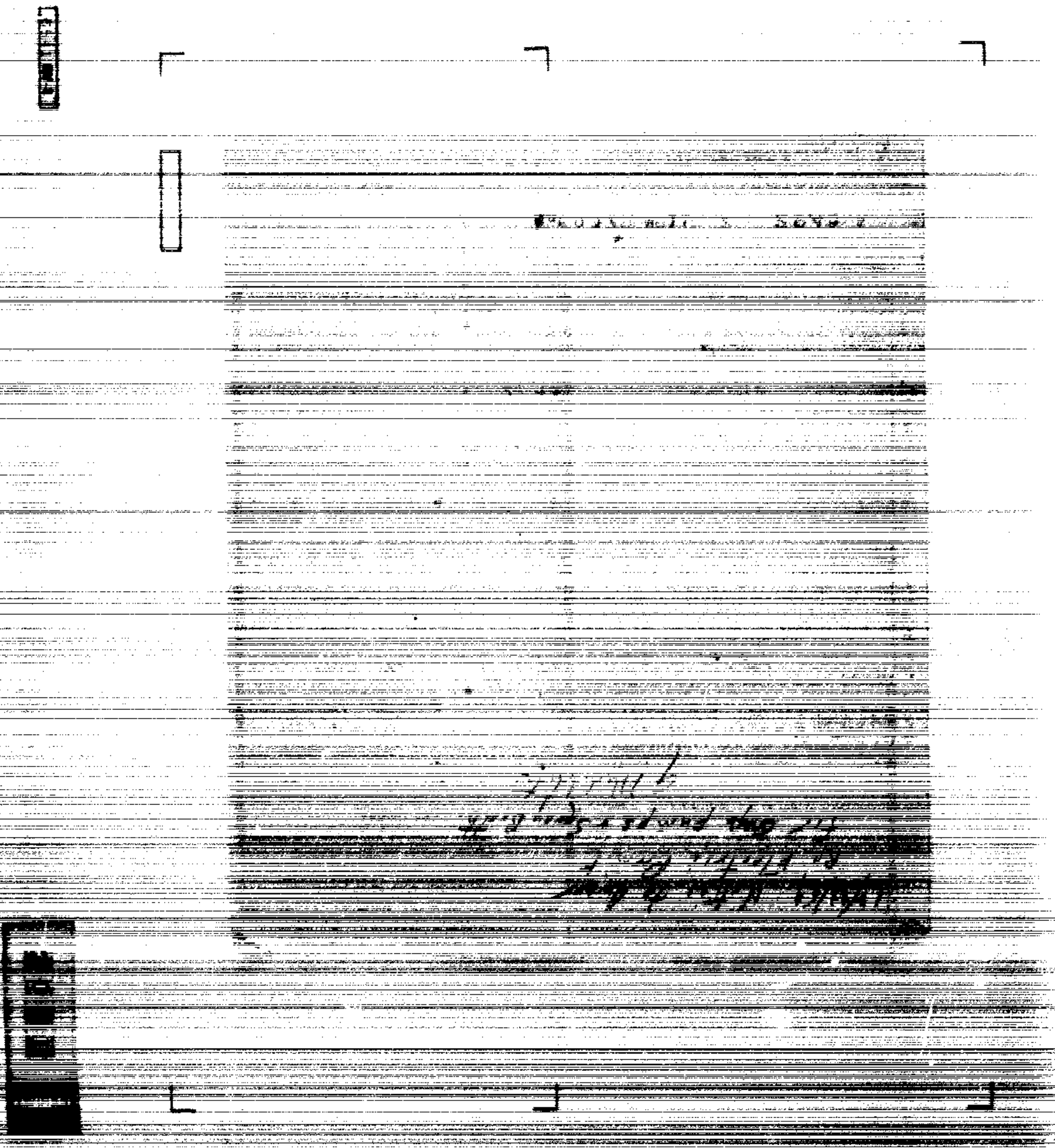
| | |
|---|---|
| WIRING | DEC 7 1960 |
| FIXTURES | |
| POWER | |
| UTILITY CO. NOTIFIED | DEC 7 1960 |

FOUNDATION

ARTHUR G. [illegible]
PLAN-PLUMBING-ELECTRICAL INSPECTOR

Feb 27th 1961 2 29.45

G Mendelson



# CITY OF CLAREMONT

## APPLICATION FOR ELECTRIC PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
EXTENSION 4, COUNTY CITY OF CLAREMONT

| ITEM | NUMBER | UNIT | FEE |
|---|---|---|---|
| OUTLETS RECEPT. SW. | | 10 | |
| LIGHTING FIXTURES | | .10 | |
| ELEC. RANGES CAP. OVENS | | | |
| WATER HEATERS | | .50 | |
| ELEC. SPACE HTRS. CONVENTIONAL | | | |
| GARBAGE DISPOSERS AUTO. | | | |
| REMOTE CTL. CONTROL UNITS | | .25 | |
| MOTORS OVER HP. | | | |
| [illegible] ½ | 1 | .25 | .25 |
| ½ — 1 | | .50 | |
| 1 — 5 | 2 | 1.00 | 2.00 |
| 5 — 10 | | 1.50 | |
| 10 — 50 | | 2.50 | |
| 50 — 100 | | 5.00 | |
| SIGNS NO. TUBES ALL LAMPS | 1 | | 1.00 |
| SERVICE 0-600V | | 1.00 | |
| SERVICE OVER 600V | | 5.00 | |
| MISC. | | | |
| WIRING PERMIT | | 1.00 | |
| FIXTURE PERMIT | | 1.00 | |
| SUPPLEMENTARY PERMIT | | .50 | .50 |
| TOTAL FEE | | | 4.25 |

I HEREBY AUTHORIZE ONLY THOSE WHO HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS GOVERNING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM EMPLOYED BY THE OWNER AND/OR LESSEE OF THE BUILDING OR PREMISES AT THE ABOVE ADDRESS AND THAT I AM THE DULY APPOINTED AGENT OF THE OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE A. Fayette

BUILDING ADDRESS 115 S. Alvarado
LOCALITY Claremont
OWNER [illegible]
ADDRESS Same
CITY Claremont TEL. NO.
ELECTRICIAN [illegible]
ADDRESS 1217 Electric St. Bldg
CITY Pasadena TEL. NO 99141
STATE LICENSE NO. 174576

| DISTRICT NO. | GROUP | ZONE | PROCESSED BY |
|---|---|---|---|
| 112 | 3 | | Gillette |

INSPECTION RECORD

Supplement to 6037

Install additional wiring & fixtures for new office partitions as per plans approved

(Fee)

APPROVALS

| | DATE | INSP. |
|---|---|---|
| UNDERGROUND | | |
| ROUGH | 11/16 | |
| POWER | | |
| UTILITY CO. RELEASE | | |
| FINAL | 11/16 | |

VERIFICATION

ARTHUR C. YOST
SUPERVISOR OF ELECTRICAL INSPECTION

Fixtures

[illegible] Butler [illegible]
[illegible] Sign - [illegible]
[illegible] Mr. [illegible]

6/[illegible]/60 Butler phone call
[illegible] The Receiver & [illegible]
Mr. Johnson & Carter, Mr. Jarka
Certification of Sign by
[illegible] Testing Lab
will also be accepted.
Attached card - stating
"[illegible] [illegible] as approved
Sign" Given to Martin
Jarka office 6/[illegible]/60

6/28/60 Butler Sign was
Stamped on frame. Lab Approved
City of L.A.

CITY OF EL SEGUNDO

# APPLICATION FOR ELECTRICAL PERMIT

INSPECTION RECORD

TOTAL FEE

APPROVED

DATE

INSPECTOR'S SIGNATURE

Underground Electrical Inspector

CITY OF CLAREMONT

APPLICATION FOR ELECTRICAL PERMIT

| | | | | |
|---|---|---|---|---|
| SWITCH | | ADD'L OVER 20 | .10 | |
| LIGHTING | | FIRST 20 | .20 | |
| FIXTURES | 14 | ADD'L OVER 20 | .10 | |
| | | | 1.00 | |
| | | P'S COCK | | |
| | | AUTO. WASH. | | |
| | | | .50 | |
| OVER | NOT OVER | H.P. | | |
| 0 | 1 | | 1.50 | |
| 1 | 3 | | 1.50 | |
| 3 | 8 | | 2.00 | |
| 8 | 15 | | 2.50 | |
| 15 | 50 | | 3.00 | |
| 50 | 100 | | 5.00 | |

SIGNS. NO. TRANS. NO. LAMPS

SERVICE 0-600V NOT OVER 200A 1.00

SERVICE 0-600V Over 200 A 3.00

SERVICE OVER 600V 3.00

PERMIT ISSUING FEE 2.00

SUPPLEMENTARY PERMIT ISSUING FEE 1.00

TOTAL FEE $

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

SIGNATURE OF PERMITTEE Paul S. Page

JOB ADDRESS 191 N. Indian Hill

OWNER ... Claremont

ADDRESS 191 N. Indian Hill

CITY Claremont

ELECTRICIAN Paul S. Page

ADDRESS 131 Yale Ave

CITY Claremont TEL. NO. NA 6-7172

STATE LICENSE NO. 510-7995?

| DISTRICT NO. | GROUP | ZONE | INSPECTED BY |
|---|---|---|---|
| | | C 2 | |

INSPECTION RECORD

INSPECTION COPY

| APPROVALS | DATE | INSPECTOR |
|---|---|---|
| CONDUIT | | |
| WIRING | | |
| FIXTURES | | |
| POWER | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | | |

VALIDATION

ARTHUR C. VEIT

SUPERVISING ELECTRICAL ENGINEER

CASH

17772 113

# APPLICATION FOR ELECTRICAL PERMIT

INSPECTION RECORD

ELECTRICIAN

APPROVALS

# CITY OF CLAREMONT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER

APPLICANT TO FILL IN

| | | | |
|---|---|---|---|
| BUILDING | OVER 50 | | |
| | OVER 25 | | |
| | FIRST 20 | | |
| | OVER 10 | | |
| FIXTURES | | | |

APPLIANCES

RANGE ____ DRYER ____ WTR. HTR. ____

STA. COOK ____ DISP. ____ F.A.U. ____

SPACE HTR. ____ AIR COND. ____

CLOTHES WASH. ____ DISHWASHER ____

FAN ____ OTHER 1 Exhaust Fan 1.00 1.00

| | | |
|---|---|---|
| | 1 – 10 | |
| | 11 – 50 | |
| | 51 – 100 | |
| | 101 – 500 | |
| SIGN, OUTLINE OR ATTACHED | FIRST 12 SQ. FT. | |
| | EACH ADDITIONAL 12 SQ. FT. | |
| SERVICE NOT OVER 600 VOLTS OR 200 AMP | | |
| SERVICE OVER 600 VOLTS OR 200 AMP | | |
| TEMP. SERVICE, POLE & APPURTENANCES | | |
| TEMP. LIGHT OR RECEPT. SYSTEM | | |

| | |
|---|---|
| PERMIT FEE (OVER $100.00) | |
| PLAN CHECK FEE | |
| PERMIT ISSUING FEE | 3.00 |
| TOTAL FEE | 4.00 |

PLAN CHECK VALIDATION

191 S. Indian Hill Blvd
CLAREMONT
COLLEGE CHEVROLET
191 S. Indian Hill
CLAREMONT TEL. NO.
ADDRESS
CITY TEL. NO.
APPLICANT HANSEN ELECTRIC
ADDRESS 1144 PRICE ST.
CITY POMONA TEL. NO. 623-6017
I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE WORK TO BE DONE SHALL CONFORM TO ALL COUNTY ORDINANCES AND STATE LAWS APPLICABLE THERETO.
SIGNATURE OF APPLICANT OR REPRESENTATIVE
403 F2
NOTES
DATE
OWNER OR AUTHORIZED AGENT
JOSEPH C. NOONAN
PERMIT VALIDATION
B 2472 00103 02 • • — — 72 4.00

SEE BACK OF APPLICATION FOR COMPLETE BENEFIT

# CITY OF CLAREMONT

## APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES

"APPROVED" SUBJECT TO COUNTY APPROVAL
BUILDING AND SAFETY DIVISION

OUTLETS

| | | | |
|---|---|---|---|
| LIGHTS | 18 | FIRST 20 | 10 |
| SWITCH | 10 | OVER 20 | |
| LIGHTING FIXTURES | 16 | FIRST 20 | 10 |
| | | OVER 20 | |

APPLIANCES

RANGE ____ OVENS ____ WTR. HTR. ____

DISP. COOK ____ OVEN ____ F.A.U. ____

SPACE HTR. ____ AIR COND. ____

CLOTHES WASH ____ DISHWASH ____

FAN ____ OTHER ____

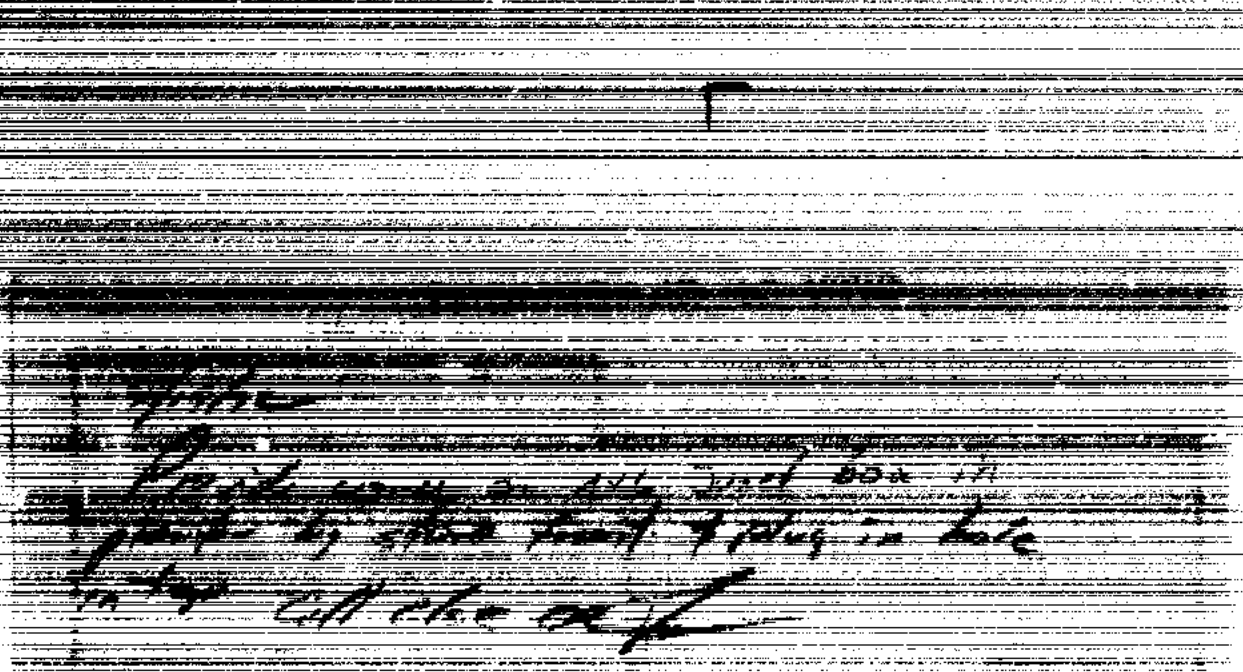
| | | |
|---|---|---|
| 1 - 10 | | |
| 10 - 50 | | |
| 50 - 100 | | |
| 100 - 500 | | |
| TEMP LIGHT OR RECEPT. OVER 50A | | |
| PERMIT FEE | ISSUE TOTAL | |
| PLAN CHECK FEE | | |
| PERMIT ISSUING FEE | | |
| TOTAL FEE | | |

PLAN CHECK VALIDATION

PERMIT VALIDATION

8.00

SEE BACK OF APPLICATION FOR CONDITIONS



# APPLICATION FOR ELECTRICAL PERMIT

FOR USE AGENT TO FILL IN

| | | | |
|---|---|---|---|
| OUTLET | | SWITCH 20 | |
| LIGHT | TOTAL | OVER 20 | |
| FIXTURE | | TYPE 20 | |
| LIGHTING | TOTAL | OVER 20 | |

RESIDENTIAL APPLIANCES

RANGE ____ DRYER ____ WTR. HTR ____

VENT FANS ____ VENT ____

SPACE HTR. ____ AIR COND ____

CLOTHES WASH ____ DISHWASH ____

FAN ____ OTHER ____

| | | | |
|---|---|---|---|
| | | 1 - 10 | |
| | | 11 - 50 | |
| | | 51 - 100 | |
| | | 101 - 200 | |
| SUB PNL | SUB PNL OR CIRCUIT | | 1 |
| | FEEDER | | |
| SERVICE OVER 600 VOLTS OR 600 AMP | | | |
| SERV. OR OVER 600 VOLTS OR 600 AMP | | | |
| TEMP SERVICE POLE & APPURTENANCES | | | |
| TEMP LIGHT OR RELAMP, ETC. | | | |

PERMIT FEE (SUB TOTAL)

PLAN CHECK FEE

TOTAL FEE

PLAN CHECK VALIDATION

12' S. Indio Hill

Glenn Ave

College Chevrolet

191 So. Indio Rd

Calif Pac Sign Co

772 E. 9th St

917345

PERMIT VALIDATION

[illegible] 12 — 22 18.00

# APPLICATION FOR ELECTRICAL PERMIT

PLAN CHECK VALIDATION

PERM VALIDATION

# CITY OF CLAREMONT

## APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
BUILDING AND SAFETY DIVISION

| | | | |
|---|---|---|---|
| OUTLETS | | | |
| LIGHTS | TOTAL | FIRST 20 | |
| | | OVER 20 | |
| LIGHTING | TOTAL | FIRST 20 | |
| FIXTURES | | OVER 20 | |
| RESIDENTIAL APPLIANCES | | | |
| RANGE ____ DRYER ____ W.H. ____ | | | |
| DISP. ____ DISH. ____ F.D. ____ | | | |
| SPACE HTR. ____ AIR COND. ____ | | | |
| CLOTHES WASH. ____ DISPOSAL ____ | | | |
| FAN ____ OTHER ____ | | | |
| MOTORS, TRANSFORMERS AND RECTIFIERS, ETC. (Fill in Type) | | WATTS OR KW. OR KVA OVER TO | |
| | | 0 - 1 | |
| | | 1 - 10 | |
| | | 10 - 50 | |
| | | 50 - 100 | |
| | | 100 - 500 | |
| SIGN, GAS TUBE OR MARQUEE | SIGN AND ONE CIRCUIT | | |
| | ADDITIONAL CIRCUITS | | |
| SERVICE OVER 600 VOLTS OR 200 AMP | | | |
| SERVICE OVER 600 VOLTS OR ANY AMP | | | |
| TEMP SERVICE POLE & APPURTENANCES | | | |
| TEMP LIGHT OR DECORT. SYSTEM | | | |
| PERMIT FEE | | SUB TOTAL | |
| PLAN CHECK FEE | | | |
| PERMIT ISSUING FEE | | | |
| TOTAL FEE | | | |

PLAN CHECK VALUATION

APPLICATION

SEE BACK OF APPLICATION FOR COMPLETE SCHEDULE

CONTRACTOR
ADDRESS
CITY
PERMIT APPLICANT Mt BALDY ELECTRIC
ADDRESS PO 375
CITY Mt BALDY TEL. NO. 985-4145
LICENSE NO. 276161 CLASS C10

I HEREBY AGREE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS RELATING

NOTICE: IN ACCORDANCE WITH SECTION 3097, CIVIL CODE OF THE STATE OF CALIFORNIA, EACH CONTRACTOR LICENSED PURSUANT TO THE CONTRACTORS' LICENSE LAW (CHAPTER 9 (COMMENCING WITH SECTION 7000) OF DIVISION 3 OF THE BUSINESS AND PROFESSIONS CODE) AND ANY ASSOCIATE CONTRACTOR OF THE CONTRACTOR TO WHOM A PERMIT IS ISSUED SHALL BE LICENSED IN ACCORDANCE WITH THE CONTRACTORS' LICENSE LAW AND SHALL HAVE A CONTRACTOR'S LICENSE IN FULL FORCE AND EFFECT AT THE TIME THE CONTRACT FOR THE PROJECT FOR WHICH THE PERMIT IS ISSUED IS ENTERED INTO AND AT THE TIME THE PERMIT IS ISSUED.

SIGNATURE OF APPLICANT Bob Bryant

| | | | |
|---|---|---|---|
| D.E. STATE NO. | CLASS | DATE | PROCESSED BY |
| 1 | F | | |

NOTES:

| | |
|---|---|
| APPROVED | DATE |
| TEMP. POWER POLE | |
| UNDERGROUND WORK | |
| ROUGH CONDUIT | |
| WIRING | |
| FIXTURES | |
| POWER APPLIANCES | |
| FINAL | |

NOTIFY CITY OF CLAREMONT

APPROVED

# APPLICATION FOR ELECTRICAL PERMIT

DEPARTMENT OF COUNTY ENGINEER

RESIDENTIAL APPLIANCES

PERMIT FEE (PLAN TOTAL)

PLAN CHECK VALIDATION

PERMIT VALIDATION

SEE BACK OF APPLICATION FOR COMPLETE SCHEDULE

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

DIVISION OF BUILDING AND SAFETY

JOHN A. LAMBIE, County Engineer

1973 Alexander

Claremont

DISTRICT NO. 1043 | AREA | ZONE Poly M1

INDUSTRIAL WASTE APPROVAL

INSPECTION RECORD

Temp. Underslab in Septic, Fire

9/17/69 Underslab in Septic, Rec area Ck. & Manhole

10/16/69 Final Back Yard

& 16' from Side Prop line & Bldg & Fill.

APPROVALS

GAS TEST

GAS VENT

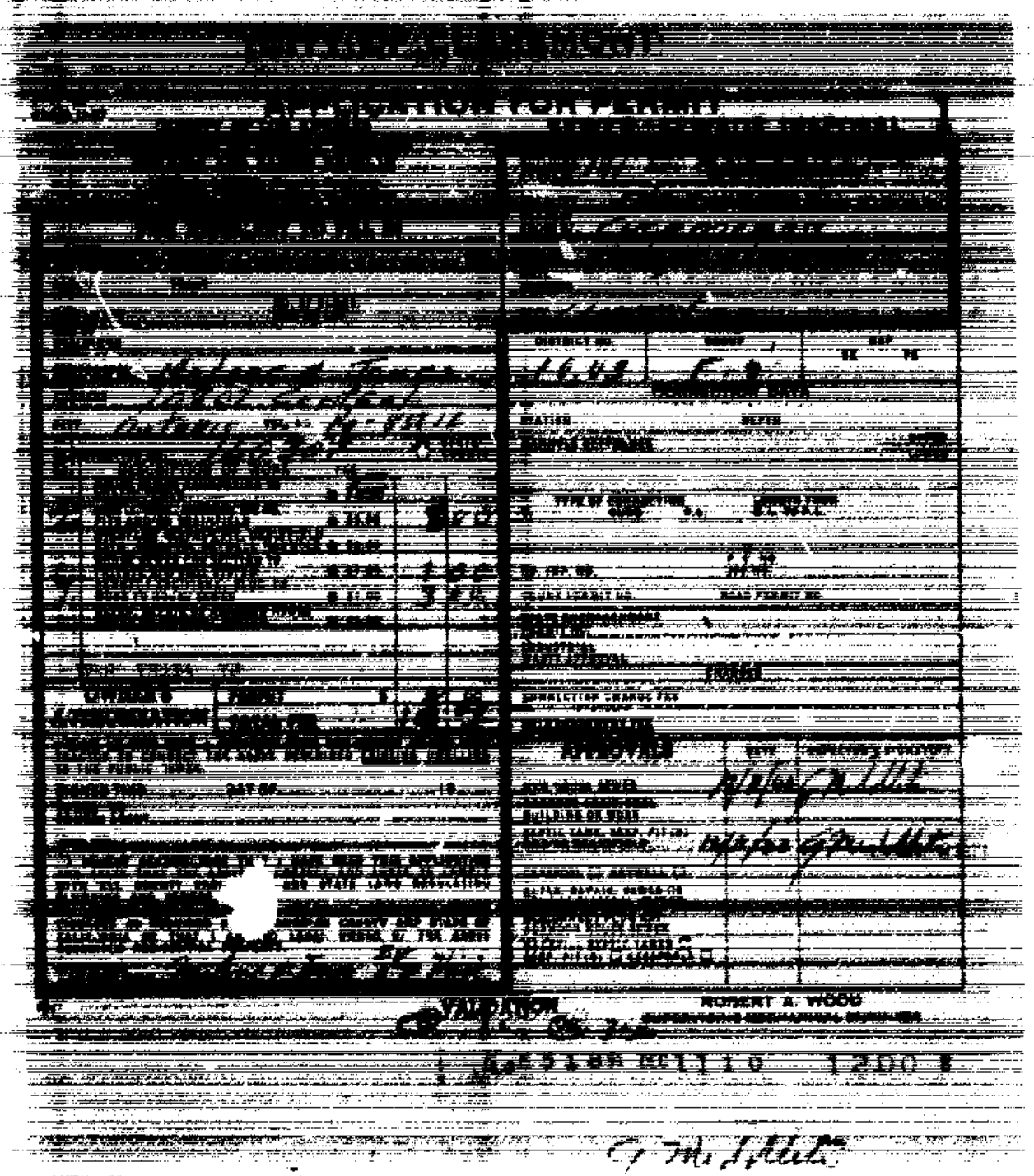
GAS HEATER

GAS TEST

VALUATION

$ 1400 00

J. Middleton

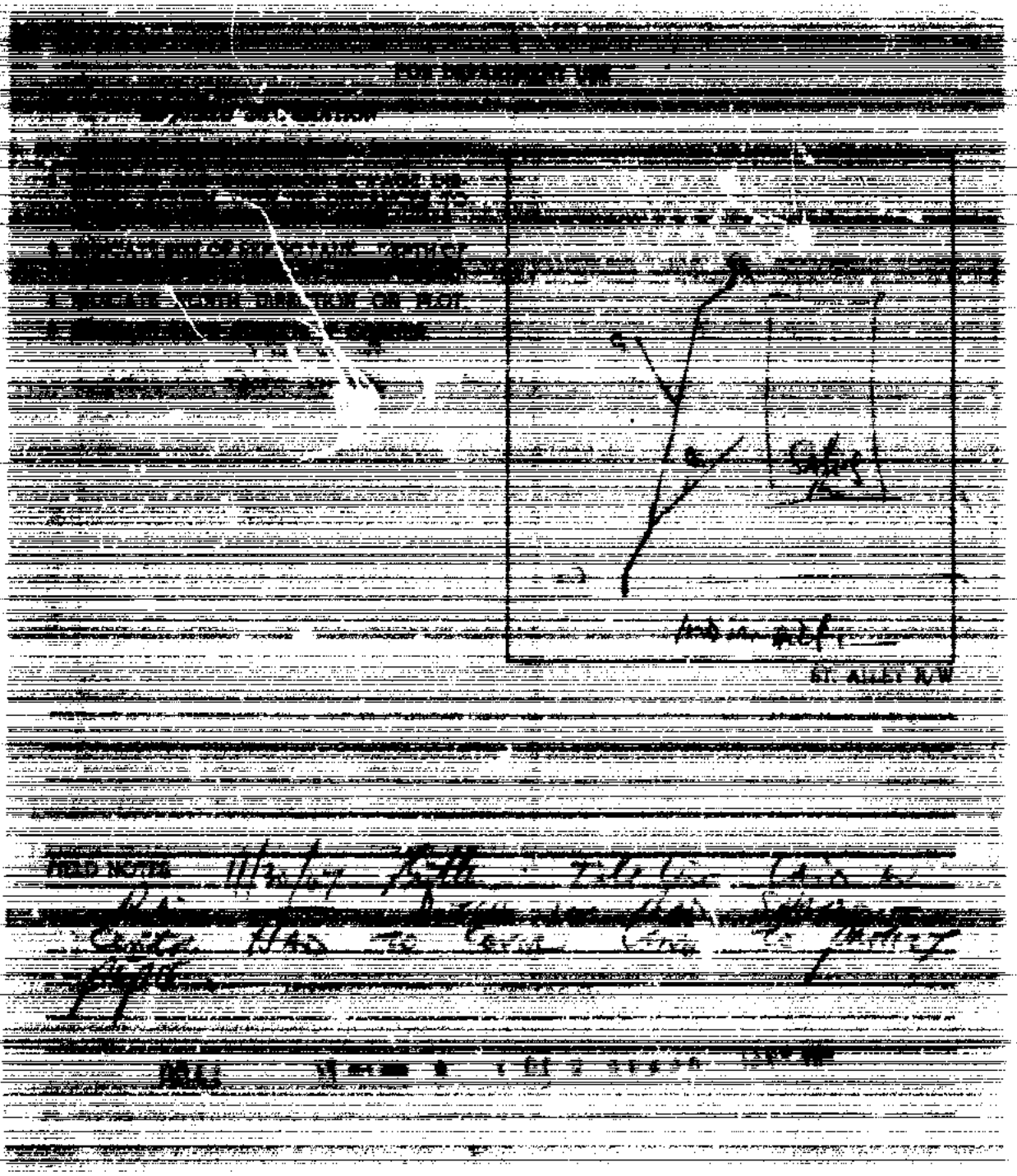


APPLICATION FOR PERMIT

CONSTRUCTION DATA

APPROVALS

ROBERT A. WOOD



# CITY OF CLAREMONT

## MISCELLANEOUS APPLICATION

DIVISION OF BUILDING AND SAFETY

OCCUPANCY · SAFETY · TRAILER

Department of Public Works
JOHN A. LAMBIE, County Engineer
LARRATT O. GRIFFIN, Supt. of Building

OWNER: Calif. Electric Light Co.
ADDRESS: 191 S. Lincoln Ave
CITY: CLAREMONT ZIP NO.
CONTRACTOR: Owner TEL. NO.
ADDRESS:
LEGAL DESCRIPTION | LOT NO. | BLOCK
STREET | NO. OF BLOCK FROM OR LOT
SIDE OF LOT | USE OF EXISTING BLDG.

APPLICATION FOR

OCCUPANCY (USE PERMIT) | SAFETY PERMIT
TRAILER USE | LIMITED TIME USE

FROM DATE TO DATE

USE OF STRUCTURES OR DEVICES

Trailer for watchman

INSPECTION FOR OCCUPANCY AS

I HEREBY AGREE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION.

SIGNATURE OF PERMITTEE

ADDRESS

FEE $ 6.00

JOHN A. LAMBIE, County Engineer

---

191 S. Indian Hill
Claremont

APPLICANT | GROUP | TYPE SURVEY
MAP NUMBER | STATE HWY | FED. HWY
USE ZONE | SPECIAL CONDITIONS: To be removed in 2 yrs

BUILDING SETBACK | YARD | HWY | STREET NAME | EASEMENT WIDTH
FRONT
SIDE
SIDE

INSPECTION RECORD

A.C. 4-12-32

APPROVALS

DATE | INSPECTOR'S SIGNATURE

PRELIMINARY APPROVAL
TRAILER USE
SAFETY PERMIT
TEMPORARY STRUCTURE APPROVED
TEMPORARY STRUCTURE REMOVED
FINAL APPROVAL

VALIDATION

CLYDE N. GIRLAM, Chief Bldg. Inspector

---

$7236 X 22 ... 11 $20

RESOLUTION NO. 2105

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING SITE PLAN OF PHILIP F. JOHNSTON.

Whereas, Philip F. Johnston did submit to the Planning Commission for review and approval a site plan to property located on Alexander Avenue north of the railroad tracks described as:

The North one-half of Lot 3 of Tract 4143 as per map recorded in Book 43 of Maps, page 34 in the office of the County Recorder of Los Angeles County, California,

and

Whereas, the Planning Commission did approve said site plan conditioned upon certain recommendations, to:

Whereas, the City Council has reviewed said site plan,

Now therefore, the City Council of the City of Claremont, County of Los Angeles, State of California, does resolve as follows:

Section 1. That that certain site plan heretofore filed by Philip F. Johnston is hereby approved, subject to the following conditions:

(a) The 10 foot landscaping adjacent to and west of the new right of way line for Alexander Avenue shall be landscaped and maintained along the entire frontage of the property, except for the two driveways.

(b) In order to accommodate the increased traffic generated by the proposed use, adjoining shall be dedicated for Alexander Avenue in conformity with the Master Plan, with improvements on Alexander Avenue and Bonnell conforming to the public works standards for the City of Claremont, or a suitable bond posted to insure these improvements.

(c) That the developer be required to provide for street trees along Alexander Avenue in tree wells, or that a bond be posted to insure installation.

(d) The site plan is recommended for approval on the basis of the information presented in the plans. However, those items as required by Section .306 of Zoning Ordinance No. 399 which were not shown, shall only be installed provided that they are in accordance with said

Section.

(a) That an agreement between the City of Claremont and Philip P. Johnston shall be entered into, which said agreement shall contain the provisions set forth in Resolution No. 2164 of the City of Claremont.

Section 2. That the City of Claremont shall issue to Philip P. Johnston a building permit subject to the completion of the requirements hereinabove listed.

Section 3. That upon acquiring the property needed for the right of way on Alexander Avenue, the City Manager is furthwith authorized to proceed with the pursuit of said right of way for street purposes.

Section 4. The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

Passed, approved and adopted this 25th day of May, 1959.

Mayor of the City of Claremont

ATTEST:

City Clerk of the City of Claremont

Approved as to Form:

City Clerk of the City of Claremont

...Planning Associate Johnson presented plans and briefed from staff observations. After discussion of the re... possible connection of the two buildings, it was moved by Mr. Bear, seconded by Mr. Dozier and unanimously carried, that the proposal be approved subject to the following condition:

1. The color and building materials shall be the same as the existing shop, and that consideration be given to the relative merit of attaching or not attaching the new structure to the existing structure.



**ARCHITECTURAL & SITE PLAN REVIEW #6027, LIGHTING PLAN FOR SALES LOT, S. INDIAN HILL BLVD. APPLICANT - COLLEGE CHEVROLET.**

Planning Associate Johnson presented a lighting plan for a sales lot addition to College Chevrolet. Mr. Paul Paige, electrical contractor for the applicant, was present to answer questions. Mr. Paige advised that the lights would be turned off at 9:00 p.m. each evening.

**COMMISSIONER SEATED**

Mr. Bear was seated at 5:04 p.m.



**ARCHITECTURAL & SITE PLAN REVIEW #6027 (Cont'd)**

After discussion of type of lights to be used, intensity of light and possibility of using some other type of lighting fixture, it was moved by Mr. Jamieson, seconded by Mrs. Wilson and unanimously carried that the proposal be tabled until the next meeting of the Commission on December 22nd, to allow the Commissioners to check further into this type of lighting and other types that might be available before reaching a decision on this proposal.

**ARCHITECTURAL & SITE PLAN REVIEW #6027, SIGN APPROVAL FOR USED CAR LOT, 191 S. INDIAN HILL BLVD. APPLICANT - COLLEGE CHEVROLET.**

Planning Associate Johnson presented plans and briefed from staff observations.

After discussion of placement of the sign on a light standard, and the fact that this is the trademark of Chevrolet used car facilities, it was moved by Commissioner Jamieson, seconded by Commissioner Wilson and unanimously carried, that the proposal be approved with the condition that the word "authorized" be included within the frame of the main sign panel.

Planning Associate Johnson advised that this sign was approved by the Commission at its meeting of April 13th 1965 subject to the inclusion of the word "authorized" within the frame of the main sign panel. However, at said meeting the Commission was unaware that the sign was to be moved from another location and the requested

ARCHITECTURAL & SITE PLAN REVIEW #6027 (Cont'd)

change would be difficult to accomplish.

Mr. Johnston of College Chevrolet was present to answer questions. He advised that the sign has been built and it represents what Chevrolet feels will do the job.

After discussion it was moved by Commissioner Bear and seconded by Commissioner Hershey that the sign be approved as presented.

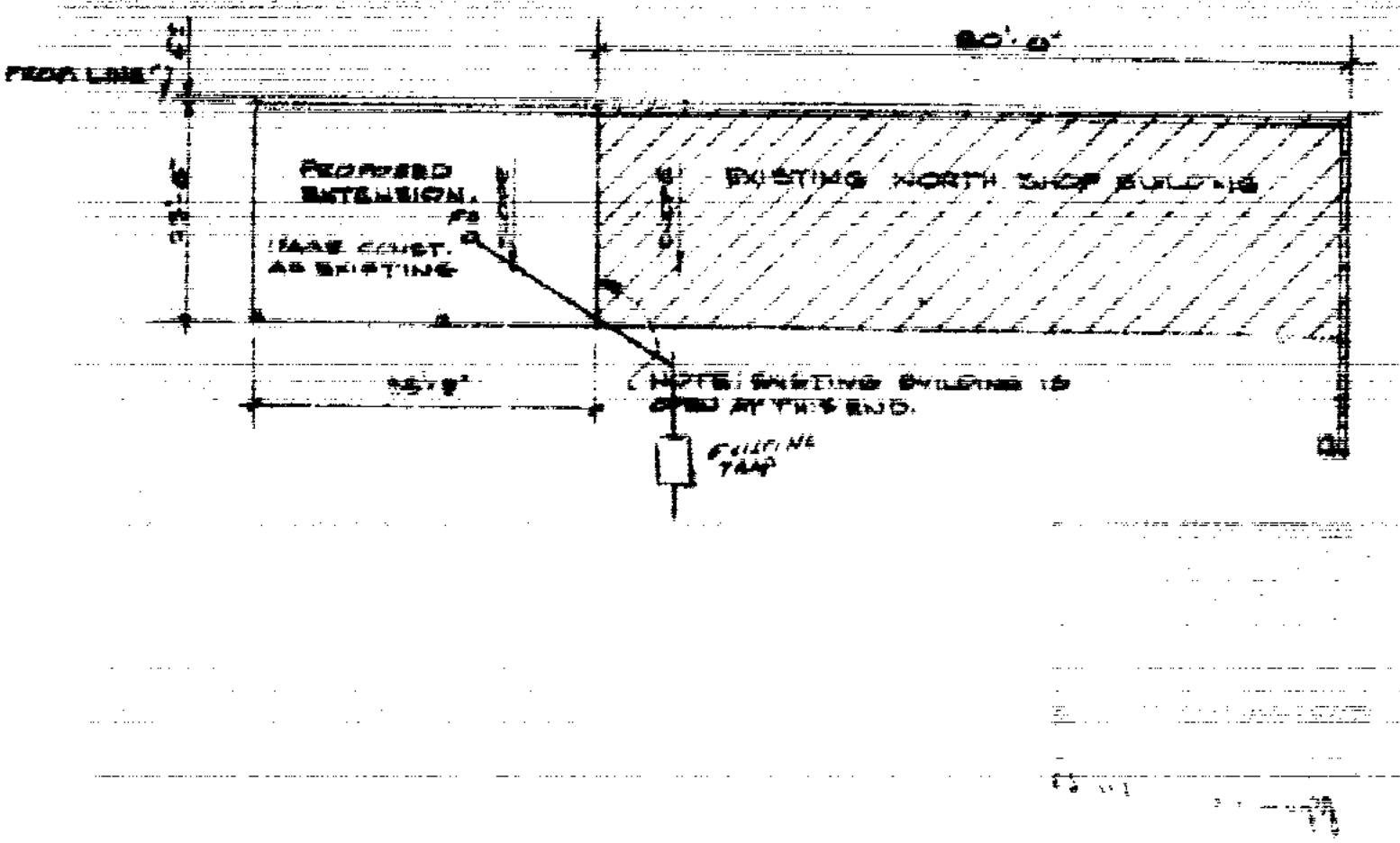
Ayes - Chairman Toxier, Commissioners Hershey, Bear
Absent - Commissioner Wilson
Abstained - Commissioners Thompson, Jamieson, Lindsey

ARCH. & SITE PLAN REVIEW #6199, HORSE SHELTER (EXISTING) 191 S. INDIAN HILL APPLICANT - COLLEGE CHEVROLET

Assistant Planner Hightower presented plans for the structure advising it was 48' 4½" x 40' flat roof corrugated aluminum on pipe supports. It is located to the rear of other similar open structures behind the main new car showroom and is barely visible from Indian Hill Boulevard.

Following discussion it was moved by Mr. Turner and seconded by Mr. Rhodes that the proposal be approved as submitted.

Ayes: Toxier, Jamieson, LaBarbera, Turner, Rhodes
Absent: Goldberg, Curtis

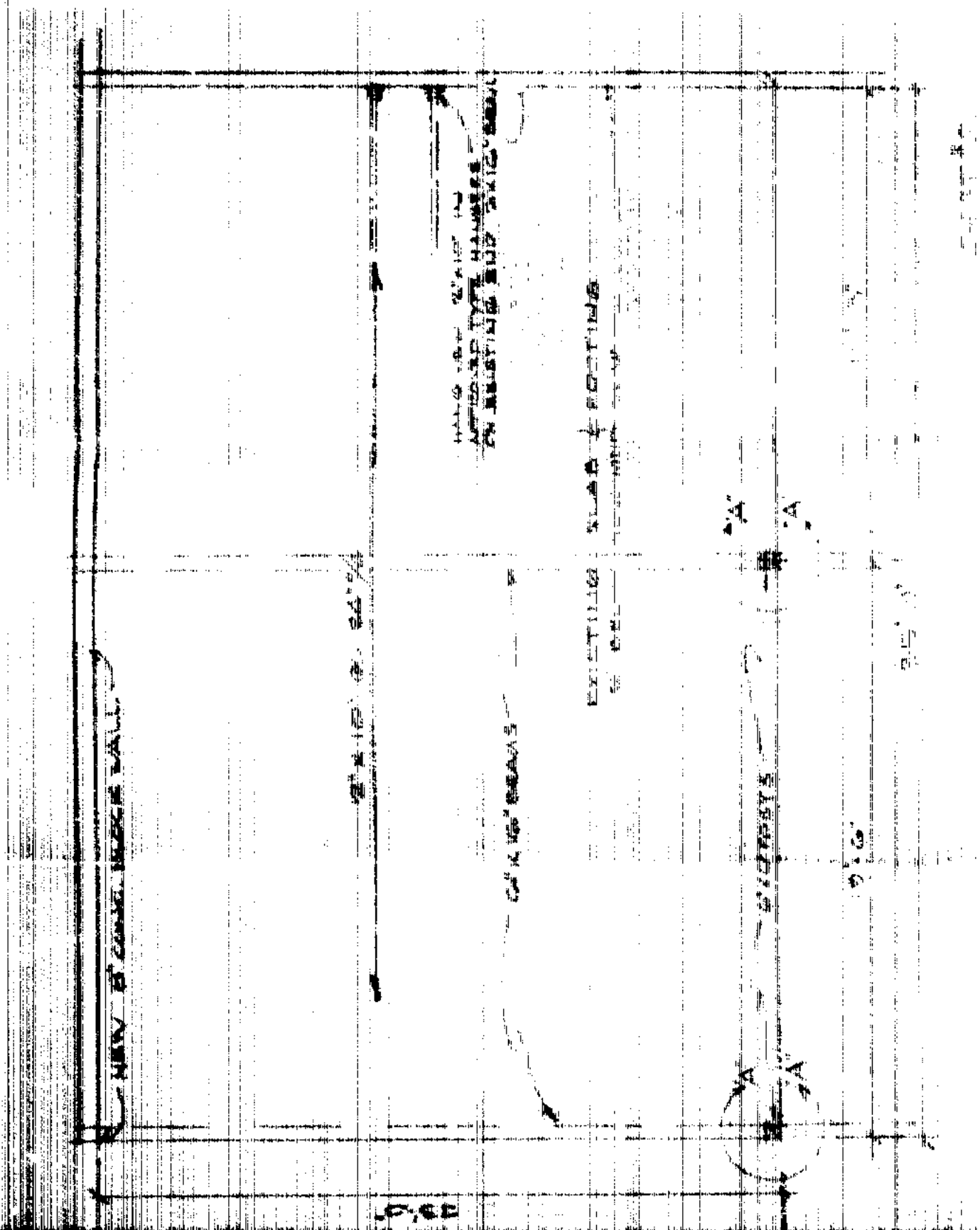


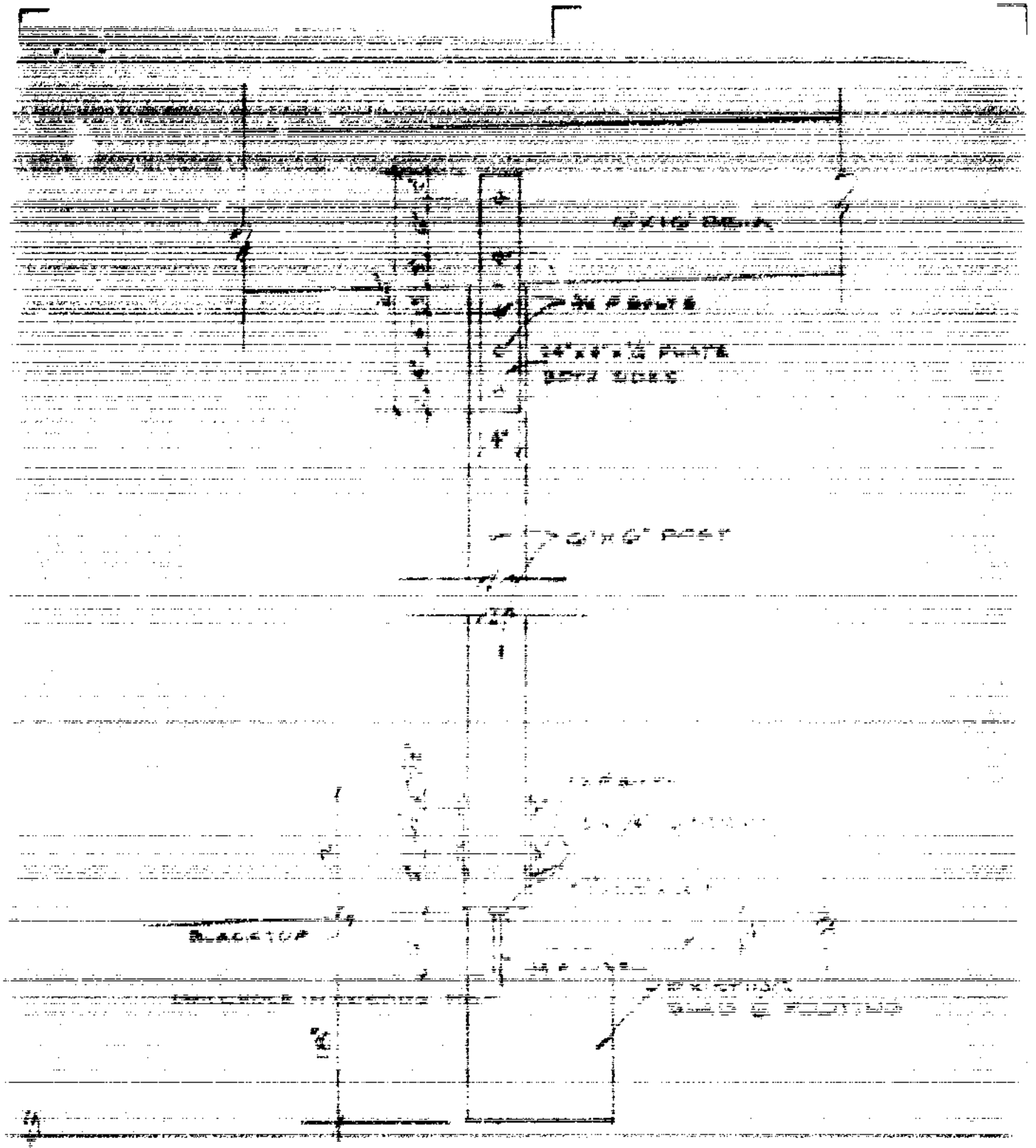

# PLOT PLAN

SCALE 1/16" = 1'-0"

[illegible] CHEVROLET
191 SO. TUJUNGA HILLS
SUNLAND, CALIFORNIA

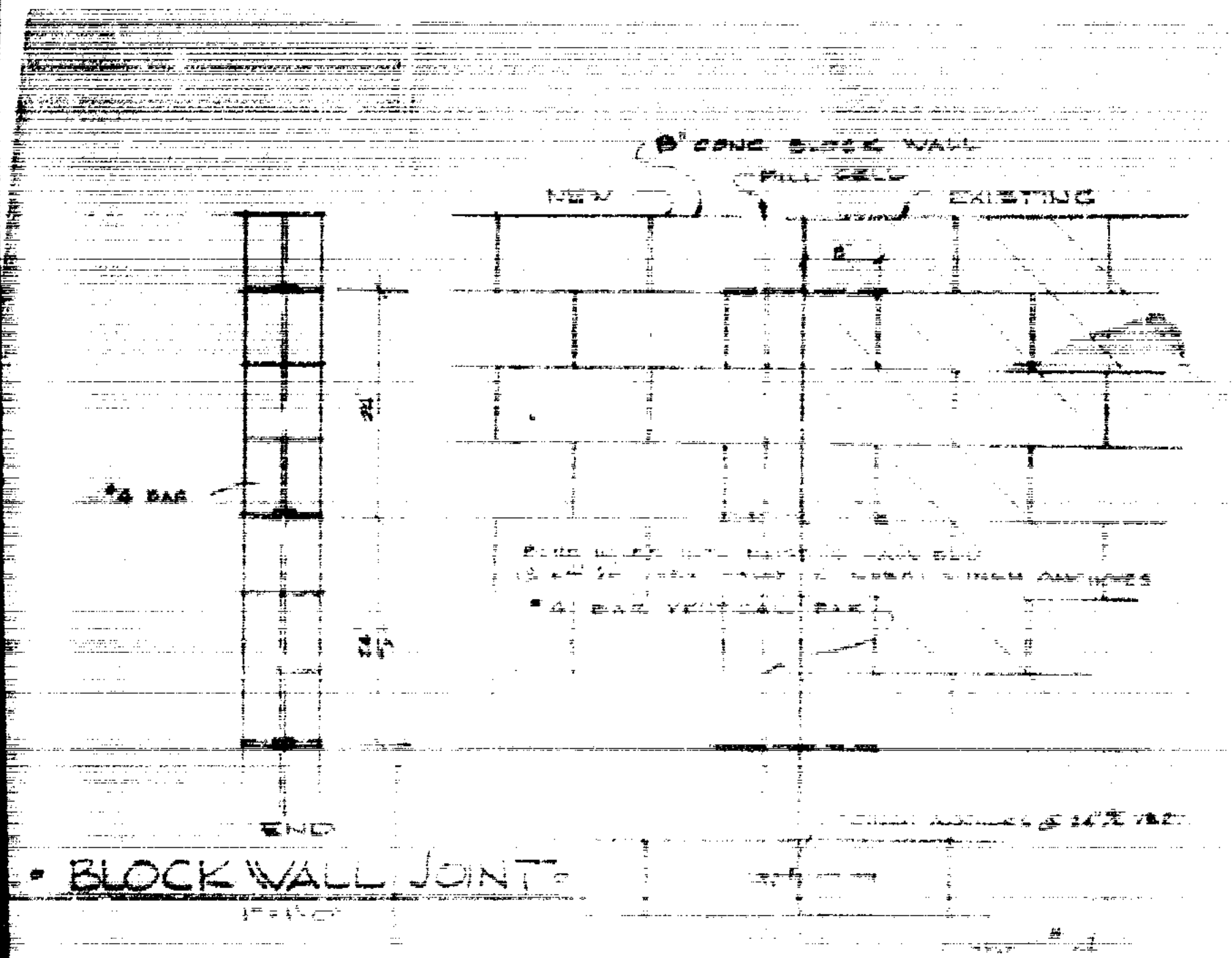
SHEET #1





A-A

6"X6" POST CONNECTIONS.




• BLOCK WALL JOINTS

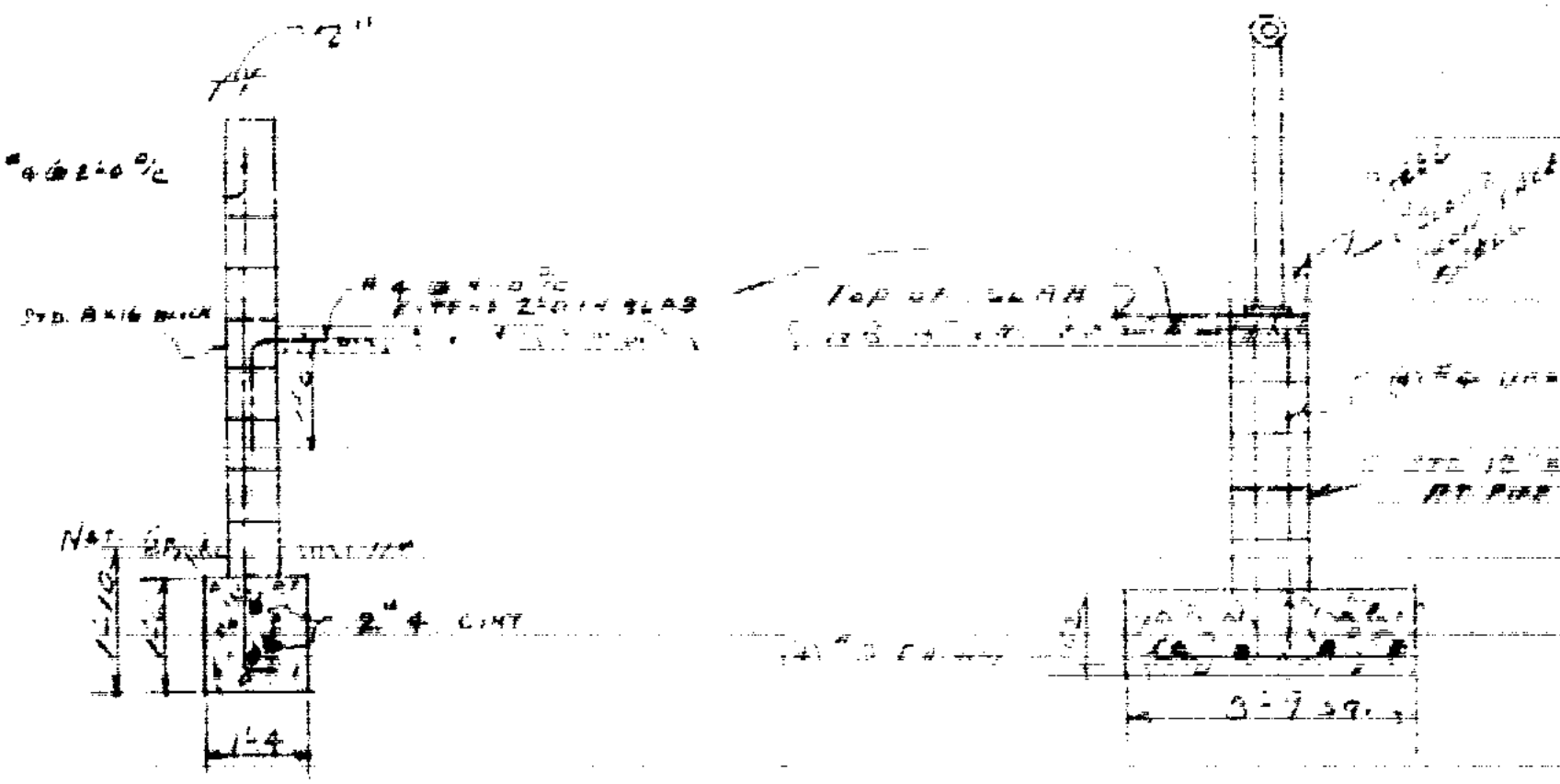
College Chapel
Indian Hill Church
Steel

10 Tons

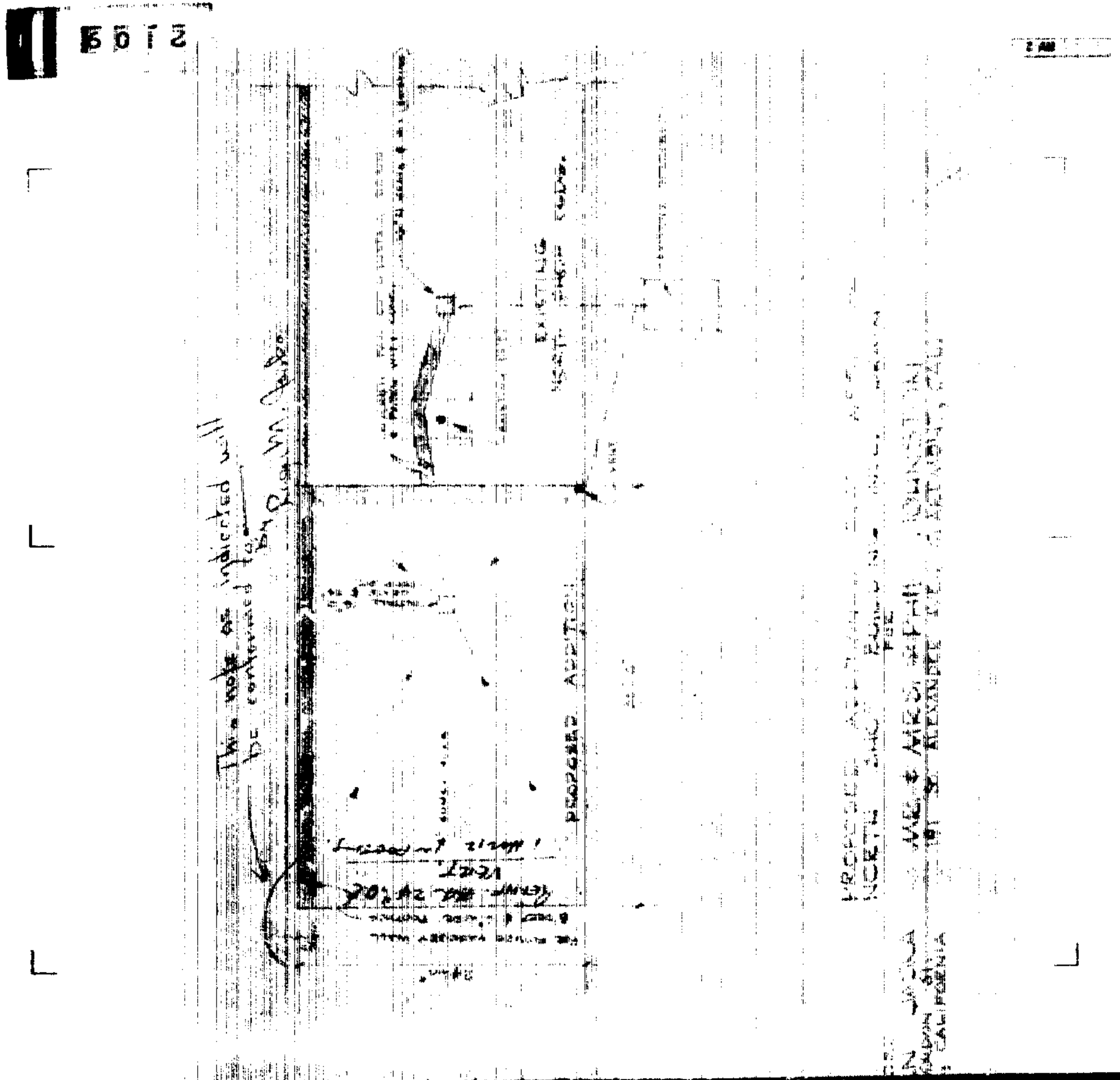
(illegible)



4"x6" steel Plates
Drilled & Threaded




ALTERNATE FOUNDATION FOR CLARE MONT CHEVROLET



# APPLICATION FOR ELECTRICAL PERMIT

COUNTY ENGINEER — SAFETY DIVISION

| Job address | 911 S. INDIAN HILL |
|---|---|
| Locality | COLLEGE CHEVROLET |
| Owner | PHIL JEANS N |
| City | Tel. No. |
| Address | |
| City | Tel. No. |
| Applicant | DALE BARICH CONTRACTOR |
| Address | 1 575 |
| City | MT BALDY Tel. No. [illegible] |
| License No. | 27211 [illegible] |

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all County ordinances and State laws regulating electrical wiring.

I hereby certify that I am properly registered and/or licensed as required by Los Angeles County and State of California or that I am the legal owner of the above described residential property.

Permittee signature: [signature]

| OUTLETS | | | | | |
|---|---|---|---|---|---|
| [illegible] | TOTAL 10 | FIRST 20 | 10 | [illegible] | [illegible] |
| | | OVER 20 | | .10 | |
| [illegible] | TOTAL 10 | FIRST 20 | 10 | [illegible] | [illegible] |
| | | OVER 20 | | .10 | |
| DRYER ___ WTR. HTR. ___ | | | | | |
| RANGE ___ OVEN ___ F.A.U. ___ | | | | | |
| HEAT ___ AIR COND. ___ | | | | | |
| WASH. ___ DISHWASH. ___ | | | | | |
| FAN ___ OTHER ___ | | | | 1.00 | |
| MOTORS, TRANSFORMERS | RATING HP. KW. KVA. OVER - TO | | | | |
| 1/4 HP | 0 - 1 | | 1 | 2.00 | 200 |
| 3 HP | 1 - 10 | | 1 | 4.00 | 5.00 |
| | 10 - 50 | | | 8.00 | |
| | 50 - 100 | | | 10.00 | |
| | 100 - 500 | | | 15.00 | |
| SIGN, GAS TUBE, OR MARQUEE | SIGN AND 1ST CIRCUIT | | | 5.00 | |
| | ADDITIONAL CIRCUITS | | | 1.00 | |
| SERVICE NOT OVER 600 VOLTS OR 200 AMP | | | | 3.00 | |
| SERVICE OVER 600 VOLTS OR 200 AMP | | | | 10.00 | |
| TEMP SERVICE, POLE, & APPURTENANCES | | | | 5.00 | |
| TEMP LIGHT OR RESERV. SYSTEM | | | | 4.50 | |
| PERMIT FEE (SUB TOTAL) | | | | | |
| PLAN CHECK FEE | | | | | |
| PERMIT ISSUING FEE | | | | 6.00 | 6.00 |
| TOTAL FEE | | | | | 23.00 |

| DISTRICT NO. 10 [illegible] | PROCESSED BY [initials] |
|---|---|

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| TEMP. POWER POLE | | |
| UNDERFLOOR WORK | | |
| ROUGH CONDUIT | | |
| WIRING | | |
| FIXTURES | | |
| POWER AUTHORIZED | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | [illegible] | [initials] |
| NOTES: | | |

PLAN CHECK VALIDATION — PERMIT VALIDATION

[illegible] 22 23.00

INSPECTOR COPY

SEE BACK OF APPLICATION FOR COMPLETE SCHEDULE

# Building Record

1907

# APPLICATION FOR

OWNER Calvary Chevrolet

ADDRESS P.O. Box 123

CITY Livermore, Calif. ZIP 94550

CONSTRUCTION LENDER NAME AND BRANCH

ADDRESS CITY

| VALUE | NO OF STORIES | NO OF FAMILIES | CHECK ONE |
|---|---|---|---|
| SIZE 360 | | | NEW |
| DESCRIPTION OF WORK Re-roof | | | ADD |
| 1-MD 2-YR = GRANITE | | | ALTER |
| | | | REPAIR |
| LIST OF EXISTING BLDG | | | DEMOL |

APPLICANT (PRINT) TEL NO.

BY SIGNATURE

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION. I CERTIFY THAT IN DOING THE WORK I/WE HEREBY I/WE WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OF THE STATE OF CALIFORNIA

ADDRESS

CITY TEL NO.

VALUATION $ 1,080.-

PLAN CHECK VALIDATION CK NO CASH

191 & Inyan Hill

Claussen Dairy Rd

PAGE

ZONING CONFORMANCE

CLASS sub District (south) Sq Ft

USE TYPE MAP NO. PARCEL NO. CONDITIONS

ROAD DEPARTMENT APPROVAL REQUIRED YES NO

FRONT SETBACK FROM FRONT PROP. LINE OF (STREET)

| HIGHWAY + | YARD = | TOTAL SETBACK FROM FRONT PROP. LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|---|
| | | | | |

SIDE SETBACK FROM SIDE PROP. LINE OF (STREET)

| HIGHWAY + | YARD = | TOTAL SETBACK FROM SIDE PROP. LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|---|
| | | | | |

CORNER CUTOFF YES NO

IN OPEN SPACE YES NO

IN COASTAL PERMIT ZONE YES NO

FINAL DATE 5/19/80 BY [illegible]

PC Fee $

Permit Fee 18.00

Insurance Fee 7.25

Total Fee 25.25

PERMIT VALIDATION CK NO CASH

MAY 19-80 $25.25 22 25.00

CP

# CITY OF CLAREMONT
# PROJECT REVIEW CHECKLIST

File No. 99-A21

207 HARVARD AVENUE, P.O. BOX 880, CLAREMONT, CA. 91711 (909) 399-5470 DATE: 6.25.99

**DISTRIBUTION**

- ☐ Planning Division
- ☑ Engineering Division
- ☐ Community Services Dept.
- ☐ Police Dept.
- ☐ Human Services Div.
- ☑ Building and Safety Div.
- ☑ Redevelopment Agency
- ☑ Los Angeles Co. Fire Dept
- ☐ CALTRANS
- ☐ Claremont Heritage, Inc.
- ☐ Other _____

**PROJECT TYPE**

- ☑ Development Project
- ☐ Capital Project
- ☐ Rural Design Review

RETURN BY: 7.9.99

STAFF CONTACT: GREG GUERIAN

STAFF PHONE: 909.399.5353
↳ IN HOUSE: X253

**REVIEW BY PROJECT REVIEW COMMITTEE**

- ☐ Yes Date: _____
- ☑ No

**TENTATIVE HEARING DATES**

EQC _____ TSC _____
AC TBA CSC _____
PC _____ HSC _____
CC _____

Project Description and Location: PROPOSED ADDITION OF 6424 SF OF OFFICE SPACE AT THE RICHARD HIBBARD CHEVROLET DEALERSHIP, 191 S. INDIAN HILL BLVD

Developer/Agent Name/Phone No. RICHARD HIBBARD (909) 624-4541

Comments: Submit grading plan to address drainage path under the proposed building + wall.

Replace ± 50 sf of raised sidewalk
Repair broken curb @ center drive approach.

Is further action required by your department or responsible commission prior to issuance of final approval?
If so, please explain.
Submit plan.

Reviewer (Signature): Mark Yuhas Date: 7-14-99

Staff Time to Review Project: 1 hour.

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road / Whittier, California
Mailing Address: / P. O. Box 4998, Whittier, California 90607-4998
Telephone: (213) 699-7411 / From Los Angeles (213) 685-5217

CHARLES W. CARRY
*Chief Engineer and General Manager*

May 28, 1991
File: 21-00.05-00/91-3000

Richard Hibbard
Owner
Hibbard Chevrolet
191 S. Indian Hill Blvd.
Claremont, CA 91711

RECEIVED
MAY 30 1991
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Dear Mr. Hibbard:

Notice of Violation No. 2859, Violation of
Industrial Wastewater Discharge Regulations

Enclosed is a copy of Notice of Violation No. 2859 which was issued to Hibbard Chevrolet on May 1, 1991 as a result of a violation of requirements established in the Sanitation Districts' Wastewater Ordinance. The nature of noncompliance is outlined on the Notice of Violation along with a required date of correction. This notice was formally received by John McCarthy, an employee of your company.

Issuance of a Notice of Violation serves as legal notification of a violation of the Sanitation Districts' Wastewater Ordinance. If violations are not corrected the Sanitation Districts will be compelled to take more stringent enforcement actions against your company. It is hoped that the attached Notice of Violation will serve to expedite compliance.

As part of the Sanitation Districts' enforcement follow-up procedure your company is required to submit, within 30 days from the date of this letter, a written report which describes the cause of the violation and outlines corrective actions, implemented or proposed, which will prevent future violations. Failure to comply with this requirement will result in escalated enforcement action.

If you have any questions regarding this matter, please contact Robert M. Wienke, Enforcement Project Engineer, at extension 2905.

Your cooperation in complying with Sanitation Districts' requirements will be appreciated.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:RMW:rv
Enclosure(s)

cc: City of Claremont
Attn: Mark Christoffels

Hibbard

SANITATION DISTRICTS OF LOS ANGELES COUNTY

No.V 2859

ATTENTION INDUSTRIAL WASTE SECTION
1955 WORKMAN MILL RD., P.O. BOX 4998, WHITTIER, CALIFORNIA 90607

# NOTICE OF VIOLATION

1. DISCHARGER: Hibbard Chevrolet

2. ADDRESS OF WASTEWATER DISCHARGE: 191 S. Indian Hill Blvd Claremont, CA. 91711

3. LOCAL AGENCY: City of Claremont

4. TIME OF VIOLATION (Date, Hour): 4-03-91 @ 8:22

5. PERMIT NO. 3000

6. SIC NO. 5511

7. DISTRICT NO. 21

CONCERNING

8. VIOLATION OF THE DISTRICTS, WASTEWATER ORDINANCE, SECTION 406C

406c - Discharging Industrial Wastewater To Districts Sewerage System containing pH < 6.0. pH = 2.6 from grab sample SJ14037 on 4-03-91

9. IMPORTANT: VIOLATION MUST CEASE AND DESIST PRIOR TO: immediately (Date)

10. RECEIPT OF NOTICE ACKNOWLEDGED BY DISCHARGER

JOHN MC CARTHY
PRINTED NAME

S.M.
TITLE

John McCarthy
(Signature)

CHARLES W. CARRY
CHIEF ENGINEER AND GENERAL MANAGER

BY: Greg Cotton 5-01-91
(Name) (Date)

I.W. Inspector
(Title)

PM

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217
Fax: (213) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

March 5, 1991
File: 21-00.05-00/91-8854G

Mr. Mark Christoffels
City of Claremont
207 Harvard Avenue
Claremont, CA 91711

RECEIVED
MAR 18 1991
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Dear Mr. Christoffels:

Industrial Wastewater Discharge Permit No. 8854

College Chevrolet
191 S. Indian Hill Blvd.
Claremont, CA 91711

Effective immediately, Industrial Wastewater Discharge Permit No. 8854 is void for the following reason:

There has been a change in ownership for the subject company. The property is currently occupied by Hubbard Chevrolet which is permit exempt under current guidelines per Districts' inspection.

Very truly yours,

Charles W. Carry

John D. Kilgore
Supervising Civil Engineer

JDK:es
cc: College Chevrolet

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217
Fax: (213) 695-6139

CHARLES W. CARRY
*Chief Engineer and General Manager*

February 22, 1991
File: 21-00.05-00/91-3000

RECEIVED
FEB 25 1991
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

Richard Hibbard
Owner
Hibbard Chevrolet
191 S. Indian Hill Blvd.
Claremont, CA 91711

Dear Mr. Hibbard:

Warning Notice No. 2950, Violation of
Industrial Wastewater Discharge Regulations

Enclosed is a copy of Warning Notice No. 2950 which was issued to Hibbard Chevrolet on January 16, 1991 as a result of a violation of requirements established in the Sanitation Districts' Wastewater Ordinance. The nature of noncompliance is outlined on the Warning Notice along with a required date of correction. This notice was formally received by John McCarthy.

Issuance of a Warning Notice serves as legal notification of an existing violation and, as such, is the first step in the Sanitation Districts' formal enforcement procedure. If violations are not corrected the Districts will be compelled to take more stringent enforcement actions against your company. It is hoped that the attached Warning Notice will serve to expedite compliance.

As part of the Sanitation Districts' enforcement follow-up procedure your company is required to submit, within 30 days from the date of this letter, a written report which describes the cause of the violation and outlines corrective actions, implemented or proposed, which will prevent future violations. Failure to comply with this requirement will result in escalated enforcement action.

If you have any further questions regarding this matter please contact Tom Hall, Enforcement Project Engineer, at extension 2919.

Your cooperation in complying with Sanitation Districts' requirements will be appreciated.

Very truly yours,

Charles W. Carry

Leon S. Directo
Supervising Civil Engineer

LSD:TMH:rv
Enclosure(s)

cc: City of Claremont
Attn: Mark Christoffels

SANITATION DISTRICTS OF LOS ANGELES COUNTY
ATTENTION INDUSTRIAL WASTE SECTION
1955 WORKMAN MILL RD., P.O. BOX 4998, WHITTIER, CALIFORNIA 90607

No.W 2950

# WARNING NOTICE OF VIOLATION

1. DISCHARGER: Hibbard Chevrolet

2. ADDRESS OF WASTEWATER DISCHARGE: 191 S Indian Hill Blvd. Claremont 91711

3. LOCAL AGENCY: Claremont

4. TIME OF VIOLATION (Date, Hour): 1/16/91 @ 14:30

5. PERMIT NO. 3000

6. SIC NO. 5511

7. DISTRICT NO. 21

8. VIOLATION OF THE DISTRICTS, WASTEWATER ORDINANCE, SECTION 406C CONCERNING

406C: Discharging Industrial Wastewater having a pH < 6.0. pH = 3.0 with pH litmus paper. Sample collected

9. IMPORTANT: VIOLATION MUST CEASE AND DESIST PRIOR TO: Immediately (Date)

CHARLES W. CARRY
CHIEF ENGINEER AND GENERAL MANAGER

BY: Greg Cotton 1-16-91 (Name) (Date)
J.W. Inspector (Title)

10. RECEIPT OF NOTICE ACKNOWLEDGED BY DISCHARGER

JOHN MC CARTHY (PRINTED NAME)
DIRECTOR PARTS & SERVICE (TITLE)
John J. Carthy (Signature)

Form No. 5019

Ⓟw

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

# COUNTY SANITATION DISTRICTS
## OF LOS ANGELES COUNTY

1955 Workman Mill Road / Whittier, California
Mailing Address: / P. O. Box 4998, Whittier, California 90607-4998
Telephone: (213) 699-7411 / From Los Angeles (213) 685-5217

CHARLES W. CARRY
*Chief Engineer and General Manager*

RECEIVED
JUL 3 1990
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

July 2, 1990
File: 21-00.05-00/90-5038

T.H. Garner
Owner
Garner Glass Co.
177 S. Indian Hill Blvd.
Claremont, CA 91711-4996

Dear Mr. Garner:

Warning Notice No. 6226, Violation of
Industrial Wastewater Discharge Regulations

Enclosed is a copy of Warning Notice No. 6226 which was issued to Garner Glass Co. on June 21, 1990 as a result of a violation of requirements established in the Sanitation Districts' Wastewater Ordinance. The nature of noncompliance is outlined on the Warning Notice along with a required date of correction. This notice was formally received by Eric King, an employee of your company.

Issuance of a Warning Notice serves as legal notification of an existing violation and, as such, is the first step in the Sanitation Districts' formal enforcement procedure. If violations are not corrected the Districts will be compelled to take more stringent enforcement actions against your company. It is hoped that the attached Warning Notice will serve to expedite compliance.

As part of the Sanitation Districts' enforcement follow-up procedure your company is required to submit, within 30 days from the date of this letter, a written report which describes the cause of the violation and outlines corrective actions, implemented or proposed, which will prevent future violations. Failure to comply with this requirement will result in escalated enforcement action.

If you have any further questions regarding this matter please contact Robert M. Wienke, Enforcement Project Engineer, at extension 2905.

Your cooperation in complying with Sanitation Districts' requirements will be appreciated.

Very truly yours,

Charles W. Carry

Robert M. Wienke

for John D. Kilgore
Supervising Engineer, Industrial Waste Section

JDK:RMW:rv
Enclosure(s)

cc: City of Claremont
Attn: Mark Christoffels

RECEIVED

JUL 3 1990

DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

SANITATION DISTRICTS OF LOS ANGELES COUNTY
ATTENTION INDUSTRIAL WASTE SECTION
1955 WORKMAN MILL RD., P.O. BOX 4998, WHITTIER, CALIFORNIA 90607
(213) 699-7411

Nº W 6226

# WARNING NOTICE OF VIOLATION

| 1. DISCHARGER | 2. ADDRESS OF WASTEWATER DISCHARGE |
|---|---|
| GARNER GLASS CO | 171 S. Indian Hill BL CLAREMONT, CA. 91711-4996 |

| 3. LOCAL AGENCY | 4. TIME OF VIOLATION (Date, Hour) | 5. PERMIT NO. | 6. SIC NO. | 7. DISTRICT NO. |
|---|---|---|---|---|
| Claremont | 6-21-90 | 5038 | 3229 | 21 |

8. VIOLATION OF THE DISTRICTS, WASTEWATER ORDINANCE, SECTION 42 CONCERNING

42- Failure to install pretreatment equipment required by the Districts. (Spill containment for for Trichloroethylene tank)

9. IMPORTANT: VIOLATION MUST CEASE AND DESIST PRIOR TO: 7/21/90 (Date)

Eric T. King

10. RECEIPT OF NOTICE ACKNOWLEDGED BY DISCHARGER

ERIC T. KING (PRINTED NAME) — ENGINEER (TITLE)

Eric T. King (Signature)

CHARLES W. CARRY
CHIEF ENGINEER AND GENERAL MANAGER

[signature] (Name) — 6/21/90 (Date)

Senior Env. Inspector (Title)

Form No. 5019

# Development Review Checklist

To: Engineering, Building, Community Services, County Fire Dept Date: 9/13/85

From: CITY OF DEARBORN
Department of Community Development
Current Planning Division
207 Harvard Ave. Phone 624-4531 ex. 310

File No.: 85-A036

Tentative Hearing Dates: 9/25/85

PLEASE RETURN ALL COMMENTS AND PERTINENT MATERIALS ON OR BEFORE 9/18/85 TO ENSURE FULL STAFF CONSIDERATION PRIOR TO HEARING. FOR CLARIFICATION OR ADDITIONAL DATA, PLEASE CONTACT Tony x250 AT DEPARTMENT OF COMMUNITY DEVELOPMENT.

Project Description & Location: 1113 Sq Ft Office Addition and 2400 Sq Ft Garage Addition at Hibbard Chevrolet W/S 191 S Indianhill Blvd

Developer/Agent: Robert Laird, Architect

Name/Phone No. 621-1219

1. Does initial inspection of the proposal reveal any fundamental design flaw which would automatically rule out approval or require major revision? ___YES ✓NO

If yes, please explain: _____

Comments, recommendations, and suggested conditions of approval: _____

No Comment

2. Does the proposal require any further action by your department or responsible commission prior to our issuing final approval? Please explain: _____

Reviewer (please sign) Toni D. Sulek Date 9/23/85

# CITY OF CLAREMONT

1

## APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer

**FOR APPLICANT TO FILL IN**

BUILDING ADDRESS: Pat Hudson Mtr Sales
LOT NO: 3 BLOCK:
TRACT: 4145
SIZE OF LOT: 96 X 218 NO OF BLDGS NOW ON LOT: NONE
USE OF EXISTING BLDG:
OWNER: Glendale TEL NO: FI 7-3541
ADDRESS: Monrovia
ARCHITECT OR ENGINEER: Dye Nassell TEL NO: 7-1722
ADDRESS: Covina
CONTRACTOR: Self TEL NO:
ADDRESS: Lowell 5-5262

**DESCRIPTION OF WORK**

NEW ✓ ADD ALTER REPAIR DEMOLISH
SQ FT SIZE: 3600 NO OF STORIES: 1 NO OF FAMILIES:
USE OF STRUCTURE: Auto Sales & Office

SIGNATURE OF APPLICANT:
VALUATION $: 16,000.00

PC FEE $ 27.50 PMT FEE $ 41.00

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING BUILDING CONSTRUCTION. I HEREBY CERTIFY THAT IN DOING THE WORK AUTHORIZED HEREBY I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LAW IN FAVOR OF THE STATE OF CALIFORNIA RELATING TO WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF PERMITTEE:
ADDRESS: 740 Duncan Ave Claremont

PLAN CHECK VALIDATION (C.K.) B.D. CASH

BUILDING ADDRESS: 203 So Indian Hill
LEGALITY: C/Arrow
NEAREST CROSS ST: Shasta
DISTRICT NO: 10-03 GROUP: E & F TYPE CONST: V PROCESSED BY: Butler
ELECTRICAL CLASSIFICATION: EXPIRATION DATE:
CLASS NO: 19 DWELL. UNITS: 0
WATER CERTIFICATE: NOT REQUIRED ☒ RECEIVED ☐
MAP NO:
HIGHWAY (CIRCLE): STATE FREEWAY PRIMARY SECOND. LOCAL
USE ZONE: M-2 SPECIAL CONDITIONS: 10-18-61 Bldg Line
BUILDING SETBACK: YARD HWY STREET NAME EXIST WIDTH
FT INT: As per City of
P.L.:
SIDE P.L.: Claremont Ordinance

**INSPECTION RECORD**

Fire Zone #2
No Exceptions

10/31/61 Butler Cut Ready
Plates & Fill Checked OK

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| FOUNDATION, LOCATION, FORMS, MATERIALS | 11/1/61 | Butler |
| FRAME, FIRE STOPS, BRACING, BOLTS | 11/13/61 | Butler |
| FURNACE, LOCATION, FLUE, VENT, DUCTS | 11/22/61 | Butler |
| LATH, INT | 11/22/61 | Butler |
| LATH, EXT | | |
| HOUSE NUMBER CORRECT AND POSTED | 12/5/61 | Butler |
| FINAL | | |

CLYDE N. DIRLAM, PRINCIPAL STRUCTURAL ENGINEER

PERMIT VALIDATION CA B.A. CASH

INSPECTION COPY

Butler Butler

# CITY OF CLAREMONT

## APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LANGER, County Engineer
WILLIAM A. JETER, Dept. of Building

FOR APPLICANT TO FILL IN

BUILDING ADDRESS: 203 Yardley Hill Blvd
LOCALITY: Claremont
NEAREST CROSS ST.:
OWNER: J. H. Tindall
MAIL ADDRESS: 740 Lenwood Rd.
CITY: W. Covina TEL. NO. EDA-3801
ELECTRICIAN: Duff Electric Co.
ADDRESS: 574 E. 2nd
CITY: Azusa TEL. NO. ED4952
STATE LICENSE NO.: A 16 48 36

PERMIT FEE

| ITEM | NUMBER | EACH | FEE |
|---|---|---|---|
| OUTLETS, LAMPS 16 or 8 | 48 | .10 | 4 80 |
| LIGHTING FIXTURES | 24 | .10 | 2 40 |
| RANGES, BLT. OVENS | | .50 | |
| WATER HEATERS | | | |
| ELEC. SPACE HTG. DISHWASHERS | | | |
| GARBAGE DISPOSERS / ETC. | | | |
| WELDERS, R.A. LOOKING UNITS | | .25 | |
| MOTORS, GIVE H.P. | | | |
| 3 0 — ½ | | .50 | 75 |
| ½ — 2 | | .90 | |
| 2 — 5 | | 1.00 | |
| 5 — 15 | | 1.80 | |
| 15 — 50 | | 2.50 | |
| 50 — 200 | | 5.00 | |
| SIGNS, NO. TRANS., NO. LAMPS | | | |
| SERVICE 0-600V | | 1.00 | 1 00 |
| SERVICE OVER 600V | | 4.00 | |
| MISC. | | | |
| WIRING PERMIT | | 1.00 | 1 00 |
| FIXTURE PERMIT | | 1.00 | 1 20 |
| SUPPLEMENTARY PERMIT | | .50 | |
| TOTAL FEE | | | $12 95 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE: X Beach & Hunter

DISTRICT NO. 10.03 | GROUP 1 | ZONE 4 | PROCESSED BY GA

INSPECTION RECORD

11/7/61 Rough work plus Circuit
Not Ok To Cover
11/13/61 Rough Elect work
Not Ready
11/14/61 Ready Not Ready

APPROVALS

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| CIRCUITS | 11/14/61 | [illegible] |
| FIXTURES | 12/1/61 | [illegible] |
| POWER | | |
| UTILITY CO. NOTIFIED | 11/14/61 | [illegible] |

VALIDATION

ARTHUR C VET
SUPERVISING ELECTRICAL ENGINEER

# CITY OF CLAREMONT

## APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAUER, County Engineer
WILLIAM A. JOSEPH, Chief Air Pollution Engineer

FOR APPLICANT TO FILL IN

| PERMIT FEES | FEE | NUMBER | FEE | TOTAL FEE |
|---|---|---|---|---|
| OUTLETS LIGHTS SWITCH 1 PH | | 2 | .10 | .20 |
| LIGHTING FIXTURES | | | .10 | |
| RESP. RANGES CLO. DRYERS | | | | |
| WATER HEATERS | | | .50 | |
| GARBAGE DISPOSERS AUTO | | | | |
| W. HEATERS STA. COOKING UNITS | | | .25 | |
| MOTORS: OVER INC. H.P. | | | | |
| 0 — ½ | | | .25 | |
| ½ — 2 | | | .50 | |
| 2 — 5 | | | 1.00 | |
| 5 — 15 | | | 2.50 | |
| 15 — 50 | | | 5.00 | |
| 50 — 300 | | | 10.00 | |
| SIGNS NO TRANS. NO LAMPS | | | | |
| SERVICE 0-600V | | 1 | 1.00 | 1.00 |
| OVER 600V | | | 5.00 | |
| MISC. | | | | |
| WIRING PERMIT | | | 1.00 | 1.00 |
| FIXTURE PERMIT | | | 1.00 | |
| SUPPLEMENTARY PERMIT | | | .50 | |
| TOTAL FEE | | | | 2.20 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE Leon G Bagg

BUILDING ADDRESS 203 Indian Hill
LOCALITY Claremont
NEAREST CROSS ST. Foothill
OWNER Mr Ledel
MAIL ADDRESS
CITY Claremont TEL. NO.
ELECTRICIAN Leon G. Bagg
ADDRESS 18737 E. Gladstone
CITY Covina TEL. NO. EDgewood 6-3...
STATE LICENSE NO. C-10 #...

DISTRICT NO. 10.03 | GROUP | ZONE | PROCESSED BY F. C. Burton

INSPECTION RECORD

10/3/61 Foothill
Not Ready.

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| CONDUIT | | |
| WIRING | 10/6/61 | Burton |
| FIXTURES | | |
| POWER | | |
| UTILITY CO. NOTIFIED | 10/11/61 | Burton |
| FINAL | 10/13/61 | Burton |

VALUATION $ [illegible]

ARTHUR C. VEIT
SUPERVISING ELECTRICAL ENGINEER

[illegible] 2.20

Burton

I-96-61

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

1

| NUMBER | FIXTURE OR ITEM |
|---|---|
| 2 | WASH BASIN |
| | BATH TUB |
| | SHOWER |
| 2 | LAVATORY |
| | SINK |
| | DISHWASHER |
| | LAUNDRY TUB |
| | CLOTHES WASHER |
| 1 | WATER HEATER |
| 1 | GAS SYSTEM |
| 1 | Floor drain |
| 1 | Sand and Grease Trap |

| | | |
|---|---|---|
| 8 | @ $1.00 PER ITEM OR FIXTURE | $ 8.00 |
| | PERMIT | $ 2.00 |
| | TOTAL FEE | 10.00 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE: Edmund M. Tierney

VALIDATION

ADDRESS: 203 S Yuma Ave (West)
LOCALITY: Claremont
OWNER: J. H. TINDALL
CITY: Claremont
CONTRACTOR: Edmund M. Tierney
ADDRESS: 1315 E. Fairgrove Ave.
CITY: Baldwin Park TEL. NO. Ed 71727
CONTRACTOR'S REGISTRATION NO. C-36 133910 CLASS: B COUNTY

| DISTRICT NO | GROUP | ZONE | READY FOR INSPECTION |
|---|---|---|---|
| 10103 | C-1 | M | 11-26-61 |

INDUSTRIAL WASTE APPROVAL

INSPECTION RECORD

10/24/61 Butler Set Floor Drain
11/9/61 Butler Not Ready for Inspection by Owner
11/13/61 Butler Trap Set

APPROVALS

| | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| UNDER SLAB WORK | | |
| ROUGH PLUMBING | 11/13/61 | Butler |
| GAS PIPING | 11/13/61 | Butler |
| GAS VENT | | |
| HOT WATER HEATER | 11/13/61 | Butler |
| PLUMBING FIXTURES | 11/13/61 | Butler |
| GAS TEST | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | 11/13/61 | Butler |

ROBERT A. WOOD
SUPERVISING MECHANICAL ENG'R

Water [illegible] 1 [illegible]

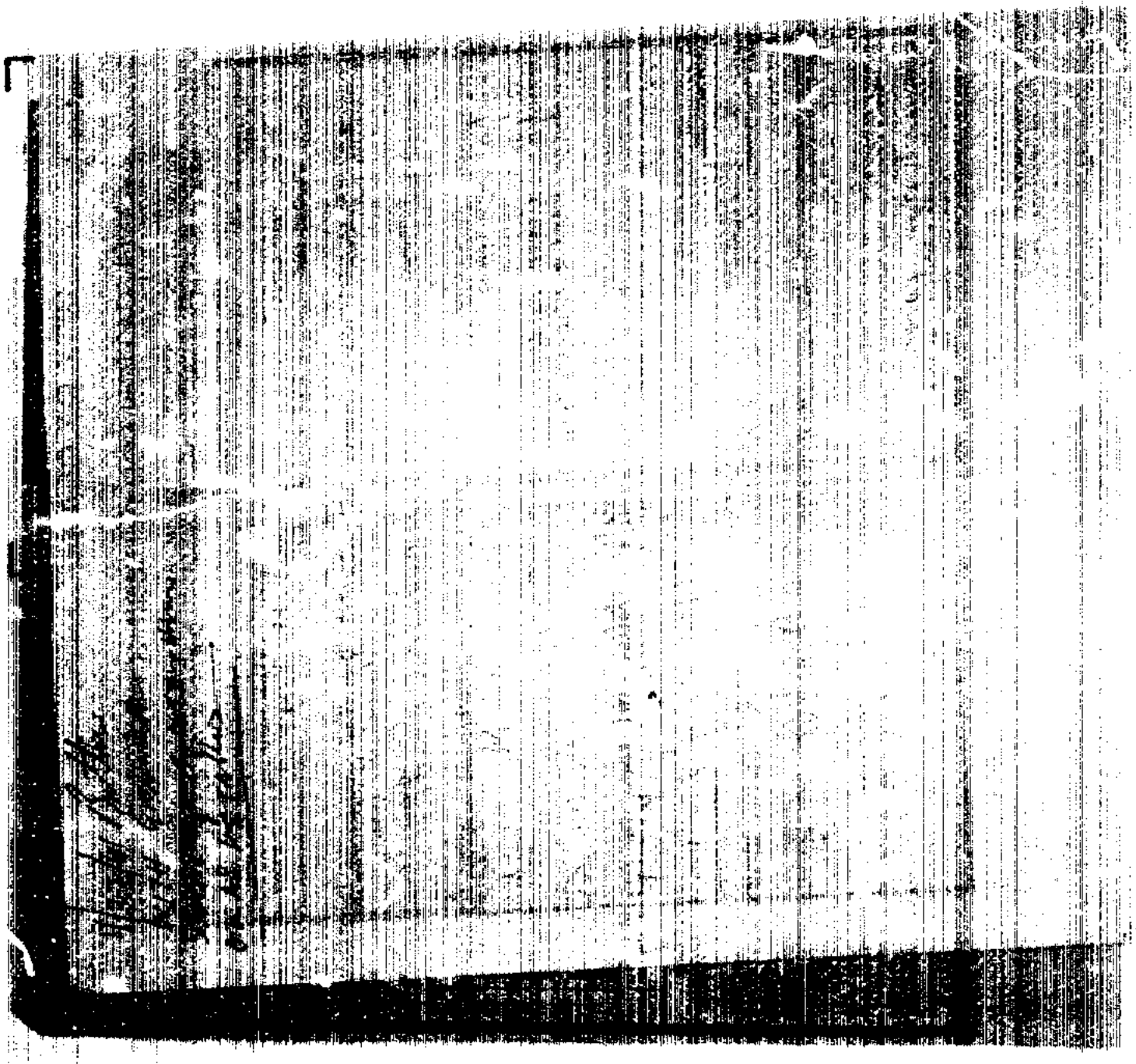
Butler

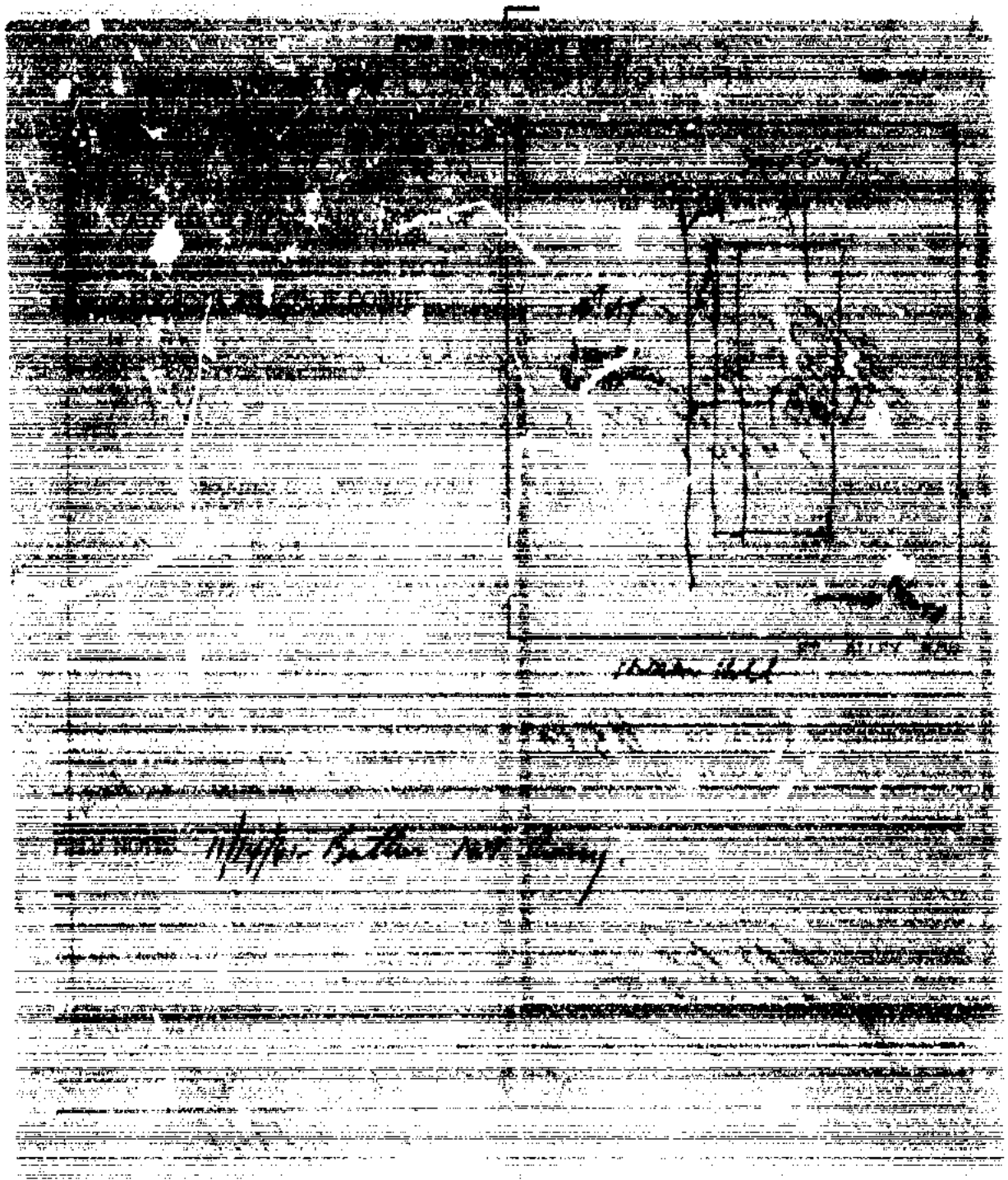
| | |
|---|---|
| OWNER'S AUTHORIZATION | PERMIT [illegible]<br>TOTAL FEE [illegible] |

SIGNED THIS ______ DAY OF ______

[illegible] LAM[illegible], COUNTY ENGINEER — VALIDATION — ROBERT A. WOOD, CHIEF PLBG. INSPECTOR

[illegible]4637 [illegible] 141 [illegible]





# CITY OF CLAREMONT

## APPLICATION FOR BUILDING PERMIT

1

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
JOHN A. LAMBIE, County Engineer
COLEMAN W. JENKINS, Principal Building

FOR APPLICANT TO FILL IN

BUILDING ADDRESS: 203 S Tremont Ave Blvd
LOT NO: 5 BLOCK:
TRACT: 5143
SIZE OF LOT: 96 X 210 NO. OF FLOOR PLANS ON LOT:
USE OF EXISTING BLDG: Garage
OWNER: Rene E. Johnston TEL. NO. 626 3677
ADDRESS: 550 Bucknell
CITY: Claremont
ARCHITECT OR ENGINEER: TEL. NO.
ADDRESS:
CONTRACTOR: Owner TEL. NO. LIC. NO.
ADDRESS:
CITY: LIC. CLASS
CONSTRUCTION LENDER NAME AND BRANCH:
ADDRESS:
SQ. FT. SIZE: 2600 NO. OF STORIES: NO. OF FAMILIES:
USE OF STRUCTURE: Garage
SIGNATURE OF APPLICANT:
VALUATION $: 600

NEW ☐ ADD ☐ ALTER ☐ REPAIR ☐ DEMOL ☒

P.C. FEE $: PMT. FEE $: 12.00

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING BUILDING CONSTRUCTION. I CERTIFY THAT IN DOING THE WORK AUTHORIZED HEREBY I WILL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OF THE STATE OF CALIFORNIA RELATING TO WORKMEN'S COMPENSATION INSURANCE.

SIGNATURE OF PERMITTEE:
ADDRESS:

PLAN CHECK VALIDATION CK. NO. AMT.

PERMIT VALIDATION CK. NO. CASH

PB-1671 65003 B 1 • • — — 22 12.00

DISTRICT MAP NO. PAGE PARCEL
BUILDING ADDRESS: 203 S. Tremont Ave Blvd
LOCALITY: Claremont
NEAREST CROSS ST.
USE DISTRICT NO. 10.03 GROUP: 2 TYPE CONST.: VR PREPARED BY: JR
STATISTICAL CLASSIFICATION
CLASS NO. 24 DWELL. UNITS 0 SEWER MAP BK PG
USE ZONE: R1 MAP NO. SPECIAL CONDITIONS:

BLDG. SETBACK FROM FRONT PROP. LINE OF (STREET)

| TYPE OF HIGHWAY | EXISTING WIDTH | SETBACK FROM C.L. | HIGHWAY | + | YARD | = | TOTAL |
|---|---|---|---|---|---|---|---|
| | | | | + | | = | |

BLDG. SETBACK FROM SIDE PROP. LINE OF (STREET)

| TYPE OF HIGHWAY | EXISTING WIDTH | SETBACK FROM C.L. | HIGHWAY | + | YARD | = | TOTAL |
|---|---|---|---|---|---|---|---|
| | | | | + | | = | |

CORNER CUTOFF YES ☐ NO ☐

SEE REVERSE SIDE FOR SPECIAL APPROVALS

Remove Bldg. Completely - Must cap sewer at property line

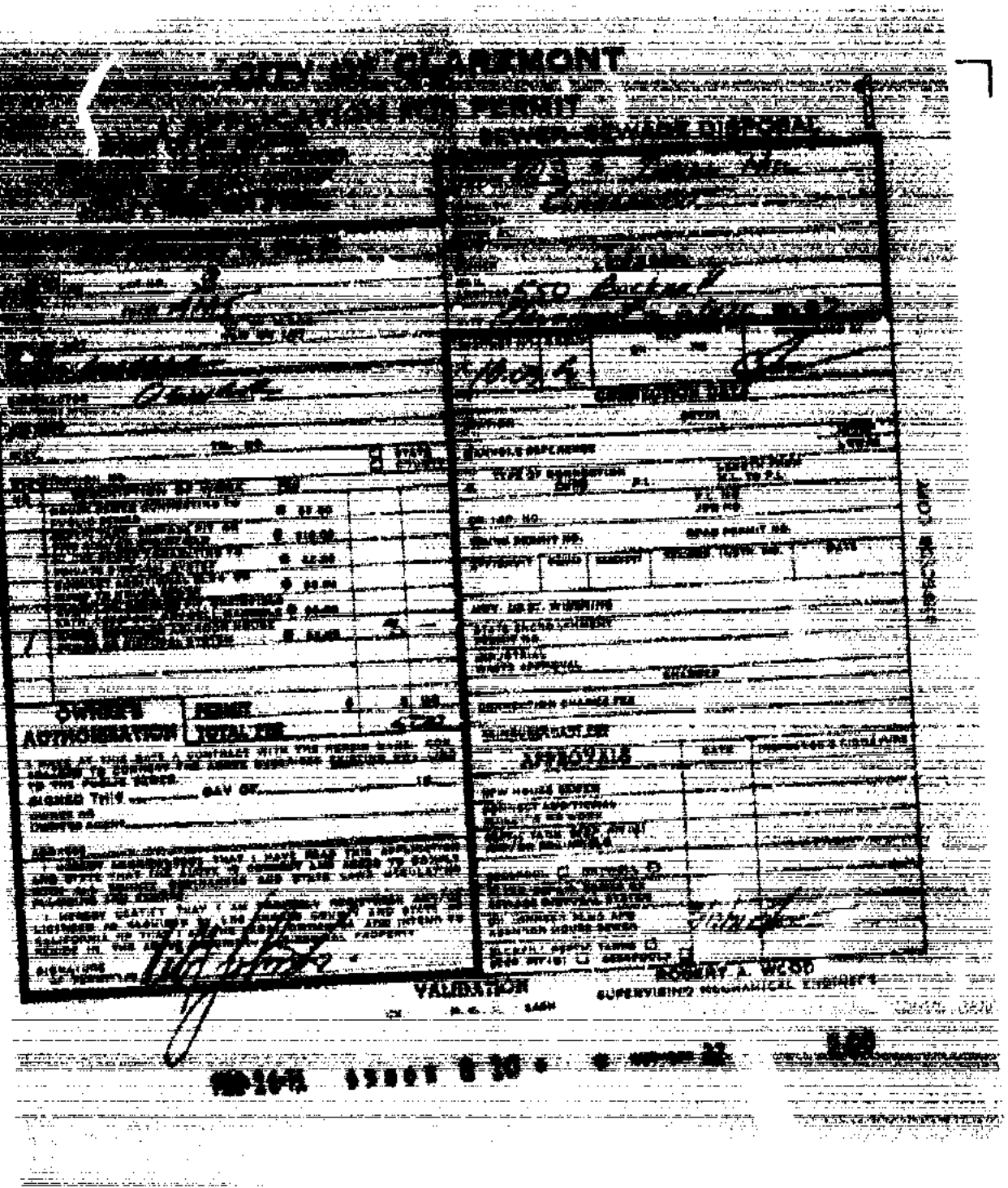
| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| FOUNDATION: LOCATION, FORMS, MATERIALS | | |
| FRAME, FIRE STOPS, BRACING, BOLTS | | |
| FURNACE: LOCATION, GAS VENT, DUCTS | | |
| LATH, INT. | | |
| LATH, EXT. | | |
| HOUSE NUMBER FOR RECT. AND POSTED | | |
| FINAL | 3/14/72 | |

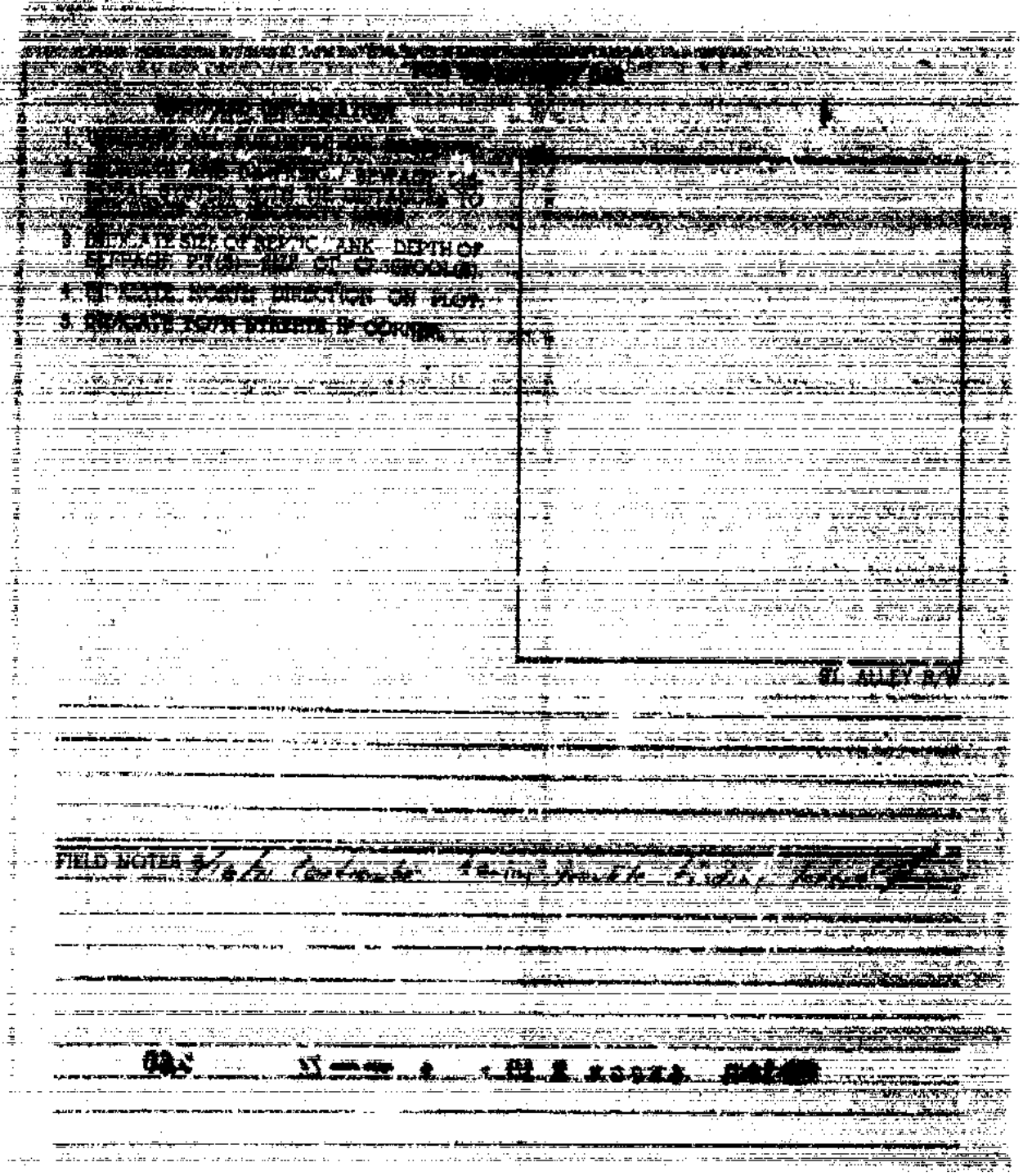
JOHN F. LEWIS Principal Structural Engineer

INSPECTOR COPY

CITY OF CLAREMONT

BUILDING PERMIT






FIELD NOTES

$5.00

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 399-5452

ZONING: CP

APPLICATION FOR BUSINESS PERMIT
(Please type or print all information)

Starting Date _____

Business Name NCA Engineering & Const. Business Phone 624-5566

Business Address 2125 Foothill Blvd

Mailing Address P.O. Box 72 South Claremont N.J.

Description of Business Civil Engineering Contractors

Former use of this address _____

Number of off street spaces required for your business 4 Existing _____

Floor area occupied by your business (sq.ft.) _____ Number of employees 4

State Sales Tax Number _____ State/Federal License Number _____

Sign permits are free. Check with Planning Division for applications for permits.

OWNER'S AND EMERGENCY CONTACT INFORMATION

NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION

Owner's Name Robert C Nagel Title Pres

Home Address _____ Home Phone ( ) _____

Name Jim Hagemeier Title Sales Mgr

Home Address 425 E Foothill Home Phone (714) 399-3917

Name _____ Title _____

Home Address _____ Home Phone ( ) _____

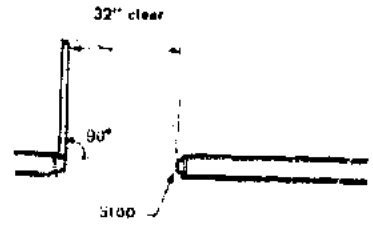
Business Hours _____
Days Time

IMPORTANT NOTICE

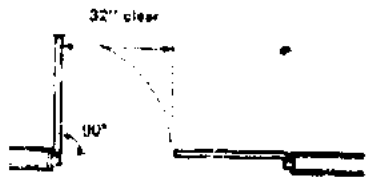
All applicable city requirements must be met. These include zoning ordinances, building ordinances advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee.

I have read the statements on the reverse side and do certify the accuracy of the above information.

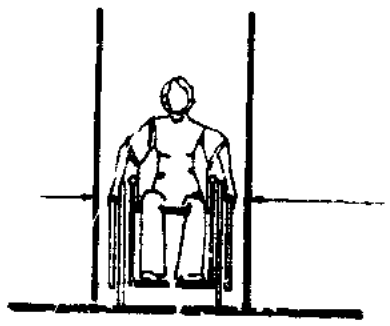
Signature Bob Nagel Title Pres Date 1/4/89




Clear opening must be between the door in its 90° open position and the face of the stop.




Clear opening for two leaf doors must be between either door in its 90° open position & the edge of the other door.



An Adult wheelchair averages 27" wide. The required 32" clear opening allows 2½" clearance on eac side for hands.

B. Where occupant load is greater than 10 and it is determined that compliance with 2-3304(e)1 would create an unreasonable hardship doorways may be 30-in in clear width.
**EXCEPTION NO. 2:** In existing buildings, the provisions of this section shall not apply when legal or physical constraints will not allow compliance with these building standards or equivalent facilitation without creating an unreasonable hardship. See 2-1101(b)11 D.

5. **Revolving Doors.** Revolving doors shall not be used as a required entrance for the physically handicapped.

*Let's unravel this .*

*What this really says is in existing build'n's you do not have to comply with the requirements for "pair of doors" or "automatic doors".*

B5 N

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 399-5452

ZONING: CP

APPLICATION FOR BUSINESS PERMIT
(Please type or print all information)

Starting Date _____

Business Name A-C-4 [illegible] Business Phone 624-5766

Business Address 212 N [illegible] AVE

Mailing Address [illegible] Claremont, CA

Description of Business SALES & SERVICE

Former use of this address _____

Number of off street spaces required for your business [illegible] Existing _____

Floor area occupied by your business (sq.ft.) _____ Number of employees 4

State Sales Tax Number _____ State/Federal License Number _____

Sign permits are required. Check with Planning Division for applications for permits.

OWNER'S AND EMERGENCY CONTACT INFORMATION

NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION

Owner's Name ROBERT C HALLAM Title PRES

Home Address _____ Home Phone ( ) _____

Name BOB HEMMERER Title SALES MGR

Home Address 225 E FOOTHILL, UPLAND Home Phone (714) 949-3917

Name _____ Title _____

Home Address _____ Home Phone ( ) _____

Business Hours _____
Days Time

IMPORTANT NOTICE

All applicable city requirements must be met. These include zoning ordinances, building ordinances, advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee.

I have read the statements on the reverse side and do certify the accuracy of the above information.

Signature Bob Hallam Title Pres Date 7/6/89

*2-3304(e)5. continued*

*It states that in existing buildings with an under 10 occupant load, doorways may be 30" clear width. And it says that in existing buildings with an occupancy load over 10 you may also have 30 inches clear width doors, but in this case you must find unreasonable hardship to allow this. Clear? I hope so.*

*32 inches in the clear!*

*The point here is that you can't take a 30 inch wheelchair through a 28 inch door.*
*And sometimes you do need to get through that door, like when you really have to go!*
*Right?*

*The clearance required is 32 inches clear, that means with the door open 90degrees measuring from the door surface to the door stop on the opposite side.*

**(h) Floor Level at Doors.**

**1. Thresholds.**

**A.** The floor or landing shall be not more than 1/2-inch lower than the threshold of the doorway.
**EXCEPTION:** Subsection 2-3304(h)1A shall not be enforced retroactively.

**B.** Change in level between 1/4-inch and 1/2-inch shall be beveled with a slope no greater than 1:2. Change in level greater than 1/2-inch shall be accomplished by means of a ramp.
**NOTE:** See Section 2-3307.

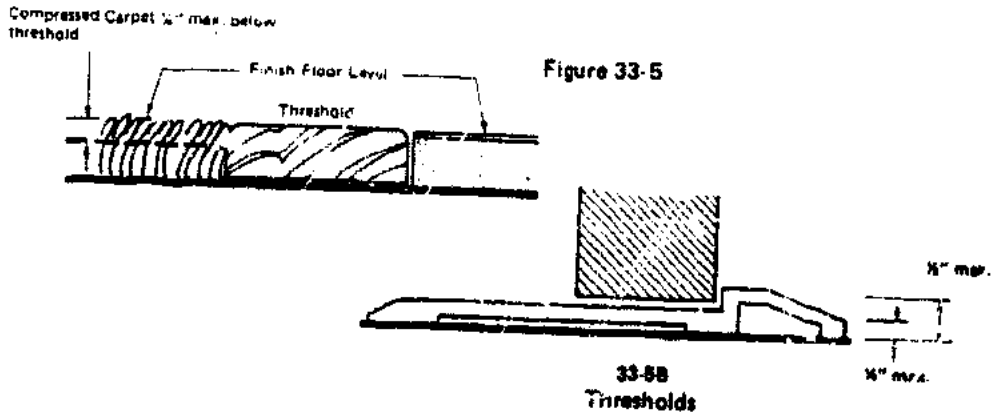



Figure 33-5
33-5B
Thresholds

***An interesting point!***

***If you have a change in floor level at a doorway of more than 1/2-inch say one inch, you can still accomplish this transition and stay in compliance with the regulations. A 1/2 inch of the change can take place at the threshold, the other 1/2" shall be made to comply with the requirements for ramps and would require 6 inches of run at 1:12 slope to accommodate this change, but it does solve the problem.***

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714/399-5471

PLAN CHECK # 1139

Building Address: 712 S. INDIAN HILL
Owner: INSIGHT CABLEVISION
Mailing Address: 1420 N. CLAREMONT BLVD SUITE 111A
City: CLAREMONT | Zip: 91711 | Tel: 624-5566
Contractor: LANCASTER CONSTRUCTION
Address: 9152 SIERRA DRIVE
City: LA VERNE | Zip: 91750 | Tel: 596-6204
State Lic. & Classif: 372350 | City Lic. #:
Arch. Engr.
Designer: WISHARD ARCHITECTS
Address: 160 E. HOLT AVE #108 | Tel: 988-9698
City: POMONA | Zip: 91767 | State Lic. #:

Type of Const. | Occ. Group | Use Zone | Fire Zone: 3
Tract No. | Lot: | APN:
Blk: | Lot: S L | Review #: | Date: 4/5/89

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | 720 | SQ FT @ 33.30 | $ 24,300 | 00 |
| 2ND FL | 1620 | SQ FT @ 6.90 | 10,800 | 00 |
| POR | | SQ FT @ | | |
| GAR | | SQ FT @ | | |
| CAR P | | SQ FT @ | | |
| WALL | | LF @ | | |
| A/C | 2340 | SQ FT @ 2.40 | 5,616 | 00 |
| ROOF | | @ | | |
| POOL | | @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 40,716 | 00 |
| | | ISSUANCE | $ 7 | 00 |
| | | CONST. FEE | $ 278 | 00 |
| | | TOTAL CONST. FEE | $ 285 | 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE 4-28-89

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employee with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors' License Law.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors' License Law.)

☐ I am exempt under Sec. _____ B. & P.C. for this reason _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Worker's Compensation insurance or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. 1046832 Comp. by State fund 1/1/90

☒ Copy is filed with the city. ☐ Certified copy is hereby furnished

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California.

Date _____ By _____

NOTICE TO APPLICANT: If you sign this Certificate of Exemption and later obtain Workers' Compensation insurance, Compensation insurance, you must file with the City a Certificate of Workers' Compensation insurance or a copy thereof.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code)

Lender's Name _____

Lender's Address _____

This is a building permit, when properly signed, and validated, and is void if work is not started within 180 days or is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all City and County ordinances and State laws relating to building construction, and hereby authorize representatives of this city to enter upon the above mentioned property for inspection purposes.

Signature of Applicant _____ Date 4-28-89

Mailing Address _____

City, State, Zip _____

Permit Issued by: _____

Signature _____ Date 4-28-89

Engr. _____ Date _____

Plan _____ Date _____

Approved: Gas _____ Electric _____ Sch. Dist. _____ San Fee _____

Finaled _____ Date _____

C/O Issued _____ Gas Co _____ Elect Co _____

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DUCTS |
| AIR CONDITIONING | | | BOILER |
| HEATING SYSTEM | | | BOILER |
| XXXXXXXXXXXXXXXXXXXX 5 DUCTS @ 6.00 | | | 30.00 |
| ISSUANCE FEE | | | 7.00 |
| | | TOTAL MECH. FEE | 37.00 |

## ELECTRICAL FEES

| NO. | | |
|---|---|---|
| | UNITS | |
| | TIMER | |
| | MOBILE HOME SVC | |
| | POWER OUTLET | |
| | MOTOR HP | |
| | POOL SPA | |
| | FIXTURES | |
| | OUTLETS | |
| | SWITCHES | |
| | SIGN | |
| | TEMP. USE SVC | |
| | PG&E TEMP/PERM | |
| | SUB-POLES | |
| | AMP. SERVICE | |
| 2340 | SQ. FT. @ .03 | 70.20 |
| | SQ. FT. @ | |
| | SQ. FT. RESID @ .03 | |
| | SQ. FT. GAR. @ .006 | |
| | PLAN CHECK | |
| | ISSUANCE FEE | 7.00 |
| | TOTAL ELEC. FEE | 77.20 |

## PLUMBING FEES

| NO. | | |
|---|---|---|
| 23 | 0 SQ. FT. @ .00 | 70.20 |
| | VAC. BRKR SYSTEM | |
| | GAS PIPING | |
| | HOUSE SEWER | |
| | DRAINAGE PIPING | |
| | DRINKING FOUNTAIN | |
| | URINAL | |
| | WATER PIPING | |
| | FLOOR DRAIN | |
| | POOL/SPA | |
| | WASHER WATER (Dishw) | |
| | GARBAGE DISPOSAL | |
| | LAUNDRY TRAY | |
| | KITCHEN SINK | |
| | WATER CLOSET | |
| | LAVATORY | |
| | SHOWER | |
| | BATH TUB | |
| | WATER HEATER | |
| | SEWAGE DISPOSAL | |
| | PLAN CHECK | |
| | ISSUANCE FEE | 7.00 |
| | TOTAL PLUMB. FEE | 77.20 |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| 285.00 | 37.00 | 77.20 | 77.20 | | 476.40 |
| PLAN CHECK | ADDL. PLAN CK. | PARK/LAND FEE | | | TOTAL DUE |
| | 53.00 | | | | 529.40 |

4764

7873 53.00

INSPECTOR'S COPY

BUILDING APPROVALS

MECHANICAL APPROVALS

FIRE RATED ASSEMBLIES

Occupancy Separation

Smoke Detectors

EXTINGUISHERS

Fire Extinguishers

Auto Sprinklers

Kitchen Hood Ext

MISCELLANEOUS

Temp Toilet Facility

Construction Trailers

Block Wall Footings

Bond Beam

Grout

Final

PLUMBING APPROVALS

| | | |
|---|---|---|
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| Final | | |

ELECTRICAL APPROVALS

| | | |
|---|---|---|
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Post Electrical | | |
| Rough Conduit | | |
| Final | | |

ADDITIONAL INFORMATION

STREET NAME 2nd [illegible] Street

PERMIT NUMBER

'80-25-5 (REP) X

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714 399 5421

PLAN CHECK #

TENANT IMPROVEMENT OF STUDIO/ADDITIONAL
FRAMING AND ROOFING ONLY AGENDA TO 890574

Bldg Address: 217 N. INDIAN HILL
Owner: INSIGHT CABLE SYSTEMS
Mailing Address: 4,383 N. CLAREMONT BLVD. ST. 114A
City: CLAREMONT Zip: 91711 Tel: 626-5566
Contractor: LANCASTER CONSTRUCTION
Address: 6152 BIRDIE DR.
City: LA VERNE Zip: 91750 Tel: 596-6806
State Lic: 372350 B-1 & Class: [illegible]
City Bus #:
Arch. Engr Designer: WISHARD ARCHITECTS
Address: 160 E. HOLT AVE. #108 Tel: 988-9808
City: POMONA Zip: 91767 State Lic #:

Type of Const: | Occ. Group: | Use Zone: | Fire Zone: 3
Tract No: | Lot No: | APN:
Setbacks: F [illegible] S R A | Review #: | Date: 5/18/89

## CONSTRUCTION ESTIMATE

| | | |
|---|---|---|
| 1ST FL | SQ. FT. @ | $ |
| 2ND FL | SQ. FT. @ | |
| FOR | SQ. FT. @ | |
| GAR | SQ. FT. @ | |
| CARP | SQ. FT. @ | |
| WALL | SQ. FT. @ | |
| A/C | SQ. FT @ | |
| ROOF | SQ. FT @ | |
| PLBG | SQ. FT @ | |
| ESTIMATED CONSTRUCTION VALUATION | | $ 4,000.00 |
| [illegible] | ISSUANCE | $ 7.00 |
| [illegible] | CONST FEE | $ 47.00 |
| | TOTAL CONST FEE | $ 54.00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE [illegible] DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, any such owner of property builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law, does not have the right to assert the exemption if he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property, who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

☐ I am exempt under Sec. _____ B & P C for the reason

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof. (Sec. 3700, Labor Code.)

Policy No. 1046932 Company STATE FUND
☐ Copy is filed with the city. ☐ Certified copy is filed with the city.

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California.

Date 5-18-89 Sig [illegible]

NOTICE TO APPLICANT: If, after this Certificate of Exemption is executed, you become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code.)

Lender's Name _____

Lender's Address _____

This is a building permit when properly signed and validated, and is subject to all conditions noted hereunder. It is void after 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant _____ Date _____

Mailing Address _____

City, State, Zip _____

Permit Approved:
Bldg. [illegible] Date 5/18/89
Engr. _____ Date _____
Plng. [illegible] Date 5/18/89

Approved: Gas _____ Electric _____ Sch Dist _____ San Fee _____
Finaled By: _____ Date _____
C/O Issued _____ Gas Co. _____ Elec Co. _____

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| FIRE CONTROL | | | BTU |
| HEATING SYSTEM | | | BTU |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH. FEE |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| UNITS | | | SQ. FT. @ .03 |
| | TIME R | | YARD SPKLR SYSTEM |
| | MOBILEHOME SVC | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | MOTOR HP | | DRAINAGE PIPING |
| | POOL/SPA | | DRINKING FOUNTAIN |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | SIGN | | POOL/SPA |
| | | | WASHER/CUTOR (DRS) |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP. USE SETTY | | KITCHEN SINK |
| | POLE TEMP/PERM | | WATER CLOSET |
| | SUB POLES | | LAVATORY |
| | AMP. SERVICE | | SHOWER |
| | SQ. FT. @ C | | BATH TUB |
| | SQ. FT. @ C | | WATER HEATER |
| | SQ. FT. RESID @ .03 | | SEWAGE DISPOSAL |
| | SQ. FT. GAR. @ .006 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC. FEE | | TOTAL PLUMB. FEE |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | BSE | SUB-TOTAL |
|---|---|---|---|---|---|
| 54.00 | | | | | 54.00 |
| PLAN CHECK | ADDL. PLAN CK | PARK/LAND FEE | | | TOTAL DUE |
| 38.00 | | | | | 92.00 |

[illegible] MAY [illegible] 54.00

[illegible] MAY [illegible] 38.00

INSPECTOR'S COPY

| BUILDING APPROVALS | | | MECHANICAL APPROVALS | | |
|---|---|---|---|---|---|
| Block Wall Grout | | | FIRE RATED ASSEMBLIES | | |
| Bond Beam | | | | | |
| Grout | | | | | |
| | | | Spray Booth | | |
| | | | Smoke Control Units | | |
| Final | | | EXTINGUISHERS | | |
| PLUMBING APPROVALS | | | Fire Extinguishers | | |
| Ground Plumbing | | | Automatic Sprinklers | | |
| UG Water Line | | | Kitchen Hood Units | | |
| Septic/Sewer | | | MISCELLANEOUS | | |
| Rough Plumbing | 6-25-87 | JH | Temp. Toilet Facility | | |
| Gas Line/Test | | | Construction Trailers | | |
| Water Service | | | | | |
| Vents | | | ADDITIONAL INFORMATION | | |
| Water Heater | | | | | |
| Water Softener | | | | | |
| Grease Traps | | | | | |
| Clarifier | | | | | |
| | | | | | |
| | | | | | |
| Final | | | | | |
| ELECTRICAL APPROVALS | | | | | |
| UG Electric | | | | | |
| UFR Ground | | | | | |
| Temporary Power Pole | | | | | |
| Rough Electrical | 6-25-87 | JH | | | |
| Electrical Service | | | | | |
| Final Electrical | | | | | |
| Rough Conduit | | | | | |
| | | | | | |
| Final | | | | | |

6-25-87 JH

88-2763

PLUMBING

STREET NAME 212 [illegible]

PERMIT NUMBER [illegible]

JOB ADDRESS [redacted] INDIAN HILL

OWNER

PROVIDE HANDICAP-EXEMPTION (HARDSHIP) FORMS TODAY (AS PER OUR DISCUSSION OF FRIDAY LAST WEEK) OR STOP WORK NOTICE WILL BE ISSUED; AND REVOCATION OF PERMITS [redacted]

PLEASE CONTACT ME!!!

[redacted]

6-2-89 DATE

[redacted] INSPECTOR'S SIGNATURE

12:15 P PDT

[redacted] FORM 116

JOB ADDRESS 212 S INDIAN HILL

OWNER

#1 CONTACT DUANE MARKS BUILDING OFFICIAL REGARDING HANDICAP HARDSHIP EXEMPTION APPLICATION (BUILD. OFF. HAS REJECTED APPLICATION FOR EXEMPTION)

#2 CONTACT L A CO FIRE MARSHALL FOR FINAL OCCUPANCY APPROVAL (NO. OF FIRE EXTS LOCATION ECT)

#3 REMOVE DRINKING FOUNTAIN TO PROVIDE MINIMUM CORRIDOR WIDTH AS PER SEC 3305 (b) UBC 1985 (44" MW)

#4 SUBMIT C.F.-1-C FORMS & CERTIFICATE OF INSULATION AS PER TITLE 24 MANDATORY REQS

#5 COMPLETE PLUMBING

RECALL

1-8-87 Tom

DATE INSPECTOR'S SIGNATURE

ACCEPT SUBSTITUTE FORMS 110

DOCUMENTATION OF UNREASONABLE HARDSHIP

**RECEIVED**

JUN 1989

DEPT OF COMMUNITY DEV
CITY OF CLAREMONT

City of _____ Date _____

Department of _____ Enforcing Official _____

Project Name _____ Permit Number _____

Address _____

The above named project has been granted an exception from the requirements of the State of California Title 24 accessibility standards, based upon the following criteria:

1. The cost of the access feature(s) is _____.
2. The cost of all construction contemplated is _____.
3. a. The impact of proposed improvements on financial feasibility of the project makes Project not worth completing.

   b. The access feature increases the cost of construction by _____%.
4. The accessibility feature(s) which would be gained or lost is _____.
5. Type of facility under construction is Cable Television Office/Business

   It is used by the general public for the purpose of paying bills.

The following persons provided information on the above section:

| | |
|---|---|
| FIRM _____ | FIRM Insight Cablevision |
| ADDRESS _____ | ADDRESS 1420 N Claremont Blvd |
| SIGNATURE _____ | SIGNATURE L Mackenzie |

The determination of unreasonable hardship and this documentation do not allow a blanket exemption from the access requirements. The exception provided for by this form applies to the following item of the project:

1) Existing restrooms (The restrooms were constructed under the old handicap standards)
2) Front entrance access

(OVER)

AS SPECIFIED BY TITLE 24 (check one)

( ) 1. Equivalent facilitation will be provided, as specified in Section _____.

(✓) 2. Equivalent facilitation will be provided, as determined by this enforcing body.

✳ See Section 2-7102, 2-3301 exception #1, 2-3304(c)(e)(k)(i)(m), 2-3305, 2-110(b) 11.11(b)

( ) 3. No provision of equivalent facilitation is necessary. See Section _____

( ) 4. The approval of an appeals board is necessary to ratify the determination of unreasonable hardship. See Section _____ and Section 2-105 (b) 11D.

This documentation and determination of unreasonable hardship was developed in consultation with: The contractor and owner of record. See permit for tenant improvement.

Duane Marks — 6/9/89

SIGNATURE OF ENFORCING OFFICIAL — DATE

✳

2-7102 - One handicap parking space

2-3301 - Exception #1 - at least one entrance to be accessible to and usable by physically handicapped persons

2-3304 - Principle door and hardware that complys with handicap requirements

2-3305 - Corridors shall be min. width of 44".

2-110(b) 11.11(b) - Unreasonably hardship for not requiring existing handicap bathrooms to comply with the new standards.

The area of remodel shall comply with handicap requirements.

(4) All publicly funded buildings used for one or two family dwelling unit purposes shall conform to the appropriate provisions applicable to living accommodations.

*Publicly Funded Living Accommodations*

*This section requires State College housing, City or County owned housing to comply with the applicable sections of OSA - AC requirements on living accommodations. Remember this whole section is talking about Publicly Funded only.*

(5) All existing publicly funded buildings and facilities when alterations, structural repairs or additions are made to such buildings or facilities. This requirement shall only apply to area of specific alteration, structural repair, or addition, and shall not be construed to mean that the entire structure or facility is subject to this Code. Compliance shall require:

a. That a primary entrance to the building or facility and the primary path of travel to the specific area shall be accessible to and usable by disabled persons.

b. That sanitation facilities, drinking fountains, and public telephones serving the remodeled area shall be accessible to and usable by disabled persons.

*Existing Buildings - Very Important*

*This is the section that details the extent to which an existing building must comply if an addition, alteration or repair is made. Full compliance in an existing building incorporates the following work only:*

*1. The area of remodel must comply.*
*2. A path of travel to the remodeled area must comply and*
*3. bathrooms, telephones and drinking fountains serving the remodeled area must comply. These requirements apply to all remodeling jobs regardless of the valuation of the job.*

*Please notice that this section requires a primary path of travel to be made accessible. OSA - AC interprets this to mean a single path of travel. One only. In the case of a high rise building this would mean one elevator only and would not include any stairs as part of the path of travel requirements.*

*Path of travel incorporates all elements necessary to provide access to the remodeled area from the exterior arrival site. It can include parking areas, walks or sidewalks, ramps, corridors, an elevator and doorways, etc., as necessary to provide for arrival at the site and traversing to the actual interior area being remodeled.*

(6) When the total construction cost of alterations, structural repairs, or additions does not exceed a valuation threshold of $20,000, based on January 1981, "ENR US20 Cities" average construction cost index of 3372.02 ("Engineering News Record", McGraw Hill Publishing Co.), and the enforcing agency finds that compliance with this code creates an unreasonable hardship, compliance shall be limited to the actual work of the project. The enforcing agency shall, annually, update the valuation threshold to a current amount based on the increase in the index since the last figure used.

* (90) = $67,000.-

Unreasonable Hardship

*In some cases especially on small jobs, complying with 2-110 (b) 11 A(5) above would be difficult or impossible because the cost of providing access is too high in relationship to the total cost of the job. If this appears to be the case and the value of the job contemplated is under ~~$50,000.00~~ $70,000 (adjusted ENR) then an unreasonable hardship determination must be made in order to provide an exception. To do this there is a specific procedure to follow. This procedure is spelled out in the definition chapter, specifically Section 2-422. Here five criteria are spelled out that must be determined and documented in order to conclude there is an unreasonable hardship. What we're saying is that you must always adhere to full compliance as detailed in the previous section (2-110 (b) 11. A (5) ) unless you find its a hardship.*

*One additional point: the ~~$50,000.00~~ $70,000 as adjusted each year is the cost of the job without providing the accessibility features.*

*Another point; it is the intent of OSA that only the specific area that creates the unreasonable hardship should be eliminated not all the access features.*

*Do not forget, the exemption only applies to the path of travel, restrooms, drinking fountains and public phones serving the area, the area of remodel is not exempted by this section.*

(7) Alterations, structural repairs or additions consisting of one of the following shall be limited to the actual work of the project:
   a. Altering one building entrance to meet handicapped requirements.
   b. Altering one existing toilet facility to meet handicapped requirements.
   c. Altering existing elevators to meet handicapped requirements.
   d. Altering existing steps to meet handicapped requirements.
   e. Altering existing handrails to meet handicapped requirements.

   **EXCEPTION:** Projects which consist only of heating, ventilating, and air conditioning of existing space are not alteration projects for the purposes of disabled accessibility and shall not be subject to this code.

*What does this mean?*

*The point here is that certain jobs may be done without triggering any other access requirements. Those jobs are listed in this section.*

*Does cosmetic work trigger access? No, but check with your local building department or OSA. Access is generally triggered by structural modifications.*

B. Application--Privately funded public accommodations or facilities.
   **NOTE:** See Health and Safety Code, commencing with Section 19955.

*We now switch to the section on Privately Funded Buildings! In other words, using private sector money.*

(1) Any building, structure, facility, complex, or improved area or protion thereof which is used by the general public and shall include:
   a. Auditoriums, convention centers and stadiums.

*2-3301(f)*

**General**
**Sec. 2-3301**
**(f) Entrances.**

1. All primary entrances to buildings and facilities shall be made accessible to the physically handicapped.

*Yes all primary entrances must be made accessible.*

*What is a primary entrance?*

*Section 2-417 states primary entrance shall mean any entrance to a facility which has a substantial flow of pedestrian traffic to any specific major function of the facility.*

*As an example in a large shopping mall with several entrances to the mall area which of these would be considered the primary entrance? All of them would!*

**EXCEPTION NO. 1:** In existing buildings where the enforcing agency determines that compliance with the building standards of this subsection would create an unreasonable hardship, an exception shall be granted when equivalent facilitation is provided. Equivalent facilitation would require at least one entrance to be accessible to and usable by physically handicapped persons.

*Here is one of those typical exceptions for existing buildings, found throughout the regulations. If you've got an unreasonable hardship, (as spelled out in 2-422) then you do not need to provide access as specified to the letter of the law. You may provide equivalent facilitation. Equivalent facilitation might be an entrance that is not necessarily a primary one but is actually more convenient for the disabled than the primary entrance.*

**EXCEPTION NO. 2:** These building standards shall not apply to existing buildings when legal or physical constraints will not allow compliance with these building standards or equivalent facilitation without creating an unreasonable hardship. See Section 2-110(b)11D.

*Here is the other typical exception found throughout the regulations. It allows for complete elimination of accessibility where legal or physical constraints would prevent it. You must however get this exemption through the appeals board process (see 2-110(b)11D). A legal constraint could be a right-of-way agreement preventing change to the structure at the area in question. A physical constraint could be a property line or structural element that can't be moved, thus preventing the installation of access features.*

2. **Temporary Restrictions.** During periods of partial or restricted use of a building or facility, the entrances used for primary access shall be accessible to and usable by physically handicapped persons.
3. **Recessed Doormats.** Recessed doormats shall be adequately anchored to prevent interference with wheelchair traffic.

*2-3301(f) 3. continued*

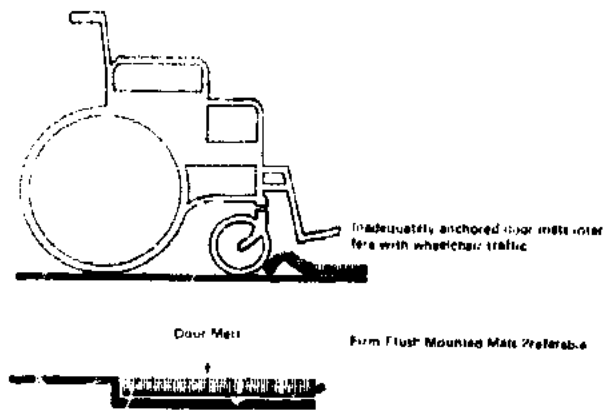



**Figure 33-1A**

This diagram illustrates the specific requirements of these regulations and is intended only as an aid for building design and construction.

*Are these recessed doormats required?*

*No, but where provided they must be anchored as specified.*

**Doors**

**Sec. 2-3304**

**(c) Type of Lock or Latch.**

**1.** Exit doors shall be openable from the inside without the use of a key or any special knowledge or effort.

*What is an exit door?*

*For the purposes of these regulations, the term "exit door" applies to all doors required for access, i.e. primary entrances, passage doors, etc. The term was used because of its existence in the UBC and Fire Codes.*

**EXCEPTION NO. 1:** This requirement shall not apply to exterior exit doors in a Group B Occupancy if there is a readily visible, durable sign on or adjacent to the door stating "THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS". The sign shall be in letters not less than 1-in high on a contrasting background. The locking device must be of a type that will be readily distinguishable as locked.

**NOTE:** The use of this exception may be revoked by the enforcing agency for due cause.

**EXCEPTION NO. 2:** Exit doors from buildings or rooms having an occupant load 10 or less may be provided with a night latch, dead bolt or security chain, provided such devices are openable from the inside without the use of a key, special knowledge or effort and mounted at a height not to exceed 48-in above the finished floor.

**2.** Manually operated edge or surface-mounted flush bolts and surface bolts are prohibited. When exit doors are used in pairs and approved automatic flush bolts

are used in pairs and approved automatic flush bolts are used, the door leaf having the automatic flush bolts shall have no door knob or surface-mounted hardware. The unlatching of any leaf shall not require more than one operation.
**EXCEPTION:** Group R, Division 3 Occupancies.

3. Hand activated door opening hardware shall be centered between 30-inches and 44-inches above the floor. Latching and locking doors that are hand activated and which are in a path of travel, shall be operable with a single effort by lever type hardware, by panic bars, push-pull activating bars, or other hardware designed to provide passage without requiring the ability to grasp the opening hardware. Locked exit doors shall operate as above in egress direction. Doors to individual hotel or motel units shall operate similarly except that when bolt and unlatching operation is key operated from corridor or exterior side of unit door, large bow keys (2-inches full bow) or 1-1/4-inch (half bow) shall be provided in lieu of lever-type hardware on the corridor side. Separate dead lock activation on room side of corridor doors in hotels or motels shall have lever handle or large thumb turn in an easily reached location.

*Where do I need lever handled hardware?*

*Where you need it is in all the accessible areas of a building. The regulations say "doors that are hand activated and which are in the path of travel." This means anywhere in the building that is accessible (available to and usable by the disabled). Notice that other types of hardware are also allowed such as panic bars.*

*The second issue in this subsection deals with hotel doors. The reg.'s call for a large bow key where the unlatching is accomplished with a key. Yes, there is such a thing as a large bow key, and the bow is just what you thought it was, the grasping portion of the key. Large bow keys are available.*

**(e) Width and Heights.**

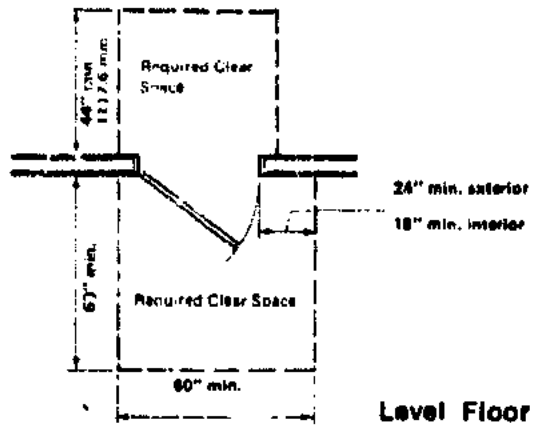
1. **Door Size.** Every required exit doorway shall be of a size as to permit the installation of a door not less than 3 feet, in width and not less than 6 feet., 8-inches, in height. When installed in exit doorways, exit doors shall be capable of opening at least 90 degrees and shall be so mounted that the clear width of the exitway is not less than 32-inches. In computing the exit width required by subsection 3302(b), UBC, the net dimension of the exitway shall be used.
**EXCEPTION NO. 1:** Doorways may be 30-inches in width in Group I, Division 2A Occupancies and in Group D Occupancies.
2. **Hinged Doors.** For hinged doors, the opening width shall be measured with the door positioned at an angle of 90 degrees from its closed position.
3. **Pair of Doors.** Where a pair of doors is utilized at least one of the doors shall provide a clear unobstructed opening width of 32-inches with the leaf positioned at an angle of 90 degrees from its closed position.
4. **Automatic Doors.** When an automatic door operator is utilized to operate a pair of doors, at least one of the doors shall provide a clear unobstructed opening width of 32-inches with the door positioned at an angle of 90 degrees from its closed position.
**EXCEPTION NO. 1:** The provisions of Subsection 2-3304(e) 3 and 4 shall not apply to existing buildings, except when otherwise required under conditions applicable to access for the physically handicapped. In existing buildings, the following shall apply:
   A. Where the occupant load is less than 10, except Group I, Division 1 Occupancies, doorways may be 30-in in clear width.

2. **Level Floor or Landing.**

   A. There shall be a level and clear area on each side of an exit door and 44 inches where door swings away from the level and clear area. The level area shall have length of at least 60-inches in the direction of door swing as measured at right angles to the plane of the door in its closed position.
   **EXCEPTION NO. 1:** In Group R, Division 3 Occupancies and within individual units of Group R, Division 1 Occupancies, a door may open on the top step of a flight of stairs or an exterior landing, provided the door does not swing over the top step or exterior landing and the landing is not more than 7-1/2-inches below the floor level.
   **EXCEPTION NO. 2:** In Group R, Division 3 Occupancies, screen doors and storm doors may swing over stairs or steps.
   **EXCEPTION NO. 3:** In Group R, Division 3 Occupancies and private garages and sheds where a door opens over a landing, the landing shall have a length equal to the width of the door.

   B. The floor or landing on each side of an exit door shall be level. The level area shall have a length in the direction of door swing of at least 60-inches and the length opposite the direction of door swing of 44-inches as measured at right angles to the plane of the door in its closed position.
   **EXCEPTION:** In group R Occupancies, the level area shall have a length both in the direction of door swing and opposite the direction of door swing of 44-inches as measured at right angles to the plane of the door in its closed position.

   C. The width of the level area on the side to which the door swings shall extend 24-inches past the strike edge of the door for exterior doors and 18-inches past the strike edge for interior doors



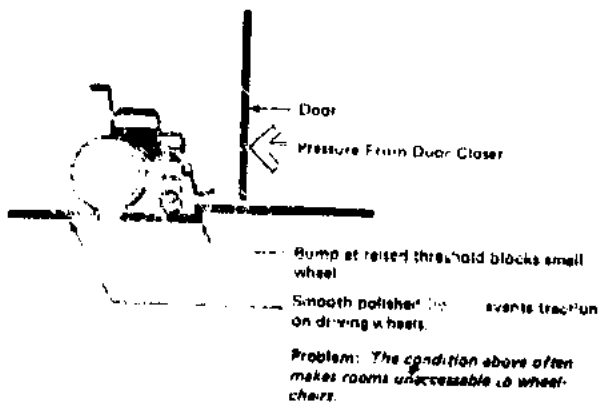

**Level Floor or Landing**

*A picture is worth a thousand words.*

*So here's a picture of a level landing.*

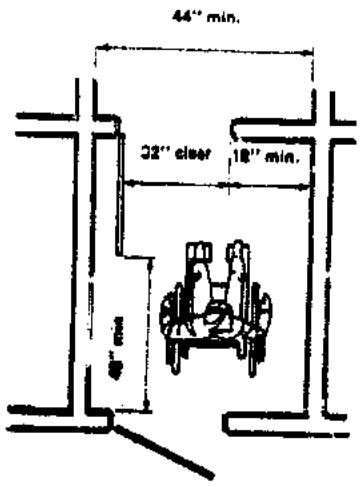
*Strike side clearance is needed to allow wheelchair users to get out of the way of the door when opening it. Without this clearance the person would have to open the door and back away from the door at the same time. A feat that takes three hands.*

2-1104(h)2.D.




*Problem: The condition above often makes rooms unaccessible to wheelchairs.*

D. The space between two consecutive door openings in a vestibule, serving other than a required exit stairway shall provide a minimum of 48-inches of clear space from any door opening into such vestibule when the door is positioned at an angle of 90 degrees from its closed position. Doors in a series shall swing either in the same direction or away from the space between the doors.




Space is necessary to allow backing and turning space for a wheelchair to clear the inswinging door.

33-5.A
Vestibule

*Another thousand words eliminated.*

*The vestibule has been a traditional trap for wheelchair users. Once in, it can be almost impossible to get out, due to lack of maneuvering space. That's why it's been regulated.*

*2-3304(l)*

(l) **Hardware.**

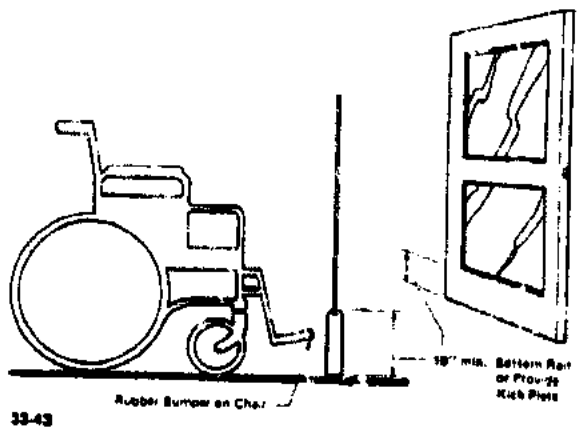
2. **Effort to Operate Doors.** Maximum effort to operate doors shall not exceed 8-1/2 lbs for exterior doors and 5lbs for interior doors, such pull or push effort being applied at right angles to hinged doors and at the center plane of sliding or folding doors. Compensating devices or automatic door operators may be utilized to meet the above standards. When fire doors are required, the maximum effort to operate the door may be increased not to exceed 15 lbs.

*Pounds Force = What?*

*Pounds force is not foot-pounds. It is a single element, the pounds pressure or pounds of pulling force required to open a door. Put a fish scale on the door handle and pull, that's the amount we're talking about.*

*8.5 lbs. for exterior doors. 5 lbs. for interior doors and 15 lbs. if it's a fire door.*

(m) **Construction** The bottom 10-inches of all doors except automatic and sliding shall have a smooth uninterrupted surface to allow the door to be opened by a wheelchair footrest without creating a trap or hazardous condition. Where narrow frame doors are used a 10-inches high smooth panel shall be installed on the push side of the door, which will allow the door to be opened by a wheelchair footrest without creating a trap or hazardous condition.




33-43
Door Construction

**Figure 33-4**

This diagram illustrates the specific requirements of these regulations and is intended only as an aid for building design and construction.

*Wheelchair users usually open a door that swings away by pushing it with their chair footplates. This is about the only way many people can do it.*

(n) **Turnstiles.**

2. Where turnstiles are utilized in a facility for the purpose of providing fully controlled access, such as where an admission price is charged, a door or gate that is accessible to the physically handicapped, shall be provided adjacent to or within a distance not exceed 30 feet from each turnstile exit or entrance. This alternate passageway shall be

maintained in an unlocked condition during business hours and the door or gate shall not activate a publicly audible alarm system.
Where posts, rails, or other pedestrian controls are utilized, they shall provide 32-inches of clear opening.
**EXCEPTION:** In existing buildings, building standards 2-3304(c), (e), (l), and (m) shall not apply when physical constraints or equivalent facilitation will not allow compliance with these building standards without creating an unreasonable hardship. See Section 2-110(b)11D.

*The point here is that wheelchair users should not experience any more difficulty than the able-bodied. A disabled person should not be expected to contend with locked gates or to wait for the attendant with the key to let you in or have everyone turn to see the wheelchair user enter because he had activated an alarm by using the gate rather than the turnstile.*

**Corridors and Exterior Exit Balconies**
**Sec. 2-3305**
**(b) Width.**

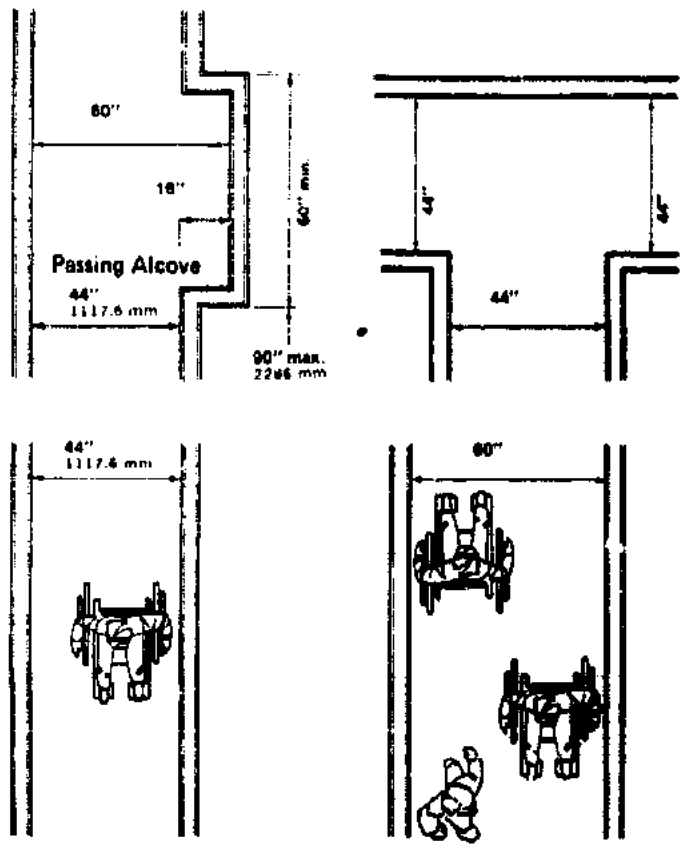
1. **Corridor Widths.** Every corridor serving an occupant load of 10 or more shall be not less in width than 44-inches. Regardless of occupant load, corridors in Group R, Division 3 Occupancies and within dwelling units in Group R, Division 1 Occupancies shall have a minimum width of 36-inches.
   **NOTE:** For special requirements for Groups E and I Occupancies Occupancies, see Section 3319, UBC, and 2-3321.
2. **Corridors Over 200 Feet.** Corridors that exceed 200 ft. in length shall:
   A. Have minimum clear width of 60-inches., or,
   B. Have, at a central location, a 60-inch x 60-inch minimum wheelchair turning space or passing alcove; or,
   C. Have, at a central location, an intervening cross or tee corridor, a minimum of 44-inches in width; or,
   D. Have, at a central location, an openable door.
   **EXCEPTION NO. 1:** In existing buildings, when the enforcing agency determines that compliance with any building standard under this section would create an unreasonable hardship, an exception to such building standard shall be granted when equivalent facilitation is provided.

*Here we have it again. The typical exception that allows equivalent facilitation in existing buildings where the general requirments of the regulations create an unreasonable hardship. (See 2-422 for definition to unreasonable hardship).*

**EXCEPTION NO. 2:** In existing buildings, the provisions of this section shall not apply when legal or physical constraints will not allow compliance with these building standards or equivalent facilitation without creating an unreasonable hardship. See Section 2-110(b)11D.
**NOTE:** Subsection 2-3305(b)2 is not adopted by the State Fire Marshal, therefore should not be enforced by fire officials.

*And again the typical exception used throughout these regulations allowing exemption from this subsection where legal or physical constraints create unreasonable hardship. Approval is required by the enforcing agencies appeals board.*

*2-3304(b)2. continued*




Corridor over 200 feet

*We're looking at providing adequate space for the wheelchair user. Two wheelchairs would require 60" to pass in a corridor. So where the width is less these passing areas are provided. See illustration.*

**Stairways**

**Sec. 2-3306**

**(j) Handrails.**

1. **Required Handrails.** Stairways shall have handrails on each side, and every stairway required to be more than 88-inches in width shall be provided with not less than one intermediate handrail for each 88-inches of required width. Intermediate handrails shall be spaced approximately equal within the entire width of the stairway.

*Why handrails on both sides?*

Parking
Sec. 2-7102

(a) **Spaces Required.** The following table establishes the number of handicapped parking spaces required:

| Total Number of Parking Spaces | Number of Handicapped Parking Spaces Required |
|---|---|
| 1-40 | 1 |
| 41-80 | 2 |
| 81-120 | 3 |
| 121-160 | 4 |
| 161-300 | 5 |
| 301-400 | 6 |
| 401-500 | 7 |
| over 500 | 1 for each additional spaces provided. |

When less than 5 parking [illegible] are provided, at buildings and facilities subject to these regulations, one shall be [illegible] wide and lined to provide a 9 foot parking area and a 5 foot loading [illegible] loading area. However, there is no requirement that the space be reserved [illegible] qualified for disabled parking.

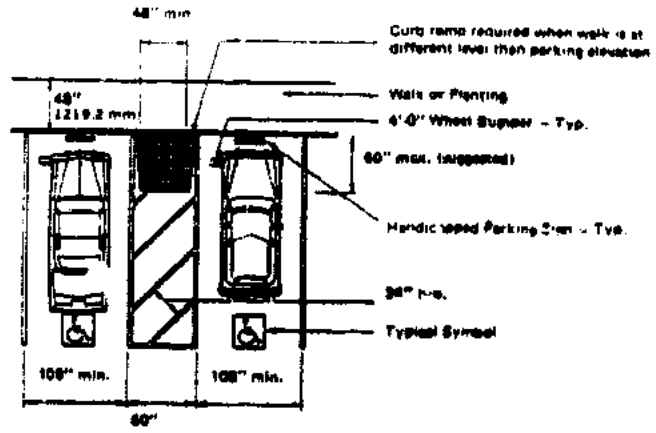
*Does this space need to be marked as accessible although it is not reserved?*

*No, this me[illegible]e signs used for identification in [illegible] accessible space are [illegible] the van-accessible space would be used by [illegible] only.*

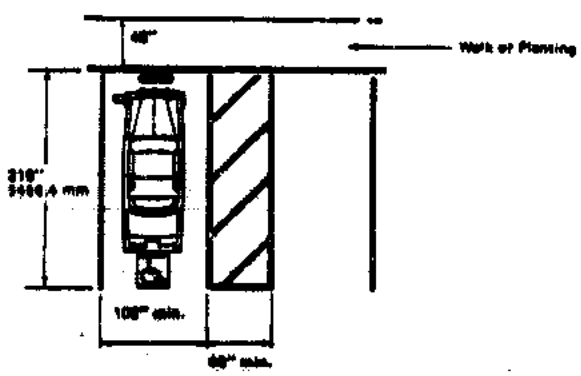
**EXCEPTION:** This [illegible] shall not apply to buildings where compliance with local ordinances precludes [illegible] above requirements or of providing equivalent facilities unless [illegible] of occupancy occurs.
**NOTE:** See Section 2-[illegible].

*After decoding this ex[illegible] is the following interpretation: If you have a zoning ordinance [illegible] for the particular job in question; but you can only get four because you provide [illegible] parking stall for the disabled, then what you have is an ordinance that precludes the use of this section for existing facilities. However, if you have a change of occupancy then this exception shall not apply.*

(b) **Parking Space Size.** Physically handicapped parking spaces shall be located as near as practical to a primary entrance. If only one space is provided it shall be 14 feet wide and outlined to provide a 9 foot parking area and a 5 foot loading and unloading area. When more than one space is provided in lieu of providing a 14 foot wide space for each parking space, two spaces can be provided within a 23 foot wide area lined to provide a 9 foot parking area on each side of a 5 foot loading and unloading area in the center. The minimum length of each parking space shall be 18 feet.
**NOTE:** See Figure 71-1A.




**Handicapped Space, Double Type**




**Handicapped Space, Single Type**

**Figure 71-1A**

This diagram illustrates the specific requirements of these regulations and is intended only as an aid for building design and construction.

*2-7102(b) continued*

*Many people question the requirements for such large parking spaces and in addition they question the usability of a mutually shared unloading space between two adjacent parking spaces.*

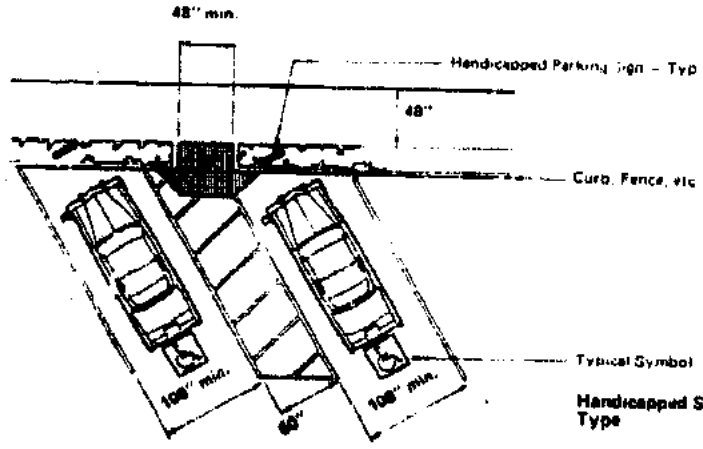
*This section has been researched and we find that it does work. The extra wide stalls and the mutually shared unloading space are required for those who must pull their wheelchair alongside of the vehicle and transfer from the vehicle to the wheelchair.*

*Without this added space, the wheelchair could not be pulled along side of the vehicle and would therefore have an inaccessible parking space. This also facilitates access for vans with side lifts.*

( ) **Arrangement of Parking Space.** In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. Also, the space shall be so located that a handicapped person is not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to the physically handicapped shall be provided from each such parking space to related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space.

**EXCEPTION NO. 1:** Ramps located at the front of physically handicapped parking spaces may encroach into the length of such spaces when such encroachment does not limit a handicapped person's capability to leave or enter their vehicle, thus providing equivalent facilitation.

NOTE: See Figures 71-1A and 71-1B.




**Handicapped Spaces, Double Diagonal Type**

**Notes:**

1) *Handicapped Space must permit use of either of car doors.*
2. *Bumper required when no curb or barrier is provided which will prevent encroachment of cars over walkways.*
3) *Wheel chair users must not be forced to go behind parked cars other than their own.*

**Figure 71-1B**

This diagram illustrates the specific requirements of these regulations and is intended only as an aid for building design and construction.

*2-7102(c) continued*

*What is the required slope for these ramps and are handrails also required?*

*The ramp should be configured so that a level area is provided at the car door and the slope should not exceed 5% (1 and 12). Side slopes are acceptable at one and eight. Handrails are not required.*

*Exception No. 2 below allows for the provision of equivalent facilitation. **However, an unreasonable hardship must be determined in order to use this exception. See 2-422 for the definition of unreasonable hardship.***

**EXCEPTION NO. 2:** Where the enforcing agency determines that compliance with any regulation of this subsection would create an unreasonable hardship, a variance or waiver may be granted, when equivalent facilitation is provided.
**EXCEPTION NO. 3:** Parking spaces may be provided which would require a physically handicapped person to wheel or walk behind other than handicapped parking spaces when the enforcing agency determines that compliance with these regulations or providing equivalent facilitation would create an unreasonable hardship.
**NOTE:** See Section 2-110(b)11D.

*People with disabilities often can't move quickly, people in wheelchairs are very difficult to see in parking lots; therefore, we have this requirement.*
*If this exception is to be granted, then it is required that it receive concurrence of the local enforcing authorities appeals board*

**(d) Slope of Parking Space.** Surface slopes of parking spaces for the physically handicapped shall be the minimum possible and shall not exceed 1/4-inch per foot (2.083% gradient) in any direction.

*Cross slopes are very difficult for those using wheelchairs and often very dangerous for people using walkers or canes.*

**(e) Identification.** Each parking space reserved for the disabled shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text, or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 sq. inches in area and shall be centered at the interior end of the parking space at a minimum height of 80-inches from the bottom of the sign to the parking space finished grade, or centered on the wall at the interior end of the parking space at a minimum height of 36-inches from the parking space finished grade, ground, or sidewalk.
A sign shall also be posted, in a conspicuous place, at each entrance to the off-street parking facility, not less than 17-inches x 22-inches in size with lettering not less than 1-inch in height, which clearly and conspicuously states the following:
"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically disabled persons may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or _____ by _____ telephoning _____."
In addition to the above requirements, the surface of each parking place shall have a surface identification duplicating the symbol of accessibility in blue paint, at least 3 foot sq.

*What is considered equal to porcelain or steel with beaded text and what color of blue is correct?*

*2-7102(e) continued*

*Painted metal signs are acceptable whether they are steel, aluminum, or whatever. Blue paint for the symbol of accessibility and curb markings should match color No. 15090 in the Federal Standard 595a as specified in Section 2-532(b)2. of the regulations (similar to Royal Blue).*

(f) **Parking Structures.** Entrances to and vertical clearances within parking structures shall have a minimum vertical clearance of 8 feet 2 inches where required for accessibility to handicapped parking spaces.
**EXCEPTION NO. 1:** Where the enforcing agency determines that compliance with Section 2-7102(f) would create an unreasonable hardship, an exception may be granted, when equivalent facilitation is provided.

*Why do I need to provide such high clearance you ask?*

*Many wheelchair users drive sitting in their wheelchair. This usually necessitates an extremely tall van with a hydraulic lift to accommodate the wheelchair user. Surveys done during the public hearing process of these regulations produced evidence that 8 feet 2 inches, in fact ,is not tall enough for some of these types of vans but accommodates a significant number of them.*

*How may I provide equivalent facilitation?*

*A covered accessible space outside the parking structure no farther from the facilities served, than the main structure, is considered equivalent facilitation; another alternative is to provide all the disabled parking spaces on the first floor of the parking structure, in this way only the first floor would have to comply with the 8 foot 2 inch height requirement.*

*Do these exceptions mean I don't have to plan for accessible parking inside my parking structure?*

*No! The application of either of these exceptions to the 8 foot 2 inch height requirement will not exempt you from providing accessible parking under the requirements of Section 2-7102(a).*

*The provision of the exceptions to structure height requirements was never intended to totally eliminate accessible spaces inside the structure. Many if not most disabled drivers do not use vans. In fact, the majority of persons who must transfer to a wheelchair drive standard passenger cars, cars which can enter the conventional height parking structure. However, in order for these individuals to be able to park, space for loading and unloading adjacent to the auto space is required.*

**EXCEPTION NO. 2:** This section shall not apply to existing buildings where the enforcing agency determines that, due to legal or physical constraints, compliance with these regulations or equivalent facilitation would create an unreasonable hardship.
**NOTE:** See Section 2-110(b)11D.

*Here again, we have the typical exception dealing with legal or physical constraints and unreasonable hardship. Total exemption may be granted providing there is concurrence from the local appeals board.*

JOB ADDRESS 212 S INDIAN HILL

OWNER

#1 PROVIDE APPROVED PLANS & JOBCARD AT TIME OF INSPECTION REQUEST

APPEAR TO NOT BE READY FOR INSPECTION

RECALL FOR INSP

REINSPECT REQUIRED

7-25-89

5-11-89 DATE

INSPECTOR'S SIGNATURE

ACCENT BUSINESS FORMS 110

INSIGHT CABLEVISION

June 8, 1989

RECEIVED
JUN 9 1989
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT

City of Claremont
Building Department
City Hall
Claremont, CA 91711

Gentlemen:

The purpose of this letter is to confirm that we are providing handicapped hardware at the rear entry door and a handicapped parking space to fulfill requests made by the General Contractor, Mike Lancaster, today.

Very truly yours,

Pam

Pam Mackenzie
General Manager

EXPIRED 9-25-89

RECEIVED
JUN 9 1989
DEPT. OF COMMUNITY DEV.
CITY OF CLAREMONT
Duane Marks

FILE W/ 212 N INDIAN HILL
JOB FILE

CLAREMONT • 1420 N. Claremont Blvd., Ste. 112A • Claremont, CA 91711 • (714) 624-5566
BELL/CUDAHY • (213) 588-2808 • ARTESIA • (213) 863-4960

JOB ADDRESS 212 S INDIAN HILL

OWNER LANCASTER CONST

CONTACT L.A. Co. FIRE DEPT & OBTAIN FINAL APPROVALS. INSTALL FIRE EXTINGUISHERS IN AMOUNT, TYPE, SIZE, & LOCATION AS REQUIRED BY SAME

NOTE STORAGE RACKS SHALL BE SEISMICALLY SECURED ALSO STORAGE OF COMBUSTIBLES MAY NOT BE ALLOWED WITHIN 2' OF CEILING

RECALL FOR INSPECTION

Cancelled 12-13-89

12/13/89 DV

DATE INSPECTOR'S SIGNATURE

ACCO-IT BUSINESS FORMS 110

CITY OF CLAREMONT

Please complete all information requested on this form as clearly as possible.

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

Category 1 applications shall be payable in the sum of $5.00

Category 2 applications shall be payable in the sum of $25.00

Category 3 applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

FOR CITY USE ONLY

Planning Division
Approval MPD
Conditional
Denial
Explanation: FOR OFFICE USE ONLY — NO ON SITE STORAGE OF SUPPLIES, CABLE ETC....
Signature: Rachael Diaz Date 7/19/89

Building Division
Approval ✓
Conditional
Denial
Explanation: Subject to field inspection.
Signature: Duane Marks Date 7/24/89

Police Department
Approval
Conditional
Denial
Explanation:
Signature: Date

Fire Department
Approval
Conditional
Denial
Explanation:
Signature: Date

Received by E.T. Hill Date 7/18/89
Business Tax Technician

3/7/89

file

TO : Glenn D. Southard, City Manager

FROM : Christi di Iorio, Associate Planner

DATE : August 10, 1989

SUBJECT : Summary of Architectural Commission Meeting of August 9, 1989

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Architectural & Site Plan Review #88-A032, Proposed Commercial Retail Center, 750 S. Indian Hill Boulevard. Applicant - Joe Carroll of Triad Partners.

By a 6-0 vote (1 absent), the architectural commission approved the elevations, colors and materials for the proposed commercial retail center at 750 S. Indian Hill Boulevard, subject to the staff conditions as amended and additional conditions.

Sign Review #89-S021, One Major Identification Wall Sign, Insight Cablevision, 212 S. Indian Hill Boulevard. Applicant - Phil Rogers for Ontario Neon Co., Inc.

This item was withdrawn by the applicant.

Architectural & Site Plan Review #89-A010, Detached Garage Addition, 1144 N. Harvard Avenue. Applicant - Mr. and Mrs. Riegel.

By a 4-2 vote (1 absent), the architectural commission approved the site plan, elevations, colors and materials, and lighting for the detached garage addition at 1144 N. Harvard Avenue in the HC District, subject to staff conditions as amended, and an additional condition that the height of the garage addition be no more than 20'3" from finished grade and 18'3" from the street.

Architectural & Site Plan Review #88-A036, Joint Science Facility, Northwest Corner of Mills Avenue and Ninth Street. Applicant - Anshen & Allen, Architects, for Claremont McKenna, Pitzer and Scripps Colleges.

By a 4-0 vote (1 absent, 2 abstensions), the architectural commission approved the site plan, elevations, colors and materials, landscape, irrigation and signs, for the joint science facility at the northwest corner of Mills Avenue and Ninth Street, subject to staff conditions as amended, and that the final landscape plan be submitted to the architectural commission for approval, to be placed on the consent calendar.

Sign Review #89-S018, Public Parking Lot Directional Signs for the CV Claremont Village District. Applicant - City of Claremont Redevelopment Agency, Suzanne Taylor, Redevelopment Coordinator.

By a 6-0 vote (1 absent), the architectural commission approved Alternative 1, the red art deco design, for the free-standing and wall-mounted public parking lot directional signs for the CV Claremont Village District

Sign Review #89-S017, Two Major Identification Signs and Two Window Signs, Republic Federal, 2090 N. Mills Avenue. Applicant - Coast Sign Display, Inc.

By a 5-1 vote (1 absent), the architectural commission aproved two internally illuminated, wall-mounted, major identification signs for Republic Federal, 2090 N. Mills Avenue. The proposed window signs did not require architectural commission approval as they were in conformance with Section 445-B.3 of the Land Use and Development Code. Staff had recommended denial of the two wall-mounted, major identification signs as they did not conform to the sign program established for the center.

PERMIT EXPIRED
2-25-90

Sign Review #89-5022, One Internally Illuminated, Wall-mounted, Product Identification Sign, 191 S. Indian Hill Boulevard. Applicant - M.I.E., Inc., Bob Connor, for Richard Hibbard Chevrolet.

By a 6-0 vote (1 absent), the architectural commission approved one, internally illuminated, wall-mounted, product identification sign at 191 S. Indian Hill Boulevard for Richard Hibbard Chevrolet, subject to the staff conditions as amended.

Cdilrdeb

cc: Department Heads
Architectural Commission
Chair, Planning Commission
Chair, Environmental Quality Commission
Chair, Traffic and Transportation Commission
Daune Marks, Building Official
Suzanne Taylor, Redevelopment Coordinator
Planning Division Staff
Eleanor Montague, Claremont University Center, 150 E. 10th Street, Claremont, CA 91711

207 HARVARD AVE • PO BOX 880 • CLAREMONT 91711 • (714) 624-4531 • DEPARTMENT OF COMMUNITY DEVELOPMENT

January 9, 1990

Lancaster Construction
6152 Birdie Drive
La Verne, California 91750

RE: Permit for tenant improvements (Permit Nos. 890574 and 890843)
**212 S. Indian Hill Boulevard**

Gentlemen:

While reviewing our records, we noticed that your permit for tenant improvements (Permit Nos. 890574 and 890843) will expire on February 25, 1990. We would appreciate your calling our office to arrange an inspection before that date.

If there have been no inspections for six months from the date the permit was issued, the permit will be considered cancelled. To reactivate a cancelled permit, it would require re-issuance of the permit at full fee. If there have been inspections, but no activity for the past six months, we would require a re-instatement permit at half the original fee.

If you need an extension, please write a letter to the City of Claremont at the above address, to the attention of Duane Marks, Building Official. The letter should include the reason an extension is needed and the length of time requested. The decision to grant or deny an extension of the permit will be made by Mr. Marks upon receipt of your letter, and you will be notified of his decision by mail.

If you have any questions regarding this matter, you may call me at 714/399-5471.

Cordially,

Monica Norman

Monica Norman
Administrative Secretary

cc: Knight Cablevision, 1420 N. Claremont Blvd., Suite 112A, Claremont, California 91711

RECEIVED 2-25-90

REQUESTS FOR INSPECTIONS

STREET ADDRESS: [illegible]

| Date of Req. | Date Rec'd | Type of Inspection |
|---|---|---|
| 5/9/89 | 5/10/89 | Footings - Ext - T I |
| 5/10/89 | 5-11 | " |
| | 5-11-89 | Not ready |
| 5/17/89 | 5/18/89 | Footings |
| 5/23/89 | 5/24/89 | Electrical, Plumbing & Framing |
| 5/24/89 | 5/25/89 | Framing |
| 5/25/89 | 5/26/89 | Insulation - Drywall Nailing |
| 6/5/89 | 6/6/89 | Final - T.I (AM) |
| 6/9/89 | 6/12/89 | Final - T.I |
| 6/12/89 | 6/12/89 | " " |
| 8/23 | 8/24/89 | " 2 Signs |
| | | |
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90

5

EXPIRED

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(714) 624-4531 Ext. 251

PERMIT # 890480 | PLAN CHECK # 1339

Use of Permit: TENANT IMPROVEMENT
PLAN CHECK ONLY

Building Address: 212 S. INDIAN HILL
Owner: INSIGHT CABLEVISION
Mailing Address: 1420 N. CLAREMONT BLVD. STE 112 A
City: CLAREMONT | Zip: 91711 | Tel.: 624-5566
Contractor: LANCASTER CONSTRUCTION
Address: 6152 BIRDIE DR.
City: LA VERNE | Zip: 91750 | Tel: 595-6304
State Lic. & Classif.: 372350 B-1 | City Lic. #:
Arch. Engr., Designer: WILSHIRD ARCHITECTS
Address: 160 E. HOLT AVE #138 | Tel: 620-9880
City: POMONA | Zip: 91767 | State Lic. #:

Type of Const. | Occ. Group | Use Zone | Fire Zone

Tract No. | Lot No. | APN

Setbacks: F | S | I | R | R | Statistical Code | Date

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL | 220 SQ. FT. @ | 15.00 | $ 24300 | 00 |
| 2ND FL | 1620 SQ. FT. @ | 15.00 | 10800 | 00 |
| POR. | SQ. FT. @ | | | |
| GAR. | SQ. FT. @ | | | |
| CARP. | SQ. FT. @ | | | |
| WALL | SQ. FT. @ | | | |
| A/C | SQ. FT. @ | | | |
| ROOF | SQ. FT. @ | | | |
| POOL | SQ. FT. @ | | | |
| | SQ. FT. @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 35 | 00 |

NOTE: Not to be used as property tax valuation

VARIANCE $
CONST. FEE $
TOTAL CONST. FEE $

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE _____ DATE _____

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, such an owner of property builds or improves thereon, and contracts for the sale of such property within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

I am exempt under Sec. _____ B. & P.C. for this reason _____

Date _____ Owner _____

## WORKERS' COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Workers' Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. _____ Company _____

Copy is filed with the City _____ Certified copy hereby furnished _____

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

*NOTICE TO APPLICANT: If, after making this certificate of exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.*

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. Code.)

Lender's Name _____

Lender's Address _____

This is a building permit when properly filled out, signed, and validated, and is void if construction is not started within 180 days or if work thereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant: [signature] Date: 3-22-89
Mailing Address: 6152 BIRDIE DR.
City, State, Zip: LA VERNE CA. 91750

Bldg. [signature] Date: 3/22/89
Engr. _____ Date _____
Plan _____ Date _____

Finaled By _____ Date _____
Cert. Issued _____ Gas Co. _____ Elect. Co. _____

## MECHANICAL FEES

| | | | | |
|---|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD | |
| APPLIANCE | | | DRYER | |
| FURNACE | UNIT | WALL | FLOOR | SUSPENDED |
| AIR HANDLING UNIT | | | CFM | |
| ABSORPTION SYSTEM | | | BTU | |
| COMPRESSOR | | HP | | |
| HEATING SYSTEM | FORCED | GRAVITY | | |
| BOILER | | BTU | | |
| MECH. PLAN CHECK FEE | | | | |
| MAX. HEATER OUTPUT BTU | | | | |
| ISSUANCE FEE | | | | |
| TOTAL MECH. FEE | | | | |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| UNITS | | | SQ. FT. @ .03 |
| | MOBILEHOME SVC. | | YARD SPKLR SYSTEM |
| | POWER OUTLET | | GAS PIPING |
| | MOTOR HP | | HOUSE SEWER |
| | PUMP HP | | DRAINAGE PIPING |
| | FIXTURES | | DRINKING FOUNTAIN |
| | OUTLETS | | URINAL |
| | | | WATER PIPING |
| | | | FLOOR DRAIN |
| | | | POOL SPA |
| | SIGN | | WASHER (AUTO) DISH |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAP |
| | | | KITCHEN |
| | TEMP USE IN PMT SVC | | WATER CLOSET |
| | OTHER ITEM ITEM | | LAVATORY |
| | AMPERE OF SVC ENT | | SHOWER |
| | SQ. FT. @ .02 | | BATH TUB |
| | SQ. FT. @ .02 | | WATER HEATER |
| | SQ. FT. RESID. @ .03 | | GARBAGE DISPOSAL |
| | SQ. FT. GAR. @ .006 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC FEE | | TOTAL PLUMB FEE |

| CONST FEE | MECH FEE | ELEC FEE | PLUMB FEE | BMI | UB TOTAL |
|---|---|---|---|---|---|
| | | | | | |

| PLAN CHECK | PARKLAND FEE | TOTAL DUE |
|---|---|---|
| 198.00 | | 198.00 |

# Application for Building Permit

CITY OF CLAREMONT
207 Harvard Ave.
Claremont, California 91711
714/399-5471

PLAN CH

165 # Brass Plex Letters

"insight cable vision Sign

So. Wall Mount

| Type of Const. | Occ. Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | 3 |

| Tract No. | Lot No. | APN |
|---|---|---|
| | | |

| Setbacks F | S | L | R | R | Review # | Date |
|---|---|---|---|---|---|---|
| | | | | | | |

Building Address: 212 S. Indian Hill
Owner: Insight Cable Vision
Mailing Address: SAME
City: Claremont | Zip: 91711 | Tel: 624-5566
Contractor: Ontario Neon Co. Inc.
Address: 303 W. Main
City: Ontario | Zip: 91762 | Tel: 986-4532
State Lic. & Class: 368330 -C-45 | City Lic. #
Arch. Engr.
Designer
Address | Tel
City | Zip | State Lic. #

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL. | SQ. FT. @ | | $ | |
| 2ND FL. | SQ. FT. @ | | | |
| POR. | SQ. FT. @ | | | |
| GAR. | SQ. FT. @ | | | |
| CAR P. | SQ. FT. @ | | | |
| WALL | L.F. @ | | | |
| Ave Sign 16.5 | SQ. FT. @ | 30.00 | 495. | 00 |
| ROOF | SQ. FT. @ | | | |
| POOL | SQ. FT. @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ | |
| NOTE: Not to be used as property tax valuation | ISSUANCE | | $ 7. | 00 |
| | CONST. FEE | | $ 18. | 00 |
| | TOTAL CONST. FEE | | $ 25. | 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE 7-18-89 DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B & P C. for this reason

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. 0789178-39 Company State Fund

☐ Copy is filed with the city ☐ Certified copy is hereby furnished.

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date 7-18-89 Sig

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

## CONSTRUCTION LENDING AGENCY

Lender's Address

This is a building permit when properly filled out. Signed and validated, and when [illegible] hereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant: _____ Date 7/18/89
Mailing Address 303 W
City, State, Zip Ontario A 91762

Permit Approved By:
Bldg. _____ Date 7-18-89
Engr. _____ Date
Plan. _____ Date 7/18/89

Approved: Gas _____ Electric _____ Bath Dist. _____ San Fee _____
Finaled By: _____ Date _____
Cl'd Issued _____ Gas Co _____ Elect Co.

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP. COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | B.T.U. |
| HEATING SYSTEM | | | B.T.U. |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH. FEE |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| UNITS | | | SQ. FT. @ .03 |
| | TIMER | | YARD SPKLR SYSTEM |
| | MOBILEHOME SVC. | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | MOTOR HP | | DRAINAGE PIPING |
| | POOL/SPA | | DRINKING FOUNTAIN |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | WASHER (AUTO) (DISH) |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP. USE SERV. | | KITCHEN SINK |
| | POLE TEMP/PERM | | WATER CLOSET |
| | SUB POLES | | LAVATORY |
| | AMP. SERVICE | | SHOWER |
| | SQ. FT. @ .C | | BATH TUB |
| | SQ. FT. @ .C | | WATER HEATER |
| | SQ. FT. RESID @ .03 | | SEWAGE DISPOSAL |
| | SQ. FT. GAR. @ .005 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC. FEE | | TOTAL PLUMB. FEE |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| 18.00 | | | | | 25.00 |
| PLAN CHECK | ADDL. PLAN CK. | PARKLAND FEE | | TOTAL DUE | |
| | | | | 25.00 | |

18 JUL ** 25.00

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Ftgs & Frms | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Throat/Damper | | |
| Fireplace P/L | | |
| Fireplace T/C | | |
| Pregunite - Shell | | |
| Fence & Gate Pool | | |
| Condition | Inc | In Water |
| Walls | | |
| Coping | | |
| Tile | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final (for signs) 8-24-89 DR | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Ducts Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 212 S. Indian Hill

PERMIT NUMBER 891263

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

16.5 SQ. FT. I[illegible]
LETTERS "INSIGHT CABLEVISION"

| | |
|---|---|
| Building Address | 212 S. INDIAN HILL |
| Owner | INSIGHT CABLE VISION |
| Mailing Address | SAME |
| City / Zip / Tel. | CLAREMONT / 91711 / 624-5566 |
| Contractor | ONTARIO NEON CO. INC. |
| Address | 303 W. MAIN |
| City / Zip / Tel. | ONTARIO / 91762 / 986-4632 |
| State Lic. & Classif. | 268330 C-45 |
| City Lic. # | |
| Arch. Engr., Designer | |
| Address / Tel. | |
| City / Zip / State Lic. # | |

Type of Const. | Occ. Group | Use Zone

Tract No. | Lot No. | APN

Setbacks F S L R R | Review # | Date 6/30/89

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

SIGNATURE [signature] DATE 6-30-89

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: *(Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).*

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale.)*

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)*

☐ I am exempt under Sec. _____ B. & P.C. for this reason _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation insurance, or a certified copy thereof. *(Sec. 1860, Labor Code.)*

Policy No. 0789178 Company STATE FUND EXP. 1/1/90
☒ Copy is filed with the city. ☐ Certified copy is hereby furnished.

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

*(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)*

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

*NOTICE TO APPLICANT: If after you [illegible] Certificate of Exemption you should become subject to the Workers' Compensation provision of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.*

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code)

Lender's Name _____

Lender's Address _____

This is a building permit which is void if work is not started within 180 days or if work is suspended or abandoned for a period of 180 days. Any permit issued hereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant [signature] Date 6-30-89
Mailing Address 303 W. Main
City, State, Zip ONTARIO CA 91762

Permit Approved By:
Bldg. Orlando Valdez Date 6/30/89
Engr. _____ Date _____
Plan. Chuck Lodisio Date 6/30/89

Approved: Gas _____ Electric _____ Sch. Dist. _____ San. Fee _____
Finaled By: David Bardin Date _____
CO Issued _____ Gas Co. _____ Elect. Co. _____

## CONSTRUCTION ESTIMATE

| | | | |
|---|---|---|---|
| 1ST FL. | SQ. FT. @ | | $ |
| 2ND FL. | SQ. FT. @ | | |
| POR. | SQ. FT. @ | | |
| GAR. | SQ. FT. @ | | |
| CAR P. | SQ. FT. @ | | |
| WALL | L.F. @ | | |
| SIGN 16.5 | SQ. FT @ | 30.00 | 495.00 |
| ROOF | SQ. FT. @ | | |
| POOL | SQ. FT. @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 495.00 |
| NOTE: Not to be confused with property tax valuation | ISSUANCE | | $ .00 |
| | CONST. FEE | | $ 18.00 |
| | TOTAL CONST. FEE | | $ 25.00 |

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP. COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | B.T.U. |
| HEATING SYSTEM | | | B.T.U. |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH. FEE |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| UNITS | | | SQ. FT. @ .03 |
| | TMP R | | YARD SPKLR SYSTEM |
| | MOBILEHOME SVC. | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | MOTOR HP | | DRAINAGE PIPING |
| | POOL/SPA | | DRINKING FOUNTAIN |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | WASHER (AUTO) (DHW) |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP. USE SERV | | KITCHEN SINK |
| | POLE TEMP/PERM | | WATER CLOSET |
| | SUB POLES | | LAVATORY |
| | AMP. SERVICE | | SHOWER |
| | SQ. FT. @ C | | BATH TUB |
| | SQ. FT. @ C | | WATER HEATER |
| | SQ. FT. RESID @ .03 | | SEWAGE DISPOSAL |
| | SQ. FT. GAR. @ .005 | | PLAN CHECK |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC. FEE | | TOTAL PLUMB. FEE |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | SUB-TOTAL |
|---|---|---|---|---|---|
| 25.00 | | | | | 25.00 |
| **PLAN CHECK** | **ADDL. PLAN CK** | **PARKLAND FEE** | | **TOTAL DUE** | |
| | | | | 25.00 | |

30 JUN

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Ftgs & Frms | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Throat/Damper | | |
| Fireplace P/I | | |
| Fireplace T/O | | |
| Pregunite - Pool | | |
| Fence & Gate - Pool | | |
| INSULATION / Thick / R Value | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| | | |
| Final (for Signs) 8-24-89 DS | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Bonding Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| Appl Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 212 S. Lake Hill

PERMIT NUMBER 891139

# APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 612 S. Indian Hill Blvd
OCCUPANCY Commercial
OWNER'S NAME Gas Building
DIRECTIONS FROM COURTHOUSE
DIST. | GROUP | TYPE CONST. | FIRE ZONE | PLANS CHECKED BY
B.03 | F | VN | 1E | CB
ASSESSOR'S IDENTIFICATION — SEWER MAP
CLASS NO. 15 — USE
ZONING: C-P — SPECIAL A.C. 2345
ROAD DEPARTMENT APPROVAL REQUIRED YES ☐ NO ☐
BLDG. SETBACK FROM FRONT PROPERTY LINE OF
BLDG. SETBACK FROM SIDE PROPERTY LINE OF
CORNER LOT? YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐

612 S Indian Hill Blvd
Claremont
Gas Co.
Office Bldg.
Gas Building
Owner's Name
Address
City
Class B1
Description of work: Office Bldg.
Add
Alter
Move
Demolish
No. of Existing Bldgs.
Applicant's Name
Signature
Valuation $50,000

MAKE CHECKS PAYABLE TO HARVEY F. BRANDT COUNTY ENGINEER

PLAN CHECK VALIDATION — PERMIT VALIDATION 359.10
456.75

# Building Record

# APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES

| OUTLETS | | | |
|---|---|---|---|
| TOTAL | FIRST 20 | | |
| | OVER 20 | | |
| LIGHTING FIXTURES TOTAL | FIRST 20 | | |
| | OVER 20 | | |
| RESIDENTIAL APPLIANCES | | | |
| RANGE / OVEN / WTR. HTR. | | | |
| CTR. COOK / DISP / F.A.U. | | | |
| SPACE HTR. / AIR COND. | | | |
| CLOTHES WASH / DISHWASH | | | |
| FAN / OTHER | | 1.00 | |
| MOTORS, TRANSFORMERS, HEATERS ETC. SIZE & TYPE | | | |
| | 0 - 1 | 1.00 | |
| | 1 - 10 | 2.00 | |
| | 10 - 50 | 4.00 | |
| | 50 - 100 | 10.00 | |
| | 100 - 500 | | |
| SIGN GAS TUBE OR MARQUEE | SIGN AND ONE CIRCUIT | | |
| | ADDITIONAL CIRCUITS | | |
| SERVICE NOT OVER 600 VOLTS OR 200 AMP | | | |
| SERVICE OVER 600 VOLTS OR 200 AMP | | | |
| TEMP SERVICE, POLE, & APPURTENANCES | 1 | | 3.00 |
| TEMP. LIGHT OR DECORAT. SYSTEM | | | |
| PERMIT FEE (SUB TOTAL) | | | |
| PLAN CHECK FEE | | | |
| PERMIT ISSUING FEE | | | 3.00 |
| TOTAL FEE | | | 6.00 |

ADDRESS: 218 South Shepler ...

LOCALITY:

OWNER: Bob Bourbon

ADDRESS: 17159 Ventura Blvd

CITY: Encino, Calif TEL. NO.: 783-...

PLAN CHECK APPLICANT:

ADDRESS:

CITY: TEL. NO.:

PERMIT APPLICANT: W. B. McCalla

ADDRESS: 5203 ...

CITY: San Jose TEL. NO.:

LICENSE NUMBER: 151505 CLASS: C7

PERMITTEE SIGNATURE: [signature]

DISTRICT NO.: 10.03 PROCESSED BY: [signature]

| APPROVALS | DATE | |
|---|---|---|
| TEMP. POWER POLE | | |
| UNDERFLOOR WORK | | |
| ROUGH CONDUIT | | |
| WIRING | | |
| FINAL | | |
| POWER AUTHORIZED | | |
| UTILITY NOTIFIED | | |

NOTES:

PLAN CHECK VALIDATION PERMIT VALIDATION

... 171503 ...

SEE BACK OF APPLICATION FOR COMPLETE SCHEDULE

INSPECTOR COPY

# APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES

| | | | |
|---|---|---|---|
| OUTLETS | | | |
| LIGHTS | TOTAL | FIRST 20 | 25 |
| | | OVER 20 | |
| RECEPTACLES | TOTAL | FIRST 20 | 25 |
| | | OVER 20 | |
| FIXTURES | | | |
| RESIDENTIAL APPLIANCES | | | |
| RANGE ___ OVEN ___ HTR. HTR. ___ | | | |
| STA. COMB. ___ DISP. ___ F.A.U. ___ | | | |
| SERVICE HTR. ___ AIR COND. ___ | | | |
| DUPLEX WASH ___ DISHWASH ___ | | | |
| FAN ___ DRYER ___ | | | 1.00 |
| MOTORS, TRANSFORMERS AND METERS (ETC.) | HP OR KW | TYPE | |
| SIZE & TYPE | OVER | TO | |
| | | 1 | |
| | 1 | 10 | 3.00 |
| | 10 | 50 | 4.00 |
| | 50 | 100 | |
| | 100 | 500 | |
| SIGN AND SIGN CIRCUIT | | | 5.00 |
| ADDITIONAL FEEDERS | | | 1.00 |
| SPECIFIED OVERHEAD WIRING | | | |
| SPECIFIED UNDERGROUND WIRING | | | |
| TEMP. SERVICE, POLE & APPURTENANCES | 1 | EA. | 3.00 |
| TEMP. LIGHT OR ACCOUNT SYSTEM | | | |
| | | | |
| | | | |
| | | | |
| PERMIT FEE | SUB TOTAL | | |
| PLAN CHECK FEE | | | |
| PERMIT ISSUING FEE | | | 3.00 |
| TOTAL FEE | | | |

PLAN CHECK VALUATION $1190.00

PERMIT VALUATION

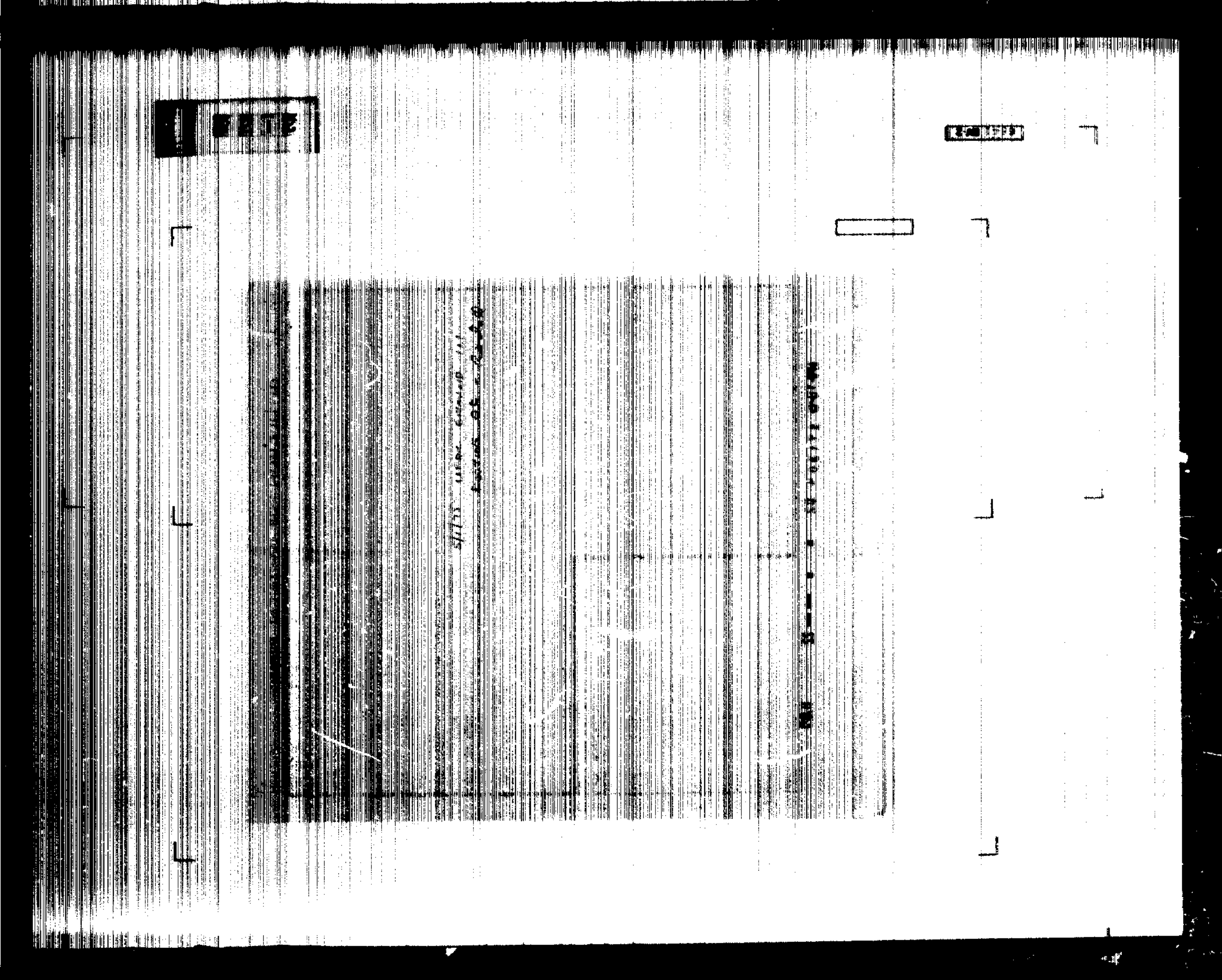
Bob Reed
[illegible] Lighting Co.
[illegible] Calif.
[illegible]
APPLICANT
ADDRESS
CITY TEL. NO.
APPLICANT
ADDRESS 5202 Gardena
CITY
LIC. NUMBER 151502 CLASS B-2

I HEREBY CERTIFY THAT I AM [illegible]

[illegible]

10.03

NOTE:



# APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
OFFICE OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

| | | | |
|---|---|---|---|
| LIGHTING | TOTAL | FIRST 20 | 2 @ 1.00 = 2.00 |
| | | SUB 20 | 21 @ .50 = 10.50 |
| APPLIANCES | TOTAL | FIRST 20 | @ = |
| | | SUB 20 | @ = |
| RESIDENTIAL APPLIANCES | | | |
| RANGE ___ RVTR ___ WTR. HTR. 1 | | | |
| DFR WSHR ___ DISP ___ P.A.U. ___ | | | |
| SPACE HTR. ___ AIR COND. ___ | | | |
| CLOTHES WASH. ___ DISHWASH. ___ | | | |
| FAN 3 OTHER ___ | 1 @ | 1.00 = | 1.00 |
| MOTORS, TRANSFORMERS AND OTHER APPARATUS (NOT INCLUDING RES. APPLIANCE MOTORS) | | | |
| H.P. KW KVA | | | |
| 0 - 1 | | 1.00 | |
| 1 - 10 | | 1.00 | 15 @ .75 |
| 10 - 50 | | 5.00 | |
| 50 - 100 | | 10.00 | |
| 100 - 500 | | 15.00 | |
| SIGN AND OUTLINE LIGHTING TYPE OR MARQUEE | SIGN AND ONE CIRCUIT | 5.00 | |
| | ADDITIONAL CIRCUITS | 1.00 | |
| SERVICES NOT OVER 600 VOLTS OR 60 AMP | | 3.00 | |
| SERVICE OVER 600 VOLTS OR 200 AMP | | 10.00 | 10 @ 1.00 |
| TEMP SERVICE POLE & APPURTENANCES | | 3.00 | |
| TIME "ON" OR RECEPT. SYSTEM | | 3.00 | |
| | | | 50.30 |
| PERMIT FEE | SUB TOTAL | | 49.70 |
| PLAN CHECK FEE | | | |
| PERMIT RESEARCH FEE | | 1.00 | 1.00 |
| TOTAL FEE | | | 50.70 |

PLAN CHECK VALIDATION

212 So Tahoma Hill
Glendora
Alan Hill & Green
17127 Von Karman Blvd
Irvine 714 979-4910
Daniels Electric
1656 West 9th St
Upland TEL NO 985-8013
283140 CLASS C-10
Navid Sajjadi (for)
10-27 Rec'd
9-14-76
9-21 not connected

PERMIT VALIDATION

5130

CITY OF CLAREMONT

# APPLICATION FOR PLUMBING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
MAKE CHECKS PAYABLE TO:
HARVEY T. BREWER, COUNTY ENGINEER

FOR APPLICANT TO FILL IN (PRINT OR TYPE)

| Number | Fixture or Item | $ | Fee |
|---|---|---|---|
| 4 | WATER CLOSET | 1.75 | 7 00 |
| | BATH TUB | 1.75 | |
| | SHOWER | 1.75 | |
| 4 | LAVATORY | 1.75 | 7 00 |
| | SINK | 1.75 | |
| | DISHWASHER | 1.75 | |
| | CLOTHES WASHER | 1.75 | |
| | SWIMMING POOL RECEPTOR | 1.75 | |
| | LAWN SPRINKLER SYSTEM | 1.75 | |
| | WATER HEATER | 1.75 | |
| 1 | GAS SYSTEM OUTLETS | 1.75 | 1 75 |
| 2 | Urinals | 1.75 | 3 50 |
| 2 | Drinking fountain | 1.75 | 3 50 |

Plan check fee
PLUMBING PERMIT ISSUING FEE $ ... 00
TOTAL FEE 25 75

Plan check applicant
Name
Address
City Tel. No.

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND OR LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF AND INTEND TO RESIDE IN THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE: [signature]

BUILDING ADDRESS: 412 S. Indian Hill Blvd
LOCALITY: Claremont
NEAREST CROSS ST.: OAK PARK AVE
OWNER: Bob Bungalow
MAIL ADDRESS:
CITY: TEL. NO.
CONTRACTOR: Ray May Plbg Inc
ADDRESS: 7935 Monte Vista Ave
CITY: Montclair TEL NO 624-8509
STATE LICENSE NO. 227484 CLASS

| DISTRICT NO. | GROUP | ZONE | PROCESSED BY |
|---|---|---|---|
| 7015 | F-2 | | [signature] |

INDUSTRIAL WASTE APPROVAL

INSPECTION RECORD

| INSPECTIONS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| UNDER SLAB WORK | | |
| ROUGH PLUMBING | | |
| GAS PIPING | | |
| GAS TEST | | |
| HOT WATER HEATER | | |
| | | |
| SEWER | 9-8-72 | [signature] |
| | | |
| FINAL | 9-16-72 | [signature] |

PLAN CHECK ... 25.75

# CITY OF CLAREMONT

## APPLICATION FOR PLUMBING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION
MAKE CHECKS PAYABLE TO
HARVEY T. BRANDT, COUNTY ENGINEER

BUILDING ADDRESS 212 S. Indian Hill
LOCALITY Claremont
NEAREST CROSS ST. Green St.
OWNER The Evening Co.
ADDRESS 1777 W. Holt Ave. Pomona
CITY Claremont TEL. NO.
CONTRACTOR Pacific Coast Sprinkler
ADDRESS 1793 W. 9th, Upland
STATE LIC. NO. 261-B-2 BLDG C-2

FOR APPLICANT TO FILL IN (PRINT OR TYPE)

| NUMBER | FIXTURE OR ITEM | # | FEE |
|---|---|---|---|
| | WATER CLOSET | 1.25 | |
| | BATH TUB | 1.75 | |
| | SHOWER | 1.75 | |
| | LAVATORY | 1.75 | |
| | SINK | 1.75 | |
| | DISHWASHER | 1.75 | |
| | CLOTHES WASHER | 1.75 | |
| | SWIMMING POOL RECEPTOR | 1.75 | |
| | LAWN SPRINKLER SYSTEM | 1.75 | 1.75 |
| | WATER HEATER | 1.75 | |
| | GAS SYSTEM OUTLETS | 1.75 | |
| | OUTLETS OVER 5 PER SYSTEM | .30 | |
| | | | |
| | Plan check fee | Fee Received | |
| | FEE REFUND PLANET REQUIRED PER # | $1.50 | |
| | TOTAL FEE | | |

Plan check applicant
Name
Address

I HEREBY STIPULATE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS RELATING TO PLUMBING.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED AS REQUIRED BY LAW UNDER THE LABOR CODE OF THE STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE PROPERTY OR THAT MY EMPLOYEES WITH WAGES AS THEIR SOLE COMPENSATION WILL DO ALL WORK WITH REGARD TO WHICH THIS PERMIT IS ISSUED.

SIGNATURE OF APPLICANT

MAIN CHECK VALIDATION

4.75

# APPLICATION FOR PERMIT

APPROVALS

VALIDATION

# APPLICATION FOR PERMIT
## HEATING · VENTILATING · AIR CONDITIONING

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS: 212 S. Indian Hill Blvd.
LOCALITY: Claremont
OWNER: Encino Co
MAIL ADDRESS: 17129 Ventura Blvd.
CITY: Encino TEL. NO.
CONTRACTOR: Advanced Heating & Air Cond. Co
ADDRESS: 13624 Satiocy St.
CITY: North Hollywood TEL. NO. 786-5871
STATE LICENSE NO. 136105 CLASS C-20

FOR APPLICANT TO FILL IN
(PRINT OR TYPE ONLY)

| | | |
|---|---|---|
| | TYPE OF APPLIANCE OR EQUIPMENT | |
| | ABSORPTION UNIT, BTU | |
| | AIR HANDLING UNIT, CFM | |
| | BOILER, BTU | |
| 3 | COMPRESSOR, BTU 2—2 ton 2—3 ton 1—4 ton | 25 00 |
| 1 | VENTILATION SYSTEM | 4 00 |
| | EVAPORATIVE COOLER | |
| | GAS OR OIL FIRED FURNACE, BTU | |
| 2 | FLOOR BTU | 27 50 |
| | WATER SUPERHEATER, GAS OR OIL FIRED, GALLONS | |
| 1 | WALL 2—60M 2—80M 1—110M | |
| | o/c - 2-80M 2-60M | |
| | MISC. | 14 13 |
| | TOTAL FEE | 71 63 |

PLAN CHECK APPLICANT
NAME
ADDRESS
CITY TEL. NO.

I/WE STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES AND LAWS REGULATING THE WORK HEREIN SPECIFIED FOR CONSTRUCTION.

UNDER PENALTY OF PERJURY I/WE CERTIFY THAT I/WE HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND THAT I AM EXEMPT FROM THE CONTRACTOR'S LICENSE LAW FOR THE REASON INDICATED BELOW.

I AM EXEMPT UNDER SECTION 7 DIVISION 3 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA.

SIGNATURE OF APPLICANT: R Rogers

PLAN CHECK VALIDATION

10.03 Fl Co

INSPECTION RECORD

DATE: 8/15/64

PERMIT VALIDATION

[illegible] 175145 242 • • — 22 1413
[illegible] 175145 241 • • — 2
57.50

212 S. [illegible] Hill

(1) [illegible]
[illegible]
[illegible] wall
(2) [illegible] to [illegible]
[illegible]

[illegible] S. [illegible]

(1) obtain fire dept approval
(2) provide boxes for protection
of multi-meters A.C. units
(3) complete landscaping
(4) install req. street light.
(5) obtain approval of
public works dept for trash
bin enclosure
(6) provide dead bolts 1" throw
in ext. doors. [illegible]

#10

[illegible] 95

9-9-95

CITY OF CLAREMONT

[illegible] FOR OCCUPANCY IN BUILDING FOR THE [illegible]

USE: Bank Remodel

ADDRESS: [illegible]

OCCUPANCY: [illegible] USE: [illegible]

Please review the above occupancy and indicate whether you recommend approval, conditional approval or denial. Please outline brief, your reasons and forward this to the next department head.

BUILDING: APPROVED ___, CONDITIONAL APPROVAL ___, DENIAL ___

COMMENTS: _____

SIGNED: _____ DATE: _____

PLANNING: APPROVED ___, CONDITIONAL APPROVAL ✓, DENIAL ___

COMMENTS: Panel box be painted the identical color of the stucco

SIGNED: Bill Wyatt DATE: 9/17/75

FIRE: APPROVED ✓, CONDITIONAL APPROVAL ___, DENIAL ___

COMMENTS: Records for safety vault at this time

SIGNED: [illegible] DATE: [illegible]

PUBLIC WORKS: APPROVED ___, CONDITIONAL APPROVAL ✓, DENIAL ___

COMMENTS: See Ltr. Require Sufficient Access with Metering Device Suitable & Reliable for Fire Use. Backflow Device to Be Used Should Be Double Check Valve Assembly

SIGNED: R.E. Hardy DATE: 9-15-75

POLICE: APPROVED ___, CONDITIONAL APPROVAL ___, DENIAL ___

COMMENTS: _____

SIGNED: _____ DATE: _____

RETURN TO BUILDING DEPARTMENT WHEN COMPLETED

(12-24-73)

Inspection Request Line
(909) 399-5372

# Application for Building Permit

912869 | PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Use of Permit: RE-ROOF OF BUILDING TEAR OFF EXISTING FLAT ROOF, INSTALL CLASS "A" BASE 2-11#, 1-28# CAP SHEETING. 58 SQUARES

| | | | |
|---|---|---|---|
| Type of Const. | Occ.Group | Use Zone | Fire Zone 3 |
| Tract No. | Lot No. | APN 8313-025-020 | |
| Setback F S L R R | Review # | Date 11/11/98 | |

| | | | |
|---|---|---|---|
| Building Address | 212 S. INDIAN HILL BLVD. | | |
| Owner | INSIGHT (COMMUNICATIONS) | | |
| Mailing Address | 1420 N. CLAREMONT BLVD. SUITE 112 A | | |
| City | CLAREMONT | Zip 91711 | Tel. 624-3788 |
| Contractor | CHAMPION ROOFS | | |
| Address | 3257 VERDUGO ROAD | | |
| City | L.A. | Zip 90065 | Tel. 213/259-0451 |
| State Lic. & Classif. | 429481 C-39 EXP. 09/30/00 | | City Lic. # |
| Arch. Engr., Designer | | | |
| Address | | | Tel. |
| City | | Zip | State Lic.# |

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL. | SQ. FT. @ | | $ | |
| 2ND FL. | SQ. FT. @ | | | |
| POR. | SQ. FT. @ | | | |
| GAR. | SQ. FT. @ | | | |
| CAR P. | SQ. FT. @ | | | |
| WALL | L.F. @ | | | |
| A/C | SQ. FT. @ | | | |
| ROOF 5800 | SQ. FT. @ | 2.00 | 11,600 | 00 |
| POOL | SQ. FT. @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 11,600 | 00 |

NOTE: Not to be used as property tax valuation

| | | |
|---|---|---|
| ISSUANCE | $ 20 | 00 |
| CONST. FEE | $ 188 | 07 |
| TOTAL CONST. FEE | $ 208 | 07 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

X Dennis Wheeler — SIGNATURE — 11/11/98 — DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale.* If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)*

☐ I am exempt under Sec. _____ B.& P.C. for this reason _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. *(Sec. 3800, Labor Code)*

ON FILE W/STATE TILL 01/01/99

Policy No. _____ Company _____

☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

*(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)*

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California.

Date _____ Sig. _____

NOTICE TO APPLICANT: If, after this Certificate of Exemption you should become subject to the Workers' Compensation provision of the Labor Code, you must forthwith comply with such provision or this shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. *(Sec. 3097, Civil Code).*

*Lender's Name* _____

*Lender's Address* _____

## MECHANICAL FEES

| | | | |
|---|---|---|---|
| VENT SYSTEM FAN | EVAP. COOL | HOOD | |
| APPLIANCE | | DRYER | |
| AIR CONDITIONER | | B.T.U. | |
| HEATING SYSTEM | | B.T.U. | |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | $ 20 | 00 |
| | | TOTAL MECH. FEE $ | |

| NO. UNITS | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| | | | | SQ.FT. @ .05 | |
| | TIMER | | | YARD SPKLR SYSTEM | |
| | MOBILEHOME SVC. | | | GAS PIPING | |
| | POWER OUTLET | | | HOUSE SEWER | |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| | FIXTURES | | | URINAL | |
| | OUTLETS | | | WATER PIPING | |
| | SWITCHES | | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER (AUTO) (DISH) | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | KITCHEN SINK | |
| | POLE TEMP/PERM | | | WATER CLOSET | |
| | SUB-POLES | | | LAVATORY | |
| | AMP. SERVICE | | | SHOWER | |
| | SQ. FT. @ C | | | BATH TUB | |
| | SQ. FT. @ C | | | WATER HEATER | |
| | SQ. FT. RESID @ .05 | | | SEWAGE DISPOSAL | |
| | SQ. FT. GAR. @ .01 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | $ 20 00 | | ISSUANCE FEE | $ 20 00 |
| | TOTAL ELEC. FEE | $ | | TOTAL PLUMB. FEE | $ |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | ART FEE | SUB-TOTAL |
|---|---|---|---|---|---|
| 208.07 | | | | | 208.07 |
| **PLAN CHECK** | **ADD'L PLAN CK.** | **PARKLAND FEE** | **FIRE FEE** | **GGD UTILITY FEE** | |
| | | | | | |
| **SMI** | **MICRO FEE** | **TRANSPORTATION FEE** | | **TOTAL DUE** | |
| 2.52 | 2.00 | | | $212.59 | |

# HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building occupant handle a hazardous material or a mixture containing a hazardous material equal to or greater than the amounts specified on the Hazardous Materials Information Guide?

☐ YES ☐ NO

Will the proposed building or modified facility be within 1000 feet of the outer boundary of a school?

☐ YES ☐ NO

I have read the Hazardous Material Information Guide and understand my requirements under the Los Angeles County Code, Title 2 Chapter 2.20 Section 2.20.100 through 2.20.140 concerning hazardous materials reporting.

Owner or Authorized Agent X _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION, SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. UBC, SEC. 1210

This is a building permit when properly filled out, signed and validated, and is subject to expiration if work hereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above mentioned property for inspection purposes.

X Signature of Applicant Dennis Wheeler Date 11/11/98

Mailing Address _____

City, State, Zip _____

Bldg. A. Petersen Date 11/11/98

Engr. _____ Date _____

Plan Marshal Dey Date 11/11/98

The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the building authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.

EXP 4/16/99

Approved: Gas _____ Elec. _____ San Fee _____

Finaled By: _____ Date _____

C/O Issued _____ Gas Co. _____ Elect. Co. _____

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Figs & Frms | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | 11/13/98 | |
| Shear Nailing | | |
| Hold Downs | | |
| Framing | | |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | | |
| Throat/Damper | | |
| Fireplace P/L | | |
| Fireplace T/O | | |
| Pregunite - Pool | | |
| Fence & Gate - Pool | | |
| INSULATION / Thick / "R" Value | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| Water Piping Test | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

11/16/98 Cancelled

STREET NAME _____

PERMIT NUMBER _____

EXP 4/16/99

**City of Claremont**
207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5471

**PERMIT NO.** B00-004-465
**Permit Type:** Sign

| PROJECT | TRACT NO. | LOT NO. | APPLICATION DATE | ISSUED BY |
|---|---|---|---|---|
| | | | 1/10/2003 | AMP |

**Permit Status:** Issued

**PROJECT ADDRESS**
**212 S Indian Hill Blvd**

**ASSESSORS PARCEL NO.** 8313-025-020 **GEO CODE**

**OWNER** Insight, Communications Co
**MAILING ADDRESS** 1420 N Claremont Blvd Ste 112a Claremont, CA 91711
**PHONE NO.** **FAX NO.**

**APPLICANT**
**MAILING ADDRESS**
**PHONE NO.** **FAX NO.**

**CONTRACTOR/PROFESSIONAL** Signs & Services
**MAILING ADDRESS** 10980 Boaman Avenue Stanton, CA 90680
**PHONE NO.** (714) 761-8200 **FAX NO.**
**EMAIL ADDRESS:**
License No. 624975 Type: C45 Expires: 8/31/2003 Business License No. New

**TENANT**
**MAILING ADDRESS**
**PHONE NO.** **FAX NO.**

**DESCRIPTION**

Installation of non-illuminated wall mounted sign "Comcast"

| Construction Type | UOM | # of Units | Value | Construction Type | UOM | # of Units | Value |
|---|---|---|---|---|---|---|---|
| Sign | sq ft | 28 | $968.47 | | | | |

**OCCUPANCY** Sign **TOTAL VALUATION** $969.00

**FEE DETAIL**

| QTY | UOM | DESC | AMT | AMT PAID | ACCT |
|---|---|---|---|---|---|
| | | Bld Non Res | $34.63 | $34.63 | |
| 1 | Flat | Permit Issuance | $21.60 | $21.60 | |
| 12 | page | Microfilm page | $3.24 | $3.24 | |
| | | SMIP 2 | $0.50 | $0.50 | |
| **Totals for:** | | | **$59.97** | **$59.97** | |

01/15/03 9:47AM 000#5719 A

#0000000000004465
BUILDING PERMITS $59.97
BUS LICENSE/PERM $147.73
BUS LICENSE/PERM V-147.73
#0000000000014773
BUS LICENSE/PERM $80.42
DEVELOPMENT REV $80.00
CHECK $220.39
CHANGE $0.00

**Total Fees:** $59.97 **Total Amount:** $ 59.97

Bldg. A Patterson Date 1/14/03
Engr. _____ Date _____
Plan _____ Date _____

**The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.**

**APPROVED**

Gas _____ Electric _____ Sch. Dist. _____ San Fee _____ C/O Issued _____
Finaled By: Mark Abraham (CF) Date 2/24/03 Gas Co. _____ Elect. Co. _____

**City of Claremont**
207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880

# PERMIT / PLAN REVIEW APPLICATION

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

License Class C45 License No. 624675 Exp. Date 8/31/03

Signature of Contractor: [signature]

## OWNER - BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9, commencing with Section 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

- ☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving he or she did not build or improve for the purpose of sale).
- ☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law).
- ☐ I am exempt under Sec._____, B. & P.C. for this reason:

_____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm under penalty of perjury one of the following:

- ☐ I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- ☒ I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My worker's compensation insurance carrier and policy number are:

Carrier State Fund

Policy Number 1679775-02

**(This section need not be completed if the permit is for one hundred dollars or less)**

- ☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Date 1/15/03 Applicant [signature]

**WARNING: Failure to secure Workers' Compensation Coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to One Hundred Thousand Dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest and attorney's fees.**

## CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ.C.).

Lender's Name _____

Lender's Address _____

*I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this City to enter upon the property for inspection purposes.*

Date _____ Signature _____

**IMPORTANT: APPLICATION IS HEREBY MADE TO THE BUILDING OFFICIAL FOR A PERMIT SUBJECT TO THE CONDITIONS AND RESTRICTIONS SET FORTH ON THIS APPLICATION AND THE FOLLOWING:**

1. Construction activity is prohibited between the hours of 7:00pm and 7:00am and on Sundays and Holidays.
2. The City's approved plans and permit inspection card must remain on the job site for use by City inspection personnel.
3. Final inspection of the work authorized by this permit is required. A Certificate of Occupancy must be obtained prior to use and occupancy of new buildings, structures and remodeling work.

NAME _____ TITLE _____
Print name and title

*I certify that I have read this application and state that the above information is correct and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of this City to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Worker's Compensation provisions of the Labor Code, I should become subject to such provisions, I will forthwith comply. In the event I do not comply with Workmen's Compensation law, this permit shall be deemed revoked.*

SIGNATURE [signature] DATE 1/15/03

This permit/plan review expires by time limitation and becomes null and void if the work authorized by the permit is not commenced within 180 days from the date of permit issuance or if the permit is not obtained within 180 days from the date of plan submittal. This permit expires and becomes null and void if any work authorized by this permit is suspended or abandoned for 180 consecutive days or if no progressive work has been verified by a City building inspector for a period of 180 consecutive days.

## CALLS FOR INSPECTION

Requests for inspection should be made at least one (1) business day in advance of the inspection by telephone at (909) 399-5471.

## INSPECTORS OFFICE HOURS ARE:

| Monday - Thursday | Fridays |
|---|---|
| 8:00 a.m. - 8:45 a.m. | 8:00 a.m. - 8:45 a.m. |
| 4:30 p.m. - 5:00 p.m. | 4:30 p.m. - 5:00 p.m. |

**Permit #** B00-004-465 **Permit Type** Sign

**Situs Address** 212 S Indian Hill Blvd

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Permit Type** | Sign | | **Permit No** | B00-004-465 | **System Status** | Final | |
| **Situs Address** | 212 S Indian Hill Blvd | | | | **Agency Status** | Final | |
| **Situs City** | Claremont, CA 917110000 | | | | **Application Date** | 01/10/2003 | |
| **Parcel No** | 8313-026-020 | | **Geo Area** | | **Issue Date** | 01/14/2003 | |
| **Project No** | | | **Case No** | | **Expire Date** | 07/09/2003 | |
| **Tract No** | | **Lot No** | **Block No** | | **Final Date** | 02/24/2003 | |
| **TRA** | 02729 | **Census** | | | **Occupancy** | Sign | |
| **Use** | 1700 - Office Building, 1 Story | | **Zoning** | Clcp* | **Valuation** | | $969.00 |
| **No of Units** | 0 | **# Bathrms** 0.00 | **Occup Grp** | | **Constr. Type** | | |
| **No of Stories** | 0 | **# Bedrms** 0 | **Square Feet** | 4,596.00 | **Sprinklered** | No | |
| **Description** | Installation of non-illuminated wall mounted sign "Comcast" | | | | | | |

## Owner

| | | |
|---|---|---|
| Insight, Communications Co | 1420 N Claremont Blvd Ste 112a<br>Claremont, CA 91711 | **PHONE NO.**<br>**FAX NO.** |

## Service Provider

| | | | |
|---|---|---|---|
| **Service Provider Type** | Contractor | **Status** Active | |
| **Contact** | | **Active** Yes | |
| **Title** | | | |
| **Company** | Signs & Services | | |

| | |
|---|---|
| **Phone** | (714) 761-8200 |
| **Fax** | (___) - |
| **Email Address** | |

**Address**
10980 Boaman Avenue
Stanton, CA 90680

**Mailing Address**
, 90680

**License Information**
**State License No.** 624975 Expires 08/31/2003
**Type:** C45
**City License No.** New Expires

## Inspections

| Department | Description | Scheduled | Assign To | Inspect By | Date | Status | Units | # | Hours |
|---|---|---|---|---|---|---|---|---|---|
| **Building** | | | | | | | | | |
| Building | Foundation | | | | | Open | | 1 | 0 |
| Building | Structural | | | | | Open | | 1 | 0 |
| Building | Rough electrical | | | | | Open | | 1 | 0 |
| Building | Final | | | msa | 02/24/2003 | Approved | | 2 | 1 |

## Comcast Sign Implementation

Architectural Graphics, Inc.

West Coast Region

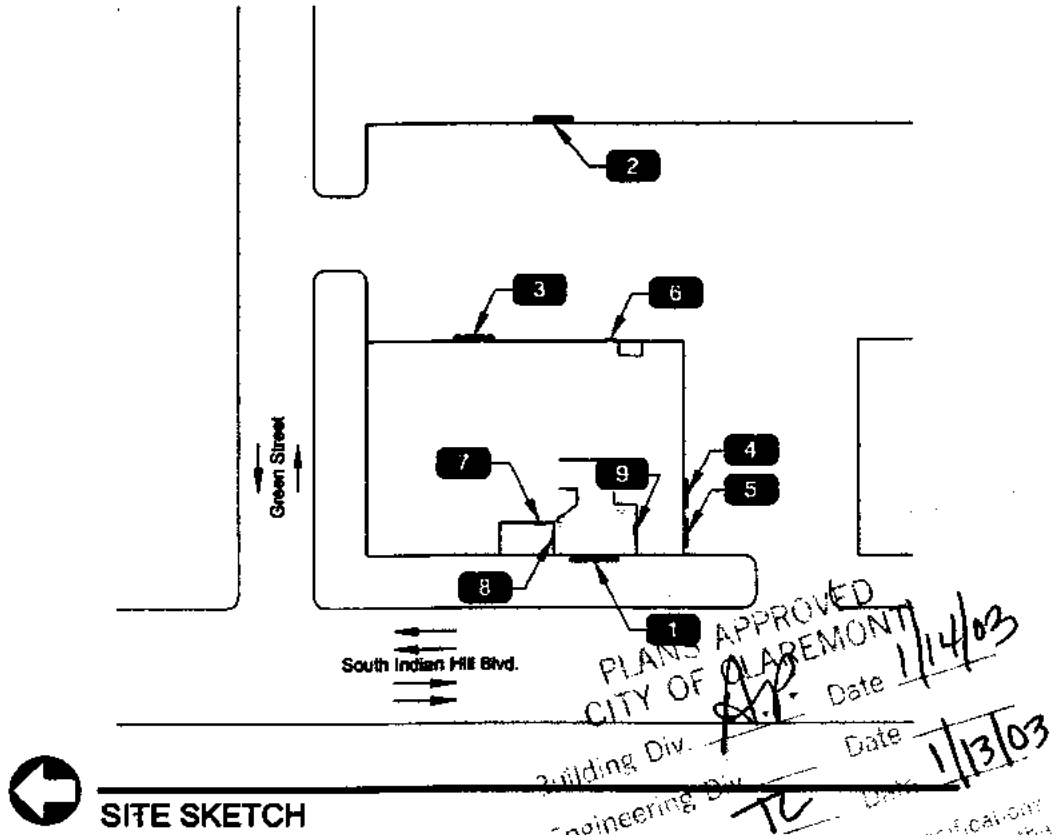
| Site# | Ownership Status | Address | City, State | Sign Type | Description | Location on Site | Special Instructions |
|---|---|---|---|---|---|---|---|
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | STANDARD Blade Sign, White Graphic Elements on Bronze, Non-illuminated, Single-Faced | Sign E2 - In Parking Area | Remove and Scrap. Fill and Weatherarbor any Holes to Match Existing Wall. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | STANDARD Blade Sign, White Graphic Elements on Bronze, Non-illuminated, Single-Faced | Sign E3 - In Parking Area | Remove and Scrap. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | STANDARD Blade Sign, White Graphic Elements on Bronze, Non-illuminated, Single-Faced | Sign E4 - In Parking Area | Remove and Scrap. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | STANDARD Blade Sign, White Graphic Elements on Bronze, Non-illuminated, Single-Faced | Sign E5 - In Parking Area | Remove and Scrap. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | CUSTOM Exterior Wall Sign (1'-0" x 1'-6"), Non-illuminated, Single-Faced | Sign E6 - Near Employee Entrance | Remove and Scrap. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | CUSTOM Window Vinyl (3" Letters), Non-illuminated, Single-Faced | Sign E7 - Near Main Entrance | Remove Hours Vinyl Also. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | STANDARD Drop Box Plaque (8" x 1'-0"), White Graphic Elements on Bronze, Non-illuminated, Single-Faced | Sign E8 - Below Drop Box | Remove and Scrap. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | STANDARD Medium Interior Vertical Wall Sign (3' x 2'-3"), Dark Graphic Elements on White, Non-illuminated, Single-Faced | Sign E9 - In Lobby Area | Remove and Scrap. Repair Wall as Needed. |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | G3-C | G3-C (Customer Parking Sign - Facade Mount) | Replaces Sign E4 | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | C2-NI | C2-NI (3' x 9'-2 3/8" Non-illuminated Wall Sign) | Replaces Sign E1. | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | G4-A | G4-A (Employee Parking Sign - Pole Mount) | Replaces Sign E2. | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | G4-C | G4-C (Employee Parking Sign - Facade Mount) | Replaces Sign E3. | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | G3-C | G3-C (Customer Parking Sign - Facade Mount) | Replaces Sign E5 | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | H3 | H3 (Custom Wall Plaque) | Replaces Sign E6. | |

## Comcast Sign Implementation

Architectural Graphics, Inc.

West Coast Region

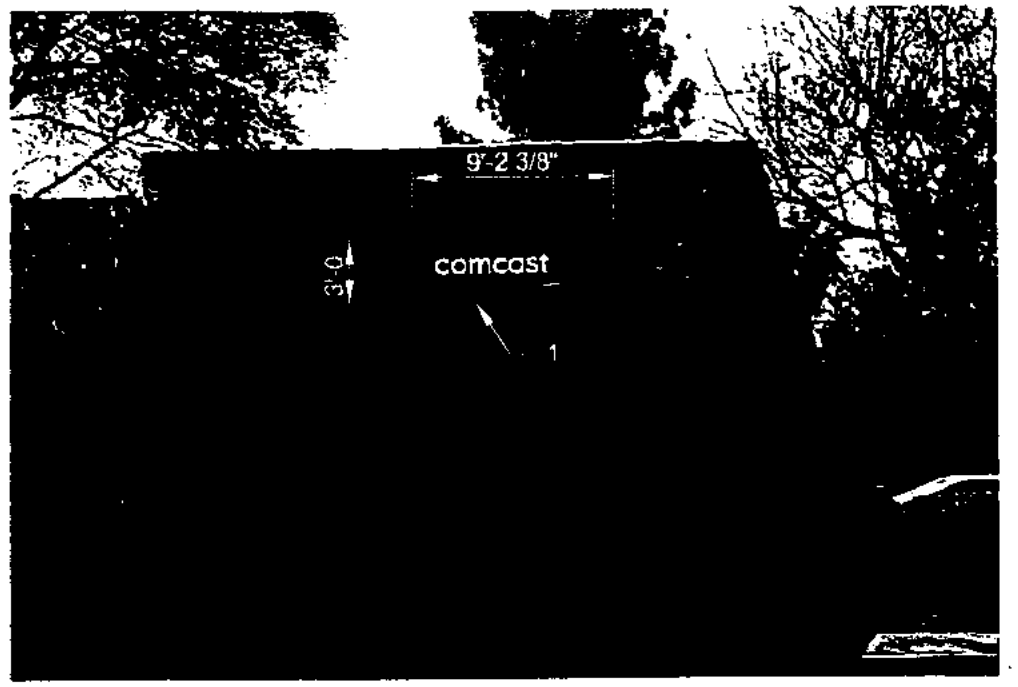
| Site# | Ownership Status | Address | City, State | Sign Type | Description | Location on Site | Special Instructions |
|---|---|---|---|---|---|---|---|
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | H1 | H1 (Entry Vinyl) | Replaces Sign E7. | Custom narrower layout |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | J2 | J2 (8" x 12" Drop Box) | Replaces Sign E8. | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | L2-B | L2-B (2' x 3'-8" Lobby Sign - Black) | Replaces Sign E9. | |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | PERMIT | Permit Research and Acquisition | N/A | N/A |
| CA020 | Owned | 212 S. Indian Hills Blvd. | Claremont, CA 91711 | | Landscaping Services and Repairs | N/A | N/A |




SITE SKETCH

PLANS APPROVED
CITY OF CLAREMONT
Building Div. Date 1/14/03
Engineering Div. Date 1/13/03
Planning Div. TC Date

The approval of these plans specifications and computations shall not prevent the administration hereafter requiring the correction of errors or from revoking any permit issued on the basis of such plans specifications and computations when violations of the Code or ordinances, State and




C2NI NON-ILLUMINATED WALL SIGN

* Condition-
Building shall be painted to match the existing area where previous sign was located.

## SIGN RECOMMENDATION SUMMARY

1. 3'-0" x 9'-2 3/8" Non-Illuminated Wall Sign
2. 1'-4" x 1'-0" Pole Mounted Blade
3. 1'-4" x 1'-0" Wall Mounted Plaque
4. 1'-4" x 1'-0" Wall Mounted Plaque
5. 1'-4" x 1'-0" Wall Mounted Plaque
6. 1'-5 3/8" x 2'-1" Custom Wall Plaque
7. Window Vinyl
8. 8" x 1'-0" Payment Drop Plaque
9. 2'-0" x 3'-8" Interior Lobby Sign

## PERMIT INFORMATION

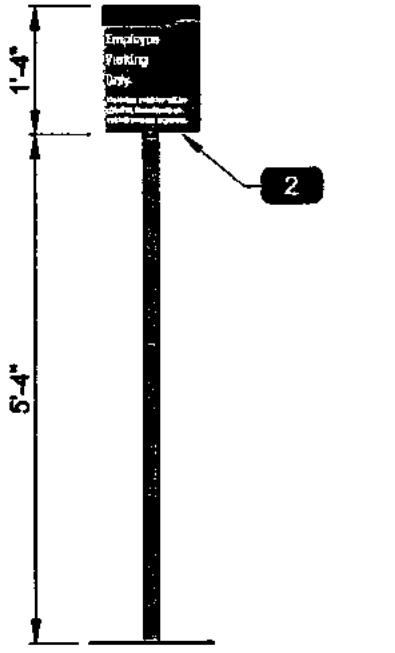
**Recommended Square Footage**
Monument: 0 sq. ft. Building: 28 sq. ft.

**Existing Square Footage**
Monument: 0 sq. ft. Building: 29 sq. ft.

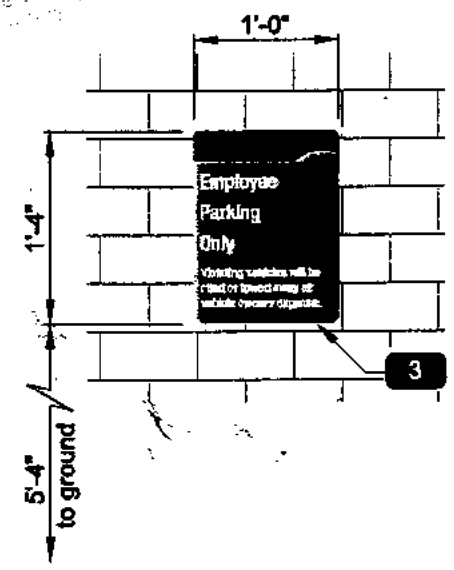
**Allowable Square Footage**
Monument: ? sq. ft. Building: ? sq. ft.

## NOTES

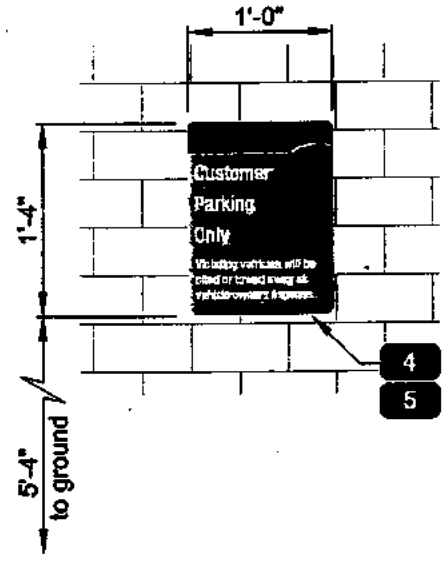
1. Graphics shown are representative only. Use only approved artwork and graphics standards for face decoration.




G4-A POLE MOUNTED BLADE




G4-C FACADE MOUNTED PLAQUE SIGN




G3-C FACADE MOUNTED PLAQUE SIGN




H3 CUSTOM WALL PLAQUE

*Sign Management Consultants, Inc.*
*Three Lakeview Place*
*22 Century Boulevard, Suite 410*
*Nashville, Tennessee 37214*
*615-885-1661*
*Fax 615-885-1703*

*Client*
**Comcast Corporation**
**1500 Market Street**
**Philadelphia, PA 19102-2148**

*Site*
**Comcast Corporation**
**212 S. Indian Hills Blvd.**
**Claremont, CA 91711**

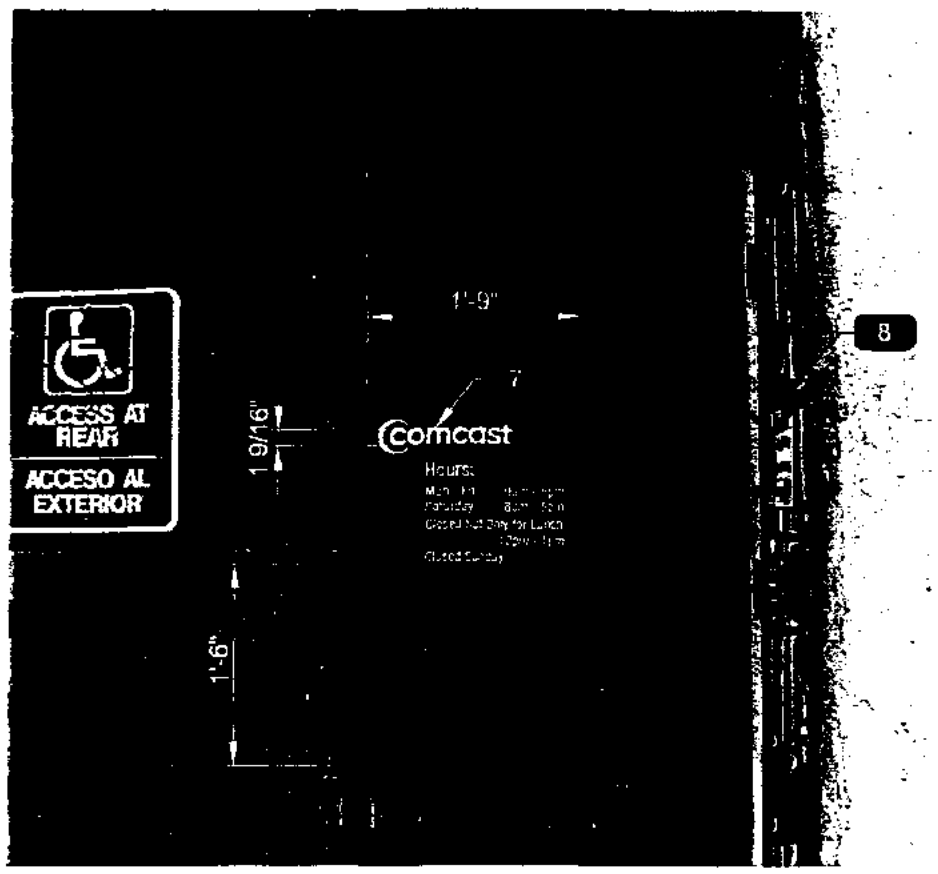
*Drawing Title*
**Signage Recommendations**

*Issue Date*
**09-12-02**

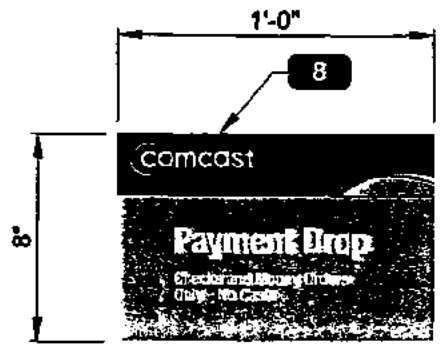
*Drawing Number*
**CA020-R**

*Sheet Number*
**1 of 2**

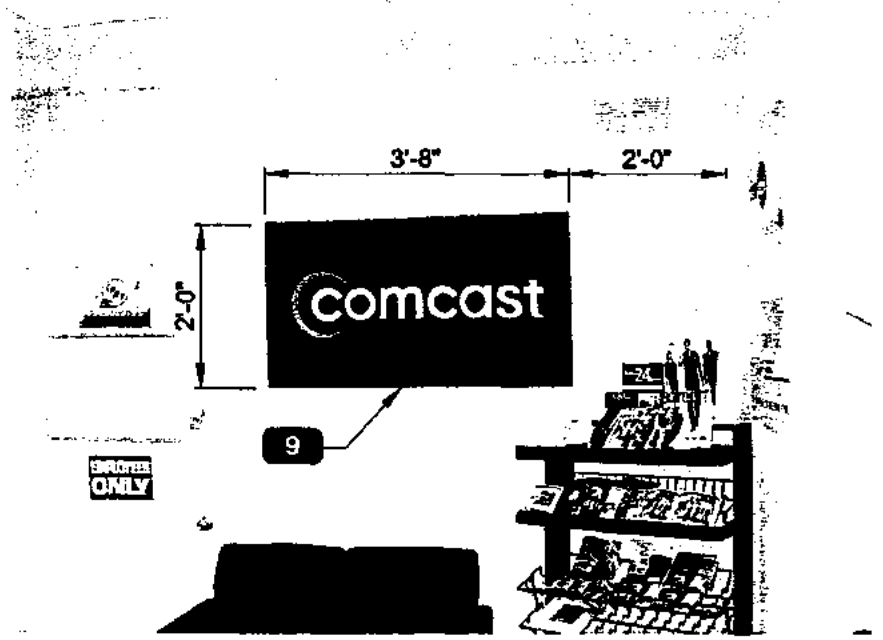
CITY OF CLAREMONT
Building Div. AP. Date 1/14/03
Engineering Div. Date
Planning Div. TC Date 1/13/03




H1 DOOR VINYL




J2 PAYMENT DROP PLAQUE




L2B INTERIOR LOBBY SIGN


*Sign Management Consultants, Inc.*
*Three Lakeview Place*
*22 Century Boulevard, Suite 410*
*Nashville, Tennessee 37214*
*615-885-1661*
*Fax 615-885-1703*


*Client*
Comcast Corporation
1500 Market Street
Philadelphia, PA 19102-2148

*Site*
Comcast Corporation
212 S. Indian Hills Blvd.
Claremont, CA 91711

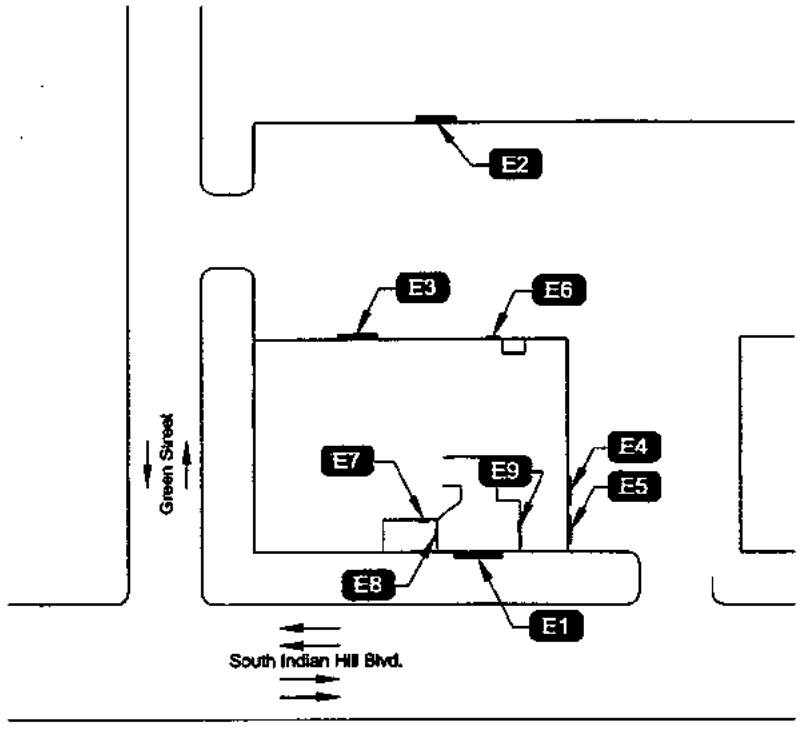
*Drawing Title*
Signage Recommendations

*Issue Date*
09-12-02

*Drawing Number*
CA020-R

*Sheet Number*
2 of 2

L2




SITE SKETCH




WALL MOUNTED DIRECTIONAL

## EXISTING SIGN SUMMARY

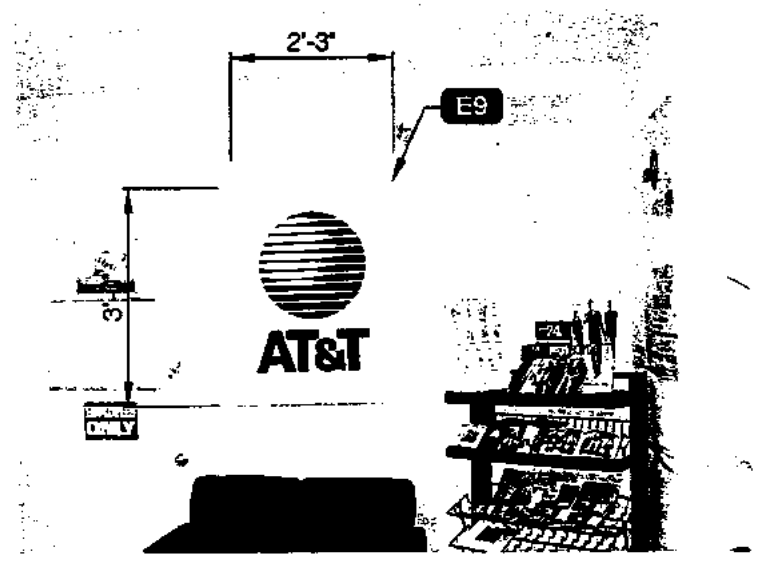
- E1 4'-0" x 7'-4" Non-Illum. Wall Sign
- E2 1'-6" x 1'-0" Plaque
- E3 1'-6" x 1'-0" Plaque
- E4 1'-6" x 1'-0" Plaque
- E5 1'-6" x 1'-0" Plaque
- E6 1'-0" x 1'-6" Wall Sign
- E7 Custom Window Vinyl
- E8 8" x 1'-0" Drop Box Plaque
- E9 3'-0" x 2'-3" Interior Lobby Sign

## PERMIT INFORMATION

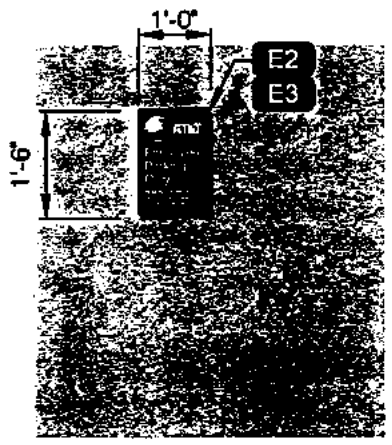
**Existing Square Footage**
Monument: 0 sq. ft. Building: 29 sq. ft.

**Allowable Square Footage**
Monument: unknown Building: unknown

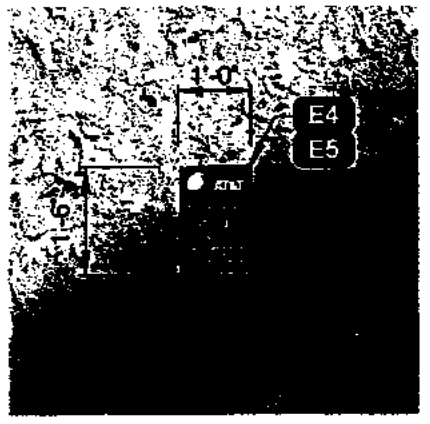
CITY OF ... PERMIT
Building Div. AP Date 1/14/03
Engineering Div. ____ Date ____
Planning Div. TC Date 1/13/03



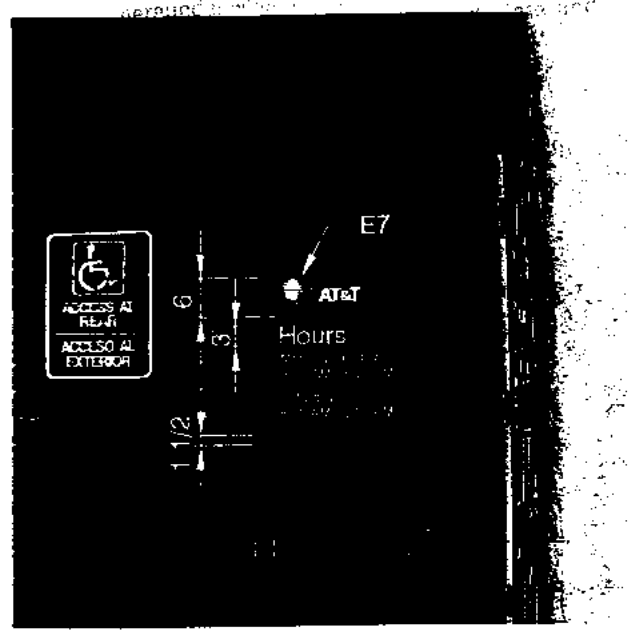

INTERIOR LOBBY PLAQUE




WALL MOUNTED PLAQUES




WALL MOUNTED PLAQUES




CUSTOM WINDOW VINYL

*Sign Management Consultants, Inc.*
*Three Lakeview Place*
*22 Century Boulevard, Suite 410*
*Nashville, Tennessee 37214*
*615-885-1661*
*Fax 615-885-1703*

*Client*
Comcast Corporation
1500 Market Street
Philadelphia, PA 19102-2148

*Site*
Comcast Corporation
212 S. Indian Hills Blvd.
Claremont, CA 91711

*Drawing Title*
Existing Sign Drawing

*Issue Date*
09-12-02

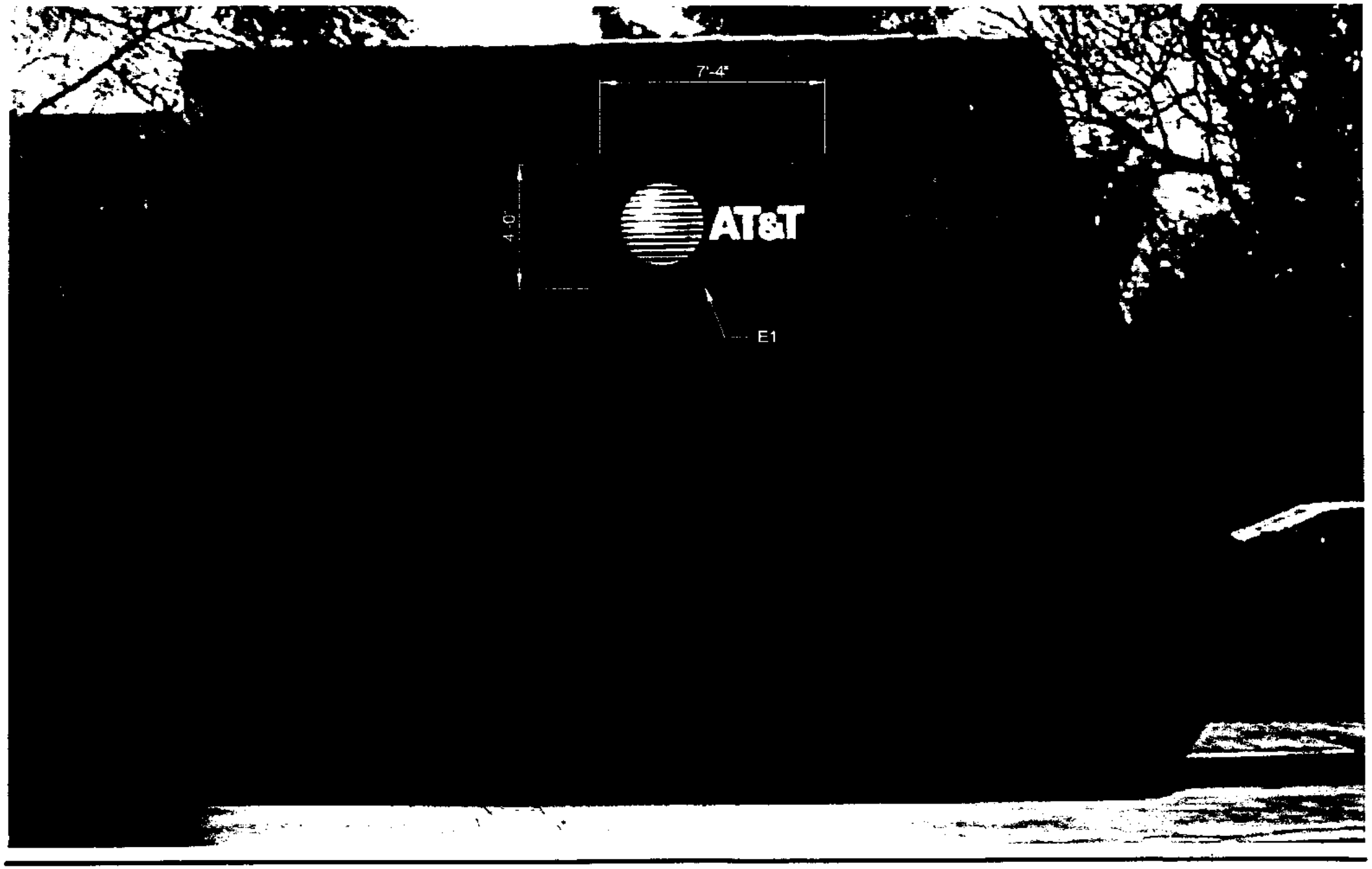
*Drawing Number*
CA020-E

*Sheet Number*
1 of 2

mlkab 9

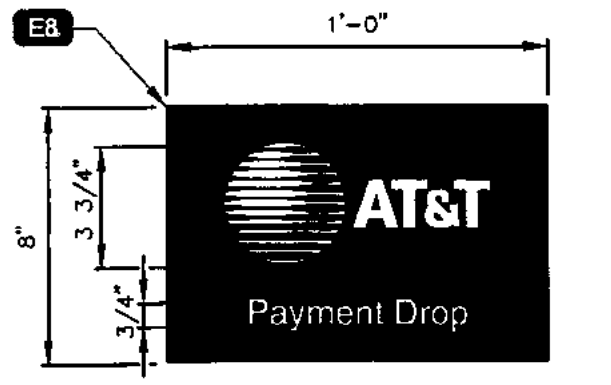
A.P. 1/14/03

TL 1/13/03




NON-ILLUM. WALL SIGN




DROP BOX PLAQUE


■ *Sign Management Consultants, Inc.*
*Three Lakeview Place*
*22 Century Boulevard, Suite 410*
*Nashville, Tennessee 37214*
*615-885-1661*
*Fax 615-885-1703*


■ *Client*
Comcast Corporation
1500 Market Street
Philadelphia, PA 19102-2148

■ *Site*
Comcast Corporation
212 S. Indian Hills Blvd.
Claremont, CA 91711

■ *Drawing Title*
Existing Sign Drawing

■ *Issue Date*
09-12-02

■ *Drawing Number*
CA020-E

■ *Sheet Number*
2 of 2

JC

| PAINTED COLORS | |
|---|---|
| COLOR CALL-OUT | COLOR SPECIFICATION |
| P1 | AKZO-NOBLE COLORMAP #500H6 "BLACK" W/ SATIN FINISH |
| P2 | AKZO-NOBLE COLORMAP #35B05 "DARK GRAY METALLIC" W/ GLOSS FINISH |
| P3 | AKZO-NOBLE COLORMAP #409E5 "RED" W/ GLOSS FINISH |
| P4 | AKZO-NOBLE #508-C6 "WHITE" W/ SATIN FINISH |

| VINYL COLORS | |
|---|---|
| COLOR CALL-OUT | COLOR SPECIFICATION |
| V1 | GERBER #230-33 "TRANSLUCENT RED" |
| V2 | GERBER #220-10 "WHITE" |
| V3 | GERBER #220-13 "TOMATO RED" |
| V4 | GERBER #220-12 "BLACK" |
| V5 | PAINTED TO MATCH COLOR P2 |
| V6 | 3M #3635-70 WHITE DIFFUSER |
| V7 | GERBER #230-20 "TRANSLUCENT WHITE" |

COLORS

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890@%&()

TRUE TYPE HELVETICANEUE MEDIUMCONDENSED (NORMAL)

FONT

comcast ← TRANSLUCENT WHITE ACRYLIC (#7328)

CLEAR GLOSS ACRYLIC W/ VINYL COLOR V1 APPLIED TO FIRST & SECOND SURFACE

FOR ILLUMINATED SIGN

SIGNATURE ARC & LOGOTYPE

PROJECT ARROW

1 SP-1 SPECIFICATIONS
SCALE N.T.S

CA-020.

Z

Architectural Graphics, Inc.
2655 International Parkway
P.O. Box 9175
Virginia Beach, VA 23450
(757)427-1900

Project Title: COMCAST

Sign Type: SPECIFICATIONS

Quantity N/A

Drawing Type: N/A

Scale N/A

Date 11.22.02

Lead Drafter AK

Drawn By AK

Project Mgr. V. BIRCKBICHLER

General Sign Specifications

- ☐ Interior ☐ Exterior
- ☐ Single Faced ☐ Double Faced
- ☐ _____
- ☐ Non-Illuminated
- ☐ Illuminated
  - ☐ 120 Volts _____ Amps(+/-
  - ☐ 277 Volts _____ Amps(+/-
  - ☐ _____ _____ Amps(+/-
- ☐ U/L Listed ☐ Non U/L Liste

| Drawn By | Date | Checked By |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |

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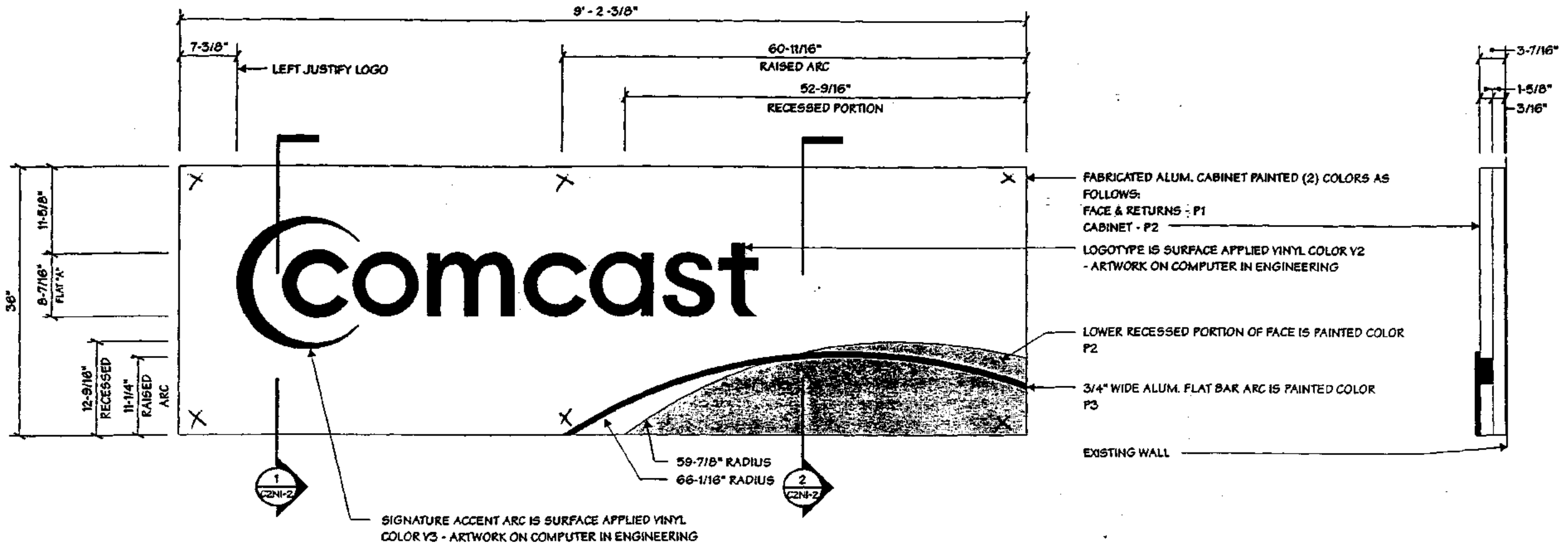
Signature _____

Date _____

Company _____

Job Number 02-11-004

Sheet Number SP-1




X = 6 POINTS OF ATTACHMENT (see Side Section)

1 C2NI-1 **FRONT ELEVATION** SCALE 3/4" = 1' - 0"

2 C2NI-1 **SIDE VIEW** SCALE 3/4" = 1' - 0"

CA020


Architectural Graphics, Inc.
2655 International Parkway
P.O. Box 9175
Virginia Beach, VA 23450
(757)427-1900


**Project Title** COMCAST

**Sign Type** C2-NI

**Quantity**

**Drawing Type** ELEVATION

**Scale** 3/4" = 1' - 0"

**Date** 11.15.02

**Lead Drafter** AK

**Drawn By** AK

**Project Mgr.** V. BIRCKBICHLER

**General Sign Specifications**

- ☐ Interior ■ Exterior
- ■ Single Faced ☐ Double Faced
- ☐ _____
- ■ Non-Illuminated
- ☐ Illuminated
  - ☐ 120 Volts _____ Amps(+/-)
  - ☐ 277 Volts _____ Amps(+/-)
  - ☐ _____ _____ Amps(+/-)
- ☐ U/L Listed ☐ Non U/L Listed

| Drawn By | Date | Checked By |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |


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Signature _____

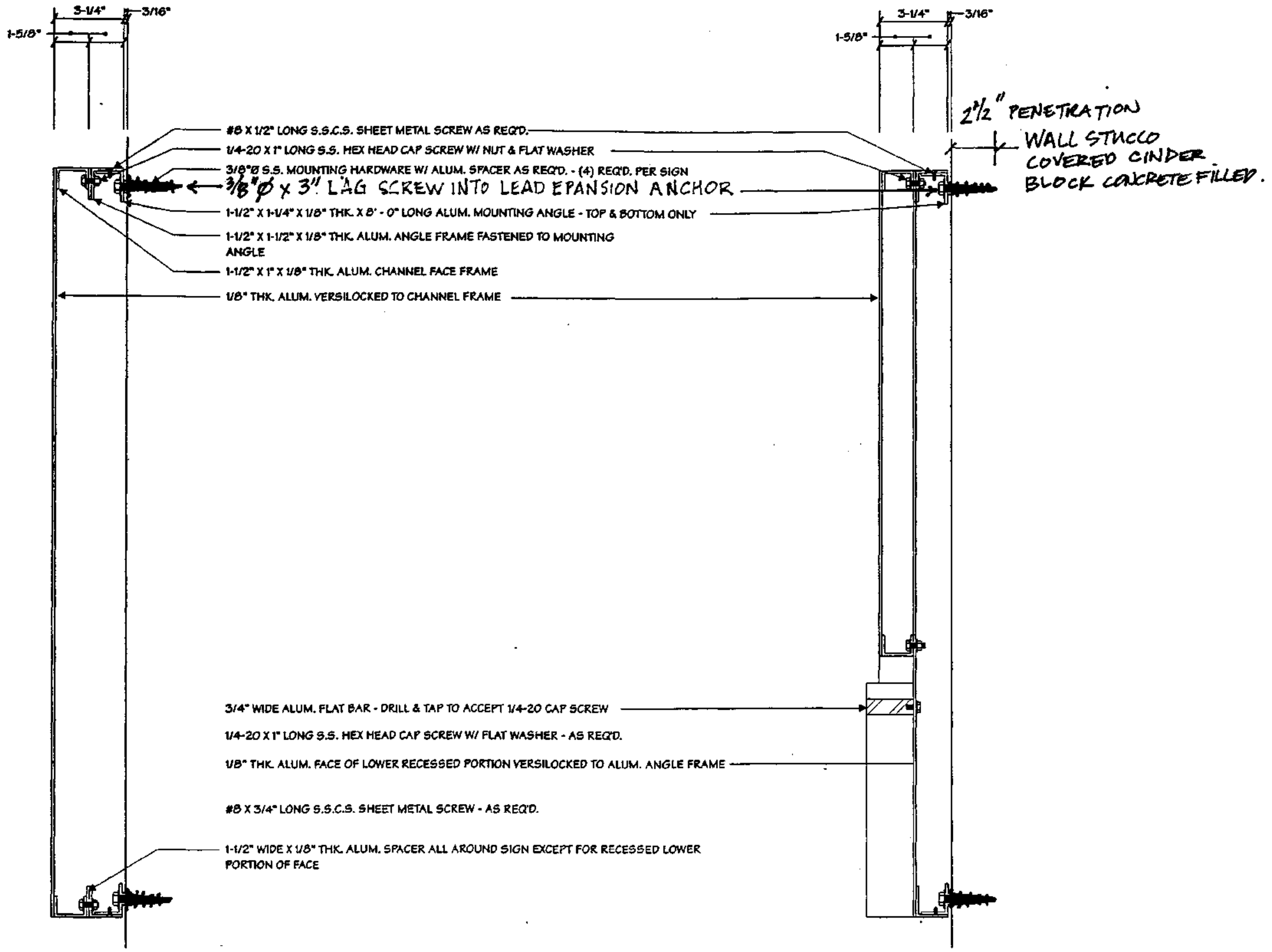
Date _____

Company _____

**Job Number** 02-11-004

**Sheet Number** C2NI-1

6




ALL EXPOSED HARDWARE PAINTED TO MATCH BACKGROUND

1 / C2NI-2 SIDE SECTION
SCALE 3/16" = 1"

2 / C2NI-2 SIDE SECTION
SCALE 3/16" = 1"

CA-020


Architectural Graphics, Inc.
2655 International Parkway
P.O. Box 9175
Virginia Beach, VA 23450
(757)427-1900


Project Title
COMCAST

Sign Type
C2-NI

Quantity

Drawing Type
SIDE SECTION

Scale 3/16" = 1"

Date 11.15.02

Lead Drafter AK
Drawn By AK
Project Mgr. V. BIRCKBICHLER

General Sign Specifications
- ☐ Interior ■ Exterior
- ■ Single Faced ☐ Double Faced
- ☐ _____
- ■ Non-Illuminated
- ☐ Illuminated
  - ☐ 120 Volts _____ Amps(+/-)
  - ☐ 277 Volts _____ Amps(+/-)
  - ☐ _____ _____ Amps(+/-)
- ☐ U/L Listed ☐ Non U/L Listed

| Drawn By | Date | Checked By |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |


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Signature _____
Date _____
Company _____

Job Number
02-11-004

Sheet Number
C2NI-2

# City of Claremont

207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5471

**PERMIT NO.** B00-002-358
**Permit Type:** Sign

| PROJECT | TRACT NO. | LOT NO. | APPLICATION DATE | ISSUED BY |
|---|---|---|---|---|
| | | | 7/23/2001 | NMS |

**Permit Status:** Issued

**PROJECT ADDRESS**
**212 S Indian Hill Blvd**

**ASSESSORS PARCEL NO.** 8313-025-020 **GEO CODE**

**OWNER**
At&t Broadband

**MAILING ADDRESS**
9197 SE Peoria
Inglewoodq, CA 80112

**PHONE NO.** **FAX NO.**

**APPLICANT**

**MAILING ADDRESS**

**PHONE NO.** **FAX NO.**

**CONTRACTOR/PROFESSIONAL**
SWAIN SIGN

**MAILING ADDRESS**
1384 5TH ST
ONTARIO, CA 91764

**PHONE NO.** (909) 460-2530 **FAX NO.**
**EMAIL ADDRESS:**

License No. 643004 Type: C-45

Expires: 4/30/2002

**TENANT**

**MAILING ADDRESS**

**PHONE NO.** **FAX NO.**

**DESCRIPTION**

Installation of one (1) non-illuminated wall mounted sign "At&t".

| Construction Type | UOM | # of Units | Value | Construction Type | UOM | # of Units | Value |
|---|---|---|---|---|---|---|---|
| Sign | sq ft | 30 | $1,033.04 | | | | |

**OCCUPANCY** Sign **TOTAL VALUATION** $1,034.00

**FEE DETAIL**

| QTY | UOM | DESC | AMT | AMT PAID | ACCT |
|---|---|---|---|---|---|
| 0 | | Bld Non Res | $34.84 | $34.84 | |
| 0 | | Plan chk nonres | $27.87 | $27.87 | |
| 1 | Flat | Permit Issuance | $20.00 | $20.00 | |
| 8 | page | Microfilm page | $2.00 | $2.00 | |
| 1 | sheet | Microfilm sheet | $0.85 | $0.85 | |
| 0 | | SMIP 2 | $0.50 | $0.50 | |
| **Totals for:** | | | **$86.06** | **$86.06** | |

07/23/01 2:43PM 000#8266 A
#0000000000072301
DEVELOPMENT REV $150.00
#0000000000000358
BUILDING PERMITS $86.06
CHECK $236.06

**Total Fees:** $86.06 **Total Amount Paid:** $ 86.06

Bldg. A Peterson Date 7/23/01

Engr. _____ Date _____

Plan Katherene Laufenberger Date 7-23-01

**The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.**

**APPROVED**

Gas _____ Electric _____ S.M. Dist. _____ San Fee _____

C/O Issued _____
Gas Co. _____
Elect. Co. _____

Finaled By: _____ Date 2/24/03

**City of Claremont**
207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880

# PERMIT / PLAN REVIEW APPLICATION

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

**License Class** _____ **License No.** _____ **Exp. Date** _____

**Signature of Contractor:** _____

## OWNER - BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9, commencing with Section 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving he or she did not build or improve for the purpose of sale).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law).

☐ I am exempt under Sec._____, B. & P.C. for this reason:

_____

**Date** _____ **Owner** _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm under penalty of perjury one of the following:

☐ I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My worker's compensation insurance carrier and policy number are:

Carrier _____

Policy Number _____

**(This section need not be completed if the permit is for one hundred dollars or less)**

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

**Date** 7/23/01 **Applicant** _____

**WARNING: Failure to secure Workers' Compensation Coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to One Hundred Thousand Dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest and attorney's fees.**

## CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ.C.).

Lender's Name _____

Lender's Address _____

*I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this City to enter upon the property for inspection purposes.*

**Date** _____ **Signature** _____

## IMPORTANT: APPLICATION IS HEREBY MADE TO THE BUILDING OFFICIAL FOR A PERMIT SUBJECT TO THE CONDITIONS AND RESTRICTIONS SET FORTH ON THIS APPLICATION AND THE FOLLOWING:

1. Construction activity is prohibited between the hours of 7:00pm and 7:00am and on Sundays and Holidays.
2. The City's approved plans and permit inspection card must remain on the job site for use by City inspection personnel.
3. Final inspection of the work authorized by this permit is required. A Certificate of Occupancy must be obtained prior to use and occupancy of new buildings, structures and remodeling work.

**NAME** _____ **TITLE** _____
Print name and title

*I certify that I have read this application and state that the above information is correct and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of this City to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Worker's Compensation provisions of the Labor Code, I should become subject to such provisions, I will forthwith comply. In the event I do not comply with Workmen's Compensation law, this permit shall be deemed revoked.*

**SIGNATURE** _____ **DATE** 7/23/01

This permit/plan review expires by time limitation and becomes null and void if the work authorized by the permit is not commenced within 180 days from the date of permit issuance or if the permit is not obtained within 180 days from the date of plan submittal. This permit expires and becomes null and void if any work authorized by this permit is suspended or abandoned for 180 consecutive days or if no progressive work has been verified by a City building inspector for a period of 180 consecutive days.

## CALLS FOR INSPECTION

Requests for inspection should be made at least one (1) business day in advance of the inspection by telephone at (909) 399-5471.

## INSPECTORS OFFICE HOURS ARE:

| Monday - Thursday | Fridays |
|---|---|
| 8:00 a.m. - 8:45 a.m. | 8:00 a.m. - 8:45 a.m. |
| 4:30 p.m. - 5:00 p.m. | 4:30 p.m. - 5:00 p.m. |

**Permit #** B00-002-358 **Permit Type** Sign

**Situs Address** 212 S Indian Hill Blvd

| | | | | | |
|---|---|---|---|---|---|
| **Permit Type** | Sign | **Permit No** | B00-002-358 | **System Status** | Final |
| **Situs Address** | 212 S Indian Hill Blvd | | | **Agency Status** | Final |
| **Situs City** | Claremont, CA 917110000 | | | **Application Date** | 07/23/2001 |
| **Parcel No** | 8313-025-020 | **Geo Area** | | **Issue Date** | 07/23/2001 |
| **Project No** | | **Case No** | | **Expire Date** | 01/19/2002 |
| **Tract No** | **Lot No** | **Block No** | | **Final Date** | 02/24/2003 |
| **TRA** | 02729 **Census** | | | **Occupancy** | Sign |
| **Use** | 1700 - | **Zoning** | Clcp* | **Valuation** | $1,034.00 |
| **No of Units** | 0 **# Bathrms** 0.00 | **Occup Grp** | | **Constr. Type** | |
| **No of Stories** | 0 **# Bedrms** 0 | **Square Feet** | 4,596.00 | **Sprinklered** | No |
| **Description** | Installation of one (1) non-illuminated wall mounted sign "At&t". | | | | |

## Owner

At&t Broadband
9197 SE Peoria
Inglewoodq, CA 80112

**PHONE NO.** (909) -
**FAX NO.** (909) -

## Service Provider

| | | | |
|---|---|---|---|
| **Service Provider Type** | Contractor | **Status** | Active |
| **Contact** | | **Active** | Yes |
| **Title** | | | |
| **Company** | SWAIN SIGN | | |

**Address**
1384 5TH ST
ONTARIO, CA 91764

**Mailing Address**
, 91764

| | |
|---|---|
| **Phone** | (909) 460-2530 |
| **Fax** | (909) - |
| **Email Address** | |

**License Information**
**State License No.** 643004 Expires 04/30/2002
**Type:** C-45
**City License No.** Expires

## Inspections

| Department | Description | Scheduled | Assign To | Inspect By | Date | Status | Units | # | Hours |
|---|---|---|---|---|---|---|---|---|---|
| **Building** | | | | | | | | | |
| Building | Foundation | | | | | Open | | 1 | 0 |
| Building | Structural | | | | | Open | | 1 | 0 |
| Building | Rough electrical | | | | | Open | | 1 | 0 |
| Building | Final | | | | | Open | | 1 | 0 |

* CONDITION ON 2ND PAGE

## SIGN RECOMMENDATION SUMMARY

1. 4'-0" x 7'-4" Non-Illum Wall Sign
2. 1'-6" x 1'-0" Plaque
3. 1'-6" x 1'-0" Plaque
4. 1'-6" x 1'-0" Plaque
5. 1'-6" x 1'-0" Plaque
6. 1'-0" x 1'-6" Wall Sign
7. Custom Window Vinyl
8. 8" x 1'-0" Drop Box Plaque
9. 3'-0" x 2'-3" Interior Lobby Sign

## PERMIT INFORMATION

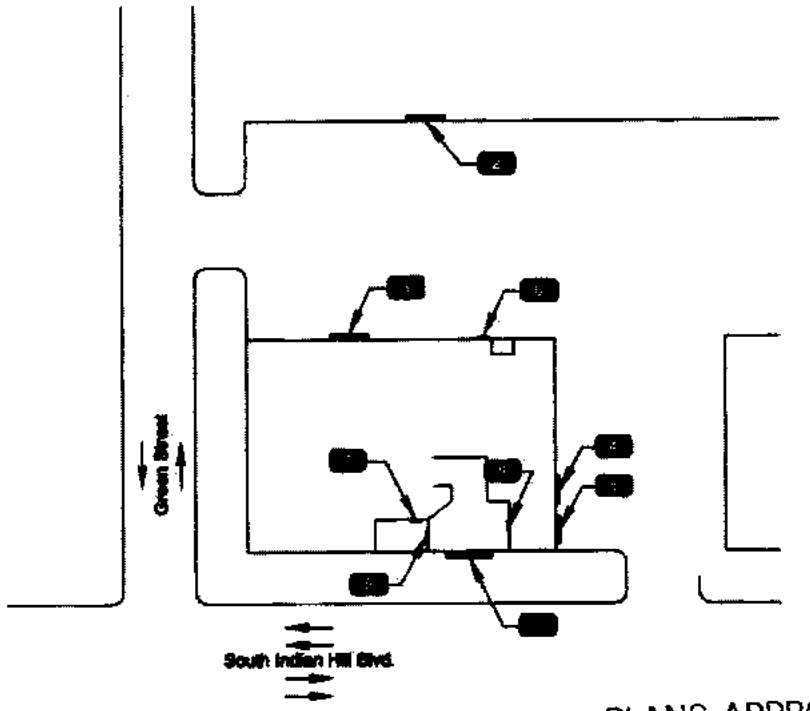
**Recommended Square Footage**
Monument: 0 sq. ft. Building: 29 sq. ft.

**Existing Square Footage**
Monument: 0 sq. ft. Building: 6 sq. ft.

**Allowable Square Footage**
Monument: unknown Building: unknown

## NOTES

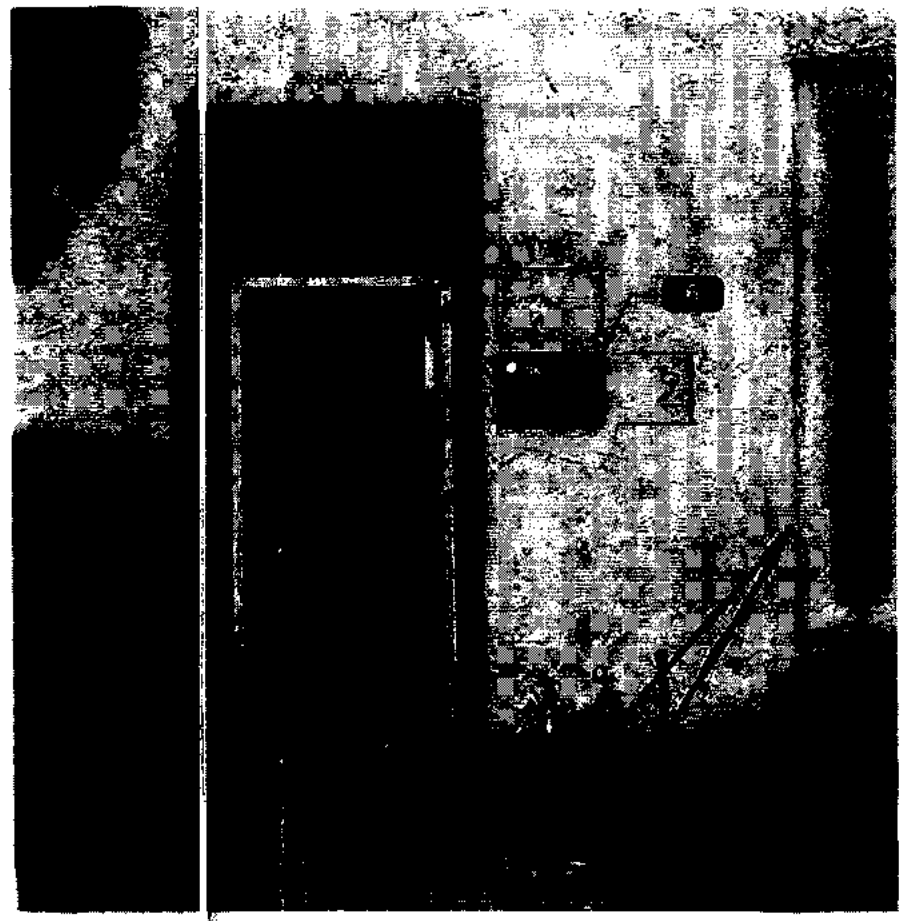
1. Graphics shown are representative only. Use only approved artwork and graphics standards for face decoration.



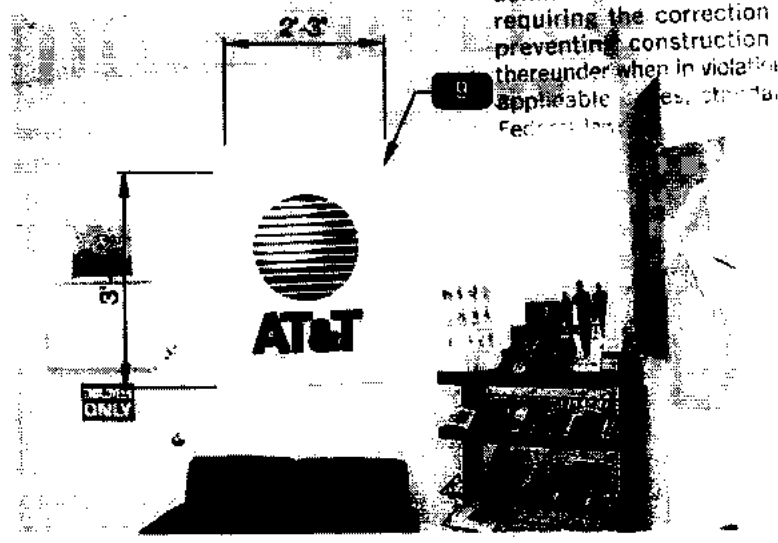

SITE SKETCH

PLANS APPROVED
CITY OF CLAREMONT
Building Div. [illegible] Date 7/23/07
Engineering Div. ____ Date ____
Planning Div. [illegible] Date 7-23-01
*SEE CONDITION

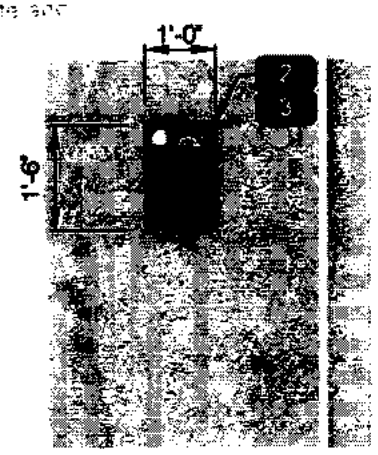
The approval of these plans, specifications and computations shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable laws, standards, and State and Federal laws.



WALL MOUNTED DIRECTIONAL



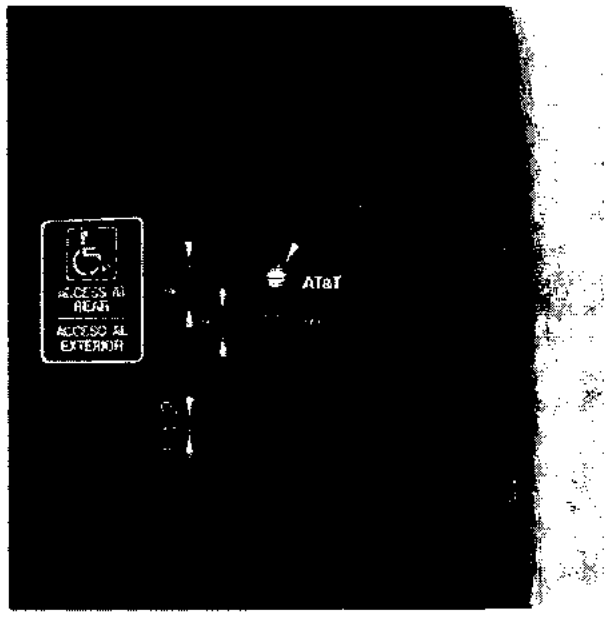

INTERIOR LOBBY PLAQUE




WALL MOUNTED PLAQUES




WALL MOUNTED PLAQUES




CUSTOM WINDOW VINYL


*Sign Management Consultants, Inc.*
*Three Lakeview Place*
*22 Century Boulevard, Suite 110*
*Nashville, Tennessee 37214*
*615-885-1661*


*Client*
**AT&T**
**Broadband & Internet Services**
**9197 S Peoria Street**

*Site*
AT&T
212 S. Indian Hills Blvd.
Claremont, CA 91711

*Drawing Title*
**Signage Recommendations**

*Issue Date*
**05/23/01**

*Drawing Number*
**WC605**

*Sheet Number*
**1 of 2**

PLANS APPROVED
CITY OF CLAREMONT

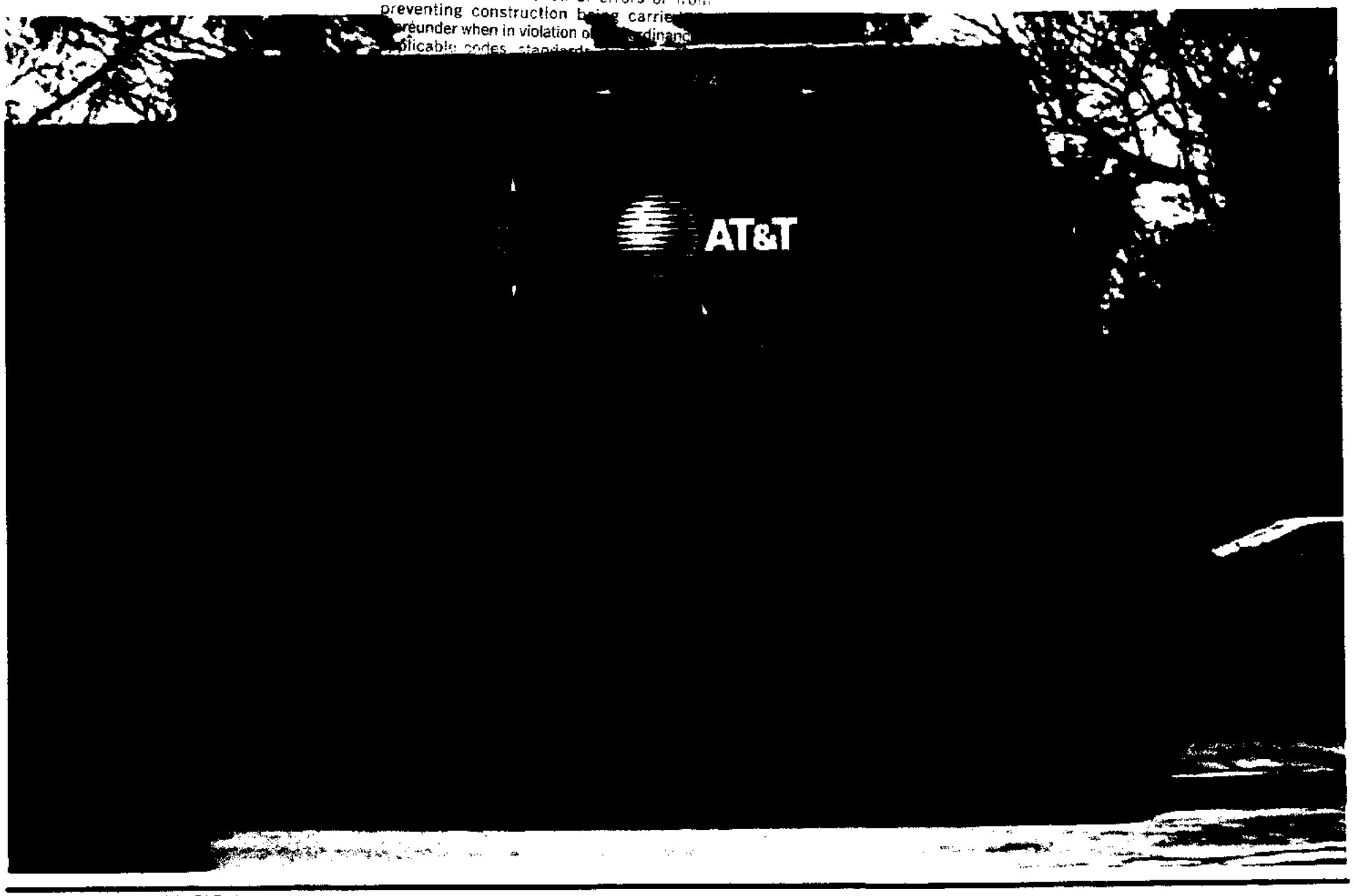
Building Div. AP Date 7/23/07

Engineering Div. ____ Date ____

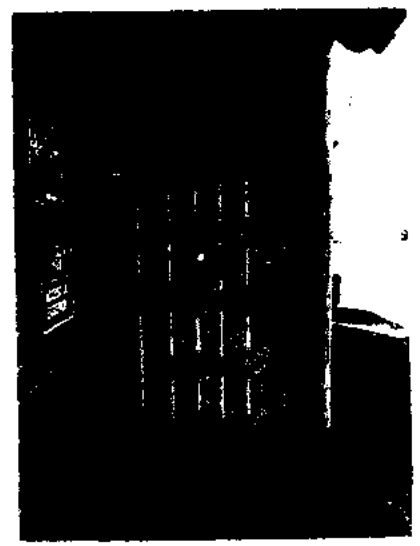
Planning Div. CL Date 7-23-01 — SEE CONDITION →

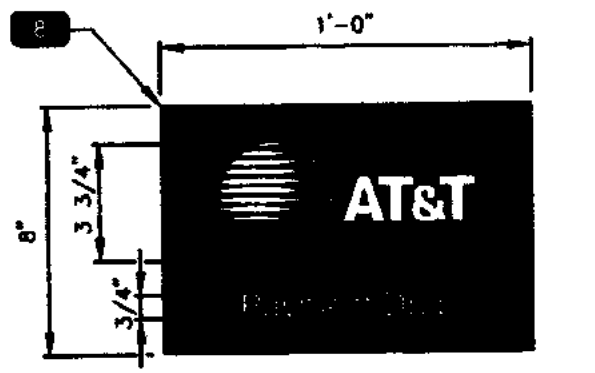
The approval of these plans, specifications and computations shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried thereunder when in violation of ordinance applicable codes, standards

*CONDITION:
BUILDING SHALL BE PAINTED TO MATCH IN AREA WHERE PREVIOUS SIGN WAS LOCATED




NON-ILLUM. WALL SIGN






DROP BOX PLAQUE

■ *Sign Management Consultants, Inc.*
*Three Lakeview Place*
*22 Century Boulevard, Suite 410*
*Nashville, Tennessee 37214*
*615-885-1661*
*Fax 615-885-1703*

■ *Client*
**AT&T**
**Broadband & Internet Services**
**9197 S Peoria Street**
**Englewood, CO 80112**

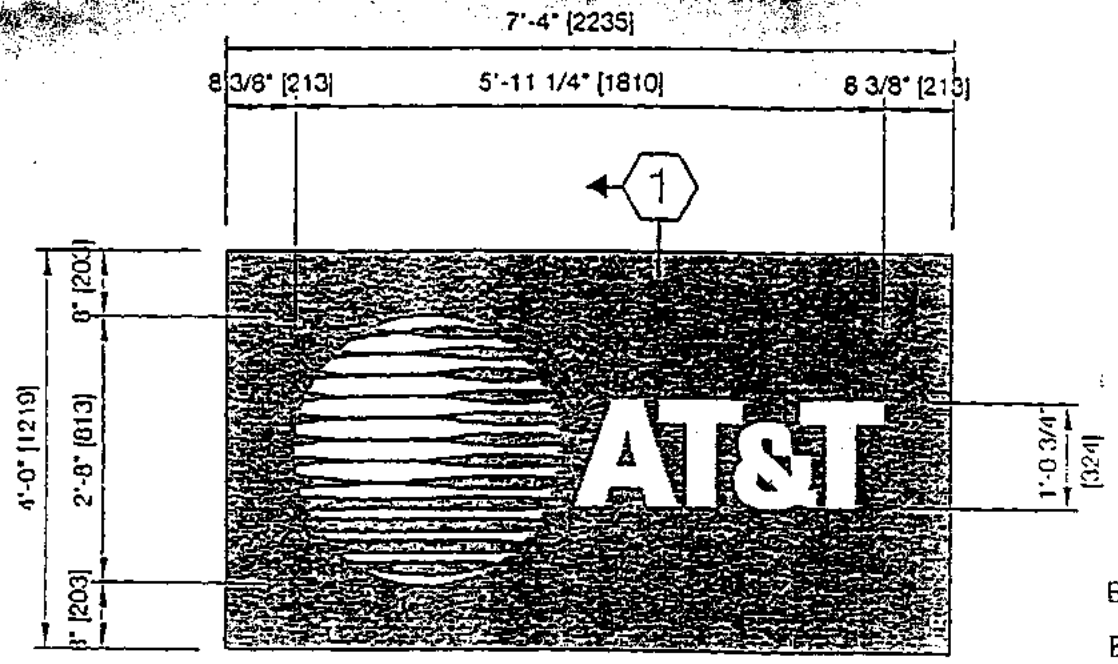
■ *Site*
AT&T
212 S. Indian Hills Blvd.
Claremont, CA 91711

■ *Drawing Title*
**Signage Recommendations**

■ *Issue Date*
**04/30/01**

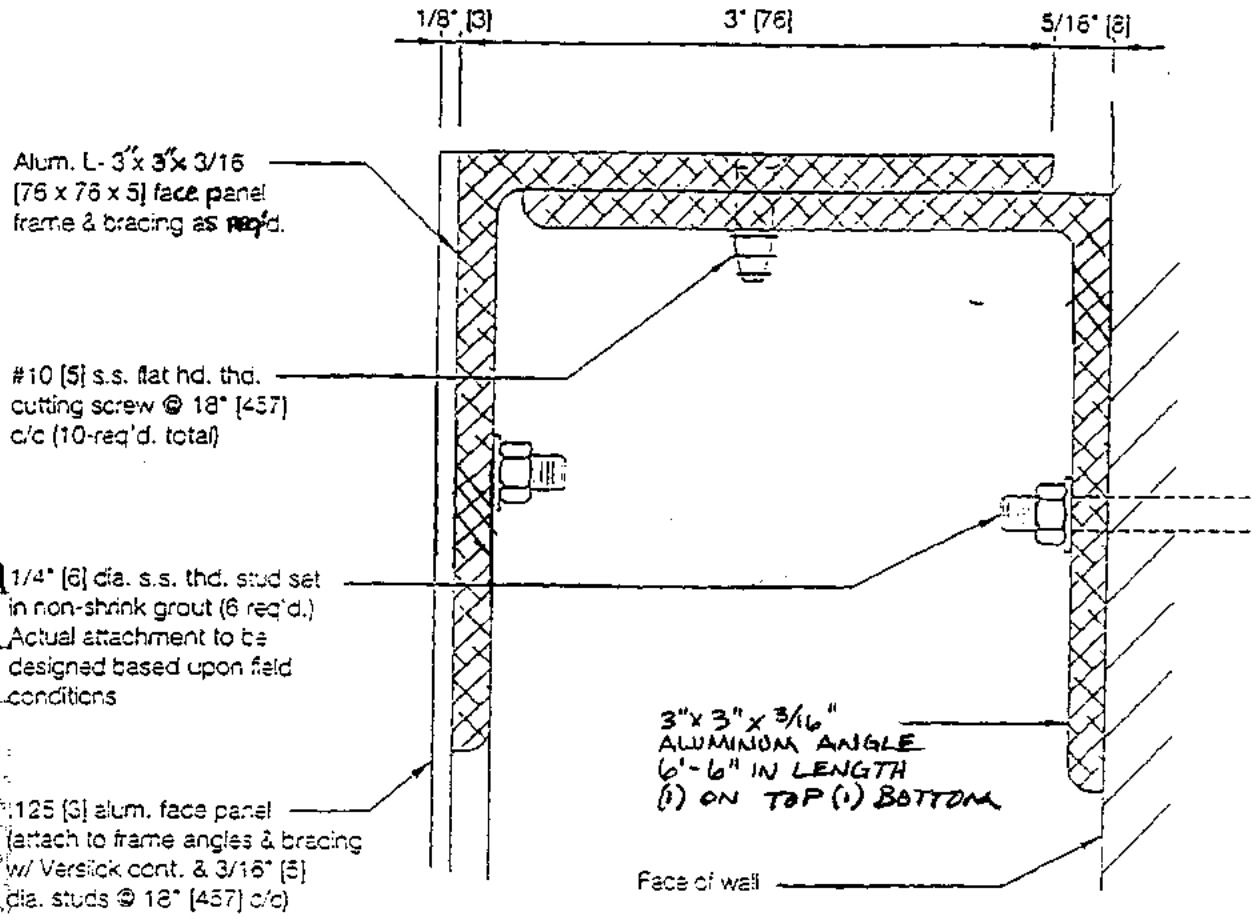
■ *Drawing Number*
**WC605**

■ *Sheet Number*
**2 of 2**




## Front Elevation

Scale: 1/2" = 1'-0"




PLANS APPROVED
CITY OF CLAREMONT

Building Div. AR Date 7/23/01

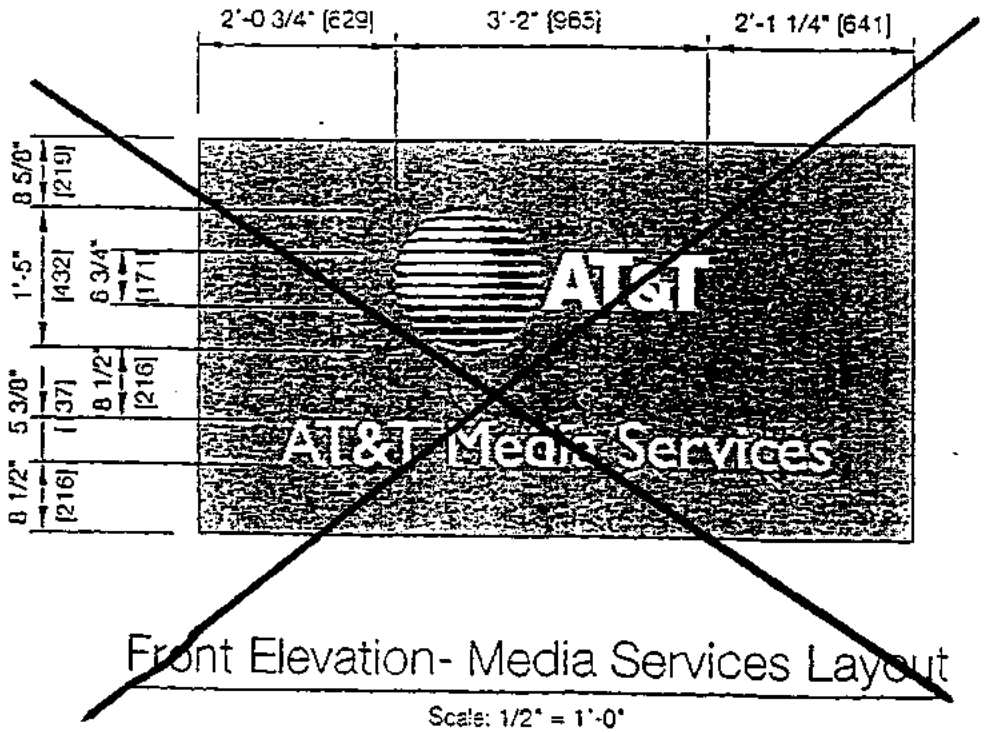
Engineering Div. ____ Date ____

Planning Div. ____ Date ____

The approval of these plans, specifications and computations shall not prevent the administrative authority from thereafter requiring the correction of errors or omissions preventing construction being carried out thereunder when in violation of City ordinances applicable thereto.

## Section 1- Non-Illuminated Sign

Scale: Full




## Front Elevation- Media Services Layout

Scale: 1/2" = 1'-0"

### Decoration Notes

1. All decoration shall be white on a dark background.
2. For non-illuminated signs, graphics shall be 3M #3650-10 White Scotchcal, or equal. For illuminated signs, if applicable, graphics shall be routed out of the face and backed up with 7328 translucent White acrylic.
3. The sign background, returns, columns, etc. shall be painted Dark Bronze (Matthews acrylic polyurethane #41-313 Dark Bronze, satin finish) or equal.
4. Secondary information, such as business hours, facility address, and directional copy uses Helvetica Light typestyle, initial capitals with lower case letters.

### Lighting Notes

1. This sign may be internally illuminated, externally illuminated, or non-illuminated. If the sign is internally illuminated, please follow the manufacturing details on the following drawings.
2. If the sign is to be non-illuminated or externally illuminated, manufacture sign according to the section shown on this sheet and use vinyl film decoration as listed in the Decoration Notes.
3. If the sign is to be externally illuminated, provide adequate metal halide floodlighting to evenly illuminate the entire face. Install and/or screen lighting fixtures in a way that eliminates objectionable glare to passersby. Lighting installation must be approved by site representative.

Note: Dimensions shown in brackets are the approximate metric equivalent in millimeters.

This is an original unpublished design, created by Sign Management Consultants, Inc. These drawings shall not be used except for the project in which they were developed without owner approval. These documents are for design intent purposes and shall not be interpreted as a final design. The product manufacturer shall be responsible for all structural, electrical, and mechanical engineering.

SIGN MANAGEMENT CONSULTANTS
25 Century Blvd. Suite 606 Nashville, TN 37214
PH (615) 885-1661 Fax (615) 885-1703

CLIENT
AT&T
Broadband & Internet Services
9197 S. Peoria Street
Englewood, CO 80112

SIGN MODEL
WH29
4'-0" x 7'-4"
Horizontal Wall Sign-
Non-Illuminated

DRAWING TITLE
Installation &
Decoration Drawing

DATE 3-27-00
DRAWN BY mcb
CHECKED BY mark
SCALE noted

DRAWING NUMBER
ATT-220

SHEET NUMBER
2 of 3

# City of Claremont

207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5471

**PERMIT NO.** B00-006-325

**Permit Type:** Comm Alteration

**Permit Status:** Issued

| PROJECT | TRACT NO. | LOT NO. | APPLICATION DATE | ISSUED BY |
|---|---|---|---|---|
| | | | 3/22/2004 | CEF |

**PROJECT ADDRESS**

**212 S Indian Hill Blvd**

**ASSESSORS PARCEL NO.** 8313-025-020 **GEO CODE**

**OWNER**
Insight, Communications Co

**MAILING ADDRESS**
1420 N Claremont Blvd Ste 112a
Claremont, CA 91711

**PHONE NO.** **FAX NO.**

**APPLICANT**

**MAILING ADDRESS**

**PHONE NO.** **FAX NO.**

**CONTRACTOR/PROFESSIONAL**
Mowery-thomason

**MAILING ADDRESS**
1225 N Red Gum St
Anaheim, CA 92806

**PHONE NO.** (714) 666-1717 **FAX NO.**
**EMAIL ADDRESS:**

License No. 170335 Type: C-9, C-61, D- Expires: 7/31/2004 Business License No.

**TENANT**

**MAILING ADDRESS**

**PHONE NO.** **FAX NO.**

**DESCRIPTION**

Replace exterior lath and plaster.

| Construction Type | UOM | # of Units | Value | Construction Type | UOM | # of Units | Value |
|---|---|---|---|---|---|---|---|
| Value | value | 39,000 | $39,000.00 | | | | |

**OCCUPANCY** Offices **TOTAL VALUATION** $39,000.00

**FEE DETAIL**

| QTY | UOM | DESC | AMT | AMT PAID | ACCT |
|---|---|---|---|---|---|
| | | Bld Non Res | $544.78 | $544.78 | |
| 1 | Flat | Permit Issuance | $21.60 | $21.60 | |
| | | SMIP 2 | $8.19 | $8.19 | |
| 8 | page | Microfilm page | $2.16 | $2.16 | |
| **Totals for:** | | | **$576.73** | **$576.73** | |

3/22/04 3:45PM [illegible]

#[illegible]
BUILDING PERM FE
CHARGE 1 [illegible]

**Total Fees:** $576.73 **Total Amount Paid:** $ 576.73

Bldg. Chrester Date 3/22/04

Engr. _____ Date _____

Plan E. Mobllister Date 3/22/04

The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.

**APPROVED**

Gas _____ Electric _____ Sch. Dist. _____ San Fee _____ C/O Issued _____

Finaled By: [signature] Date 4/13/04 Gas Co. _____

Elect. Co. _____

**City of Claremont**
207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5471

# PERMIT / PLAN REVIEW APPLICATION

**LICENSED CONTRACTOR'S DECLARATION**
I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

License Class . . License No. . . . . Exp. Date . . . . . .

X Signature of Contractor: . . . . . .

**OWNER - BUILDER DECLARATION**
I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9, commencing with Section 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500)):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving he or she did not build or improve for the purpose of sale).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law).

☐ I am exempt under Sec._____, B. & P.C. for this reason:

. . . . . .

Date . . . . . Owner . . . . . .

**WORKER'S COMPENSATION DECLARATION**
I hereby affirm under penalty of perjury one of the following:

☐ I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My worker's compensation insurance carrier and policy number are:

Carrier . . . . . .

Policy Number . . . . . .

**(This section need not be completed if the permit is for one hundred dollars or less)**

☐ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation Laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

X Date 3/22/04 Applicant: . . . . . .

**WARNING: Failure to secure Workers' Compensation Coverage is unlawful, and shall subject an employer to criminal penalties and civil fines up to One Hundred Thousand Dollars ($100,000), in addition to the cost of compensation, damages as provided for in Section 3706 of the Labor Code, interest and attorney's fees.**

**CONSTRUCTION LENDING AGENCY**
I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ.C.)

Lender's Name . . . . . .

Lender's Address . . . . . .

*I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this City to enter upon the property for inspection purposes.*

Date . . . . . Signature . . . . . .

**IMPORTANT: APPLICATION IS HEREBY MADE TO THE BUILDING OFFICIAL FOR A PERMIT SUBJECT TO THE CONDITIONS AND RESTRICTIONS SET FORTH ON THIS APPLICATION AND THE FOLLOWING:**

1. Construction activity is prohibited between the hours of 8:00pm and 8:00am and on Sundays and Holidays.
2. The City's approved plans and permit inspection card must remain on the job site for use by City inspection personnel.
3. Final inspection of the work authorized by this permit is required. A Certificate of Occupancy must be obtained prior to use and occupancy of new buildings, structures and remodeling work.

X NAME Robert Heimerl TITLE Pres
Print name and title

*I certify that I have read this application and state that the above information is correct and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of this City to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Worker's Compensation provisions of the Labor Code, I should become subject to such provisions, I will forthwith comply. In the event I do not comply with Workmen's Compensation law, this permit shall be deemed revoked.*

X SIGNATURE . . . . . DATE 3/22/04

This permit/plan review expires by time limitation and becomes null and void if the work authorized by the permit is not commenced within 180 days from the date of permit issuance or if the permit is not obtained within 180 days from the date of plan submittal. This permit expires and becomes null and void if any work authorized by this permit is suspended or abandoned for 180 consecutive days or if no progressive work has been verified by a City building inspector for a period of 180 consecutive days.

## CALLS FOR INSPECTION

Requests for inspection should be made at least one (1) business day in advance of the inspection by telephone at (909) 399-5471.

## INSPECTORS OFFICE HOURS ARE:

| Monday - Thursday | Fridays |
|---|---|
| 8:00 a.m. - 8:45 a.m. | 8:00 a.m - 8:45 a.m. |
| 4:30 p.m - 5:00 p.m. | 4:00 p.m - 5:00 p.m |

**Permit #** **B00-006-325** **Permit Type** **Comm Alteration**

**Situs Address** **212 S Indian Hill Blvd**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Permit Type** | Comm Alteration | | | **Permit No** | B00-006-325 | **System Status** | Final |
| **Situs Address** | 212 S Indian Hill Blvd | | | | | **Agency Status** | Final |
| **Situs City** | Claremont, CA 917110000 | | | | | **Application Date** | 03/22/2004 |
| **Parcel No** | 8313-025-020 | | | **Geo Area** | | **Issue Date** | 03/22/2004 |
| **Project No** | | | | **Case No** | | **Expire Date** | 10/10/2004 |
| **Tract No** | | **Lot No** | | **Block No** | | **Final Date** | 04/13/2004 |
| **TRA** | 02729 | **Census** | | | | **Occupancy** | Offices |
| **Use** | 1700 - Office Building, 1 Story | | | **Zoning** | CIcp* | **Valuation** | $39,000.00 |
| **No of Units** | 0 | **# Bathrms** | 0.00 | **Occup Grp** | | **Constr. Type** | |
| **No of Stories** | 0 | **# Bedrms** | 0 | **Square Feet** | 4,596.00 | **Sprinklered** | No |
| **Description** | Replace exterior lath and plaster. | | | | | | |

## Owner

| | | |
|---|---|---|
| | 1420 N Claremont Blvd Ste 112a | **PHONE NO.** |
| Insight, Communications Co | Claremont, CA 91711 | **FAX NO.** |

## Service Provider

| | | | |
|---|---|---|---|
| **Service Provider Type** | Contractor | **Status** | Active |
| **Contact** | | **Active** | Yes |
| **Title** | | | |
| **Company** | Mowery-thomason | | |

| | |
|---|---|
| **Phone** | (714) 666-1717 |
| **Fax** | (909) - |
| **Email Address** | |

**Address**
1225 N Red Gum St
Anaheim, CA 92806
**Mailing Address**
, 92806

**License Information**
**State License No.** 170335 Expires 07/31/2004
**Type:** C-9, C-61, D-
**City License No.** Expires

**Permit #** B00-006-325 **Permit Type** Comm Alteration

**Situs Address** 212 S Indian Hill Blvd

## Inspections

| Department | Description | Scheduled | Assign To | Inspect By | Date | Status | Units | # | Hours |
|---|---|---|---|---|---|---|---|---|---|
| **Building** | | | | | | | | | |
| Building | Foundation | | | | | Open | | 1 | 0 |
| Building | Underground plumbing | | | | | Open | | 1 | 0 |
| Building | Waste/vent | | | | | Open | | 1 | 0 |
| Building | Water | | | | | Open | | 1 | 0 |
| Building | Gas | | | | | Open | | 1 | 0 |
| Building | Grease trap, interc/clarifier | | | | | Open | | 1 | 0 |
| Building | Underground sewer | | | | | Open | | 1 | 0 |
| Building | Underground electrical | | | | | Open | | 1 | 0 |
| Building | Conduit | | | | | Open | | 1 | 0 |
| Building | Conductors | | | | | Open | | 1 | 0 |
| Building | Grounding electrode | | | | | Open | | 1 | 0 |
| Building | Slab/floors/decks | | | | | Open | | 1 | 0 |
| Building | Roof deck | | | | | Open | | 1 | 0 |
| Building | Shear nailing | | | | | Open | | 1 | 0 |
| Building | Shear hold downs | | | | | Open | | 1 | 0 |
| Building | Rough electrical | | | | | Open | | 1 | 0 |
| Building | Conduit/cable | | | | | Open | | 1 | 0 |
| Building | Panels | | | | | Open | | 1 | 0 |
| Building | Service | | | | | Open | | 1 | 0 |
| Building | Grounding/bonding | | | | | Open | | 1 | 0 |
| Building | Transformer(s) | | | | | Open | | 1 | 0 |
| Building | Rough plumbing | | | | | Open | | 1 | 0 |
| Building | Rough mechanical | | | | | Open | | 1 | 0 |
| Building | Ducts | | | | | Open | | 1 | 0 |
| Building | Dampers | | | | | Open | | 1 | 0 |
| Building | Equipment | | | | | Open | | 1 | 0 |
| Building | Hoods | | | | | Open | | 1 | 0 |
| Building | Suspended ceiling area | | | | | Open | | 1 | 0 |
| Building | Truss | | | | | Open | | 1 | 0 |
| Building | Frame | | | | | Open | | 1 | 0 |
| Building | Insulation | | | | | Open | | 1 | 0 |
| Building | Drywall | | | | | Open | | 1 | 0 |
| Building | Lath | | | jss | 04/01/2004 | Approved | | 3 | 1 |
| Building | Final electrical | | | | | Open | | 1 | 0 |
| Building | Final plumbing | | | | | Open | | 1 | 0 |
| Building | Final mechanical | | | | | Open | | 1 | 0 |
| Building | Final building | | | jss | 04/13/2004 | Approved | | 1 | 0 |

# IMPORTANT NOTICE

All businesses must comply with Claremont's Land Use Code and Municipal Code requirements. The proposed business shall also not conflict with any state or federal laws. Completing and filing this business permit application with the City of Claremont, and paying the required fees does not constitute approval of the proposed business at the location indicated on this application. Claremont's Planning and Building Divisions, as well as the Police and Fire Departments review each application. Approvals from each are required before a business permit is approved by the City. You will be notified in writing by the City of its decision. The operation of a business prior to receiving the City's written approval is illegal and done at the business owner's risk.

Sign permits are required for all signs. Inquire at the Planning Division for requirements.

I have read and understand the above statement.

W. M. Lyman — 8/30/93

Applicant's Signature — Date

## FOR CITY USE ONLY

Received By: _____ Date: _____

**Planning Division**

WDL Approval ___ Conditional Approval ___ Denial

Explanation: _____

Signature: Marshall Ong Date: 9-1-93

**Building and Safety Division**

Approval ✓ Conditional Approval ___ Denial

Explanation: Subject to site visit and compliance with all applicable codes.

Signature: Duane A. Marks Date: 9/2/93

**Police Department**

___ Approval ___ Conditional Approval ___ Denial

Explanation: _____

Signature: _____ Date: _____

**Fire Department**

___ Approval ___ Conditional Approval ___ Denial

Explanation: _____

Signature: _____ Date: _____

$100.00

# Application for Business Permit

City of Claremont, Department of Community Development
207 Harvard Ave., P.O. Box 880, Claremont, CA 91711-0880, (714) 399-5470

## Business Information (Please Print or Type All Information)

Name of Business: DOMOND REALTY SERVICES

Address of Business: 220 S. Indian Hill Blvd, Ste C CLAREMONT 91711

Mailing Address: same

Business Phone #: 909/625-5853 Starting Date for Business Operations: 6/21/93

Description of Business: Real Estate

Former Use of this Address:

Hours of Operation (Days of the week/hours of the day): 9:00 AM - 7:00 PM Monday - Sunday

Floor Area Occupied by This Business (sq. ft.): 600 SF Number of Employees: None

State Sales Tax #: N/A State/Federal License #: 01063360

AUG 93 14116 Business Lic 100.00

## Owner's and Emergency Contact Information

Names of Owners, Partners, or Officers of the Corporation

Owner's/Officer's Name: Joe Domond Title: owner

Home Address: 13866 Live Oak Ct Chino CA 91710

Home Phone #: 909/628-7057

Owner's/Officer's Name: None Title:

Home Address:

Home Phone #:

Owner's/Officer's Name: None Title:

Home Address:

Home Phone #:

ZONING: CP

Cashier Validation:

$100.00

# Application for Business Permit

City of Claremont, Department of Community Development
207 Harvard Ave., P.O. Box 880, Claremont, CA 91711-0880 (909) 399-5470

## Business Information

(Please Print or Type All Information)

Name of Business: RAC Health Care Services Inc.

Address of Business: 220 S. Indian Hill Blvd Suite C-2 Claremont, Ca. 91711

Mailing Address: Same as above

Business Phone #: (909) 599-0522 Starting Date for Business Operations: 2/1/95

Description of Business: Home Health Agency

Nurses - RN, LVN's; Home Health Aides; Physical Therapist; Occupational Therapist; Speech Therapist; Medical Social Workers (To see patients in their homes)

Former Use of this Address:

Hours of Operation (Days of the week/hours of the day): M-F 9-5p

Floor Area Occupied by This Business (sq. ft.): 2095 square feet Number of Employees: 2 (in office) (5-8) in field

State Sales Tax #: _____ State/Federal License #: _____

## Owner's and Emergency Contact Information

Names of Owners, Partners, or Officers of the Corporation

Owner's/Officer's Name: Lynette Callender Title: President

Home Address: 453 Sunset Circle Claremont Ca. 91711

Home Phone #: (9) 422-6865

Owner's/Officer's Name: _____ Title: _____

Home Address: _____

Home Phone #: _____

Owner's/Officer's Name: _____ Title: _____

Home Address: _____

Home Phone #: _____

ZONING: CP

Cashier Validation:

# IMPORTANT NOTICE

All businesses must comply with Claremont's Land Use Code and Municipal Code requirements. The proposed business shall also not conflict with any state or federal laws. Completing and filing this business permit application with the City of Claremont, and paying the required fees does not constitute approval of the proposed business at the location indicated on this application. Claremont's Planning and Building Divisions, as well as the Police and Fire Departments review each application. Approvals from each are required before a business permit is approved by the City. You will be notified in writing by the City of its decision. The operation of a business prior to receiving the City's written approval is illegal and done at the business owner's risk.

Sign permits are required for all signs. Inquire at the Planning Division for requirements.

I have read and understand the above statement.

Lynette Cattlander 4/6/95

Applicant's Signature

## FOR CITY USE ONLY

Received By: _____ Date: _____

**Planning Division**

Approval _____ Conditional Approval _____ Denial

Explanation: _____

Signature: Michael Day Date: 4-17-95

**Building and Safety Division**

4/17/95 _____ Approval ✓ Conditional Approval _____ Denial

Explanation: Office use only subject to ~~[illegible]~~ and compliance with all applicable codes

Signature: Duane A. Marks Date: 4/17/95

**Police Department**

_____ Approval _____ Conditional Approval _____ Denial

Explanation: _____

Signature: _____ Date: _____

**Fire Department**

_____ Approval _____ Conditional Approval _____ Denial

Explanation: _____

Signature: _____ Date: _____

Inspection Request Line
(909) 399 5372

# Application for Building Permit

906284

PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Job Description: RE-ROOF OFFICE BUILDING - TEAR OFF ROCK ROOF, INSTAL.. 28# BASE HOT-MOPPED 2 11 PLY ASPHALT FELT APPLY ASPHALT AND ROCK WITH CAP SHEET

| Type of Const | Occ Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | 3 |

| Tract No. | Lot No. | APN |
|---|---|---|
| | | 8313 - 025 - 023 |

| Setback F S L R | Review # | Date |
|---|---|---|
| | | 12/6/93 |

Building Address: 220 S. INDIAN HILL BOULEVARD
Owner: 220 INDIAN LTD.
Mailing Address: 21021 VENTURA BOULEVARD 12 FLOOR
City: WOODLAND HILLS Zip: 91364 Tel:
Contractor: C-[illegible]-J ROOFING
Address: 1521 VESTA
City: ONTARIO Zip: 91761 Tel: 983-4485
State Lic & Classif: 421951 C-39 EXP. 4/30/94 City Lic #:
Arch. Engr Designer:
Address: Tel:
City: Zip: State Lic #:

**CONSTRUCTION ESTIMATE**

| | | | | |
|---|---|---|---|---|
| 1ST FL | SQ FT @ | | $ | |
| 2ND FL | SQ FT @ | | | |
| POR | SQ FT @ | | | |
| GAR | SQ FT @ | | | |
| CARP | SQ FT @ | | | |
| WALL | L F @ | | | |
| A/C | SQ FT @ | | | |
| ROOF 4464 | SQ FT @ | 2.00 | 8,928 | 00 |
| POOL | SQ FT @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 8,928 | 00 |
| [illegible] | ISSUANCE | | $ 19 | 00 |
| | CONST FEE | | $ 142 | 10 |
| | TOTAL CONST FEE | | $ 161 | 10 |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under the provisions of Chapter 9 [illegible] Business and Professions Code and my license is in full force and effect.

SIGNATURE 12-6-93 DATE

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5 Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for the permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exempt from the Contractor's License Law because I will be performing the work of improvement and the project is not subject to the provisions of that law, for the following reason:

☐ I am exempt under Sec. _____ B&P for the reason

Date _____ Owner _____

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure or a certificate of Workers' Compensation Insurance or a certified copy thereof (Sec. 3800, Labor Code).

Policy No. 0630300 - 93 Insurer STATE FUND COMP. INS.

☐ Copy is filed with the city ☐ Certified copy is hereby furnished

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ By _____

(Applicant)

**CONSTRUCTION LENDING AGENCY**

(The name and address of the lending agency, if there is one.)

Lender's Address

**HAZARDOUS MATERIAL DECLARATION**

Will the applicant or future business occupant handle a hazardous material or a mixture containing a hazardous material equal to or greater than the amounts specified on the Hazardous Materials Information Guide?

☐ YES ☐ NO

Will the proposed building or modified facility be within 2000 feet of the main boundary of a school?

☐ YES ☐ NO

I have read the Hazardous Materials Information Guide and understand my requirements under the Los Angeles County Code Title 2 Chapter 2.69 Section 2.69.030 through 2.69.060 concerning hazardous materials reporting.

Owner or Authorized Agent _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. (UBC 35[illegible])

This is a building permit or plan check only and not a contract between the owner and the contractor. The owner or contractor is responsible for knowing and complying with all conditions, restrictions and covenants which may be recorded against the property.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant _____ Date 12-6-93

Mailing Address _____

City, State, Zip _____

**MECHANICAL FEES**

| | | | | |
|---|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD | |
| APPLIANCE | | | DRYER | |
| AIR CONDITIONER | | | BTU | |
| HEATING SYSTEM | | | BTU | |
| MECH PLAN CHECK FEE | | | | |
| ISSUANCE FEE | | | $ | 19 00 |
| | | | TOTAL MECH FEE | $ |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| | [illegible] | | | [illegible] | |
| | POWER | | | YARD SPRLR SYSTEM | |
| | [illegible] | | | GAS PIPING | |
| | [illegible] | | | HOUSE SEWER | |
| | METER/SVC | | | DRAINAGE PIPING | |
| | PICK-UPS | | | DRINKING FOUNTAIN | |
| | FURNACES | | | URINAL | |
| | OVENS | | | WATER PIPING | |
| | SWITCHES | | | REDUCED PRESSURE | |
| | | | | BACKFLOW | |
| | SIGN | | | [illegible] | |
| | | | | [illegible] | |
| | TEMP USE SERV | | | LAUNDRY TRAY | |
| | POLE TEMP SERV | | | KITCHEN SINK | |
| | SERVICES | | | WATER CLOSET | |
| | ADD'L SERVICE | | | LAVATORY | |
| | SQ FT @ | | | SHOWER | |
| | SQ FT @ | | | BATH TUB | |
| | SQ FT RESID @ | | | WATER HEATER | |
| | SQ FT [illegible] @ | | | SEWAGE DISPOSAL | |
| | PLAN CHECK | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | $ 19 00 | | ISSUANCE FEE | $ 19 00 |
| | TOTAL ELEC FEE | $ | | TOTAL PLUMB FEE | $ |

| ELEC FEE | MECH FEE | BLDG FEE | PLUMB FEE | | SUB-TOTAL |
|---|---|---|---|---|---|
| 161.10 | | | | | 161.10 |
| PLAN CHECK | ADD'L PLAN CK | [illegible] FEE | FIRE FEE | FIRE SYSTEM FEE | |
| SMI | SMIP FEE | | | TOTAL DUE | |
| 90 | 75 | | | $ 162.75 | |

Paid [signature] Date 12/6/93
Type Cash
Rec'd by Kim O'Shea Date 12/6/93

The issuance or granting of a permit or approval of plans, specifications and computations shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the building code or of any other ordinance of the city. Permits presuming to give authority to violate or cancel the provisions of the building code or of other ordinances of the city shall not be valid. The issuance of a permit based on plans, specifications and other data shall not prevent the building official from thereafter requiring the correction of errors in said plans, specifications and other data or from preventing building operations being carried on thereunder when in violation of this code or of any other ordinance of this jurisdiction. Work must be commenced within 180 days after the date of issuance of this permit or the permit shall become invalid unless such time limitation is extended by the building official in writing. Work must be completed within 180 days after the date of issuance of this permit or the permit shall become invalid unless such time limitation is extended by the building official in writing. Work must be completed within 180 days after the date of issuance of this permit or the permit shall become invalid unless such time limitation is extended by the building official in writing.

Approved Date Electric Sub Dist Sub Fee
Prepared By
OK to Issue EXPIRED 6/13/94

INSPECTION'S CONT

| OPERATION | DATE | INSPECTOR |
|---|---|---|

## BUILDING APPROVALS

Set Back
Type & Form
Reinforcement
Slab Grade
Roof Deck — 12-10-93 JH
Sheathing
Hold Downs
Framing
Roofing
Insulation
Drywall
Tub at Shower
Fireplace
Fireplace
Stairs & Handrail
Insulation
Walls
Ceiling
Floor

## PLUMBING APPROVALS

Underground Plumbing
Top Water Test
Sewer Service
Rough Plumbing
Gas Test
Set Fixtures
Water Service
Vents
Water Heater
Water Piping
Grease Traps
Cleanout
Water Piping Test
Final

## ELECTRICAL APPROVALS

Underground
Underground
Temporary Power Pole
Rough Electrical
Electrical Service
Work Electrical
Rough Electrical
Final

| OPERATION | DATE | INSPECTOR |
|---|---|---|

## MECHANICAL APPROVALS

Underground
Rough
Final

## FIRE RATED ASSEMBLIES

## EXTINGUISHERS

## MISCELLANEOUS

## ADDITIONAL INFORMATION

W/2 Deck O.K. JH. 12/8

220 S. Indian Hill
90284

Expired 6/15/94

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 230 S. Lindsay Hill Blvd.

| DATE OF REQ | TIME | DATE REQ | REQ BY | TYPE OF INSP. | INI | PERMIT# |
|---|---|---|---|---|---|---|
| 12/6/93 | 11:19 | 12/7 | | Roof Deck | KC | 9302284 |
| 12/7 | 9:24 | 12/8 | | Roof Deck | KC | 9302284 |

**CITY OF CLAREMONT**

Community Development Department

City Hall
207 Harvard Avenue
P O Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5465
Code Enforcement • (909) 399-5467
Economic Development • (909) 399-5341

May 4, 1994

C-N-J Roofing
1521 Vesta
Ontario, California 91761

Dear Gentlemen:

**Permit to Re-Roof Office Building (Permit #906284)**
**220 S. Indian Hill Blvd.**

While reviewing our records, we noticed that your permit to Re-Roof Office Building (Permit #906284) will expire on June 10, 1994.

If this work is complete and finalized, just bring in proof, such as the yellow job card showing a final date. If a final inspection has not been done, call our inspection request line (909) 399-5372 **BEFORE THE ABOVE EXPIRATION DATE** to schedule a final inspection.

If the job is not complete and you need more time, you will need to write a letter to the Building Official, Duane Marks, requesting an extension. You may have one six month extension on all permits. Once the Building Official has approved your request we will let you know of his decision by mail.

Permits are good for six (6) months from the issuance date or from the last inspection. If there has been no progress a letter is mailed to you informing you that the permit is about to expire. **To reactivate an expired permit that expired less than one year ago, you may reinstate it for one half the amount required for a new permit for such work. If the permit expired over one year ago, you may reinstate the permit at full permit price.**

We are sorry for any inconvenience this may have caused you, but we need to get this matter cleared to avoid any future inconveniences. If you have any questions you may call me at (909) 399-5476 Monday through Friday from 8:00 - 8:45 a.m. or 4:00 - 4:30 p.m.

Sincerely,

Roger Moon
Building Inspector

CC: 220 Indian LTD.
21021 Ventura Boulevard 12th Floor
Woodland Hills, CA 91364

[redacted]

# Application for Business Permit

City of Claremont, Department of Community Development
207 Harvard Ave., P.O. Box 880, Claremont, CA 91711-0880 (714) 399-5479

## Business Information (Please Print or Type All Information)

Name of Business: Positive Electronics

Address of Business: 220 So. Indian Hill Blvd, Suite H

Mailing Address: P.O. Box 1142

Business Phone #: 625-2944 Starting Date for Business Operations: _____

Description of Business: Sales Rep. - Product Distributor
(We work in lab and no customers on premises)

Former Use of this Address: Office of Dr. Balmes

Hours of Operation (Days of the week/hours of the day): _____

Floor Area Occupied by This Business (sq. ft.): 2100 sq. ft. Number of Employees: 2 P/T

State Sales Tax #: SR ACH 17-632844 State/Federal Licenses: None

HAR-4 91W777A0104 14:55 Business Lic 40.00

## Owner's and Emergency Contact Information

Names of Owners, Partners, or Officers of the Corporation

Owner's/Officer's Name: Stacy Fullmer Title: President

Home Address: 218 Cerritos Circle, Claremont

Home Phone #: 626-1170

Owner's/Officer's Name: _____ Title: _____

Home Address: _____

Home Phone #: _____

Owner's/Officer's Name: _____ Title: _____

Home Address: _____

Home Phone #: _____

ZONING: CP

Cashier Validation:

25 × 10

32 × 10

# IMPORTANT NOTICE

All businesses must comply with Claremont's Land Use Code and Municipal Code requirements. The proposed business shall also not conflict with any state or federal laws. Completing and filing this business permit application with the City of Claremont, and paying the required fees does not constitute approval of the proposed business at the location indicated on this application. Claremont's Planning and Building Divisions, as well as the Police and Fire Departments review each application. Approvals from each are required before a business permit is approved by the City. You will be notified in writing by the City of its decision. The operation of a business prior to receiving the City's written approval is illegal and done at the business owner's risk.

Sign permits are required for all signs. Inquire at the Planning Division for requirements.

**I have read and understand the above statement.**

[redacted] 4/4/91
Applicant's Signature Date

**FOR CITY USE ONLY**

Received By: Betty Stolte Date: 3/6/91

**Planning Division**

MDK Approval ____ Condition l Approval ____ Denial
Explanation: OFFICE USE ONLY - NO RETAIL SALES

Signature: Michael Day Date: 3/7/91

**Building and Safety Division**

3/25 Approval X Conditional Approval ____ Denial
Explanation: subject to site visit

Signature: Dennis Monks Date: 3/25/91

**Police Department**

____ Approval ____ Conditional Approval ____ Denial
Explanation: _____

Signature: _____ Date: _____

**Fire Department**

____ Approval ____ Conditional Approval ____ Denial
Explanation: _____

Signature: _____ Date: _____

25×10 32×10

# Application for Building Permit

**CITY OF CLAREMONT**
207 Harvard Ave
Claremont, California 91711
714/399-5471

PLAN CHECK #

SIGN "PAMELA HIDALGO KLOVSKI"
CERTIFIED PUBLIC ACCOUNTANT" NON-ILLUMINATI

Building Address: 220 S. INDIAN HILL #C
Owner: PAMELA H. KLOVSKI
Mailing Address: 4154 N. GAREY AVENUE
City: CLAREMONT Zip: 91711 Tel: 624-77[illegible]
Contractor: OWNER/BUILDER
Address
City Zip Tel
State Lic. City Lic #
Class
Arch. Engr. Designer
Address Tel
City Zip State Lic. #

Type of Const. | Occ. Group | Use Zone | Fire Zone 3
Tract No. | Lot | APN
Setbacks F S L H R | Review # | Date 1/24/90

**CONSTRUCTION ESTIMATE**

| | | | |
|---|---|---|---|
| 1ST FL | SQ FT @ | | $ |
| 2ND FL | SQ FT @ | | |
| FOR | SQ FT @ | | |
| GAR | SQ FT @ | | |
| CAR P. | SQ FT @ | | |
| WALL | L.F. @ | | |
| XX SIGN | SQ FT @ | 2.5 | 75.00 |
| ROOF | SQ FT @ | | |
| POOL | SQ FT @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 75.00 |
| NOTE: Not to be used as property tax valuation | ISSUANCE | | $ 7.00 |
| | CONST. FEE | | $ 18.00 |
| | TOTAL CONST. FEE | | $ 25.00 |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter [illegible] commencing with Section [illegible] of Division 3 of the Business and Professions Code and my license is in full force and effect.

SIGNATURE DATE

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for the permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

☑ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B.&P.C. for this reason

Date 1-24-90 Owner Pamela H. Klovski

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. _____ Company _____
☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Owner _____

WARNING TO APPLICANT: If you sign the Certificate of Exemption, you should become aware of the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code.)

Lender's Name _____
Lender's Address _____

**HAZARDOUS MATERIAL DECLARATION**

Will the application for this permit involve the use or storage of hazardous materials or a mixture containing hazardous materials in quantities in excess of, or greater than the amounts specified on the Hazardous Materials List? (Sec. 25532, Health & Safety Code)

☐ YES ☐ NO

Will a proposed building or modified facility be within 1000 feet of the outer boundary of a school district?

☐ YES ☐ NO

I have read the Hazardous Material Information Guide and understand the requirements under the Uniform Fire Code, Title 9, Chapter 2.20, Section 2.20.100 through 2.20.140 concerning hazardous materials reporting.

Owner or Authorized Agent _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. (UBC, Sec. 1210)

This is a building permit when properly filled out, signed and validated, and is subject to expiration if work is not commenced or [illegible] days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

Signature [illegible] Date 1-24-90

Print Name _____
Co. Name _____

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | B.T.U. |
| HEATING SYSTEM | | | B.T.U. |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH. FEE |

| NO. | ELECTRICAL FEES | NO. | PLUMBING FEES |
|---|---|---|---|
| UNITS | | | SQ. FT. @ .05 |
| | TIMER | | YARD SPRINKLER SYSTEM |
| | MOBILE HOME SVC. | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEWER |
| | VOTOR HP | | DRAINAGE PIPING |
| | POOL/SPA | | SWIMMING POOL/SPA |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPING |
| | SWITCHES | | FLOOR DRAIN |
| | | | POOL/SPA |
| | SIGN | | WASHER WATER (C.P.) |
| | | | GARBAGE DISPOSAL |
| | | | LAUNDRY TRAY |
| | TEMP. USE SERV. | | KITCHEN SINK |
| | POOL/SPA/PERM. | | WATER CLOSET |
| | SUB-PANELS | | LAVATORY 1 26.00 |
| | APP. SERVICE | | BIDETS |
| | SQ. FT. @ C | | BATH TUB 1 14.00 |
| | SQ. FT. @ C | | WATER HEATER |
| | SQ. FT. RMD @ .0 | | SEWAGE EJECTOR |
| | SQ. FT. GAR. @ .006 | | REAR FLUSH |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE FEE |
| | TOTAL ELEC. FEE | | TOTAL PLMB. FEE |

25.00 @ 25.00 TOTAL FEE
14.00 39.00

Bldg. Jam Hodges Date 1/24/90
Engr. Date
Plan David Dance Date 1-24-90

Approved: Cuts _____ Electric Jam Hodges Sch. Dist. _____ Sun Fee _____
Fin. And By: Jam Date 3/20/96
C/O Issued _____ Elect. Co. _____

INSPECTOR'S COPY

| OPERATION | DATE | INSPECTOR |
|---|---|---|

## BUILDING APPROVALS

| | | |
|---|---|---|
| Lot Block | | |
| Eng. Soils | | |
| Pre-construction | | |
| Form Grade | | |
| Roof Dry-in/Sheathing | | |
| Shear Nailing | | |
| Insul. | | |
| Final | | |
| Drywall | | |
| Hood/Damper | | |
| Fireplace PE | | |
| Fireplace FO | | |
| Pregunite - Pool | | |
| Fence & Gate - Pool | | |
| INSULATION: Batt | R Value | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Brick Wall Ties | | |
| Bond Beam | | |
| Grout | | |
| Final | | |

## PLUMBING APPROVALS

| | | |
|---|---|---|
| Ground Plumbing | | |
| UG Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Trap | | |
| Clarifier | | |
| Final | | |
| Water Piping Test | | |
| | | |
| Final | | |

## ELECTRICAL APPROVALS

| | | |
|---|---|---|
| UG Electric | | |
| UFER Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | | |
| Electrical Service | | |
| Pool Electrical | | |
| Underground Conduit | | |
| Spa/Hydro | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|

## MECHANICAL APPROVALS

| | | |
|---|---|---|
| Fire Damper | | |
| Combustion Air | | |
| Air Condition | | |
| Flue | | |
| Ventilation System | | |
| Hood Compartment | | |
| Duct Work | | |
| Duct Insulation | | |
| Duct Penetration | | |
| Final | | |

## FIRE RATED ASSEMBLIES

| | | |
|---|---|---|
| Fire Rated Walls | | |
| Penetrations | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |

## EXTINGUISHERS

| | | |
|---|---|---|
| Fire Extinguishers | | |
| Auto Sprinkler | | |
| Hydrant Flow Test | | |

## MISCELLANEOUS

| | | |
|---|---|---|
| Temp. Toilet Facility | | |
| Construction Debris | | |

## ADDITIONAL INFORMATION

STREET NAME 220 S. Indian Hills Drive

PERMIT NUMBER 90821

207 HARVARD AVE. • P.O. BOX 880 • CLAREMONT 9171[illegible] • (714) 624-6511 • DEPARTMENT OF COMMUNITY DEVELOPM

January 25, 1990

Ms. Pamela H. Klovski
4184 N. Garey Avenue
Claremont, California 91711

RE: Permit for a sign (Permit #900821)
220-C S. Indian Hill Boulevard

Dear Ms. Klovski:

An application for a building permit has been submitted in your name listing yourself as the builder of the referenced property improvements.

For your protection you should be aware that as "owner-builder" you are the responsible party of record on such a permit. Building permits are not required to be signed by property owners unless they are personally performing their own work. If your work is being performed by someone other than yourself, you may protect yourself from possible liability if that person applies for the proper permit in his or her name.

Contractors are required by law to be licensed and bonded by the State of California and to have a business license from the city or county. They are also required by law to put their license number on all permits for which they apply.

If you plan to do your own work, with the exception of various trades that you plan to subcontract, you should be aware of the following information for your benefit and protection:

If you employ or otherwise engage any persons other than your immediate family, and the work (including materials and other costs) is $200 or more for the entire project and such persons are not licensed as contractors or subcontractors, then you may be an employer.

If you are an employer, you must register with the state and federal government as an employer and you are subject to several obligations including state and federal income tax withholding, federal social security taxes, workers compensation insurance, disability insurance costs, and unemployment compensation contributions.

There may be financial risks for you if you do not carry out these obligations, and these risks are especially serious with respect to workers compensation insurance.

For more specific information about your obligations under federal law, contact the Internal Revenue Service (and, if you wish, the U. S. Small Business Administration). For more specific information about your obligations under state law, contact the Department of Benefit Payments and the Division of Industrial Accidents.

The Building Division is required by State Law to verify that the proposed work is actually being done by yourself and/or your immediate family, or that you have contracted with a person or firm to perform the work.

The Building Division is also required by State Law to enforce the Workers Compensation provisions of the Labor Code. Enclosed you will find a form that must be returned to this Division no later than ten days from the date of this letter. If this form is not completed and returned by February 2, 1990, your building permit will become invalid, no inspections will be made, and all construction work must stop.

The person or firm that you have contracted with must have Workers Compensation Insurance, a City Business License, and have a State Contractor's License. The permit will become invalid, no inspections will be made, and all work must stop until the three items listed above are verified. This information is requested for your protection. The Building Division is required by State Law to enforce these requirements.

Thank you for your cooperation and for your timely response.

Cordially,

Duane A. Marks

Duane A. Marks
Building Official

DAM/man

Enclosure

CITY OF CLAREMONT

OWNER/BUILDER VERIFICATION

An "Owner/Builder" building permit for a sign (Permit #900821) has been applie for in your name and bearing your signature. Please complete and return this information at your earliest opportunity to avoid unnecessary delay in process ing and issuing your building permit. No inspections will be made until this verification is received.

1. I personally plan to provide the major labor and materials for this job (yes or no)_____.

2. I (have or have not)_____signed an application for a building permit for the propose work.

3. I have contracted with the following person (firm) to provide the proposed construction:

NAME:_____State License#_____

ADDRESS:_____City/State/Zip_____

4. I plan to provide portions of the work, but I have hired the following person to coordinate, supervise, and provide the major work:

NAME:_____State License#_____

ADDRESS:_____City/State/Zip_____

5. I will provide some of the work, but I have contracted (hired) the following persons to provide the work indicated:

| SUBCONTRACTING CO. NAME | ADDRESS/CITY/ZIP | PHONE # | TYPE OF WORK |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Property Address: 220-C S. Indian Hill Boulevard

Owner's Name:_____Signature:_____Date:_____

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 220 S. Indian Hill #C

| DATE OF REQ | TIME | DATE REQ | REQ BY | TYPE OF INSP. | INI | PRMT# |
|---|---|---|---|---|---|---|
| 1/26 | | 1/29/90 | | Business License - CBA | | |
| 1/30 | | 2/2/90 | Dr. Kae | Business License | | |
| | Inspection Needs @ 12:30 | | 2pm appointment | - gave to D. - picked up | | |

## REQUESTS FOR INSPECTIONS

STREET ADDRESS: 220 S. Indian Hill Blvd. Suite C

| Date of Req. | Date Reqstd | Type of Inspection |
|---|---|---|
| | 5/5/89 | Business License |
| | 5-5-89 | T.I. DONE UNDER PERMIT |
| | | CHECK FILE (MICRO) [illegible] |
| | 5/[illegible]/89 | |
| | | |

# Application for Building Permit

Orw

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(714) 624-4531 Ext. 251

PERMIT #860942

SIGN - NON ILLUMINATED - 6" X 21"
"ALL STATE"

| | | | |
|---|---|---|---|
| Type of Const. | Occ. Group | Use Zone | Fire |
| Tract No. | Lot No. | APN | |
| Setbacks F S L R | | Statistical Code | D |

| | |
|---|---|
| Building Address | 220 S. INDIAN HILL #A-B |
| Owner | M. GRUENKE |
| Mailing Address | SAME |
| City | CLAREMONT |
| Zip | 91711 |
| Tel. | |
| Contractor | DOWNEY SIGN & LIGHTING |
| Address | 12037 REGENTVIEW |
| City | DOWNEY |
| Zip | 90241 |
| Tel. | |
| State & Classif. | 486163 |
| City Lic. # | |
| Arch. Engr., Designer | |
| Address | |
| Tel. | |
| City | |
| Zip | |
| State Lic. # | |

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 commencing with Section 7000 of Division 3 of the Business and Professions Code, and my license is in full force and effect

SIGNATURE _____ DATE _____

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the reason for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500):

( ) I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

( ) I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

( ) I am exempt under Sec. _____ B. & P.C. for this reason

Date _____ Owner _____

**WORKERS' COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Labor Code).

Policy No. 280249 Company EMPLOYEE BENEFITS 8/1/88

(X) Copy is filed with the city. ( ) Certified copy is hereby furnished

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

*(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)*

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig _____

*NOTICE TO APPLICANT: If, after making this Certificate of Exemption you should become subject to the Workers' Compensation provision of the Labor Code, you must forthwith comply with such provision or this permit shall be deemed revoked.*

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code)

Lender's Name _____

Lender's Address _____

This is a building permit when properly filled out, signed and validated and is subject to expire if work is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant _____ Date _____

Mailing Address _____

City, State, Zip _____

Bldg. _____ Date 6-29-88

Engr. _____ Date _____

Plan D. Madden for Roy Williams Date 6-29-88

Finaled By D. Myers Date 12-6-88

C/O Issued _____ Gas Co _____ Elect Co _____

**CONSTRUCTION ESTIMATE**

| | | | |
|---|---|---|---|
| 1ST FL. | | SQ. FT. @ | $ |
| 2ND FL. | | SQ. FT. @ | |
| POR. | | SQ. FT. @ | |
| GAR. | | SQ. FT. @ | |
| CAR P | | SQ. FT. @ | |
| WALL | | SQ. FT. @ | |
| A/C | | SQ. FT. @ | |
| ROOF | | SQ. FT. @ | |
| POOL | | SQ. FT. @ | |
| SIGN | 6.88 | SQ. FT. @ | 30.00 |
| ESTIMATED CONSTRUCTION VALUATION | | | $ |
| NOTE: Not to be used as property valuation | | ISSUANCE | $ |
| | | CONST. FEE | $ |
| | | TOTAL CONST. FEE | $ |

**MECHANICAL FEES**

| | | | | |
|---|---|---|---|---|
| VENT. SYSTEM | FAN | EVAP. CO. | HOOD | |
| APPLIANCE | | | DRYER | |
| FURNACE UNIT | WALL | FLOOR | SUSPENDED | |
| AIR HANDLING UNIT | | | CFM | |
| ABSORPTION SYSTEM | | | BTU | |
| COMPRESSOR | | HP | | |
| HEATING SYSTEM | FORCED | GRAVITY | | |
| BOILER | BTU | | | |
| MECH. PLAN CHECK FEE | | | | |
| MAX. HEATER OUTPUT, BTU | | | | |
| ISSUANCE FEE | | | | |
| TOTAL MECH. FEE | | | | |

| NO. UNITS | ELECTRICAL FEES | NO. | PLUM |
|---|---|---|---|
| | | | SQ |
| | | | YARD SPKLR |
| | MOBILEHOME SVC | | GAS PIPING |
| | POWER OUTLET | | HOUSE SEW |
| | MOTOR HP | | DRAINAG |
| | POOL/SPA | | DRINKING |
| | FIXTURES | | URINAL |
| | OUTLETS | | WATER PIPI |
| | | | FLOOR DRA |
| | | | POOL/SPA |
| | SIGN | | WASHER (A |
| | | | GARBAGE |
| | | | LAUNDRY T |
| | | | KITCHEN SI |
| | TEMP USE PERMIT SVC | | WATER CLO |
| | POLE, TEMPERN | | LAV(TORY) |
| | AMPERES SERV ENT | | SHOWER |
| | SQ. FT @ c | | BATH TUB |
| | SQ. FT @ c | | WATER HEA |
| | SQ. FT RESID @ 03 | | SEWAGE DI |
| | SQ. FT GAR @ 005 | | PLAN CHEC |
| | PLAN CHECK | | |
| | ISSUANCE FEE | | ISSUANCE |
| | TOTAL ELEC. FEE | | TOTAL PLUM |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SUR |
|---|---|---|---|---|
| 25.00 | | | | |
| PLAN CHECK | MISCLAND FEE | | | 10 |

29 JUN ** 25.00

INSPECTOR'S COPY

8-24-88
No Contruction
Work Done
at This time
9AM

$5.00

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 624-4531 Extension 221

APPLICATION FOR BUSINESS PERMIT
(Please type or print all information)

Starting Date 8/2/88

Business Name The Advertising Affair Business Phone _____

Business Address 220 Indian Hill Blvd. Suite F Claremont

Mailing Address 220 Indian Hill Blvd. Suite F Claremont

Description of Business Advertising Designs, Art work, Creative Concepts, Graphics

Former use of this address OFFICE

Number of off street spaces required for your business 2 Existing 24 approx.

Floor area occupied by your business (sq.ft.) 350 Number employees 1 self

State Sales Tax Number _____ State/Federal License Number _____

Sign permits are required. Check with Planning Division for applications for permits.

2 AG ** 5.00

OWNER'S AND EMERGENCY CONTACT INFORMATION

NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION

Owner's Name Karen Marshall Title Owner

Home Address 823 N Harrison Court Claremont, CA Home Phone (714) 989-5280

Name _____ Title _____

Home Address _____ Home Phone ( ) _____

Name _____ Title _____

Home Address _____ Home Phone ( ) _____

Business Hours Mon - Sat. (Days) 9 - 5 (Time)

IMPORTANT NOTICE

All applicable city requirements must be met. These include zoning ordinances, building ordinances, advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee.

I have read the statements on the reverse side and do certify the accuracy of the above information.

Signature Karen M Marshall Title Owner Date 8-24-88

CITY OF CLAREMONT

Please complete all information requested on this form as clearly as possible.

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

Category 1 applications shall be payable in the sum of $5.00

Category 2 applications shall be payable in the sum of $25.00

Category 3 applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

FOR CITY USE ONLY

Planning Division
Approval X
Conditional ____
Denial ____
Explanation: ____
Signature: Marcia K. Smith Date 8-16-88

Building Division
Approval X
Conditional ____
Denial ____
Explanation: ____
Signature: [signature] Date 8-18-88

Police Department
Approval ____
Conditional ____
Denial ____
Explanation: ____
Signature: ____ Date ____

Fire Department
Approval ____
Conditional ____
Denial ____
Explanation: ____
Signature: ____ Date ____

Received by Betty Stoltz Date 9/3/88
Business Tax Technician

1/27/88

JOB ADDRESS 220 S Indian Hill #(F)

OWNER The Advertising Affair

Your Business Fire Application
Requires the Fire Chief, or Safety
Dept to Inspect for
Construction Done in Connection
With Your Business

We Make Arrangements for
Inspection When Access
Can be Given

6-25-08
DATE

INSPECTOR'S SIGNATURE

BUILDING DIVISION
CITY OF CLAREMONT

TO: TENANT/CREW/TENANT
JOB ADDRESS: 220 S INDIAN HILL

PERMIT NO. NONE
DATE 4-10-85
CASE NO. PENDING

# LEGAL NOTICE

A violation of City Ordinances and/or state laws exist upon these premises in the following particulars:
TENANT IMPROVEMENTS WITHOUT BENEFIT OF REQUIRED PERMITS OR APPROVALS A VIOLATION OF SECS 301 302 303 304 & 305 UBC 1985 NOTE INVESTIGATION FEES WILL BE REQUIRED AS PER SEC 304(E) 2 UBC 1985

YOU ARE DIRECTED TO STOP WORK AT ONCE AND TO APPEAR AT THE OFFICE OF THE BUILDING OFFICIAL WITHIN 5 DAYS OF THE ABOVE DATE TO SHOW CAUSE WHY THE MATTER SHOULD NOT BE REFERRED TO THE CITY ATTORNEY. (Failure to comply is a misdemeanor which is punishable by a $500.00 fine, 6 months imprisonment, or both). Claremont Municipal Code Ordinance 84-9, Section 15.04.030

Received Notice:
Date: 4/10/85 1054 A PDT

Building Inspector/Investigator

DO NOT REMOVE THIS NOTICE

DISTRIBUTION BLUE - Inspector, MANILA - Job

# Application for Building Permit

890660 PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
714/399-5471

Use of Permit: TENANT IMPROVEMENT

REMODEL

Type of Const. | Occ. Group | Use Zone | Valuation

Tract No. | Lot No. | APN

Setbacks F | S | L | R | Review # | Date

Building Address: 220 SO. INDIAN HILL

Owner: PREMCO SERVICES, INC. - AGENT

Mailing Address: 99 "C" St.

City: UPLAND | Zip: 98786 | Tel: (714) 985-9764

Contractor: NORM CROOT CONSTRUCTION

Address: 1221 W. ECKERMAN

City: WEST COVINA | Zip: 91790 | Tel: (818) 338-7633

State Lic. & Class: 368701 | City Lic. #

Arch. Engr., Designer

Address | Tel.

City | Zip | State Lic. #

**LICENSED CONTRACTOR'S DECLARATION**

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Norm Croot 4/13/89
SIGNATURE DATE

**OWNER-BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

☐ I am exempt under Sec. _____ B. & P.C. for this reason _____

Date _____ Owner _____

**WORKER'S COMPENSATION DECLARATION**

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers Compensation Insurance, or a certified copy thereof. (Sec. 3800, Labor Code.)

Policy No. 0738390 Exp. 4/1/90 Company STATE FUND

☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

**CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE**

(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Sig. _____

NOTICE TO APPLICANT: If, after this Certificate of Exemption you should become subject to the Workers' Compensation provision of the Labor Code, you must forthwith comply with such provision or this shall be deemed revoked.

**CONSTRUCTION LENDING AGENCY**

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097, Civil Code)

Lender's Name _____

Lender's Address _____

This is a building permit when properly filled out, signed and validated, and is subject to expiration if work hereunder is suspended for 180 days.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above-mentioned property for inspection purposes.

Signature of Applicant Norm Croot Date 4/13/89

Mailing Address _____

City, State, Zip _____

Person Approving _____ Date _____

Bldg. _____ Date _____

Elec. _____ Date _____

Plan. _____ Date _____

Approved: Gas _____ Electric _____ Sub. Dist. _____ Date 9-18-89

Posted By _____ Date _____

Ord Issued _____ Gas Co. _____ Elect. Co. _____

**CONSTRUCTION ESTIMATE**

| | | | |
|---|---|---|---|
| 1ST FL. | SQ. FT. @ $1.00 | $ 1000.00 | |
| 2ND FL. | SQ. FT. @ | | |
| POR. | SQ. FT. @ | | |
| G/R. | SQ. FT. @ | | |
| CAR P. | SQ. FT. @ | | |
| WALL | L.F. @ | | |
| A/C | SQ. FT. @ | | |
| ROOF | SQ. FT. @ | | |
| POOL | SQ. FT. @ | | |
| ESTIMATED CONSTRUCTION VALUATION | | $ 1000.00 | |
| NOTE: Not to be used as property tax valuation | ISSUANCE | $ 7.00 | |
| | CONST. FEE | $ 18.00 | |
| | TOTAL CONST. FEE | $ 25.00 | |

**MECHANICAL FEES**

| | | | |
|---|---|---|---|
| VENT SYSTEM | FAN | EVAP. COOL | HOOD |
| APPLIANCE | | | DRYER |
| AIR CONDITIONER | | | B.T.U. |
| HEATING SYSTEM | | | B.T.U. |
| MECH. PLAN CHECK FEE | | | |
| ISSUANCE FEE | | | |
| | | | TOTAL MECH. FEE |

| NO. | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| UNITS | | | | SQ. FT. @ .03 | |
| | TIMER | | | VAND SPKLR SYSTEM | |
| | MOBILEHOME SVC. | | | GAS PIPING | |
| | POWER OUTLET | | | HOUSE SEWER | |
| | MOTOR HP | | | DRAINAGE PIPING | |
| | POOL/SPA | | | DRINKING FOUNTAIN | |
| 2 | FIXTURES | 1 00 | | URINAL | |
| 4 | OUTLETS | 2 00 | | WATER PIPING | |
| | SWITCHES | | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER (AUTO.) | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | KITCHEN SINK | |
| | POLE TEMP/PERM | | | WATER CLOSET | |
| | SUB-POLES | | | LAVATORY | |
| | AMP. SERVICE | | | SHOWER | |
| | SQ. FT. @ C | | | BATH TUB | |
| | SQ. FT. @ C | | | WATER HEATER | |
| | SQ. FT. RESID @ .03 | | | SEWAGE DISPOSAL | |
| | SQ. FT. GAR. @ .015 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | 7.00 | | ISSUANCE FEE | |
| | TOTAL ELEC. FEE | 10.00 | | TOTAL PLUMB. FEE | |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | SMI | TOTAL |
|---|---|---|---|---|---|
| 25.00 | | 10.00 | | | 35.00 |
| PLAN CHECK | ADDL. PLAN CK | FAIRLAND FEE | | TOTAL DUE | |
| 14.00 | | | | | 49.00 |

13 APR ** 35.00 1

13 APR ** 14.00 1 1

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **BUILDING APPROVALS** | | |
| Set Back | | |
| Figs & Frms | | |
| Reinforcement | | |
| Slab Grade | | |
| Roof Deck/Trusses | | |
| Sheer Nailing | | |
| Hold Downs | | |
| Framing | 4-13-85 | JH |
| Exterior Lath | | |
| Interior Lath | | |
| Drywall | 4-24-85 | JH |
| Throat/Damper | | |
| Fireplace P/L | | |
| Fireplace T/O | | |
| Pregunite - Pool | | |
| Fence & Gate Pool | | |
| INSULATION Thick / R Value | | |
| Walls | | |
| Ceiling | | |
| Floor | | |
| Block Wall Footings | | |
| Bond Beam | | |
| Grout | | |
| | | |
| | | |
| Final | | |
| **PLUMBING APPROVALS** | | |
| Ground Plumbing | | |
| U/G Water Line | | |
| Septic/Sewer | | |
| Rough Plumbing | | |
| Gas Line/Test | | |
| Water Service | | |
| Vents | | |
| Water Heater | | |
| Water Softener | | |
| Grease Traps | | |
| Clarifier | | |
| | | |
| | | |
| Final | | |
| **ELECTRICAL APPROVALS** | | |
| UG Electric | | |
| UFR Ground | | |
| Temporary Power Pole | | |
| Rough Electrical | 4-3-85 | JH |
| Electrical Service | | |
| Pool Electrical | | |
| Rough Conduit | | |
| | | |
| Final | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor / Appl. Clearance | | |
| Commercial Hoods | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 220 [illegible]

PERMIT NUMBER 890660

# CITY OF CLAREMONT

BUSINESS CERTIFICATE

## APPLICATION

EXPIRATION DATE /

YOUR BUSINESS TAX IS NOW DUE AND PAYABLE TO AVOID PENALTY FEES, SUBMIT PAYMENT BY:

BUSINESS NAME NORM CROOT CONSTRUCTION

BUSINESS TELEPHONE (818) 338-7633

BUSINESS LOCATION 1221 W. BONITA #170 W COVINA 91790

BUSINESS NUMBER 336-7633

MAILING ADDRESS 1221 W. BONITA #170 W. COVINA, 91790

DESCRIPTION OF BUSINESS BUILDING CONTRACTOR

CLASS OPEN DATE

STATE SALES TAX # STATE LICENSE # B-368401

OWNER(S) NORM CROOT 562-[illegible]

OWNER'S ADDRESS (IF DIFFERENT FROM MAILING ADDRESS)

I ____ H ____ TO ____

NOTES:

BUSINESS TAX SCHEDULE

400

4650

PAID
APR 13 1989
CITY OF CLAREMONT
CLAREMONT, CALIFORNIA

SUBJECT TO AUDIT

TOTAL TAX DUE 46.50

MUNICIPAL CODE SECTION 5.

PLEASE COMPLETE AND CORRECT ALL ITEMS ABOVE AND RETURN THIS FORM WITH YOUR PAYMENT TO:
CITY OF CLAREMONT
BUSINESS LICENSE
P.O. BOX 880
CLAREMONT, CA 91711-0880

YOUR BUSINESS CERTIFICATE WILL BE MAILED TO YOU WITHIN 30 DAYS

Sales or use tax may apply to your business activities. You may seek written advice regarding the application of tax to your particular business by writing to the nearest State Board of Equalization office.

DELINQUENT JUNE 14

[redacted] 220-C T. Tolson Hall

| Date of Insp. | Date Reported | Type of Inspection |
|---|---|---|
| | 4/1/69 | Improvements - No Permits |
| 4/1/69 | 4/3/69 | Elec Fencing |
| 4/1/69 | 4/4/69 | Dry Wall |
| 4/16/69 | 4/16/69 | Final - T.L. |
| | | |
| | | |
| | | |
| | | |

$5.00

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 399-5452

ZONING: CP

**APPLICATION FOR BUSINESS PERMIT**
**(Please type or print all information)**

Starting Date _____

Business Name H&K Income Tax and Accounting Serv. Business Phone (714) 624-7744

Business Address 220 S. Indian Hill Blvd, Suite C

Mailing Address Same as above

Description of Business Tax & Accounting Services

Former use of this address Unknown

Number of off street spaces required for your business 3 Existing Unknown

Floor area occupied by your business (sq.ft.) 500 Number of employees 2

State Sales Tax Number N/A State/Federal License Number 33-0276157

Sign permits are required. Check with Planning Division for applications for permits.

10/88 ** 5.00

**OWNER'S AND EMERGENCY CONTACT INFORMATION**

**NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION**

Owner's Name Pamela E Klorski Title Partner

Home Address 423 Fuego Ave. Pomona, CA Home Phone (714) 593-1592

Name Yuya Hidaka Title Partner

Home Address 293 Summit Rd. La Verne Home Phone (714) 596-1130

Name N/A Title _____

Home Address _____ Home Phone (  ) _____

Business Hours Mon-Sat 9am-6pm
Days Time

**IMPORTANT NOTICE**

All applicable city requirements must be met. These include zoning ordinances, building ordinances, advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee.

I have read the statements on the reverse side and do certify the accuracy of the above information.

Signature Pamela E. Klorski Title Partner Date 4-10-89

CITY OF CLAREMONT

Please complete all information requested on this form as clearly as possible.

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

Category 1 applications shall be payable in the sum of $5.00

Category 2 applications shall be payable in the sum of $25.00

Category 3 applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

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FOR CITY USE ONLY

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Planning Division
Approval ✓
Conditional ___
Denial ___
Explanation: _____
Signature: Richard Ray Date 4/17/89

Building Division
Approval ✓
Conditional ___
Denial ___
Explanation: Submit for full inspection
Ok 4-20-89
Signature: Duane Marks Date 4/17/89

Police Department
Approval ___
Conditional ___
Denial ___
Explanation: _____
Signature: _____ Date _____

Fire Department
Approval ___
Conditional ___
Denial ___
Explanation: _____
Signature: _____ Date _____

Received by Betty Stolte Date 4/17/89
Business Tax Technician

3/2/89

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 220 S. Edison Hill, Suite C

| Date of Req. | Date Accepted | Type of Inspection |
|---|---|---|
| 4/19/89 | 4/20/89 | Business License |
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$5.00

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 399-5452

ZONING: CP

**APPLICATION FOR BUSINESS PERMIT**
**(Please type or print all information)**

Starting Date 4-19-89

Business Name Kathleen J. Masicampo CPA Business Phone (714) 624-7744

Business Address 220 South Indian Hill Blvd Suite C Claremont, CA 91711

Mailing Address same

Description of Business CPA office

Former use of this address

Number of off street spaces required for your business _____ Existing _____

Floor area occupied by your business (sq.ft.) 500 sq ft Number of employees 0

State Sales Tax Number N/A State/Federal License Number 51341E

APR 5.00

Sign permits are required. Check with Planning Division for applications for permits.

OWNER'S AND EMERGENCY CONTACT INFORMATION

NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION

Owner's Name Kathleen J Masicampo Title Owner

Home Address 3100 Bison Way, Ontario 91761 Home Phone (714) 947-6679

Name _____ Title _____

Home Address _____ Home Phone ( ) _____

Name _____ Title _____

Home Address _____ Home Phone ( ) _____

Business Hours _____
Days Time

IMPORTANT NOTICE

All applicable city requirements must be met. These include zoning ordinances, building ordinances, advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee.

I have read the statements on the reverse side and do certify the accuracy of the above information.

CITY OF CLAREMONT

Please complete all information requested on this form as clearly as possible.

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

Category 1 applications shall be payable in the sum of $5.00

Category 2 applications shall be payable in the sum of $25.00

Category 3 applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

FOR CITY USE ONLY

**Planning Division**
Approval mpd Explanation: _____
Conditional ____
Denial ____

Signature: Richard Diaz Date 4/27/89

**Building Division**
Approval LC Explanation: Subject to field inspection
Conditional ____
Denial ____

Signature: Duane Marks Date 5/1/89

**Police Department**
Approval ____ Explanation: _____
Conditional ____
Denial ____

Signature: _____ Date _____

**Fire Department**
Approval ____ Explanation: _____
Conditional ____
Denial ____

Signature: _____ Date _____

Received by Betty Stotts Date 4/27/89
Business Tax Technician

3/2/89

207 HARVARD AVE. • P.O.BOX 880 • CLAREMONT 91711 • (714) 624-4631 • DEPARTMENT OF COMMUNITY DEVELOPMENT

November 16, 1988

Downey Sign and Lighting
12037 Regentview
Downey, Californai 9241

RE: Permit for construction of a sign reading "All State" (Permit #880942)
220 S. Indian Hill Boulevard, Suite #A and B

Gentlemen :

While reviewing our records, we noticed that your permit for construction of a sign reading "All State" (Permit #880942) will expire on December 2, 1988. We would appreciate your calling our office to arrange an inspection before that date.

If there have been no inspections six months from the date the permit was issued, the permit will be considered cancelled. To reactivate a cancelled permit we would require re-issuance of the permit at full fee. If there have been inspections, but no activity for the past six months, the permit is considered expired. To reactivate an expired permit we would require a re-instatement permit at half the original fee.

If you need an extension, please write a letter to the City of Claremont at the above address, to the attention of Duane Marks, Building Official. This letter should include the reason an extension is needed and the length of time requested. The decision to grant or deny an extension of the permit will be made by the Mr. Marks upon receipt of your letter, and you will be notified of his decision by mail.

If you have any questions, you may call me at 714/399-5471, any weekday from 8:00 AM to 1:00 PM or from 2:00 to 4:00 PM.

Cordially,

Monica Carrier

Monica Carrier, Secretary
Building and Safety Division

mac

cc: M. Gruenke, 220 S. Indian Hill, #A, Claremont, California 91711

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 220 S. Indian Hill #A-B

| Date of Req. | Date Reqstd | Type of Inspection |
|---|---|---|
| 12/5 | 12/6 | final sign |
| | | |
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CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 624-453- Extension 221

APPLICATION FOR BUSINESS PERMIT
(Please type or print all information)

Starting Date 12-1-88

Business Name ROBERT HICKEY ASSOCIATES STE I Business Phone 714-626-3060

Business Address 220 S INDIAN HILL BLVD CLAREMONT CA 91711

Mailing Address SAME

Description of Business MANUFACTURERS' REPRESENTATIVES

Former use of this address OFFICE

Number of off street spaces required for your business 2 Existing 2

Floor area occupied by your business (sq.ft.) 245 Number of employees 2

State Sales Tax Number — State/Federal License Number 544-32-0988

Sign permits are required. Check with Planning Division for applications for permits.

** 5.00

OWNER'S AND EMERGENCY CONTACT INFORMATION

NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION

Owner's Name ROBERT HICKEY Title PRESIDENT

Home Address 746 LANDER CIRCLE, CLAREMONT Home Phone (714) 624-1552

Name EUNICE HICKEY Title ASSOCIATE

Home Address 746 LANDER CIRCLE CLAREMONT Home Phone (714) 624-1552

Name _____ Title _____

Home Address _____ Home Phone ( )

Business Hours MON-FRI (Days) 730AM-5PM SAT. 8AM-12 (Time)

IMPORTANT NOTICE

All applicable city requirements must be met. These include zoning ordinances, building ordinances, advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee

I have read the statements on the reverse side and do certify the accuracy of the above information.

Signature [signature] Title [signature] Date 11-29-88

CITY OF CLAREMONT

Please complete all information requested on this form as clearly as possible.

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

Category 1 applications shall be payable in the sum of $5.00

Category 2 applications shall be payable in the sum of $25.00

Category 3 applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

FOR CITY USE ONLY

Planning Division
Approval ✓ Explanation: _____
Conditional _____
Denial _____

Signature: Melvin L. Chrisman Date 12-8-88

Building Division
*Approval ✓ Explanation: Subject to field inspection of the building + approval of the business license
Conditional _____
Denial _____ and the business operations does not constitute certificate of occupancy

Signature: Duane A. Marks Date 12/9/88

Police Department
Approval _____ Explanation: _____
Conditional _____
Denial _____

Signature: _____ Date _____

Fire Department
Approval _____ Explanation: _____
Conditional _____
Denial _____

Signature: _____ Date _____

Received by Bill Ish Date 12/9/88
Business Tax Technician

1/27/88

JOB ADDRESS 220 S. Indian Hill Str. J.

OWNER Robert Hickey ASSOCIATES

For Business Inc. We will be
Required to check of every
Construction work that has
been performed on the property
This includes a Final
When done Contractor

Final

12-13-88
DATE

Roger Moon
INSPECTOR'S SIGNATURE

12-9-88 to Hans
Unable to locate PAM

$5.00

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 624-4531 Extension 221

**APPLICATION FOR BUSINESS PERMIT**
(Please type or print all information)

Starting Date 10/1/88

Business Name Computer Fix Business Phone _____

Business Address 220 S Indian Hill Blvd, Ste. D

Mailing Address 926 W. Foothill Blvd, Ste. 331

Description of Business Computer Repair

Former use of this address Unknown

Number of off street spaces required for your business 2 Existing 20

Floor area occupied by your business (sq.ft.) 916 Number of employees 2

State Sales Tax Number [illegible] State/Federal License Number n/a

Other permits are required. Check with Planning Division for applications for permits.

CK# ** 5.00

OWNER'S AND EMERGENCY CONTACT INFORMATION

NAMES OF OWNERS, PARTNERS, OR OFFICERS OF CORPORATION

Owner's Name [illegible] Title President

Home Address [illegible] Home Phone (714) 592 1929

Name S H Tsai Title Vice President

Home Address [illegible] Home Phone (714) 861-2048

Name Linda Riley Title Secretary

Home Address [illegible] Home Phone (714) 626 1163

Business Hours Monday - Friday 9 - 5
Days Time

IMPORTANT NOTICE

All applicable city requirements must be met. These include zoning ordinances, building ordinances, advertising sign and fire and safety ordinances. This application must be approved by the Permit Committee.

I have read the statements on the reverse side and do certify the accuracy of the above information.

Signature Hans J. Tsai Title President Date 9/22/88

CITY OF CLAREMONT

Please complete all information requested on this form as clearly as possible.

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

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Category 2 applications shall be payable in the sum of $25.00

Category 3 applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

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FOR CITY USE ONLY

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Planning Division
Approval ✓
Conditional ____
Denial ____

Explanation: Home occupation only

Signature: Milan L. Garvin Date 11/29/88

Building Division
Approval ✓
Conditional ____
Denial ____

*Explanation: Subject to occupancy inspection of the building and the business operation.

*Signature: Duane A. Marks Date 12/6/88

Police Department
Approval ____
Conditional ____
Denial ____

Explanation: ____

Signature: ____ Date ____

Fire Department
Approval ____
Conditional ____
Denial ____

Explanation: ____

Signature: ____ Date ____

Received by Betty Stott Date 11/1/88
Business Tax Technician

1/27/88

JOB ADDRESS 220 S Indian Hill

OWNER Comm Ft Suite "D"

We were Contacted By Business Fire Officials Due to change in Fire Applications - We have been Asked to Check on Tenant Improvement (Construction work) [illegible] to Facilitate your occupancy

Unable to Gain Access

Plus Central Block Dim, to Advise When Access can be Gain

Thank you

12-5-88
DATE

INSPECTOR SIGNATURE

DATE
DEC 3 0 1992
CITY OF CLAREMONT
CLAREMONT, CALIFORNIA

# Application for Business Permit

City of Claremont, Department of Community Development
207 Harvard Ave., P.O. Box 880, Claremont, CA 91711-0880 (714) 399-5470

## Business Information (Please Print or Type All Information)

**Name of Business:** ENGINEERING SYSTEMS SIMULATION
**Address of Business:** 220 S. INDIAN HILLS BLVD, SUITE # A1 CLAREMONT, CA 91711
**Mailing Address:** 12914 WOLVERTON LANE, CERRITOS, CA 90701-7265
**Business Phone #:** (310) 865-0851 **Starting Date for Business Operations:** 01/04/1993
**Description of Business:** ENGINEERING CONSULTING

**Former Use of this Address:** SAME
**Hours of Operation (Days of the week/hours of the day):** 9:00 AM TO 5:30 P.M.
**Floor Area Occupied by This Business (sq. ft.):** 260 SQ FT **Number of Employees:** 1
**State Sales Tax #:** APPLIED FOR **State/Federal License #:** FIN 33-044C249

## Owner's and Emergency Contact Information
Names of Owners, Partners, or Officers of the Corporation

**Owner's/Officer's Name:** CHANDRAKANT J PAREKH **Title:** OWNER
**Home Address:** 12914 WOLVERTON LANE, CERRITOS, CA 90701-7265
**Home Phone #:** (310) 865-1679

**Owner's/Officer's Name:** _____ **Title:** _____
**Home Address:** _____
**Home Phone #:** _____

**Owner's/Officer's Name:** _____ **Title:** _____
**Home Address:** _____
**Home Phone #:** _____

ZONING CP

**Cashier Validation** DEC30'92 17:17 K0033 14710 Business Lic 40.00

# IMPORTANT NOTICE

All businesses must comply with Claremont's Land Use Code and Municipal Code requirements. The proposed business shall also not conflict with any state or federal laws. Completing and filing this business permit application with the City of Claremont, and paying the required fees does not constitute approval of the proposed business at the location indicated on this application. Claremont's Planning and Building Divisions, as well as the Police and Fire Departments review each application. Approvals from each are required before a business permit is approved by the City. You will be notified in writing by the City of its decision. The operation of a business prior to receiving the City's written approval is illegal and done at the business owner's risk.

Sign permits are required for all signs. Inquire at the Planning Division for requirements.

**I have read and understand the above statement.**

X _____ X 12/30/92
Applicant's Signature Date

**FOR CITY USE ONLY**

Received By: Betty Stolle Date: 1/6/93

**Planning Division**

Approval ____ Conditional Approval ____ Denial

Explanation: _____

Signature: _____ Date: 1/6/93

**Building and Safety Division**

____ Approval ✓ Conditional Approval ____ Denial

Explanation: Subject to site visit and compliance with all applicable codes.

Signature: Duane A. Marker Date: 1/6/93

**Police Department**

____ Approval ____ Conditional Approval ____ Denial

Explanation: _____

Signature: _____ Date: _____

**Fire Department**

____ Approval ____ Conditional Approval ____ Denial

Explanation: _____

Signature: _____ Date: _____

# APPLICATION FOR BUILDING PERMIT

FOR APPLICANT TO FILL IN

220 S Indian Hill
Claremont
OWNER W.F. Holcbaw
ADDRESS 2601 Chapman, Suite 110
CITY Fullerton
ARCHITECT W.F. Holcbaw
ADDRESS as above
CONTRACTOR Owner-Builder
ADDRESS as above
Construction Lender
NAME AND BRANCH First Fed of S.B.
Broadway S.B.

Remodeling & Blockwall
6 Fire Units Approved By
Planning Dept.

W.F. Holcbaw
2601 Chapman, Suite 110
Fullerton

3,500.00

BUILDING ADDRESS 220 S. INDIAN HILL
LOCALITY CLAREMONT
NEAREST CROSS ST.
ASSESSOR MAP BOOK PAGE PARCEL
DISTRICT (714) GROUP B TYPE V-1 FIRE ZONE HI PROCESSED BY KBS
STATISTICAL CLASSIFICATION DWELL. UNITS
SEWER MAP BK PG
LOT SIZE AREA NO
ROAD DEPARTMENT APPROVAL REQUIRED YES ☐ NO ☐
BLDG. LETTER GIVEN FRONT PROP. LINE OF STREET
HIGHWAY + LANE | TOTAL DISTANCE FROM CENTER PROP. LINE | TYPE OF HIGHWAY | EXISTING WIDTH
SIDE SETBACK FROM SIDE PROP. LINE OF STREET
HIGHWAY + LANE | TOTAL DISTANCE FROM SIDE PROP. LINE | TYPE OF HIGHWAY | EXISTING WIDTH
YES ☐ NO ☐
YES ☐ NO ☐
YES ☐ NO ☐

34.00
45.00
7.00
36.00
PERMIT VALIDATION 22
52.00

MICROSEAL

| PLANS TO APPLICANT | | | | | APPROVED |
|---|---|---|---|---|---|
| TO | | RETURNED | | | |
| NO. | DATE | NO. | DATE | | |

| APPROVALS | REQUIRED | | DATE RECEIVED OR APPROVED |
|---|---|---|---|
| WATER CERTIFICATE | | | |
| [illegible] | | | |
| FIRE DEPARTMENT | | | |
| [illegible] | | | |
| [illegible] | | | |
| [illegible] | | | |
| [illegible] | | | |
| [illegible] | | | |

## INSPECTOR'S NOTES

[illegible] 6/18/77 N.J.F. (21)
Foundation 6/22/77 N.J.F. (21)

[illegible] 6/28/77 R.B.C. (21)

# APPLICATION FOR BUILDING PERMIT

1

FOR APPLICANT TO FILL IN

BUILDING ADDRESS 220 S. INDIAN HILL
CITY CLAREMONT ZIP
TRACT BLOCK 52 LOT NO. 19 & 20
OWNER W. WOLFBORN PHONE NO 236-9500
ADDRESS 1101 E. CHESTNUT
CITY SANTA ANA, CA ZIP 92701
ARCHITECT OR ENGINEER W. WOLFBORN PHONE NO 542-9588
ADDRESS 1101 E. CHESTNUT
CONTRACTOR DUKER BLDR PHONE NO 836-9588
ADDRESS 1101 E CHESTNUT
CITY SA. CAL.
CONTRACTOR'S LIC. NO. 4375 CLASS A
WORK PROPOSED WOOD FRAMED
OFFICE
1101 E. CHESTNUT
SANTA ANA CA 836-9588
ESTIMATED VALUATION $131,000.00

BUILDING ADDRESS 220 S. INDIAN HILL BLVD
LOCALITY CLAREMONT
SUBDIVISION CITRUS ST. GREEN
ASSESSOR MAP BOOK PAGE PARCEL
DISTRICT 1003 GROUP F-2 TYPE V FIRE ZONE III PROCESSED BY EC
STRUCTURAL CLASSIFICATION CLASS NO. 15 SEWER MAP BK PG
USE ZONE A-P NEW NO. SPECIAL
ROAD DEPARTMENT APPROVAL REQUIRED YES ☐ NO ☐
BLDG. SETBACK FROM FRONT PROP. LINE ON STREET
HIGHWAY TRACT TOTAL SETBACK FROM CENTER OF ROAD TYPE OF HIGHWAY PAVING WIDTH
BLDG. SETBACK FROM SIDE PROP. LINE ON STREET
HIGHWAY TRACT TOTAL SETBACK FROM CENTER OF ROAD TYPE OF HIGHWAY PAVING WIDTH
PROPERTY LINE YES ☐ NO ☐
HILLSIDE GRADING YES ☐ NO ☐
COASTAL PERMIT YES ☐ NO ☐
RE-ROOF EXISTING HOUSE
PERMIT
431.85
LIC
12.57

PLAN CHECK VALIDATION 10-22-79 $4.00 CASH CK

PERMIT VALIDATION — — 22 428.85

BLANK TO APPLICANT

| | | |
|---|---|---|
| | RETURNED | |
| | DATE | APPROVED |
| APPROVED | | DATE RECEIVED OR APPROVED |

INSPECTOR'S NOTES

Stat. Hdlg. N.F.S.

# APPLICATION FOR BUILDING PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

1

FOR APPLICANT TO FILL IN

BUILDING ADDRESS 2nd S. Division Wilshire Blvd
LOCALITY Claremont
NEAREST CROSS ST
ASSESSOR BK BOOK PAGE PARCEL
DISTRICT 10.03 FIRM MAP F-3 TRACT 52 FIRE ZONE III PROCESSED BY M. Crane
CLASS NO 15 OWNER-BLDR YES NO BK PG
USE ZONE CP MAP NO SPECIAL CONDITIONS
ROAD DEPARTMENT APPROVAL REQUIRED YES NO
BLDG SETBACK FROM FRONT PROP LINE OF STREET

| HIGHWAY | TOTAL SETBACK FROM FRONT PROP LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|
| | | | |

BLDG SETBACK FROM SIDE PROP LINE OF STREET

| HIGHWAY | TOTAL SETBACK FROM SIDE PROP LINE | TYPE OF HIGHWAY | EXISTING WIDTH |
|---|---|---|---|
| | | | |

YES NO
AVIGREN SPACE YES NO
INTERIOR PERIMETER YES NO

BLDG PERMIT $ 36.75
SPECIAL FEE 2.00
TOTAL $ 43.75

PLAN CHECK VALIDATION CA M.O. CASH
199-78-16 27 [illegible]
199-79-16 233525

PERMIT VALIDATION CA M.O. CASH
[illegible] 64.41
[illegible] 43.12

NO. OF BLDGS SHOW ON LOT 0
LOT NO 19 & 20
TRACT NO 4469
OWNER W. [illegible]
ADDRESS 1101 E. Chestnut
CITY Santa Ana, Calif. 92701
ARCHITECT ENGINEER [illegible]
ADDRESS 1101 E. Chestnut
CONTRACTOR [illegible]
ADDRESS 1101 E. Chestnut
CITY Santa Ana, Calif.
CONTRACTOR'S LIC NO 371 CLASS C-5
NO OF STORIES 1 NO OF FAMILIES
DESCRIPTION OF WORK [illegible]
NEW ADD ALTER REPAIR DEMOLISH
[illegible]
William T. Wilson
[illegible]
William T. Wilson
1101 E. Chestnut
Santa Ana, Calif. 92701
VALUATION $ 13,000

PLANS TO APPLICANT

| RETURNED | | APPROVED |
|---|---|---|
| DATE | INIT | DATE | |

| APPROVALS | RETURNED | | DATE RECEIVED (APPROVED) |
|---|---|---|---|
| | | | |
| | | | |
| FIRE DEPARTMENT | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

INSPECTOR'S NOTES

Foundation 10K 2/19/79
Ex. Floor Slab
Drywall Insp.

CITY of CLAREMONT
COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING DIVISION

207 Harvard • Phone 624-4531, ext 253

# ELECTRICAL PERMIT

JOB ADDRESS 220 S. Indian Hill Phone

OWNER W. F. Hallacom

Address 2601 E. Chapman Fullerton Phone

CONTRACTOR Owner Builder

Address

STATE LICENSE NUMBER | CITY LICENSE NUMBER

| DESCRIPTION OF WORK | | FEES |
|---|---|---|
| RESIDENTIAL (Single or Multi-Family — New) AREA IN SQUARE FEET | 4185 | 182 55 |
| GARAGES NEW (Residential or Multi-Family Unit) AREA IN SQUARE FEET | | |
| METERS | | |
| SWITCH SIZE | | |
| OUTLETS — NO. OF | | |
| FIXTURES — NO. OF | | |
| MISCELLANEOUS AND — OF MOTORS | | |

PLAN CHECK FEE

PERMIT ISSUANCE 7 00

PERMIT NUMBER

TOTAL FEE 189 55

ISSUED BY CW

FEE PAID BY 8/22/79 DATE

I HEREBY AFFIRM THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS CORRECT AND AGREE TO COMPLY WITH ALL CITY AND STATE LAWS REGULATING BUILDING CONSTRUCTION. I AUTHORIZE REPRESENTATIVES OF THIS CITY TO ENTER THE ABOVE-MENTIONED PROPERTY FOR INSPECTION PURPOSES.

I CERTIFY THAT I AM PROPERLY LICENSED AND/OR EXEMPTED AS REQUIRED BY THE CITY OF CLAREMONT AND STATE OF CALIFORNIA OR THAT I AM THE (REGISTERED OWNER OF THE ABOVE DESCRIBED PROPERTY WHERE WORK IS TO BE DONE BY MYSELF OR A MEMBER OF MY IMMEDIATE FAMILY AS REQUIRED BY CITY ORDINANCE. I WILL PERSONALLY INSTALL ALL ELECTRICAL WIRING AND EQUIPMENT AS LISTED.

SIGNATURE OF PERMITTEE X

## INSPECTION RECORD

| ELECTRICAL | DATE | INSPECTOR |
|---|---|---|
| SERVICE | | |
| UNDERGROUND | | |
| UNDER FLOOR | | |
| ROUGH | | |
| WALLS | | |
| CEILINGS | | |
| FINAL | | |

CITY of CLAREMONT
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING DIVISION
207 Harvard • Phone 624-4631, ext 253

# APPLICATION FOR HEATING, VENTILATING AND REFRIGERATION PERMIT

JOB ADDRESS 220 S INDIAN HILLS

OWNER W F WOLSBORN Phone

Address 2601 E CHAPMAN FULLERTON

CONTRACTOR KINNEY A/C 772-1551

Address 1441 S ANAHEIM BLVD ANAHEIM 92805

STATE LICENSE NUMBER 586688 CITY LICENSE NUMBER

| | DESCRIPTION OF WORK | FEES |
|---|---|---|
| 1 | 75M BTU HEAT/2 1/2HP AC | 12 00 |
| 2 | 75M BTU HEAT/3HP A/C | 24 00 |
| 1 | 125M BTU HEAT/5HP A/C | 20 00 |
| 2 | EXHAUST FANS | 8 00 |
| | PERMIT ISSUANCE | 7 00 |
| | TOTAL FEE | 71 00 |

PERMIT NUMBER

ISSUED 7/11 REC. BY 7/15/74

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORDINANCES AND STATE LAWS REGULATING HEAT, VENTILATION AND REFRIGERATING. I HEREBY CERTIFY THAT I AM QUALIFIED AND LICENSED AS REQUIRED BY LAW TO PERFORM THE WORK PROPOSED AND THAT I AM THE LEGAL AGENT OF THE ABOVE DESCRIBED RESIDENTIAL PROPERTY.

SIGNATURE OF PERMITTEE

## INSPECTION RECORD

| Approvals | Date | Inspector's Name |
|---|---|---|
| UNDERGROUND PIPE | 7/15/74 | |

WHITE COPY - Permit Number
Applicant - Keep for Inspection

CITY of CLAREMONT
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING DIVISION
207 Harvard • Phone 624-4531, ext 288

# PLUMBING and/or GAS PERMIT

JOB ADDRESS 220 Indian Hill BLVD
OWNER [illegible] Phone 626 [illegible]
Address [illegible] S.A.
CONTRACTOR CLARKE-Sons Phone 537-5745
Address 2312 Main St Irvine
STATE LICENSE NUMBER C36-315194 CITY LICENSE NUMBER

| DESCRIPTION OF WORK | FEES |
|---|---|
| 14 TRAPS | 42 00 |
| WATER SOFTENERS | |
| 1 WATER HEATER | 3 00 |
| 1 WATER PIPING | 3 00 |
| GAS PIPING | |
| PERMIT ISSUANCE | 7 00 |
| PERMIT NUMBER [illegible] | TOTAL FEE 55 00 |
| ISSUED BY [illegible] | DATE 6/6/84 |

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY ORD INANCES AND STATE LAWS REGULATING PLUMBING AND SEWERS
I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS REQUIRED BY THE CITY [illegible] AND STATE OF CALIFORNIA OR THAT I AM THE OWNER OF THE ABOVE DESCRIBED PROPERTY AND THAT I [illegible] THE SANITARY PLUMBING AND/OR EQUIPMENT AS LISTED
SIGNATURE OF PERMITTEE [signature]

## INSPECTION RECORD

| PLUMBING | Date | Inspector |
|---|---|---|
| UNDER SLAB OR FLOOR | | |
| [illegible] PLUMBING | 6/6/84 | [illegible] |
| GAS PIPING | | |
| GAS VENT | | |
| WATER HEATER | | |
| GAS TEST | | |
| SAND OR GREASE TRAP | | |
| PLUMBING FIXTURES | | |
| TOP OUT | 11/21/84 | [illegible] |
| FINAL | [illegible] | |

[illegible]

CITY of CLAREMONT
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING DIVISION
207 Harvard • Phone 624-6631, ext. 253

# ELECTRICAL PERMIT

JOB ADDRESS 220 S. Indian Hills

OWNER W. F. Kirchhoff Jr. 624-9722

Address 1161 E. Chestnut L.A. Phone

CONTRACTOR Myers

Address

| STATE LICENSE NUMBER | CITY LICENSE NUMBER |
|---|---|

DESCRIPTION OF WORK — FEES

RESIDENTIAL (Single or Multi-Family)
- New) AREA IN SQUARE FEET

GARAGES NEW (Residential or Multi-Family)
USE - AREA IN SQUARE FEET

METERS

SWITCH SIZE

OUTLETS - NO. OF

FIXTURES - NO. OF

MISCELLANEOUS AND LIST OF MOTORS

Temporary Power Pole — 11.00

PLAN CHECK FEE — PERMIT ISSUANCE — 2.00

PERMIT NUMBER — TOTAL FEE — 18.00

ISSUED BY — DATE 6/1/72

I HEREBY AFFIRM THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL CITY AND COUNTY AND STATE LAWS REGULATING ELECTRICAL WIRING.

I HEREBY AFFIRM THAT I AM PROPERLY REGISTERED AND/OR LICENSED AS PROVIDED BY THE ... AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE MENTIONED PROPERTY AND THAT I MYSELF OR A MEMBER OF ... IMMEDIATELY SUPERVISE, AS REQUIRED BY CITY ORDINANCE, THE INSTALLATION OF THE ELECTRICAL WIRING AND/OR EQUIPMENT ...

SIGNATURE OF PERMITTEE

## INSPECTION RECORD

| ELECTRICAL | DATE | INSPECTOR |
|---|---|---|
| SERVICE | | |
| CONDUIT UNDER SLAB OR FLOOR | | |
| CONDUIT | | |
| WIRE | | |
| FIXTURES | | |
| FINAL | 6/15/72 | |

Approved Bldg. Inspector

INSPECTION COPY

DEPARTMENT OF COMMUNITY DEVELOPMENT
APPLICATION FOR BUILDING PERMIT

# city of CLAREMONT

207 HARVARD AVE.
CLAREMONT, CA. 91711
(714) 624-6581

## FOR APPLICANT TO FILL IN

Building Address: 220 S. Indian Hill Blvd.

Owner: Indian Hill Terrace [illegible]

Mailing Address: 15477 Ventura Bl., Sherman Oaks

Contractor: Virgin Roof Co. Tel. No. 984-1658

Mailing Address: 310 E. Imperial Hwy. City: Ontario

State License No.: 160550 City (Lewis) Tel No.: 984-1658

Architect or Eng.: Tel No.:

Address: City:

PROPERTY LEGAL DESCRIPTION: Lot No. Blk. Tract

DESCRIPTION OF WORK: NO BLDG. USE

| Type of Const. | Occ. Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | |

Description of Work:

Reroof:

Apply 1-#30 felt, 2-#1, felts

& granite.

| | New | Add | Alter | Repair | Demolish | |
|---|---|---|---|---|---|---|
| Sq. Ft. Area | 4200 | | | No. of Rooms | No. of Stories | No. of Units |

VALUATION: 1,260. PL. BK. NO.

I certify that I am the contractor of the work for which this permit is issued. I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, unless I have a certificate of consent to self-insure or a certificate of Workers' Compensation Insurance issued by an admitted insurer, or a copy certified by the Director of Industrial Relations or his Chief Deputy that I am insured subject to the provisions of Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, unless I have a certificate of consent to self-insure or a certificate of Workers' Compensation Insurance issued by an admitted insurer, or a copy certified by the Director of Industrial Relations or his Chief Deputy that I am insured subject to the provisions of Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

1. A Certificate of Consent to self-insure issued by the Director of Industrial Relations, or
2. A Certificate of Workers' Compensation Insurance issued by an admitted insurer, or
3. A copy certified by the Director of Industrial Relations of the policy of insurance issued by an admitted insurer.

I further certify that I am the owner, the authorized representative of the owner, or the property owner's contractor, and I agree to comply with all City ordinances and State laws relating to building construction, and I agree to comply with all City ordinances and State laws relating to building construction, and I hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I have read the application and state that the above information is correct. I understand that the granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction. I have read the application and state that the above information is correct. I understand that the granting of a permit does not presume to give authority to violate or cancel the provisions of any other state or local law regulating construction or the performance of construction.

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect. I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

License Class: License No.:

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: I hereby affirm that I am exempt from the Contractor's License Law for the following reason:

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors' License Law.).

I am exempt under Sec. B & P Code for this reason:

At Claremont, California, on

Date: Dec. 7, 1982

Permittee's Signature:

| | |
|---|---|
| PARKLAND FEE | $ |
| PLAN CHECK | $ |
| PERMIT FEE | $ 47.20 |
| INSURANCE FEE | $ 7.00 |
| TOTAL | $ 54.20 |

## SPECIAL CONDITIONS AND INSPECTION RECORD

ENG. DIV.

PLANNING DIV.

## CALL FOR ALL INSPECTIONS

All work must be inspected and approved before placing asbestos, or concealing framing, electrical, plumbing or mechanical work. A final inspection and Certificate of Occupancy must be obtained prior to occupancy and clearance of connection of utilities.

| APPROVALS | DATE | INSPECTOR'S INIT. |
|---|---|---|
| FOUNDATION: YARDS, TRENCHES, FORMS | | |
| FOOTING STEEL | | |
| WALL STEEL | | |
| BOND BEAM: STEEL BOLTS, ANCHORS | | |
| FRAME: FIRE STOPS, BRACING, BOLTS, FLASHING MATERIALS | | |
| ROOF SHEATHING COVERING | | |
| STRUCTURAL STEEL | | |
| DRY WALL | | |
| LATH, INT. | | |
| LATH, EXT. | | |
| SWIMMING POOL ENCLOSURE OK TO PLASTER POOL | | |
| FINAL ENG. | | |
| FINAL PLANNING | | |
| FINAL BLDG. | 12-13-83 | L.A. Dale |

PERMIT NO. VALIDATION

This is a Building Permit When Properly Completed and Validated, and is not Transferable. It will expire if work is not started in 180 days, or if work is discontinued for more than 180 days.

14888 •• 5420 10

[redacted]

[redacted] 2200 S. Indian Hill

| Date of Insp. | Date Posted | Type of Inspection |
|---|---|---|
| 4/17 | 4/18/17 | Tenant Improvements - Initial & Addmt. (Confidential) |
| | | No info given above is unit clear. Need to determine what size is to be inspected. This is a large unit with several tenant spaces. Addition & Build Back |

AM

CITY OF CLAREMONT
207 Harvard Avenue, Claremont, CA 91711
(714) 621-[illegible] Extension 231

# APPLICATION FOR BUSINESS PERMIT
(Please type or print all information)

Business Name _____ Business Phone _____

Business Address _____

Mailing address _____

Description of Business _____

Former use of this address _____

Number of full-time employees _____ Fulltime _____

Gross area occupied by [illegible] _____ Number of employees _____

State Sales Tax Number _____ Care/Federal License Number _____

Sign permits are required [illegible] for applications for permits.

[illegible]

[illegible] INFORMATION

[illegible] OF PARTNERS OR CORPORATION

_____ Title _____

_____ Home Phone _____

_____ Title _____

_____ Home Phone _____

_____ Title

_____

I have [illegible] zoning ordinances, building ordinances, [illegible] ordinances. This application does not [illegible] the [illegible] and to verify the accuracy of the above information.

_____ Date _____

CITY OF CLAREMONT

**Please complete all information requested on this form as clearly as possible.**

The Permit Committee shall approve a permit provided the applicant and the type of business proposed are consistent with established standards of the City of Claremont; that no conflict exists with any city, county, state or federal law; and full compliance with all provisions and regulations of the Business Tax Ordinance and all other city codes has been established.

Category I applications shall be payable in the sum of $5.00

Category II applications shall be payable in the sum of $25.00

Category III applications shall be payable in the sum of $50.00

In the event a fee is not designated for a particular business or activity and which is subject to the provisions of this chapter, the Committee may fix a fee in relation to similar business or activities for which a fee has been designated.

---

Planning Division
Approval ___ Explanation: _____
Conditional ___
Denial ___

Signature: _____ Date _____

Building Division
Approval ___ Explanation: _____
Conditional ___
Denial ___

Signature: _____ Date _____

Police Department
Approval ___ Explanation _____
Conditional ___
Denial ___

Signature: _____ Date _____

Fire Department
Approval ___ Explanation _____
Conditional ___
Denial ___

Signature: _____ Date _____

Received by: _____ Date _____
Business Tax Technician

# City of Claremont

207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5471

**PERMIT NO.** **B00-016-156**

**Permit Type:** **Reroof Residential** B00-016-156
02-22-2011 /11:53 AM
001-00038736 /$273.46

**Permit Status:** **Issued**

| PROJECT | TRACT NO. | LOT NO. | APPLICATION DATE | ISSUED BY |
|---|---|---|---|---|
| | 0019 | | 2/22/2011 | RMB |

**PROJECT ADDRESS**
**220 S Indian Hill Blvd**

**ASSESSORS PARCEL NO.** **GEO CODE**
**8313-025-023**

**OWNER**
220 Indian Ltd

**MAILING ADDRESS**
P O Box 785
Upland, CA 91785

**PHONE NO.** **FAX NO.**

**APPLICANT**

**MAILING ADDRESS**

**PHONE NO.** **FAX NO.**

**CONTRACTOR/PROFESSIONAL**
Standard Roofing

**MAILING ADDRESS**
11012 Ventura Blvd
Studio City, CA 91804

**PHONE NO.** (800) 240-3955 **FAX NO.**
**EMAIL ADDRESS:**

**TENANT**

**MAILING ADDRESS**

**PHONE NO.** **FAX NO.**

**DESCRIPTION**
**Roof**
Re-roof; tear off existing rock roof and replace with energy cap sheet flat roof.

| Construction Type | UOM | # of Units | Value | Construction Type | UOM | # of Units | Value |
|---|---|---|---|---|---|---|---|
| Comp/Other | sq ft | 4,600 | $11,500.00 | | | | |

**EXTENSION LADDER REQUIRED FOR ALL INSPECTIONS**

**OCCUPANCY** Roof **TOTAL VALUATION** **$11,500.00**

**FEE DETAIL**

| QTY | UOM | DESC | AMT | AMT PAID | ACCT |
|---|---|---|---|---|---|
| 0 | | Bldg Res | $242.87 | $242.87 | |
| 1 | Flat | Permit Issuance | $26.20 | $26.20 | |
| 0 | | SMIP 1 | $1.15 | $1.15 | |
| 8 | page | Microfilm page | $2.24 | $2.24 | |
| **Totals for:** | | | **$272.46** | **$272.46** | |
| 0 | | grn bldg std | $1.00 | $1.00 | 110-000-4( |
| **Totals for: 110-000-4610** | | | **$1.00** | **$1.00** | |

**Total Fees:** **$273.46** **Total Amount Paid:** **$ 273.46**

Bldg. R. Butts Date 2-22-11

Engr. _____ Date _____

Plan _____ Date _____

**The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.**

**APPROVED**

Gas _____ Electric _____ Sch. Dist. _____ San Fee _____ C/O Issued _____

Finaled By: Adam Clay Date 5/2/2011 Gas Co. _____ Elect. Co. _____

**City of Claremont**
207 Harvard Avenue/P.O. Box 880
Claremont, CA 91711-0880
(909) 399-5471

# PERMIT / PLAN REVIEW APPLICATION

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

License Class _____ License No. _____ Exp. Date _____

Signature of Contractor: _____

## OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the reason(s) indicated below by the checkmark(s) I have placed next to the applicable item(s) (Section 7031.5, Business and Professions Code: Any city or county that requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for the permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors' State License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt from licensure and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

- ❑ I, as owner of the property, or my employees with wages as their sole compensation, will do ❑ all of or ❑ portions of the work, and the structure is not intended or offered for sale (Section 7044, Business and Professions Code: The Contractors' State License Law does not apply to an owner of property who, through employees' or personal effort, builds or improves the property, provided that the improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the Owner-Builder will have the burden of proving that it was not built or improved for the purpose of sale.).
- ❑ I, as owner of the property, am exlusively contracting with licensed Contractors to construct the project (Section 7044, Business and Professions Code: The Contractors' State License Law does not apply to an owner of property who builds or improves thereon, and who contracts for the projects with a licensed Contractor pursuant to the Contractors' State License Law.).
- ❑ I am exempt from licensure under the Contractors' State License Law for the following reason: _____

By my signature below I acknowledge that, except for my personal residence in which I must have resided for at least one year prior to completion of the improvements covered by this permit, I cannot legally sell a structure that I have built as an owner-builder if it has not been constructed in its entirety by licensed contractors. I understand that a copy of the applicable law, Section 7044 of the Business and Professions Code, is available upon request when this application is submitted or at the following Website: http://www.leginfo.ca.gov/calaw.html.

Date: _____

Signature of Property Owner or Authorized Agent:

_____

## WORKERS' COMPENSATION DECLARATION

**WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST AND ATTORNEY'S FEES.**

I hereby affirm under penalty of perjury one of the following declarations:

_____ I have and will maintain a certificate of consent to self-insure for worker compensation, issued by the Director of Industrial Relations as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

Policy No. _____

_____ I have and will maintain workers' compensationn insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____ Policy No. _____

Expiration Date _____

Name of Agent _____ Phone# _____

❑ I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation Laws of California, and agree that, if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Date 2/22/11 Applicant _____

**IMPORTANT: APPLICATION IS HEREBY MADE TO THE BUILDING OFFICIAL FOR A PERMIT SUBJECT TO THE CONDITIONS AND RESTRICTIONS SET FORTH ON THIS APPLICATION AND THE FOLLOWING:**

1. Construction activity is prohibited between the hours of 8:00pm and 7:00am and on Sundays and Holidays.
2. The City's approved plans and permit inspection card must remain on the job site for use by City inspection personnel.
3. Final inspection of the work authorized by this permit is required. A Certificate of Occupancy must be obtained prior to use and occupancy of new buildings, structures and remodeling work.

**NAME** _____ **TITLE** _____
Print name and title

*I certify that I have read this application and state that the above information is correct and that I am the owner or the duly authorized agent of the owner. I agree to comply with all city and state laws relating to building construction. I hereby authorize representatives of this City to enter upon the above-mentioned property for inspection purposes. If, after making the Certificate of Exemption from the Worker's Compensation provisions of the Labor Code, I should become subject to such provisions, I will forthwith comply. In the event I do not comply with Workmen's Compensation law, this permit shall be deemed revoked.*

**SIGNATURE** _____ **DATE** 2/22/11

**This permit/plan review expires by time limitation and becomes null and void if the work authorized by the permit is not commenced within 180 days from the date of permit issuance or if the permit is not obtained within 180 days from the date of plan submittal. This permit expires and becomes null and void if any work authorized by this permit is suspended or abandoned for 180 consecutive days or if no progressive work has been verified by a City building inspector for a period of 180 consecutive days.**

## CALLS FOR INSPECTION

Requests for inspection should be made at least one (1) business day in advance of the inspection by telephone at (909) 399-5471.

## INSPECTORS OFFICE HOURS ARE:

Monday - Thursday
7:00 a.m. - 8:00 a.m.
4:30 p.m. - 5:30 p.m.

**Permit #** B00-016-156 **Permit Type** Reroof Residential

**Situs Address** 220 S Indian Hill Blvd

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Permit Type** | Reroof Residential | | **Permit No** | B00-016-156 | **System Status** | Final | |
| **Situs Address** | 220 S Indian Hill Blvd | | | | **Agency Status** | Final | |
| **Situs City** | Claremont, CA 917110000 | | | | **Application Date** | 02/22/2011 | |
| **Parcel No** | 8313-025-023 | | **Geo Area** | | **Issue Date** | 02/22/2011 | |
| **Project No** | | | **Case No** | | **Expire Date** | 10/29/2011 | |
| **Tract No** | 0019 | **Lot No** | **Block No** | | **Final Date** | 05/02/2011 | |
| **TRA** | 02729 | **Census** | | | **Occupancy** | Roof | |
| **Use** | 1700 - Office Building, 1 Story | | **Zoning** | CLCP* | **Valuation** | | $11,500.00 |
| **No of Units** | 0 | **# Bathrms** 0.00 | **Occup Grp** | | **Constr. Type** | | |
| **No of Stories** | 0 | **# Bedrms** 0 | **Square Feet** | 5,154 | **Sprinklered** | No | |
| **Description** | Re-roof; tear off existing rock roof and replace with energy cap sheet flat roof. | | | | | | |

## Inspections

| Department | Description | Scheduled | Assign To | Inspect By | Date | Status | Units | # | Hours |
|---|---|---|---|---|---|---|---|---|---|
| **Building** | | | | | | | | | |
| Building | Roof deck | | | amc | 04/19/2011 | Notes | | 1 | 1 |
| Building | Final | | | amc | 05/02/2011 | Approved | | 2 | 0 |
| Building | Final | | | amc | 04/28/2011 | No Access | | 1 | 0 |

## Approvals

| Department | Description | Referred | Completed | Date | Status | Hours |
|---|---|---|---|---|---|---|
| **Plan Check** | | | | | | |
| Building | Plans Received | | | | Open | |
| Building | To Planning | | | | Open | |
| Building | Returned for correction | | | | Open | |
| Building | Plans resubmitted | | | | Open | |
| Building | Approved | | | | Open | |

## Notes

[04/19/11, 05:22:52 PM, amc]: Upon inspection, it was noted that the western 1/3 of the roof had already been covered, the northeastern 1/3 had not yet been torn off, and that only the southeastern 1/3 of roof sheathing was ready for inspection. The roofing contractor proceeded to cover the rest of the roof at his own risk.

**220 Indian LTD**
**2192 Dupont Drive, Ste 205**
**Irvine, CA 92612**

Phone: (949) 757 - 1750
Fax: (949) 757 – 1471

February 17, 2011

City of Claremont.
207 Harvard Avenue
Claremont, CA 91711

Re: Work Permit

To Whom it May Concern:

I am writing this letter to authorize Charles Kubes, of Kubes Realty, to act on our behalf to obtain necessary work Permits for the purpose of replacing the roof on our property located at 220 Indian Hill Blvd., Claremont Ca, 91711. I am the President of JHSC&S Enterprises., Inc., the Managing Partner of 220 Indian, LTD. Please feel free to contact me at (949) 757-1750 should you have any questions. Thank you for your consideration in this matter.

Sincerely,

Jeffrey R. Zone

JRZ/jan

# APPLICATION FOR OCCUPANCY INSPECTION

FOR APPLICANT TO FILL IN

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER

Building Address: 23 S. Indian Ave.
City: Claremont
Zip:
Block: Lot No.:
Owner: All Cities Realty Co. Phone: 623-4772
Address: 900 N. Garey
City: Pomona Zip: 91767
Building Area: 2,500 Sq. Ft. No. of Stories: 1
Present Use of Building: Vacant Retail
No. of Dwelling Units Involved:
Number of Spaces Provided: 9
Reason for Inspection Requested: Real Estate Office

Applicant: Wm. H. Seate
Address: 45- N. Indian Ave
City: Pomona, CA. 91767
Phone: 623-6773
Area Code: 714 Phone: 963-1994

MAKE CHECK OR MONEY ORDER PAYABLE TO:
HARVEY T. BRANDT, COUNTY ENGINEER

Building Address: 23 S. Indian Ave. B
City: Claremont
Nearest Cross St.:
Zoning:
Map Book: 1003 Page: Grid: Const. Type: 2B Occupancy: R
Use Zone: Use:
CP Special Condition:
Total Setback From Front Prop. Line of: (Street)
Min. Setback From Front Prop. Line of: (Street)
Corner Clearance:
Exit Hardware:
Panic Devices:
Permit No.:
Date:

Wm H. Seate
Date:

APPLICATION VALIDATION

MB-9-71 81950 Rec'd $6.00

# Building Record

207 HARVARD AVENUE (714) 626-4831 CLAREMONT, 91711 DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

August 12, 1977

Wm N. Deaton
All Cities Realty
450 N. Garey Ave.
Pomona, CA 91767

Dear Mr. Deaton:

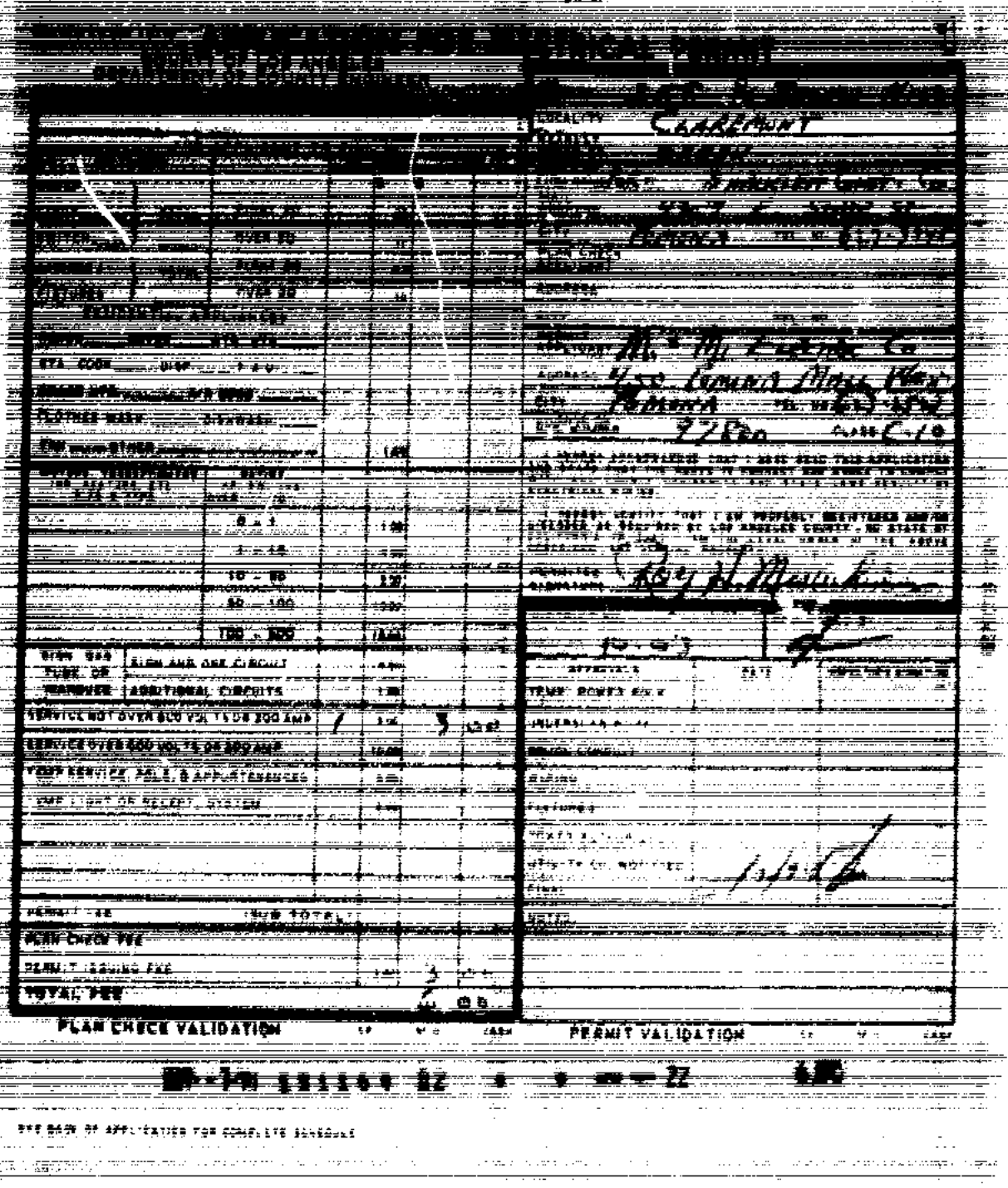
At your request, an inspection was made of the residence at 258 S. Indian Hill Blvd. The following list must be resolved to change the occupancy from residential to office use.

1. Obtain approval from City re-development agency: Norm King, Director
2. Obtain Special Use Permit from Department of Community Development
3. Submit Site and Floor plans for review
4. Building must be made accessible to the physically handicapped, i.e. grab bars at toilets; 2'10" minimum width doors
5. Toilets, lavatories and bathtub are old and unsanitary by today's plumbing code. Repair or replace
6. Re-wire building in a grounded wiring system
7. Provide new electric service
8. Pay Street Lighting District fees (See City Engr)
9. Permits are required prior to starting any work
10. Obtain Fire Dept. approval (Insp. Hayton - (213) 335-9911.

Very truly yours,

Jack H. Foye
Building Inspector

JHF:ep




# Building Record

# APPLICATION FOR ELECTRICAL PERMIT

356 S. Indian Hill
Claremont
Allen
415 N. Garey Ave.
Pomona
Ken Stroh
4118 4th St.
La Verne 627158
C-10 273611 C-10
C. K. Stroh
1 12
1950
PLAN CHECK VALIDATION
PERMIT VALIDATION
22
SEE BACK OF APPLICATION FOR COMPLETE SCHEDULE

# PLUMBING

LOCATION OF SEPTIC TANK OR CESSPOOL

DESCRIPTION OF WORK

- BATH TUB
- BIDET
- LAVATORY
- KITCHEN SINK
- SHOWER
- FLOOR DRAIN
- SERVICE SINK
- URINAL
- WATER CLOSET
- DRINKING FOUNTAIN
- WATER HEATER
- DENTAL LAVATORY
- WATER: GAS / OIL / GALS.
- AREA FOUNTAIN
- TOTAL NUMBER OF FIXTURES
- CESSPOOL
- SEPTIC TANK
- TOTAL FEE

I AM THE LEGAL OWNER OF THE PROPERTY DESCRIBED ABOVE.

CONSTRUCTIONS

APPROVALS

| | DATE | INSPECTOR'S NAME |
|---|---|---|
| UNDER FLOORING | | |
| GAS PIPING | | |
| GAS TEST | | |
| FINISHED | | |
| SEPTIC TANK | | |
| SEWER | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | | |

# CITY OF CLAREMONT

DIVISION OF BUILDING AND SAFETY

INSPECTION RECORD

| | | |
|---|---|---|
| WATER CLOSET (TOILET) | @ | $ |
| BATH TUB | @ | |
| SHOWER | @ | |
| LAVATORY - WASH BASIN | @ | |
| KITCHEN SINK | @ | |
| DISHWASHER | @ | |
| LAUNDRY TUB OR TRAY | @ | |
| FLOOR DRAIN | @ | |
| WATER HEATER | @ | |
| GAS SYSTEM | @ | |
| | | |
| PERMIT | | |
| TOTAL FEE | | |

APPROVALS

| | DATE | INSPECTOR'S INITIALS |
|---|---|---|
| UNDER FLOOR PIPING | | |
| ROUGH PLUMBING | | |
| GAS PIPING | | |
| GAS TEST | | |
| HOT WATER HEATER | | |
| PLUMBING FIXTURES | | |
| GAS TEST | | |
| UTILITY CO. NOTIFIED | | |
| FINAL | | |

I HEREBY AGREE THAT I HAVE READ AND UNDERSTAND THE TERMS OF THIS PERMIT AND KNOW THE SAME TO BE TRUE AND CORRECT. ALL PROVISIONS OF LAWS AND ORDINANCES GOVERNING THIS TYPE OF WORK WILL BE COMPLIED WITH WHETHER SPECIFIED HEREIN OR NOT. THE GRANTING OF A PERMIT DOES NOT PRESUME TO GIVE AUTHORITY TO VIOLATE OR CANCEL THE PROVISIONS OF ANY OTHER STATE OR LOCAL LAW REGULATING CONSTRUCTION OR THE PERFORMANCE OF CONSTRUCTION.

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED AS REQUIRED BY THE LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE OWNER OF THE ABOVE PROPERTY.

SIGNATURE OF PERMITTEE

PERMIT $ 1.00

TOTAL FEE 2.00

POSTED AT JOB SITE

VALIDATION

$ 2.00

AUTHORIZATION

TOTAL FEE

APPROVAL

St. & No:- 258 S. Alexander

Permit No:- 395

Date:- Oct. 29, 1925

Owner:- E. A. Merritt

Contractor:- J. W. Williams

Work Done:- Installed the following fixtures:-

1 Bath Tub

1 Wash Tray

2 Wash Basins

2 Water Closets

1 Shower

1 Sink

5 Stationary Space Heaters

1 Range

1 Water Heater

St. & No:- 258 S. Alexander

Permit No:- 408

Date:- Nov. 21, 1925

Owner:- Merritt

Contractor:- Hartman

Work Done:- Built one 4 X 13-15 Cess Pool

# APPLICATION FOR ELECTRICAL PERMIT

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

2276

FOR APPLICANT TO FILL IN

| | | | NO. | FEE |
|---|---|---|---|---|
| OUTLETS | | | | |
| HEATER | TOTAL | FIRST 20 | | |
| LIGHT | | EACH 20 | | |
| SWITCH | | FIRST 20 | | |
| LIGHTING | TOTAL | EACH 20 | | |
| FIXTURES | | | | |

RESIDENTIAL APPLIANCES

RANGE ____ OVEN ____ WTR. HTR. ____

STR. COOK ____ DISP ____ F A U ____

SPACE HTR. ____ AIR COND ____

CLOTHES WASH ____ DISHWASH ____

FAN ____ OTHER ____

| HEATERS, TRANSFORMERS AND WELDERS ETC. SIZE & TYPE | RATING KP KW KVA OVER TO | | |
|---|---|---|---|
| | 0 - 1 | | |
| | 1 - 10 | | |
| | 10 - 50 | | |
| | 50 - 100 | | |
| | 100 - 500 | | |

| | | | |
|---|---|---|---|
| SIGN, GAS TUBE OR MARQUEE | SIGN AND ONE CIRCUIT | | |
| | ADDITIONAL CIRCUITS | | |
| SERVICE NOT OVER 600 VOLTS OR 200 AMP | 1 | | 3 00 |
| SERVICE OVER 600 VOLTS OR 200 AMP | | | |
| TEMP SERVICE, POLE & APPURTENANCES | | | |
| TEMP LIGHT OR RECEPT SYSTEM | | | |
| | | | |
| | | | |
| PERMIT FEE | | TOTAL | |
| PLAN CHECK FEE | | | |
| PERMIT ISSUING FEE | | | |
| TOTAL FEE | | | |

PLAN CHECK VALIDATION

1925
1,99?

ADD BASIS OF APPLICATION FOR COMPLETE SERVICE

PERMIT VALIDATION

| | |
|---|---|
| JOB ADDRESS | 258 S. INDIAN HILL |
| LOCALITY | CLAREMONT |
| NEAREST CROSS ST. | GREEN |
| OWNER OR FIRM NAME | [illegible] - 2 MARGARET CLARK CO. |
| MAIL ADDRESS | 4307 E. STATE ST. |
| CITY | POMONA TEL. NO. 622-3346 |
| PLAN CHECK APPLICANT | |
| ADDRESS | |
| CITY | TEL. NO. |
| PERMIT APPLICANT | M. M. L. ELEC. CO. |
| ADDRESS | 450 POMONA MALL WEST |
| CITY | POMONA TEL. NO. 623-454 |
| LICENSE OR REG. NUMBER | 97800 CLASS C-10 |

I HEREBY AGREE FOR THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL COUNTY ORDINANCES AND STATE LAWS REGULATING ELECTRICAL WIRING

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND TO LICENSED AS REQUIRED BY LOS ANGELES COUNTY AND STATE OF CALIFORNIA OR THAT I AM THE LEGAL OWNER OF THE ABOVE DESCRIBED BUILDING OR PROPERTY.

SIGNATURE Roy H. Mason

| | |
|---|---|
| DISTRICT NO. | ACCEPTED BY |
| 12 - 03 | |

| APPROVALS | DATE | INSPECTOR'S SIGNATURE |
|---|---|---|
| TEMP. POWER POLE | | |
| UNDERSLAB WORK | | |
| [illegible] CIRCUIT | | |
| WIRING | | |
| [illegible] | | |
| POWER AUTHORIZED | 1/15/62 | |
| FINAL | | |

NOTES

PERMIT VALIDATION

[illegible] 1-92-5 [illegible] 62 • • — — 22 [illegible]

Building Record

# APPLICATION FOR OCCUPANCY INSPECTION

FOR APPLICANT TO FILL IN (Print or type only)

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 258 INDIAN HILL
CITY CLAREMONT ZIP
SIZE OF LOT 50X176 NUMBER OF BLDGS NOW ON LOT 1
TRACT BLOCK LOT NO
OWNER ALL CITIES REALTY PH 621-6773
ADDRESS 452 N. GAREY
CITY POMONA ZIP 91767
EXISTING BLDG 2,000 SQ FT NUMBER OF STORIES 1
PRESENT USE OF BUILDING VACANT
NO. PARKING SPACES PROVIDED 4
PRESENT OR PROPOSED USE REAL ESTATE OFFICE

APPLICANT [illegible]
ADDRESS 452 N. Garey Ave
Pomona, Calif. 91767
PHONE 623-6773
DATE 7-3 1984

APPROVED FOR DEPT. OF COUNTY ENGINEER

BUILDING ADDRESS 258 S. Indian Hill Blvd
Claremont
ASSESSOR MAP BOOK PAGE PARCEL
1003 LOT IN ZONE 2 PROCESSED BY
ZONE CP MAP
CONDITIONS

NO. SPACES REQUIRED
LOAD

APPLICATION VALIDATION

MB-971 21750 [illegible] 56.00

INSPECTOR COPY

# APPLICATION FOR OCCUPANCY INSPECTION

FOR APPLICANT TO FILL IN (Print or type only)

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
BUILDING AND SAFETY DIVISION

BUILDING ADDRESS 256 S. Indian Hill
CITY Claremont ZIP 9171
SIZE OF LOT
NO. OF BLDGS ON LOT 2
TRACT
BLOCK 52 LOT NO. 14
OWNER
ADDRESS Belle & Richard Tuckerman
CITY 1063 W. 6th Ontario 9176 2
SIZE OF EXISTING BLDG.
NO. OF STORIES 1
PRESENT USE OF BUILDING Vacant
Remodel
NO. PARKING SPACES PROVIDED 20

REASON FOR INSPECTION REQUEST
To convert into offices and Xerox Studio

PROPOSED USE OF BUILDING 2nd

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT.

SIGNATURE OF APPLICANT
ADDRESS 1063 W. 6th St
Ontario, CA 91711

986-1151

MAKE CHECK PAYABLE TO
HARVEY T. BRANDT, COUNTY ENGINEER

BUILDING ADDRESS 256 S. Indian Hill Blvd.
CITY Claremont
NEAREST CROSS ST. Arrow Hwy
ASSESSOR MAP BOOK 15 PAGE 07 and 68 PARCEL
DISTRICT 1203 TYPE CONST. IV FIRE ZONE 3 PROCESSED BY
USE ZONE CP MAP NO. SPECIAL CONDITIONS

BLDG. SETBACK FROM FRONT PROP. LINE OF (IN FEET)

| HIGHWAY | FROM CENTER LINE | FROM PROP. LINE | TYPE OF EXISTING HIGHWAY | WIDTH |
|---|---|---|---|---|
| | | | | |

BLDG. SETBACK FROM SIDE PROP. LINE OF (IN FEET)

| HIGHWAY | FROM CENTER LINE | FROM PROP. LINE | TYPE OF EXISTING HIGHWAY | WIDTH |
|---|---|---|---|---|
| | | | | |

CORNER LOT YES NO

OCCUPANT LOAD AS PERMITTED

EXIT HARDWARE
NO SPEC. KNOWN
PANIC DEVICES
REQUIRED

50 x 7.00 = $61.00

FINAL DATE BY

APPLICATION VALIDATION

INSPECTOR COPY

856704 822 • • — — 22 61.00

INSPECTION COPY

DEPARTMENT OF
COMMUNITY DEVELOPMENT
**APPLICATION FOR BUILDING PERMIT**

# city of CLAREMONT

207 HARVARD AVE.
CLAREMONT, CA. 91711
(714) 624-4531

## FOR APPLICANT TO FILL IN

Please Press Firmly for Carbon Copies

Building Address: 258 Indian Hill, Claremont

Owner: Richard Tyckerman Tel No

Mailing Address: 1063 W. 6th Suite City: Ontario

Contractor: R.L. Pettitt Const., Inc. Tel No: 946-3846

Mailing Address: 1828 W. 11th, Unit G City: Upland

State License No: 444405 City (License) Tax No

Architect or Eng: Tel No

Attorney: City

PROPERTY LEGAL DESCRIPTION Lot No Blk Tract

DESCRIPTION OF WORK AND BLDG. USE

| Type of Const | Occ Group | Use Zone | Fire Zone |
|---|---|---|---|
| | | | |

Description of Work

Demolition of existing house and garage.

| New | Add | Alter | Repair | Demolish |
|---|---|---|---|---|
| Sq. Ft. Size | 1100 | | No. of Rooms | No. of Stories 1 | No. of Units |
| | | | | | |

VALUATION $

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation laws of California, and if I am subject to Workers' Compensation laws, I have filed or have caused to be filed with the City Clerk of the City of Claremont, within the prescribed time, one of the following:
1. A Certificate of Consent to self-insure by the Director of Industrial Relations, or
2. A Certificate of Workers' Compensation insurance issued by an admitted insurer, or
3. An exact copy or duplicate thereof, certified by the Director or Insurer.

I further certify that I am the owner, the authorized representative of the owner, or the properly licensed contractor, and I agree to comply with all City ordinances and State laws. I further certify that I have read the statements contained in this application, that they are true and correct, and that I make this statement under penalty of perjury.

At Claremont, California, on

Date 11/14 19 84

Permittee or Agent's signature R.L. Pettitt Inc

| | |
|---|---|
| FARMLAND FEE | $ |
| PLAN CHECK | $ |
| PERMIT FEE | $ 10 |
| ISSUANCE FEE | $ 7 |
| TOTAL | $ 17 |

## SPECIAL CONDITIONS AND INSPECTION RECORD

ENG. DIV.

BLDG. DIV.

PLANNING DIV. T. Witt 11/14/84

EXPIRED

### CALL FOR ALL INSPECTIONS

All work must be inspected and approved before placing concrete, or concealing framing, electrical, plumbing or mechanical work. A final inspection and Certificate of Occupancy must be obtained prior to occupancy and clearance of connection of utilities.

| APPROVALS | DATE | INSPECTOR'S SIG. |
|---|---|---|
| FOUNDATION YARDS, TRENCHES, FORMS | | |
| FOOTING STEEL | | |
| WALL STEEL, BOND BEAM STEEL, BOLTS, ANCHORS | | |
| FRAME, FIRE STOPS, BRACING, BOLTS, FLASHING MATERIALS | | |
| ROOF SHEATHING, COVERING | | |
| STRUCTURAL STEEL | | |
| DRY WALL | | |
| LATH, INT | | |
| LATH, EXT | | |
| SWIMMING POOL ENCLOSURE OK TO PLASTER POOL | | |
| FINAL ENG. | | |
| FINAL PLANNING | | |
| | | |
| FINAL BLDG. | | |

PERMIT NO. [illegible]ATION

14nov84 ** 17.00 10

This is a Building Permit When Properly Completed and Validated, and is not Transferable. It will expire if work is not started in 120 days, or if work is abandoned for more than 120 days.

Inspection Request Line
(909) 399-5372

# Application for Building Permit

909910 | PLAN CHECK #

**CITY OF CLAREMONT**
207 Harvard Ave.
Claremont, California 91711
(909) 399-5471

PLEASE PRINT

Use of Permit: DEMOLITION OF SINGLE FAMILY DWELLING AND DETACHED GARAGE AND CAP SEWER

| | | | |
|---|---|---|---|
| Type of Const. | Occ.Group | Use Zone | Fire Zone 3 |
| Tract No. | Lot No. | APN 8313 - 025 - 012 | |
| Setback F S L R R | Review # | Date 10/29/96 | |

Building Address: 258 S. INDIAN HILL BOULEVARD
Owner: LEWIS & JANE MORGEN
Mailing Address: 1901 AVENUE OF THE STARS #1060
City: LOS ANGELES | Zip: 90067 | Tel.:
Contractor: INTRAVALA ROCK & SAND INC.
Address: P.O.BOX 2151
City: UPLAND | Zip: 91786 | Tel.: 982-6713
State Lic. & Classif. | City Lic. #: 2222
Arch. Engr., Designer
Address | Tel.:
City | Zip | State Lic.#

## CONSTRUCTION ESTIMATE

| | | | | |
|---|---|---|---|---|
| 1ST FL. | 2000 SQ. FT. @ | 1.00 | $ 2,000 | 00 |
| 2ND FL. | SQ. FT. @ | | | |
| POR. | SQ. FT. @ | | | |
| GAR. | 400 SQ. FT. @ | 1.00 | 400 | 00 |
| CAR P. | SQ. FT. @ | | | |
| WALL | L.F. @ | | | |
| A/C | SQ. FT. @ | | | |
| ROOF | SQ. FT. @ | | | |
| POOL | SQ. FT. @ | | | |
| ESTIMATED CONSTRUCTION VALUATION | | | $ 2,400 | 00 |

NOTE: Not to be used as property tax valuation

| | | |
|---|---|---|
| ISSUANCE | $ 19 | 00 |
| CONST. FEE | $ 68 | 00 |
| TOTAL CONST. FEE | $ 87 | 00 |

## LICENSED CONTRACTOR'S DECLARATION

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

X Ron Mullenax 10-29-96
SIGNATURE DATE

## OWNER-BUILDER DECLARATION

I hereby affirm that I am exempt from the Contractor's License Law for the following reason: (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance also requires the applicant for such permit to file a signed statement that he is licensed pursuant to Division 3 of the Business and Professions Code, or that he is exempt therefrom, and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or through his employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)*

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. *(Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)*

☐ I am exempt under Sec. _____ B.& P.C. for this reason _____

Date _____ Owner _____

## WORKER'S COMPENSATION DECLARATION

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof. *(Sec. 3800, Labor Code)*

Policy No. ON FILE W/STATE TILL 1/1/97 Company _____

☐ Copy is filed with the city. ☐ Certified copy is hereby furnished.

## CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

*(This section need not be completed if the permit is for one hundred dollars ($100) valuation or less.)*

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California.

Date _____ Sig. _____

NOTICE TO APPLICANT: If, after this Certificate of Exemption you should become subject to the Workers' Compensation provision of the Labor Code, you must forthwith comply with such provision or this shall be deemed revoked.

## CONSTRUCTION LENDING AGENCY

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued. (Sec. 3097 Civil Code).

Lender's Name _____

Lender's Address _____

## HAZARDOUS MATERIAL DECLARATION

Will the applicant or future building occupant handle a hazardous material or a mixture containing a hazardous material equal to or greater than the amounts specified on the Hazardous Materials Information Guide?

☐ YES ☐ NO

Will the proposed building or modified facility be within 1000 feet of the outer boundary of a school?

☐ YES ☐ NO

I have read the Hazardous Material Information Guide and understand my requirements under the Los Angeles County Code. Title 2 Chapter 2.20 Section 2.20.100 through 2.20.140 concerning hazardous materials reporting.

Owner or Authorized Agent X _____

NOTE: WHEN AN ADDITION OR REPAIR TO ANY DWELLING UNIT EXCEEDS $1,000 IN VALUATION, SMOKE DETECTORS MUST BE INSTALLED AND TESTED PRIOR TO FINAL INSPECTION. UBC, SEC. 1210

ALL PERMITS EXPIRE WHEN PROPERTY FILED IS NOT ISSUED OR ISSUED AND IS SUBJECT TO EXPIRATION IF WORK HAS NOT COMMENCED OR IS SUSPENDED FOR 180 DAYS.

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter the above mentioned property for inspection purposes.

X Signature of Applicant Ron Mullenax Date 10-29-96

Mailing Address _____

City, State, Zip _____

## MECHANICAL FEES

| | | | | | |
|---|---|---|---|---|---|
| VENT SYSTEM | FAN | EVAP. COOL | HOOD | | |
| APPLIANCE | | | DRYER | | |
| AIR CONDITIONER | | | B.T.U. | | |
| HEATING SYSTEM | | | B.T.U. | | |
| MECH. PLAN CHECK FEE | | | | | |
| ISSUANCE FEE | | | | $ 19 | 00 |
| | | | TOTAL MECH. FEE | $ | |

| NO. UNITS | ELECTRICAL FEES | | NO. | PLUMBING FEES | |
|---|---|---|---|---|---|
| | TIMER | | | SQ.FT. @ .05 | |
| | MOBILEHOME SVC. | | | YARD SPKLR SYSTEM | |
| | POWER OUTLET | | | GAS PIPING | |
| | MOTOR HP | | | HOUSE SEWER | |
| | POOL/SPA | | | DRAINAGE PIPING | |
| | FIXTURES | | | DRINKING FOUNTAIN | |
| | OUTLETS | | | URINAL | |
| | SWITCHES | | | WATER PIPING | |
| | | | | FLOOR DRAIN | |
| | | | | POOL/SPA | |
| | SIGN | | | WASHER (AUTO) (DISH) | |
| | | | | GARBAGE DISPOSAL | |
| | | | | LAUNDRY TRAY | |
| | TEMP. USE SERV. | | | KITCHEN SINK | |
| | POLE TEMP/PERM | | | WATER CLOSET | |
| | SUB-POLES | | | LAVATORY | |
| | AMP. SERVICE | | | SHOWER | |
| | SQ. FT. @ C | | | BATH TUB | |
| | SQ. FT. @ C | | | WATER HEATER | |
| | SQ. FT. RESID @ .05 | | | SEWAGE DISPOSAL | |
| | SQ. FT. GAR. @ .01 | | | PLAN CHECK | |
| | PLAN CHECK | | | | |
| | ISSUANCE FEE | $ 19 00 | | ISSUANCE FEE | $ 19 00 |
| | TOTAL ELEC. FEE | $ | | TOTAL PLUMB. FEE | $ |

| CONST. FEE | MECH. FEE | ELEC. FEE | PLUMB. FEE | | SUB-TOTAL |
|---|---|---|---|---|---|
| 87.00 | | | | | 87.00 |
| **PLAN CHECK** | **ADD'L PLAN CK.** | **PARKLAND FEE** | **FIRE FEE** | **UGD UTILITY FEE** | |
| | | | | | |
| **SMI** | **MICRO FEE** | | | **TOTAL DUE** | |
| .50 | 2.00 | | | $ 89.50 | |

Bldg. Duane Mantes Date 10/29/96
Engr. _____ Date _____
Plan Michael Day Date 10-29-96

The issuance of this permit and approval of associated plans, specifications, and computations of said permit shall not prevent the administrative authority from thereafter requiring the correction of errors or from preventing construction being carried on thereunder when in violation of City ordinances, applicable codes, standards, and State and Federal laws.

Approved: Gas _____ Electric _____ Sch. Dist _____ San Fee _____
Finaled By: _____ Date 11/8/96
C/O Issued _____ Gas Co. _____ Elect. Co. _____

INSPECTOR'S COPY

| OPERATION | | | DATE | INSPECTOR |
|---|---|---|---|---|
| **BUILDING APPROVALS** | | | | |
| Set Back | | | | |
| Ftgs & Frms | | | | |
| Reinforcement | | | | |
| Slab Grade | | | | |
| Roof Deck/Trusses | | | | |
| Shear Nailing | | | | |
| Hold Downs | | | | |
| Framing | | | | |
| Exterior Lath | | | | |
| Interior Lath | | | | |
| Drywall | | | | |
| Throat/Damper | | | | |
| Fireplace P/L | | | | |
| Fireplace T/O | | | | |
| Pregunite - Pool | | | | |
| Fence & Gate - Pool | | | | |
| INSULATION | Thick | "R" Value | | |
| Walls | | | | |
| Ceiling | | | | |
| Floor | | | | |
| | | | | |
| Block Wall Footings | | | | |
| Bond Beam | | | | |
| Grout | | | | |
| | | | | |
| Final | | | | |
| **PLUMBING APPROVALS** | | | | |
| Ground Plumbing | | | | |
| UG Water Line | | | | |
| Septic/Sewer | | | | |
| Rough Plumbing | | | | |
| Gas Line/Test | | | | |
| Water Service | | | | |
| Vents | | | | |
| Water Heater | | | | |
| Water Softener | | | | |
| Grease Traps | | | | |
| Clarifier | | | | |
| Water Piping Test | | | | |
| | | | | |
| Final | | | | |
| **ELECTRICAL APPROVALS** | | | | |
| UG Electric | | | | |
| UFR Ground | | | | |
| Temporary Power Pole | | | | |
| Rough Electrical | | | | |
| Electrical Service | | | | |
| Pool Electrical | | | | |
| Rough Conduit | | | | |
| | | | | |
| Final | | | | |

| OPERATION | DATE | INSPECTOR |
|---|---|---|
| **MECHANICAL APPROVALS** | | |
| Plenums/Ducts | | |
| Combustion Air | | |
| Air Conditioning | | |
| FAU | | |
| Ventilation System | | |
| FAU Compartment | | |
| Inlets/Outlets | | |
| Compressor | | |
| Appl. Clearance | | |
| Commercial Hood | | |
| Fire Dampers | | |
| | | |
| Final | | |
| **FIRE RATED ASSEMBLIES** | | |
| Area Sep. Walls | | |
| Rated Corridors | | |
| Doors | | |
| Openings | | |
| Fire Alarms | | |
| Occupancy Separation | | |
| Stair Enclosure | | |
| Smoke Detectors | | |
| **EXTINGUISHERS** | | |
| Fire Extinguishers | | |
| Auto Sprinklers | | |
| Kitchen Hood Ext. | | |
| **MISCELLANEOUS** | | |
| Temp. Toilet Facility | | |
| Construction Trailers | | |
| | | |

**ADDITIONAL INFORMATION**

STREET NAME 258 S. Indian Hill

PERMIT NUMBER 909910

REQUESTS FOR INSPECTIONS

STREET ADDRESS: 258 S. Indian Hill Blvd

| DATE OF REQ | TIME | DATE REQ | REQ BY | TYPE OF INSP. | INI | PRMT# |
|---|---|---|---|---|---|---|
| 11/7/96 | 1:33 | 11/8 | Ron | Sewer Cap | KC | 9699C |

# SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
## NOTIFICATION OF DEMOLITION OR ASBESTOS REMOVAL

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (909) 396-2000

| | | | | | |
|---|---|---|---|---|---|
| AMD USE ONLY | SCREEN | RECEIVED | POSTMARK | ENTERED | NOTIFICATION |

| | | | |
|---|---|---|---|
| COMPLETED BY | RON, WILLEMARK | COMPANY | INTRAVAIA ROCK & SAND |
| PHONE | 982-6713 | | |

| | | | | | |
|---|---|---|---|---|---|
| DATE | 10/25/96 | CHECK # | | FEE $ | 25.60 |
| PROJECT # | 260 | | | | |

| | | | | | |
|---|---|---|---|---|---|
| NOTIFICATION TYPE | ORIGINAL | REVISION DATES | REVISION OTHER (highlight) | CANCELLATION | |
| PROJECT TYPE | DEMOLITION | ORDERED DEMOLITION | RENOVATION (removal) | EMERGENCY RENO | PLANNED RENO (annu |
| SITE INFORMATION | SITE NAME | | | | |
| SITE ADDRESS | 258 INDIAN HILL | | CROSS STREET | ARROW & INDIAN HILL | |
| CITY | CLAREMONT | STATE | CA. | ZIP | 91711 |
| COUNTY | LOS ANGELES | | | | |
| DESCRIBE WORK LOCATION | DEMO | | | | |
| BUILDING SIZE (SQ FT) | 2,400 | NUMBER OF FLOORS | 1 | BUILDING AGE (YEARS) | 50 |
| NUMBER OF DWELLING UNITS | 1 | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PRESENT USE | COMMERCIAL | HOSPITAL | INDUSTRIAL | MISCELLANEOUS | OFFICE | PUBLIC BLDG | RESIDENCE | SCHOOL | SHIP | UNIV/COLLEGE | VAC |
| PRIOR USE | COMMERCIAL | HOSPITAL | INDUSTRIAL | MISCELLANEOUS | OFFICE | PUBLIC BLDG | RESIDENCE | SCHOOL | SHIP | UNIV/COLLEGE | VAC |

| | | | | | |
|---|---|---|---|---|---|
| SITE OWNER | OWEN MENARD | ADDRESS | 4047 OLIVE POINT PL. | | |
| CITY | CLAREMONT | STATE | CA | ZIP | 91711 |
| CONTACT | WILL WRIGHT | PHONE | 988-4008 | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| REQUIRED BUILDING INFORMATION | ASBESTOS PRESENT? | YES | NO | ASBESTOS SURVEY? | YES | NO | ASBESTOS REMOVED? YES NO | BUILDING TO BE DEMOLISHED? | YES |
| DEMOLITION DATES | START | 10/29/96 | END | 11/09/96 | WORK SHIFT (am/pm) | 7-4 | | | |
| REMOVAL DATES | START | | END | | WORK SHIFT (am/pm) | | | | |

| | | | | |
|---|---|---|---|---|
| ASBESTOS AMOUNT TO BE REMOVED (in square feet) | FRIABLE | CLASS I | CLASS II | TOTAL REMOVED(add rov |
| | | | | |

| | | | |
|---|---|---|---|
| ASBESTOS REMOVED FROM | SURFACES | PIPES | COMPONENTS |
| DESCRIBE THE MATERIALS | ACOUSTIC CEILING | LINOLEUM | INSULATION | FIRE PROOFING | DUCTING | STUCCO | MAST |
| FLOOR TILES (VAT) | DRY WALL | PLASTER | TRANSITE | ROOFING | OTHER (describe) | | |

| | | | | | |
|---|---|---|---|---|---|
| CONTRACTOR INFORMATION | CSLB LICENSE # | 727913 | OSHA REG # | AQMD ID # | 97813 |
| NAME | INTRAVAIA ROCK & SAND INC. | ADDRESS | P.O. BOX 2151 | | |
| CITY | UPLAND, | STATE | CA | ZIP | 91785 |
| SITE SUPVR | RON | PHONE | 982-6713 | | |

| | | | | | |
|---|---|---|---|---|---|
| WASTE TRANSPORTER #1 | | | LANDFILL | | |
| ADDRESS | | | ADDRESS | | |
| CITY | STATE | ZIP | CITY | STATE | ZIP |

| | |
|---|---|
| STE TRANSPORTER #2 | WASTE STORAGE SITE |
| DRESS | ADDRESS |
| Y STATE ZIP | CITY STATE ZIP |

NTROLS: DESCRIBE WORK PRACTICES AND CONTROLS TO BE USED AT THE DEMOLITION AND RENOVATION SITE. FOR ASBESTOS REMOVAL ORK, INDICATE RULE 1403 PROCEDURE # 1, 2, 3, 4 OR 5 OR COMBINATIONS OF PROCEDURES USED. FOR PROCEDURES 4 AND 5, SUBMIT PLAN R AQMD PRIOR APPROVAL. PROCEDURE #: #2

BESTOS DETECTION PROCEDURE: DESCRIBE THE METHODS AND PROCEDURES USED TO DETERMINE WHETHER ASBESTOS IS PRESENT AT E SITE, INCLUDING THE ANALYTICAL METHODS: SCOTT MORRISON & ASSOCIATES NIOSH METHOD 7403

R DEMOLITIONS GIVE THE COMPANY NAME AND DATES OF THE ASBESTOS REMOVAL: ENKAY 10/28/96

R ORDERED DEMOLITION SEND A COPY OF THE ORDER AND GIVE THE AGENCY NAME:
THORIZING PERSON: TITLE
TE OF ORDER: DATE ORDERED TO BEGIN:

R EMERGENCY ASBESTOS REMOVAL GIVE THE NAME AND PHONE NUMBER OF THE PERSON DECLARING/AUTHORIZING THE EMERGENCY, DA / HOUR OF EMERGENCY AND DESCRIBE THE SUDDEN, UNEXPECTED EVENT:

LAIN HOW THE EVENT WOULD CAUSE UNSAFE CONDITIONS, EQUIPMENT DAMAGE OR UNREASONABLE FINANCIAL BURDEN:

NTINGENCY PLAN: DESCRIBE ACTIONS AND PROCEDURES TO BE FOLLOWED IF UNEXPECTED ASBESTOS IS FOUND DURING DEMOLITION OR NONFRIABLE ESTOS MATERIAL BECOME CRUMBLED, PULVERIZED, OR REDUCED TO POWDER. AREA TO BE STABILIZED. CAUTION SIGNS TO BE PLACED AS WARNING. MATERIAL TO BE MADE WET AND BAGGED WITH DOUBLE LAYED BAGS.

JNING CERTIFICATION: I CERTIFY THAT AN INDIVIDUAL TRAINED IN THE PROVISIONS OF REGULATION AQMD RULE 1403 AND NESHAP WILL BE ON-SITE DURIN REMOVAL AND EVIDENCE THAT THE REQUIRED TRAINING HAS BEEN ACCOMPLISHED BY THIS PERSON WILL BE AVAILABLE FOR INSPECTION DURING NORMAL NESS HOURS.

NT NAME OF OWNER/OPERATOR SIGNATURE OF OWNER/OPERATOR DATE

RMATION CERTIFICATION: I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT AND I HAVE ENCLOSED ANY REQUIRED ATTACHMENTS.

NT NAME OF OWNER/OPERATOR RON WILLEMSEN SIGNATURE OF OWNER/OPERATOR DATE 10/25/96

IFICATIONS ARE NOT ACCEPTED WITHOUT THE REQUIRED ASBESTOS FEE (AQMD Rule 301). REMOVAL LESS THAN 100 SQUARE FEET ARE MPT FROM NOTIFICATION AND FEES. PLEASE MAKE CHECK PAYABLE TO "SCAQMD". FEES ARE PER NOTIFICATION, NOT REFUNDABLE, AND Y ACCORDING TO THE ASBESTOS AMOUNT TO BE REMOVED. FEES ARE AS FOLLOWS:

| | | | |
|---|---|---|---|
| M 100 TO 1,000 SQUARE FEET | $ 10.20 | DEMOLITIONS | $ 25.60 |
| M 1,001 TO 5,000 SQUARE FEET | $ 76.80 | REVISIONS | $ 10.20 |
| M 5,001 TO 10,000 SQUARE FEET | $179.20 | CANCELLATIONS | $ 00.00 |
| E THAN 10,000 SQUARE FEET | $281.60 | PROCEDURE 4 OR 5 PLANS | $281.60 |

E: STATE LAW REQUIRES THAT YOU GIVE A COPY OF DEMOLITION NOTIFICATIONS TO YOUR LOCAL BUILDING AND SAFETY DEPARTMENT. PLEASE KEEP A COPY.

MAIL ORIGINAL TO: SCAQMD, RULE 1403 ASBESTOS NOTIFICATIONS, P.O. BOX 4950, DIAMOND BAR, CA 91765-0950
TELEPHONE : (909) 396-2336 FAX: (909) 396-3342

**CITY OF CLAREMONT**

Community Development Departme

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492

Building • (909) 399-54
Planning • (909) 399-54
Engineering • (909) 399-54
Community Improvement • (909) 399-54
Economic Development • (909) 399-53

October 23, 1996

South Coast
Air Quality Management District
21865 E. Copley Drive
Diamond Bar, California 91765-4182

Dear Gentlemen:

**Request for Demolition**
**258 S. Indian Hill Boulevard, Claremont**

As the Building Official for Claremont, I would appreciate your assistance with your clearance to allow Claremont to issue a demolition permit for the residence located at 258 S. Indian Hill Boulevard.

The structure has become an attractive nuisance for the youth in our community. It is my understanding that the owner's representative is ready to commence work immediately.

Thank you for your consideration in this matter.

If you have any questions regarding this matter, please contact me at (909) 399-5477.

Sincerely,

Duane A. Marks

Duane A. Marks
Building Official

DAM:kc

cc: Will Wright Jr., Wright Choice, P. O. Box 411, Mt. Baldy, CA 91759
Mike Diaz, Associate Planner

# GeoPlus Oil & Gas Report

Satellite view

*Target Property:*

***Indian Hill Specific Plan***
***Indian Hill Boulevard***
***Claremont, Los Angeles County, California 91711***

*Prepared For:*

***Leighton Consulting***

***Order #: 87920***
***Job #: 189691***
***Project #: 11647.001***
***PO #: 11647.001***
***Date: 05/23/2017***

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# Disclaimer

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# Target Property Summary

## Target Property Information

*Indian Hill Specific Plan*
*Indian Hill Boulevard*
*Claremont, California 91711*

***Coordinates***
*Area*

***USGS Quadrangle***
*Ontario, CA*

## Geographic Coverage Information

***County/Parish:*** Los Angeles (CA)
***ZipCode(s):***
Claremont CA: 91711
Pomona CA: 91767

***Radon***
* Target property is located in Radon Zone 2.
Zone 2 areas have a predicted average indoor radon screening level between 2 and 4 pCi/L (picocuries per liter).

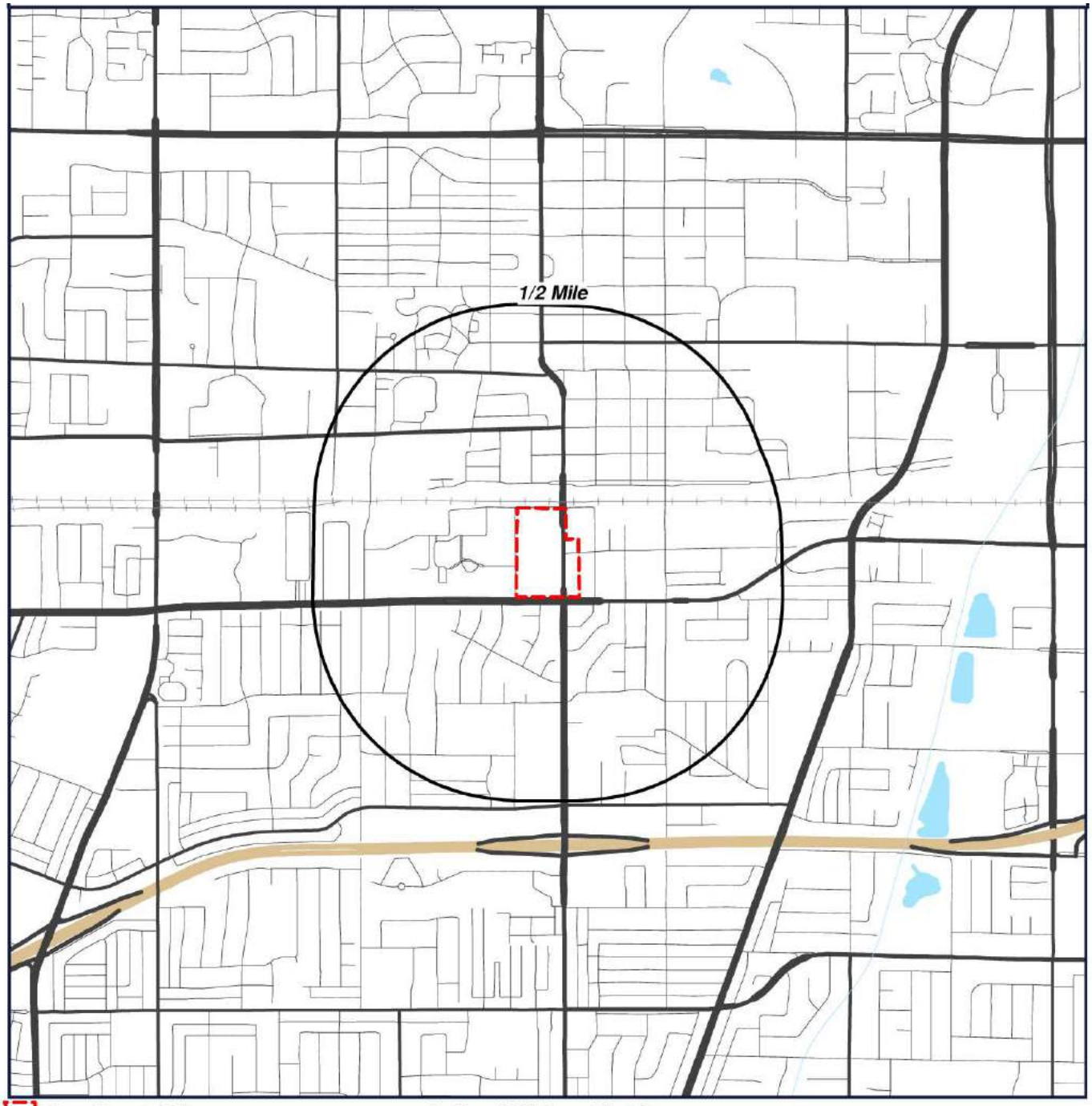
# Database Radius Summary

## STATE (CA) LISTING

| Acronym | Search Radius (miles) | TP/AP (0 - 0.02) | 1/8 Mile (> TP/AP) | 1/4 Mile (> 1/8) | 1/2 Mile (> 1/4) | 1 Mile (> 1/2) | > 1 Mile | Total |
|---|---|---|---|---|---|---|---|---|
| OG | 0.5000 | 0 | 0 | 0 | 0 | NS | NS | 0 |
| SUB-TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**NOTES:**
**NS = NOT SEARCHED**
**TP/AP = TARGET PROPERTY/ADJACENT PROPERTY**

# OIL & GAS MAP




Click here to access Satellite view

# Located Sites Summary

***No Records Found.***

**OG** Oil and Gas

VERSION DATE: 03/16/17

This oil, gas, and geothermal well information database is maintained by the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources. The database information may change without notice. The Department of Conservation makes no warranties, whether expressed or implied, as to the suitability of the product for any particular purpose. Any use of this information is at the user's own risk.

APPENDIX G

GBA GEOENVIRONMENTAL REPORT

# Important Information about This

# Geoenvironmental Report

Geoenvironmental studies are commissioned to gain information about environmental conditions on and beneath the surface of a site. The more comprehensive the study, the more reliable the assessment is likely to be. But remember: Any such assessment is to a greater or lesser extent based on professional opinions about conditions that cannot be seen or tested. Accordingly, no matter how many data are developed, risks created by unanticipated conditions will always remain. *Have realistic expectations.* Work with your geoenvironmental consultant to manage known and unknown risks. Part of that process should already have been accomplished, through the risk allocation provisions you and your geoenvironmental professional discussed and included in your contract's general terms and conditions. This document is intended to explain some of the concepts that may be included in your agreement, and to pass along information and suggestions to help you manage your risk.

## Beware of Change; Keep Your Geoenvironmental Professional Advised

The design of a geoenvironmental study considers a variety of factors that are subject to change. Changes can undermine the applicability of a report's findings, conclusions, and recommendations. *Advise your geoenvironmental professional about any changes you become aware of.* Geoenvironmental professionals cannot accept responsibility or liability for problems that occur because a report fails to consider conditions that did not exist when the study was designed. Ask your geoenvironmental professional about the types of changes you should be particularly alert to. Some of the most common include:

- modification of the proposed development or ownership group,
- sale or other property transfer,
- replacement of or additions to the financing entity,
- amendment of existing regulations or introduction of new ones, or
- changes in the use or condition of adjacent property.

Should you become aware of any change, *do not rely on a geoenvironmental report.* Advise your geoenvironmental professional immediately; follow the professional's advice.

## Recognize the Impact of Time

A geoenvironmental professional's findings, recommendations, and conclusions cannot remain valid indefinitely. The more time that passes, the more likely it is that important latent changes will occur. *Do not rely on a geoenvironmental report if too much time has elapsed since it was completed.* Ask your environmental professional to define "too much time." In the case of Phase I Environmental Site Assessments (ESAs), for example, more than 180 days after submission is generally considered "too much."

## Prepare To Deal with Unanticipated Conditions

The findings, recommendations, and conclusions of a Phase I ESA report typically are based on a review of historical information, interviews, a site "walkover," and other forms of noninvasive research. When site subsurface conditions are not sampled in any way, the risk of unanticipated conditions is higher than it would otherwise be.

While borings, installation of monitoring wells, and similar invasive test methods can help reduce the risk of unanticipated conditions, *do not overvalue the effectiveness of testing.* Testing provides information about actual conditions only at the precise locations where samples are taken, and only when they are taken. Your geoenvironmental

professional has applied that specific information to develop a general opinion about environmental conditions. *Actual conditions in areas not sampled may differ (sometimes sharply) from those predicted in a report.* For example, a site may contain an unregistered underground storage tank that shows no surface trace of its existence. *Even conditions in areas that were tested can change*, sometimes suddenly, due to any number of events, not the least of which include occurrences at adjacent sites. Recognize, too, that *even some conditions in tested areas may go undiscovered,* because the tests or analytical methods used were designed to detect only those conditions assumed to exist.

Manage your risks by retaining your geoenvironmental professional to work with you as the project proceeds. Establish a contingency fund or other means to enable your geoenvironmental professional to respond rapidly, in order to limit the impact of unforeseen conditions. And to help prevent any misunderstanding, identify those empowered to authorize changes and the administrative procedures that should be followed.

## Do Not Permit Any Other Party To Rely on the Report

Geoenvironmental professionals design their studies and prepare their reports to meet the specific needs of the clients who retain them, in light of the risk management methods that the client and geoenvironmental professional agree to, and the statutory, regulatory, or other requirements that apply. The study designed for a developer may differ sharply from one designed for a lender, insurer, public agency...or even another developer. *Unless the report specifically states otherwise, it was developed for you and only you.* Do not unilaterally permit any other party to rely on it. The report and the study underlying it may not be adequate for another party's needs, and you could be held liable for shortcomings your geoenvironmental professional was powerless to prevent or anticipate. Inform your geoenvironmental professional when you know or expect that someone else—a third-party—will want to use or rely on the report. *Do not permit third-party use or reliance until you first confer with the geoenvironmental professional who prepared the report.* Additional testing, analysis, or study may be required and, in any event, appropriate terms and conditions should be agreed to so both you and your geoenvironmental professional are protected from third-party risks. *Any party who relies on a geoenvironmental report without the express written permission of the professional who prepared it and the client for whom it was prepared may be solely liable for any problems that arise.*

## Avoid Misinterpretation of the Report

Design professionals and other parties may want to rely on the report in developing plans and specifications. They need to be advised, in writing, that their needs may not have been considered when the study's scope was developed, and, even if their needs were considered, they might misinterpret geoenvironmental findings, conclusions, and recommendations. *Commission your geoenvironmental professional to explain pertinent elements of the report to others who are permitted to rely on it, and to review any plans, specifications or other instruments of professional service that incorporate any of the report's findings, conclusions, or recommendations.* Your geoenvironmental professional has the best understanding of the issues involved, including the fundamental assumptions that underpinned the study's scope.

## Give Contractors Access to the Report

Reduce the risk of delays, claims, and disputes by giving contractors access to the full report, *providing that it is accompanied by a letter of transmittal that can protect you* by making it unquestionably clear that: 1) the study was not conducted and the report was not prepared for purposes of bid development, and 2) the findings, conclusions, and recommendations included in the report are based on a variety of opinions, inferences, and assumptions and are subject to interpretation. Use the letter to also advise contractors to consult with your geoenvironmental professional to obtain clarifications, interpretations, and guidance (a fee may be required for this service), and that—in any event—they should conduct additional studies to obtain the specific type and extent of information each prefers for preparing a bid or cost estimate. Providing access to the full report, with the appropriate caveats, helps prevent formation of adversarial attitudes and claims of concealed or differing conditions. If a contractor elects to ignore the warnings and advice in the letter of transmittal, it would do so at its own risk. Your geoenvironmental professional should be able to help you prepare an effective letter.

## Do Not Separate Documentation from the Report

Geoenvironmental reports often include supplemental documentation, such as maps and copies of regulatory files, permits, registrations, citations, and correspondence with regulatory agencies. If subsurface explorations were performed, the report may contain final boring logs and copies of laboratory data. If remediation activities occurred on site, the report may include: copies of daily field reports; waste manifests; and information about the disturbance of subsurface materials, the type and thickness of any fill placed on site, and fill placement practices, among other types of documentation. *Do not separate supplemental documentation from the report. Do not, and do not permit any other party to redraw or modify any of the supplemental documentation for incorporation into other professionals' instruments of service.*

## Understand the Role of Standards

Unless they are incorporated into statutes or regulations, standard practices and standard guides developed by the American Society for Testing and Materials (ASTM) and other recognized standards-developing organizations (SDOs) are little more than aspirational methods agreed to by a consensus of a committee. The committees that develop standards may not comprise those best-qualified to establish methods and, no matter what, no standard method can possibly consider the infinite client- and project-specific variables that fly in the face of the theoretical "standard conditions" to which standard practices and standard guides apply. In fact, these variables can be so pronounced that geoenvironmental professionals who comply with every directive of an ASTM or other standard procedure could run afoul of local custom and practice, thus violating the standard of care. Accordingly, when geoenvironmental professionals indicate in their reports that they have performed a service "in general compliance" with one standard or another, it means they have applied professional judgement in creating and implementing a scope of service designed for the specific client and project involved, and which follows some of the general precepts laid out in the referenced standard. To the extent that a report indicates "general compliance" with a standard, you may wish to speak with your geoenvironmental professional to learn more about what was and was not done. *Do not assume a given standard was followed to the letter.* Research indicates that that seldom is the case.

## Realize That Recommendations May Not Be Final

The technical recommendations included in a geoenvironmental report are based on assumptions about actual conditions, and so are preliminary or tentative. Final recommendations can be prepared only by observing actual conditions as they are exposed. For that reason, you should retain the geoenvironmental professional of record to observe construction and/or remediation activities on site, to permit rapid response to unanticipated conditions. *The geoenvironmental professional who prepared the report cannot assume responsibility or liability for the report's recommendations if that professional is not retained to observe relevant site operations.*

## Understand That Geotechnical Issues Have Not Been Addressed

Unless geotechnical engineering was specifically included in the scope of professional service, a report is not likely to relate any findings, conclusions, or recommendations about the suitability of subsurface materials for construction purposes, especially when site remediation has been accomplished through the removal, replacement, encapsulation, or chemical treatment of on-site soils. The equipment, techniques, and testing used by geotechnical engineers differ markedly from those used by geoenvironmental professionals; their education, training, and experience are also significantly different. If you plan to build on the subject site, but have not yet had a geotechnical engineering study conducted, your geoenvironmental professional should be able to provide guidance about the next steps you should take. The same firm may provide the services you need.

## Read Responsibility Provisions Closely

Geoenvironmental studies cannot be exact; they are based on professional judgement and opinion. Nonetheless, some clients, contractors, and others assume geoenvironmental reports are or certainly should be unerringly precise. Such assumptions have created unrealistic expectations that have led to wholly unwarranted claims and disputes. To help prevent such problems, geoenvironmental professionals have developed a number of report provisions and contract terms that explain who is responsible for what, and how risks are to be allocated. Some people mistake these for "exculpatory clauses," that is, provisions whose purpose is to transfer one party's rightful responsibilities and liabilities to someone else. Read the responsibility provisions included in a report and in the contract you and your geoenvironmental professional agreed to. *Responsibility provisions are not "boilerplate."* They are important.

## Rely on Your Geoenvironmental Professional for Additional Assistance

Membership in the Geoprofessional Business Association exposes geoenvironmental professionals to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a geoenvironmental project. Confer with your GBA-member geoenvironmental professional for more information.

GEOPROFESSIONAL BUSINESS ASSOCIATION

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# APPENDIX H

## Noise Analysis Worksheets

Roadway Construction Noise Model (RCNM),Version 1.1

Report da######## 
Case Desc Village South Specific Plan_Demolition

---- Receptor #1 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 25 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | | 89.6 | 25 | 0 |
| Excavator | No | 40 | | 80.7 | 25 | 0 |
| Excavator | No | 40 | | 80.7 | 25 | 0 |
| Excavator | No | 40 | | 80.7 | 25 | 0 |
| Dozer | No | 40 | | 81.7 | 25 | 0 |
| Dozer | No | 40 | | 81.7 | 25 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Saw | 95.6 | 88.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 86.7 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 86.7 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 86.7 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 95.6 | 92.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 50 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | | 89.6 | 50 | 0 |
| Excavator | No | 40 | | 80.7 | 50 | 0 |
| Excavator | No | 40 | | 80.7 | 50 | 0 |
| Excavator | No | 40 | | 80.7 | 50 | 0 |
| Dozer | No | 40 | | 81.7 | 50 | 0 |
| Dozer | No | 40 | | 81.7 | 50 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Saw | 89.6 | 82.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 | 77.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 | 77.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 89.6 | 86.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 75 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | | 89.6 | 75 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Excavator | No | 40 | 80.7 | 75 | 0 |
| Excavator | No | 40 | 80.7 | 75 | 0 |
| Excavator | No | 40 | 80.7 | 75 | 0 |
| Dozer | No | 40 | 81.7 | 75 | 0 |
| Dozer | No | 40 | 81.7 | 75 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Saw | 86.1 | 79.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 86.1 | 82.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | Baselines (dBA) | | |
|---|---|---|---|
| Descriptio | Land Use | Daytime | Evening | Night |
| 100 feet | Residentia | 50 | 50 | 50 |

Equipment

| Description | Impact Device | Usage(%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | | 89.6 | 100 | 0 |
| Excavator | No | 40 | | 80.7 | 100 | 0 |
| Excavator | No | 40 | | 80.7 | 100 | 0 |
| Excavator | No | 40 | | 80.7 | 100 | 0 |
| Dozer | No | 40 | | 81.7 | 100 | 0 |
| Dozer | No | 40 | | 81.7 | 100 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Concrete Saw | 83.6 | 76.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 75.6 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 75.6 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 83.6 | 80.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report da######## 
Case Desc Village South Specific Plan_Demolition

---- Receptor #1 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 25 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Tractor | No | 40 | 84 | | 25 | 0 |
| Dozer | No | 40 | | 81.7 | 25 | 0 |
| Dozer | No | 40 | | 81.7 | 25 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 90 | 86 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 90 | 93.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 50 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Tractor | No | 40 | 84 | | 50 | 0 |
| Tractor | No | 40 | 84 | | 50 | 0 |
| Tractor | No | 40 | 84 | | 50 | 0 |
| Tractor | No | 40 | 84 | | 50 | 0 |
| Dozer | No | 40 | | 81.7 | 50 | 0 |
| Dozer | No | 40 | | 81.7 | 50 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Tractor | 89.6 | 82.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 | 77.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 | 77.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 89.6 | 86.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 75 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Tractor | No | 40 | 84 | | 75 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Tractor | No | 40 | 84 | | 75 | 0 |
| Tractor | No | 40 | 84 | | 75 | 0 |
| Tractor | No | 40 | 84 | | 75 | 0 |
| Dozer | No | 40 | | 81.7 | 75 | 0 |
| Dozer | No | 40 | | 81.7 | 75 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Tractor | 86.1 | 79.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 86.1 | 82.9 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | | Baselines (dBA) | | |
|---|---|---|---|---|
| Descriptio | Land Use | Daytime | Evening | Night |
| 100 feet | Residentia | 50 | 50 | 50 |

Equipment

| Description | Impact Device | Usage(%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Tractor | No | 40 | 84 | | 100 | 0 |
| Tractor | No | 40 | 84 | | 100 | 0 |
| Tractor | No | 40 | 84 | | 100 | 0 |
| Tractor | No | 40 | 84 | | 100 | 0 |
| Dozer | No | 40 | | 81.7 | 100 | 0 |
| Dozer | No | 40 | | 81.7 | 100 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Tractor | 83.6 | 76.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Tractor | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 75.6 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 75.6 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 83.6 | 80.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report da######## 
Case Desc Village South Specific Plan_Grading

---- Receptor #1 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 25 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Excavator | No | 40 | | 80.7 | 25 | 0 |
| Excavator | No | 40 | | 80.7 | 25 | 0 |
| Grader | No | 40 | 85 | | 25 | 0 |
| Dozer | No | 40 | | 81.7 | 25 | 0 |
| Scraper | No | 40 | | 83.6 | 25 | 0 |
| Scraper | No | 40 | | 83.6 | 25 | 0 |
| Backhoe | No | 40 | | 77.6 | 25 | 0 |
| Backhoe | No | 40 | | 77.6 | 25 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 86.7 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 86.7 | 82.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 91 | 87 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 87.7 | 83.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 89.6 | 85.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 89.6 | 85.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 91 | 93.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 50 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Excavator | No | 40 | | 80.7 | 50 | 0 |
| Excavator | No | 40 | | 80.7 | 50 | 0 |
| Grader | No | 40 | 85 | | 50 | 0 |
| Dozer | No | 40 | | 81.7 | 50 | 0 |
| Scraper | No | 40 | | 83.6 | 50 | 0 |
| Scraper | No | 40 | | 83.6 | 50 | 0 |
| Backhoe | No | 40 | | 77.6 | 50 | 0 |
| Backhoe | No | 40 | | 77.6 | 50 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 85 | 81 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 81.7 | 77.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 77.6 | 73.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 77.6 | 73.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 85 | 87.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

| Descriptio | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| 75 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Excavator | No | 40 | | 80.7 | 75 | 0 |
| Excavator | No | 40 | | 80.7 | 75 | 0 |
| Grader | No | 40 | 85 | | 75 | 0 |
| Dozer | No | 40 | | 81.7 | 75 | 0 |
| Scraper | No | 40 | | 83.6 | 75 | 0 |
| Scraper | No | 40 | | 83.6 | 75 | 0 |
| Backhoe | No | 40 | | 77.6 | 75 | 0 |
| Backhoe | No | 40 | | 77.6 | 75 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 81.5 | 77.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 80.1 | 76.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 80.1 | 76.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 74 | 70.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 74 | 70.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.5 | 83.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

| Descriptio | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| 100 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Excavator | No | 40 | | 80.7 | 100 | 0 |
| Excavator | No | 40 | | 80.7 | 100 | 0 |
| Grader | No | 40 | 85 | | 100 | 0 |
| Dozer | No | 40 | | 81.7 | 100 | 0 |
| Scraper | No | 40 | | 83.6 | 100 | 0 |
| Scraper | No | 40 | | 83.6 | 100 | 0 |
| Backhoe | No | 40 | | 77.6 | 100 | 0 |
| Backhoe | No | 40 | | 77.6 | 100 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Excavator | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Excavator | 74.7 | 70.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Grader | 79 | 75 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Dozer | 75.6 | 71.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 77.6 | 73.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Scraper | 77.6 | 73.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 71.5 | 67.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 71.5 | 67.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 79 | 81 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report da######## 
Case Desc Village South Specific Plan_BuildingConstruction

---- Receptor #1 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 25 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 25 | 0 |
| Forklift | No | 40 | 75 | | 25 | 0 |
| Forklift | No | 40 | 75 | | 25 | 0 |
| Forklift | No | 40 | 75 | | 25 | 0 |
| Backhoe | No | 40 | | 77.6 | 25 | 0 |
| Backhoe | No | 40 | | 77.6 | 25 | 0 |
| Backhoe | No | 40 | | 77.6 | 25 | 0 |
| Welder / Torch | No | 40 | | 74 | 25 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 86.6 | 78.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 81 | 77 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 81 | 77 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 81 | 77 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 80 | 76 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 86.6 | 87.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 50 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 50 | 0 |
| Forklift | No | 40 | 75 | | 50 | 0 |
| Forklift | No | 40 | 75 | | 50 | 0 |
| Forklift | No | 40 | 75 | | 50 | 0 |
| Backhoe | No | 40 | | 77.6 | 50 | 0 |
| Backhoe | No | 40 | | 77.6 | 50 | 0 |
| Backhoe | No | 40 | | 77.6 | 50 | 0 |
| Welder / Torch | No | 40 | | 74 | 50 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 80.7 | 76.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 85 | 81 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 81.7 | 77.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 83.6 | 79.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 77.6 | 73.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 77.6 | 73.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 85 | 87.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

| Descriptio | Land Use | Daytime | Evening | Night |
|---|---|---|---|---|
| 75 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 75 | 0 |
| Forklift | No | 40 | 75 | | 75 | 0 |
| Forklift | No | 40 | 75 | | 75 | 0 |
| Forklift | No | 40 | 75 | | 75 | 0 |
| Backhoe | No | 40 | | 77.6 | 75 | 0 |
| Backhoe | No | 40 | | 77.6 | 75 | 0 |
| Backhoe | No | 40 | | 77.6 | 75 | 0 |
| Welder / Torch | No | 40 | | 74 | 75 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 81.5 | 77.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 80.1 | 76.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 80.1 | 76.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 74 | 70.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 74 | 70.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.5 | 83.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 100 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Crane | No | 16 | | 80.6 | 100 | 0 |
| Forklift | No | 40 | 75 | | 100 | 0 |
| Forklift | No | 40 | 75 | | 100 | 0 |
| Forklift | No | 40 | 75 | | 100 | 0 |
| Backhoe | No | 40 | | 77.6 | 100 | 0 |
| Backhoe | No | 40 | | 77.6 | 100 | 0 |
| Backhoe | No | 40 | | 77.6 | 100 | 0 |
| Welder / Torch | No | 40 | | 74 | 100 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Crane | 74.5 | 66.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 69 | 65 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 69 | 65 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Forklift | 69 | 65 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 71.5 | 67.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 71.5 | 67.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Backhoe | 71.5 | 67.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Welder / Torch | 68 | 64 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 74.5 | 75.3 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report da: ########
Case Desc: Village South Specific Plan_Paving

---- Receptor #1 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 25 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Paver | No | 50 | | 77.2 | 25 | 0 |
| Paver | No | 50 | | 77.2 | 25 | 0 |
| Paver | No | 50 | | 77.2 | 25 | 0 |
| Paver | No | 50 | | 77.2 | 25 | 0 |
| Roller | No | 20 | | 80 | 25 | 0 |
| Roller | No | 20 | | 80 | 25 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Paver | 83.2 | 80.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 83.2 | 80.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 83.2 | 80.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 83.2 | 80.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 86 | 79 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 86 | 79 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 86 | 87.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 50 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Paver | No | 50 | | 77.2 | 50 | 0 |
| Roller | No | 20 | | 80 | 50 | 0 |
| Roller | No | 20 | | 80 | 50 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Paver | 77.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 80 | 73 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 80 | 73 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 80 | 81.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 75 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Paver | No | 50 | | 77.2 | 75 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Paver | No | 50 | 77.2 | 75 | 0 |
| Paver | No | 50 | 77.2 | 75 | 0 |
| Paver | No | 50 | 77.2 | 75 | 0 |
| Roller | No | 20 | 80 | 75 | 0 |
| Roller | No | 20 | 80 | 75 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Paver | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 81.5 | 77.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 78.1 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 80.1 | 76.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 80.1 | 76.1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.5 | 83.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| | | Baselines (dBA) | | |
|---|---|---|---|---|
| Descriptio | Land Use | Daytime | Evening | Night |
| 100 feet | Residentia | 50 | 50 | 50 |

Equipment

| Description | Impact Device | Usage(%) | Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Paver | No | 50 | | 77.2 | 100 | 0 |
| Paver | No | 50 | | 77.2 | 100 | 0 |
| Paver | No | 50 | | 77.2 | 100 | 0 |
| Paver | No | 50 | | 77.2 | 100 | 0 |
| Roller | No | 20 | | 80 | 100 | 0 |
| Roller | No | 20 | | 80 | 100 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Paver | 71.2 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 71.2 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 71.2 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Paver | 71.2 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 74 | 67 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Roller | 74 | 67 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 74 | 75.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Desc Village South Specific Plan_ArchitecturalCoating

---- Receptor #1 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 25 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 25 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 83.7 | 79.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 83.7 | 79.7 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 50 Feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 50 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 77.2 | 74.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 80 | 81.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 75 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 75 | 0 |

Results

| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 77.2 | 73.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 81.5 | 83.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

| Descriptio | Land Use | Baselines (dBA) Daytime | Evening | Night |
|---|---|---|---|---|
| 100 feet | Residentia | 50 | 50 | 50 |

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Estimated Shielding (dBA) |
|---|---|---|---|---|---|---|
| Compressor (air) | No | 40 | | 77.7 | 100 | 0 |

| | Results | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Calculated (dBA) | | Noise Limits (dBA) | | | | | | Noise Limit Exceedance (dBA) | | | | | |
| | | | Day | | Evening | | Night | | Day | | Evening | | Night | |
| Equipment | *Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq | Lmax | Leq |
| Compressor (air) | 71.2 | 68.2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | 74 | 75.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Calculated Lmax is the Loudest value.

**Project Name: Village South Specific Plan** rev. (Date)

**AM Peak Hour and PM Peak Hour**

Intersection: 1

Indian Hill Boulevard & 1st Street

**Indian Hill Blvd**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 20 | 22 | 892 | 44 |
| Existing (Year 20 | 65 | 832 | 70 |
| Existing plus Pro | 22 | 638 | 43 |
| Existing plus Pro | 64 | 603 | 69 |
| Future (Year 202 | 22 | 850 | 44 |
| Future (Year 202 | 65 | 760 | 70 |
| Future (Year 202 | 22 | 892 | 44 |
| Future (Year 202 | 65 | 832 | 70 |

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 20 | 5 | 22 | 46 |
| Existing (Year 20 | 23 | 50 | 101 |
| Existing plus Pro | 5 | 22 | 45 |
| Existing plus Pro | 23 | 49 | 99 |
| Future (Year 202 | 5 | 22 | 46 |
| Future (Year 202 | 23 | 50 | 101 |
| Future (Year 202 | 5 | 22 | 46 |
| Future (Year 202 | 23 | 50 | 101 |

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 20 | 55 | 27 | 115 |
| Existing (Year 20 | 98 | 66 | 192 |
| Existing plus Pro | 54 | 26 | 98 |
| Existing plus Pro | 96 | 65 | 174 |
| Future (Year 202 | 55 | 27 | 90 |
| Future (Year 202 | 98 | 66 | 148 |
| Future (Year 202 | 55 | 27 | 115 |
| Future (Year 202 | 98 | 66 | 192 |

1st Street

W E

S N

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 20 | 51 | 805 | 152 |
| Existing (Year 20 | 107 | 896 | 201 |
| Existing plus Pro | 50 | 623 | 139 |
| Existing plus Pro | 105 | 588 | 181 |
| Future (Year 202 | 51 | 736 | 110 |
| Future (Year 202 | 107 | 862 | 179 |
| Future (Year 202 | 51 | 805 | 152 |
| Future (Year 202 | 107 | 896 | 201 |

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**

**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**

**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**

**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**

**If Peak Hour = 10% of ADT, Scaling Factor = 10**

ADT

| Road | Indian Hill Blvd | | 1st Street | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | 1st Street | | Indian Hill Blvd | |
| Existing (Year 20 | 14,584.0 | 16,488.0 | 3,320.0 | 1,384.0 |
| Existing (Year 20 | 15,872.0 | 18,632.0 | 5,416.0 | 3,296.0 |
| Existing plus Proj | 11,080.0 | 12,744.0 | 3,056.0 | 1,360.0 |
| Existing plus Proj | 11,544.0 | 14,000.0 | 5,072.0 | 3,240.0 |
| Future (Year 202 | 13,696.0 | 15,064.0 | 2,784.0 | 1,384.0 |
| Future (Year 202 | 15,024.0 | 17,256.0 | 4,888.0 | 3,296.0 |
| Future (Year 202 | 14,584.0 | 16,488.0 | 3,320.0 | 1,384.0 |
| Future (Year 202 | 15,872.0 | 18,632.0 | 5,416.0 | 3,296.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Level: Dist | Ld: A | Ld: MT | Ld: HT | Ld: Adj | Le: A | Le: MT | Le: HT | Le: Total | Ln: A | Ln: MT | Ln: HT | Ln: Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Indian Hill n/o 1st Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 14,584 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.5 | #### | #### | #### | 230 | 91 | 13 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 64.0 | 56.1 | 56.9 | 65.3 | 61.0 | 48.5 | 46.8 | 61.4 | 47.8 | 46.6 | 47.7 | 52.2 |
| Existing (Year 2020) PM | | 4 | 0 | 15,872 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | #### | #### | #### | 250 | 99 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.3 | 56.5 | 57.3 | 65.7 | 61.3 | 48.9 | 47.1 | 61.7 | 48.1 | 47.0 | 48.1 | 52.5 |
| Existing plus Project AM Peak | | 4 | 0 | 11,080 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.4 | #### | #### | #### | 174 | 69 | 10 | 2 | 15 | 6 | 67.4 | 76.3 | 81.2 | -1.7 | 62.8 | 54.9 | 55.7 | 64.1 | 59.8 | 47.3 | 45.6 | 60.2 | 46.6 | 45.4 | 46.5 | 51.0 |
| Existing plus Project PM Peak | | 4 | 0 | 11,544 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.5 | #### | #### | #### | 182 | 72 | 10 | 2 | 16 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 62.9 | 55.1 | 55.9 | 64.3 | 60.0 | 47.5 | 45.7 | 60.3 | 46.8 | 45.6 | 46.7 | 51.2 |
| Future (Year 2024) AM Peak | | 4 | 0 | 13,696 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.3 | #### | #### | #### | 216 | 85 | 12 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.7 | 55.8 | 56.6 | 65.0 | 60.7 | 48.2 | 46.5 | 61.1 | 47.5 | 46.4 | 47.4 | 51.9 |
| Future (Year 2024) PM Peak | | 4 | 0 | 15,024 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.7 | #### | #### | #### | 236 | 94 | 14 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 64.1 | 56.2 | 57.1 | 65.4 | 61.1 | 48.6 | 46.9 | 61.5 | 47.9 | 46.8 | 47.8 | 52.3 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 14,584 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.5 | #### | #### | #### | 230 | 91 | 13 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 64.0 | 56.1 | 56.9 | 65.3 | 61.0 | 48.5 | 46.8 | 61.4 | 47.8 | 46.6 | 47.7 | 52.2 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 15,872 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | #### | #### | #### | 250 | 99 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.3 | 56.5 | 57.3 | 65.7 | 61.3 | 48.9 | 47.1 | 61.7 | 48.1 | 47.0 | 48.1 | 52.5 |
| **Indian Hill s/o 1st Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 16,488 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.1 | #### | #### | #### | 259 | 103 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.5 | 56.6 | 57.5 | 65.8 | 61.5 | 49.0 | 47.3 | 61.9 | 48.3 | 47.2 | 48.2 | 52.7 |
| Existing (Year 2020) PM | | 4 | 0 | 18,632 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | #### | #### | #### | 293 | 116 | 17 | 4 | 25 | 11 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.2 | 58.0 | 66.4 | 62.0 | 49.6 | 47.8 | 62.4 | 48.8 | 47.7 | 48.8 | 53.2 |
| Existing plus Project AM Peak | | 4 | 0 | 12,744 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.0 | #### | #### | #### | 201 | 79 | 12 | 3 | 17 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.4 | 55.5 | 56.3 | 64.7 | 60.4 | 47.9 | 46.2 | 60.8 | 47.2 | 46.1 | 47.1 | 51.6 |
| Existing plus Project PM Peak | | 4 | 0 | 14,000 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.4 | #### | #### | #### | 220 | 87 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.8 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.6 | 61.2 | 47.6 | 46.5 | 47.5 | 52.0 |
| Future (Year 2024) AM Peak | | 4 | 0 | 15,064 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.7 | #### | #### | #### | 237 | 94 | 14 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 64.1 | 56.2 | 57.1 | 65.4 | 61.1 | 48.7 | 46.9 | 61.5 | 47.9 | 46.8 | 47.8 | 52.3 |
| Future (Year 2024) PM Peak | | 4 | 0 | 17,256 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.3 | #### | #### | #### | 272 | 108 | 16 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.7 | 56.8 | 57.7 | 66.0 | 61.7 | 49.2 | 47.5 | 62.1 | 48.5 | 47.4 | 48.4 | 52.9 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 16,488 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.1 | #### | #### | #### | 259 | 103 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.5 | 56.6 | 57.5 | 65.8 | 61.5 | 49.0 | 47.3 | 61.9 | 48.3 | 47.2 | 48.2 | 52.7 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 18,632 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | #### | #### | #### | 293 | 116 | 17 | 4 | 25 | 11 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.2 | 58.0 | 66.4 | 62.0 | 49.6 | 47.8 | 62.4 | 48.8 | 47.7 | 48.8 | 53.2 |
| **1st Street e/o Indian Hill** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 15 | 3,320 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.3 | #### | 422 | 319 | 52 | 21 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.8 | 46.6 | 50.3 | 54.8 | 48.8 | 39.0 | 40.1 | 49.7 | 35.6 | 37.2 | 41.0 | 43.3 |
| Existing (Year 2020) PM | | 4 | 15 | 5,416 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.4 | #### | 688 | 520 | 85 | 34 | 5 | 1 | 7 | 3 | 59.4 | 71.1 | 78.7 | -1.6 | 53.9 | 48.7 | 52.4 | 56.9 | 50.9 | 41.2 | 42.2 | 51.9 | 37.7 | 39.3 | 43.1 | 45.4 |
| Existing plus Project AM Peak | | 4 | 15 | 3,056 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.9 | #### | 388 | 293 | 48 | 19 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.4 | 46.3 | 49.9 | 54.5 | 48.4 | 38.7 | 39.7 | 49.4 | 35.2 | 36.8 | 40.7 | 43.0 |
| Existing plus Project PM Peak | | 4 | 15 | 5,072 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.1 | #### | 644 | 487 | 80 | 32 | 5 | 1 | 7 | 3 | 59.4 | 71.1 | 78.7 | -1.6 | 53.6 | 48.5 | 52.1 | 56.7 | 50.6 | 40.9 | 41.9 | 51.6 | 37.4 | 39.0 | 42.9 | 45.2 |
| Future (Year 2024) AM Peak | | 4 | 15 | 2,784 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.5 | #### | 354 | 267 | 44 | 17 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.0 | 45.9 | 49.5 | 54.0 | 48.0 | 38.3 | 39.3 | 49.0 | 34.8 | 36.4 | 40.3 | 42.6 |
| Future (Year 2024) PM Peak | | 4 | 15 | 4,888 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.0 | #### | 621 | 469 | 77 | 30 | 4 | 1 | 7 | 3 | 59.4 | 71.1 | 78.7 | -1.6 | 53.5 | 48.3 | 51.9 | 56.5 | 50.5 | 40.7 | 41.8 | 51.4 | 37.3 | 38.8 | 42.7 | 45.0 |
| Future (Year 2024) plus Project AM Peak | | 4 | 15 | 3,320 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.3 | #### | 422 | 319 | 52 | 21 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.8 | 46.6 | 50.3 | 54.8 | 48.8 | 39.0 | 40.1 | 49.7 | 35.6 | 37.2 | 41.0 | 43.3 |
| Future (Year 2024) plus Project PM Peak | | 4 | 15 | 5,416 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.4 | #### | 688 | 520 | 85 | 34 | 5 | 1 | 7 | 3 | 59.4 | 71.1 | 78.7 | -1.6 | 53.9 | 48.7 | 52.4 | 56.9 | 50.9 | 41.2 | 42.2 | 51.9 | 37.7 | 39.3 | 43.1 | 45.4 |
| **1st Street w/o Indian Hill** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 1,384 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.2 | #### | 176 | 133 | 22 | 9 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.7 | 42.6 | 46.2 | 50.8 | 44.8 | 35.0 | 36.0 | 45.7 | 31.6 | 33.1 | 37.0 | 39.3 |
| Existing (Year 2020) PM | | 2 | 0 | 3,296 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.0 | #### | 419 | 316 | 52 | 21 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.5 | 46.3 | 50.0 | 54.5 | 48.5 | 38.8 | 39.8 | 49.5 | 35.3 | 36.9 | 40.7 | 43.0 |
| Existing plus Project AM Peak | | 2 | 0 | 1,360 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.2 | #### | 173 | 131 | 21 | 8 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.7 | 42.5 | 46.1 | 50.7 | 44.7 | 34.9 | 36.0 | 45.6 | 31.5 | 33.0 | 36.9 | 39.2 |
| Existing plus Project PM Peak | | 2 | 0 | 3,240 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.9 | #### | 411 | 311 | 51 | 20 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.4 | 46.3 | 49.9 | 54.5 | 48.4 | 38.7 | 39.7 | 49.4 | 35.3 | 36.8 | 40.7 | 43.0 |
| Future (Year 2024) AM Peak | | 2 | 0 | 1,384 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.2 | #### | 176 | 133 | 22 | 9 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.7 | 42.6 | 46.2 | 50.8 | 44.8 | 35.0 | 36.0 | 45.7 | 31.6 | 33.1 | 37.0 | 39.3 |
| Future (Year 2024) PM Peak | | 2 | 0 | 3,296 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.0 | #### | 419 | 316 | 52 | 21 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.5 | 46.3 | 50.0 | 54.5 | 48.5 | 38.8 | 39.8 | 49.5 | 35.3 | 36.9 | 40.7 | 43.0 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 1,384 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.2 | #### | 176 | 133 | 22 | 9 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.7 | 42.6 | 46.2 | 50.8 | 44.8 | 35.0 | 36.0 | 45.7 | 31.6 | 33.1 | 37.0 | 39.3 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 3,296 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.0 | #### | 419 | 316 | 52 | 21 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.5 | 46.3 | 50.0 | 54.5 | 48.5 | 38.8 | 39.8 | 49.5 | 35.3 | 36.9 | 40.7 | 43.0 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan**
**AM Peak Hour and PM Peak Hour**

rev. (Date)

Intersection: 2
College Avenue & 1st Street

**College Avenue**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 20 | 61 | 185 | 20 |
| Existing (Year 20 | 79 | 235 | 41 |
| Existing plus Pro | 44 | 131 | 20 |
| Existing plus Pro | 63 | 134 | 40 |
| Future (Year 202 | 51 | 185 | 20 |
| Future (Year 202 | 62 | 235 | 41 |
| Future (Year 202 | 61 | 185 | 20 |
| Future (Year 202 | 79 | 235 | 41 |

**1st Street**

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 20 | 71 | 108 | 61 |
| Existing (Year 20 | 70 | 70 | 52 |
| Existing plus Pro | 59 | 106 | 60 |
| Existing plus Pro | 52 | 69 | 51 |
| Future (Year 202 | 55 | 82 | 61 |
| Future (Year 202 | 61 | 56 | 52 |
| Future (Year 202 | 71 | 108 | 61 |
| Future (Year 202 | 70 | 70 | 52 |

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 20 | 15 | 76 | 15 |
| Existing (Year 20 | 43 | 94 | 45 |
| Existing plus Pro | 15 | 75 | 15 |
| Existing plus Pro | 42 | 93 | 44 |
| Future (Year 202 | 15 | 60 | 15 |
| Future (Year 202 | 43 | 67 | 45 |
| Future (Year 202 | 15 | 76 | 15 |
| Future (Year 202 | 43 | 94 | 45 |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 20 | 30 | 159 | 7 |
| Existing (Year 20 | 56 | 324 | 30 |
| Existing plus Pro | 29 | 91 | 7 |
| Existing plus Pro | 55 | 233 | 29 |
| Future (Year 202 | 30 | 159 | 7 |
| Future (Year 202 | 56 | 324 | 30 |
| Future (Year 202 | 30 | 159 | 7 |
| Future (Year 202 | 56 | 324 | 30 |

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

ADT

| Road | College Avenue | | 1st Street | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | 1st Street | | College Avenue | |
| Existing (Year 20 | 4,088.0 | 3,656.0 | 1,928.0 | 3,256.0 |
| Existing (Year 20 | 6,336.0 | 5,936.0 | 2,584.0 | 3,368.0 |
| Existing plus Pro | 2,880.0 | 2,664.0 | 1,904.0 | 2,984.0 |
| Existing plus Pro | 4,512.0 | 4,368.0 | 2,536.0 | 3,064.0 |
| Future (Year 202 | 3,880.0 | 3,656.0 | 1,592.0 | 2,712.0 |
| Future (Year 202 | 6,128.0 | 5,936.0 | 2,256.0 | 2,832.0 |
| Future (Year 202 | 4,088.0 | 3,656.0 | 1,928.0 | 3,256.0 |
| Future (Year 202 | 6,336.0 | 5,936.0 | 2,584.0 | 3,368.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Level: A | Dist MT | Dist HT | Dist Adj | Ld: A | Ld: MT | Ld: HT | Ld: Total | Le: A | Le: MT | Le: HT | Le: Total | Ln: A | Ln: MT | Ln: HT | Ln: Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **College Avenue n/o 1st Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 4,088 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.9 | #### | 519 | 392 | 64 | 25 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.3 | 50.5 | 51.3 | 59.7 | 55.3 | 42.9 | 41.1 | 55.7 | 42.1 | 41.0 | 42.0 | 46.5 |
| Existing (Year 2020) PM | | 2 | 0 | 6,336 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.8 | #### | 805 | 608 | 100 | 40 | 6 | 1 | 9 | 4 | 67.4 | 76.3 | 81.2 | -1.8 | 60.2 | 52.4 | 53.2 | 61.6 | 57.2 | 44.8 | 43.0 | 57.6 | 44.0 | 42.9 | 44.0 | 48.4 |
| Existing plus Project AM Peak | | 2 | 0 | 2,880 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.4 | #### | 366 | 276 | 45 | 18 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.8 | 48.9 | 49.8 | 58.1 | 53.8 | 41.4 | 39.6 | 54.2 | 40.6 | 39.5 | 40.5 | 45.0 |
| Existing plus Project PM Peak | | 2 | 0 | 4,512 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.3 | #### | 573 | 433 | 71 | 28 | 4 | 1 | 6 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 58.7 | 50.9 | 51.7 | 60.1 | 55.8 | 43.3 | 41.5 | 56.2 | 42.6 | 41.4 | 42.5 | 47.0 |
| Future (Year 2024) AM Peak | | 2 | 0 | 3,880 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.7 | #### | 493 | 372 | 61 | 24 | 4 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.1 | 50.2 | 51.1 | 59.4 | 55.1 | 42.6 | 40.9 | 55.5 | 41.9 | 40.8 | 41.8 | 46.3 |
| Future (Year 2024) PM Peak | | 2 | 0 | 6,128 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.7 | #### | 778 | 588 | 96 | 38 | 6 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 60.1 | 52.2 | 53.0 | 61.4 | 57.1 | 44.6 | 42.9 | 57.5 | 43.9 | 42.8 | 43.8 | 48.3 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 4,088 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.9 | #### | 519 | 392 | 64 | 25 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.3 | 50.5 | 51.3 | 59.7 | 55.3 | 42.9 | 41.1 | 55.7 | 42.1 | 41.0 | 42.0 | 46.5 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 6,336 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.8 | #### | 805 | 608 | 100 | 40 | 6 | 1 | 9 | 4 | 67.4 | 76.3 | 81.2 | -1.8 | 60.2 | 52.4 | 53.2 | 61.6 | 57.2 | 44.8 | 43.0 | 57.6 | 44.0 | 42.9 | 44.0 | 48.4 |
| **College Avenue s/o 1st Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 3,656 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.4 | #### | 464 | 351 | 58 | 23 | 3 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 57.8 | 50.0 | 50.8 | 59.2 | 54.8 | 42.4 | 40.6 | 55.2 | 41.7 | 40.5 | 41.6 | 46.0 |
| Existing (Year 2020) PM | | 2 | 0 | 5,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.5 | #### | 754 | 570 | 93 | 37 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.9 | 52.1 | 52.9 | 61.3 | 57.0 | 44.5 | 42.7 | 57.3 | 43.8 | 42.6 | 43.7 | 48.2 |
| Existing plus Project AM Peak | | 2 | 0 | 2,664 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.1 | #### | 338 | 256 | 42 | 17 | 2 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.5 | 48.6 | 49.4 | 57.8 | 53.5 | 41.0 | 39.3 | 53.9 | 40.3 | 39.1 | 40.2 | 44.7 |
| Existing plus Project PM Peak | | 2 | 0 | 4,368 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.2 | #### | 555 | 419 | 69 | 27 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.6 | 50.7 | 51.6 | 59.9 | 55.6 | 43.2 | 41.4 | 56.0 | 42.4 | 41.3 | 42.3 | 46.8 |
| Future (Year 2024) AM Peak | | 2 | 0 | 3,656 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.4 | #### | 464 | 351 | 58 | 23 | 3 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 57.8 | 50.0 | 50.8 | 59.2 | 54.8 | 42.4 | 40.6 | 55.2 | 41.7 | 40.5 | 41.6 | 46.0 |
| Future (Year 2024) PM Peak | | 2 | 0 | 5,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.5 | #### | 754 | 570 | 93 | 37 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.9 | 52.1 | 52.9 | 61.3 | 57.0 | 44.5 | 42.7 | 57.3 | 43.8 | 42.6 | 43.7 | 48.2 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 3,656 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.4 | #### | 464 | 351 | 58 | 23 | 3 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 57.8 | 50.0 | 50.8 | 59.2 | 54.8 | 42.4 | 40.6 | 55.2 | 41.7 | 40.5 | 41.6 | 46.0 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 5,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.5 | #### | 754 | 570 | 93 | 37 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.9 | 52.1 | 52.9 | 61.3 | 57.0 | 44.5 | 42.7 | 57.3 | 43.8 | 42.6 | 43.7 | 48.2 |
| **1st Street e/o College Avenue** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 15 | 1,928 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 51.9 | #### | 245 | 185 | 30 | 12 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 49.4 | 44.3 | 47.9 | 52.5 | 46.4 | 36.7 | 37.7 | 47.4 | 33.2 | 34.8 | 38.7 | 41.0 |
| Existing (Year 2020) PM | | 4 | 15 | 2,584 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.2 | #### | 328 | 248 | 41 | 16 | 2 | 1 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 50.7 | 45.5 | 49.2 | 53.7 | 47.7 | 37.9 | 39.0 | 48.7 | 34.5 | 36.1 | 39.9 | 42.2 |
| Existing plus Project AM Peak | | 4 | 15 | 1,904 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 51.9 | #### | 242 | 183 | 30 | 12 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 49.4 | 44.2 | 47.8 | 52.4 | 46.4 | 36.6 | 37.7 | 47.3 | 33.2 | 34.8 | 38.6 | 40.9 |
| Existing plus Project PM Peak | | 4 | 15 | 2,536 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.1 | #### | 322 | 243 | 40 | 16 | 2 | 1 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 50.6 | 45.5 | 49.1 | 53.6 | 47.6 | 37.9 | 38.9 | 48.6 | 34.4 | 36.0 | 39.8 | 42.2 |
| Future (Year 2024) AM Peak | | 4 | 15 | 1,592 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 51.1 | #### | 202 | 153 | 25 | 10 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 48.6 | 43.4 | 47.1 | 51.6 | 45.6 | 35.8 | 36.9 | 46.5 | 32.4 | 34.0 | 37.8 | 40.1 |
| Future (Year 2024) PM Peak | | 4 | 15 | 2,256 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 52.6 | #### | 287 | 217 | 36 | 14 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 50.1 | 44.9 | 48.6 | 53.1 | 47.1 | 37.4 | 38.4 | 48.1 | 33.9 | 35.5 | 39.3 | 41.6 |
| Future (Year 2024) plus Project AM Peak | | 4 | 15 | 1,928 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 51.9 | #### | 245 | 185 | 30 | 12 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 49.4 | 44.3 | 47.9 | 52.5 | 46.4 | 36.7 | 37.7 | 47.4 | 33.2 | 34.8 | 38.7 | 41.0 |
| Future (Year 2024) plus Project PM Peak | | 4 | 15 | 2,584 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.2 | #### | 328 | 248 | 41 | 16 | 2 | 1 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.6 | 50.7 | 45.5 | 49.2 | 53.7 | 47.7 | 37.9 | 39.0 | 48.7 | 34.5 | 36.1 | 39.9 | 42.2 |
| **1st Street w/o College Avenue** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 15 | 3,256 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.2 | #### | 414 | 313 | 51 | 20 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.7 | 46.5 | 50.2 | 54.7 | 48.7 | 39.0 | 40.0 | 49.7 | 35.5 | 37.1 | 40.9 | 43.2 |
| Existing (Year 2020) PM | | 4 | 15 | 3,368 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.4 | #### | 428 | 323 | 53 | 21 | 3 | 1 | 5 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.8 | 46.7 | 50.3 | 54.9 | 48.9 | 39.1 | 40.2 | 49.8 | 35.7 | 37.2 | 41.1 | 43.4 |
| Existing plus Project AM Peak | | 4 | 15 | 2,984 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.8 | #### | 379 | 286 | 47 | 19 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.3 | 46.2 | 49.8 | 54.3 | 48.3 | 38.6 | 39.6 | 49.3 | 35.1 | 36.7 | 40.6 | 42.9 |
| Existing plus Project PM Peak | | 4 | 15 | 3,064 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.0 | #### | 389 | 294 | 48 | 19 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.4 | 46.3 | 49.9 | 54.5 | 48.5 | 38.7 | 39.7 | 49.4 | 35.3 | 36.8 | 40.7 | 43.0 |
| Future (Year 2024) AM Peak | | 4 | 15 | 2,712 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.4 | #### | 344 | 260 | 43 | 17 | 2 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 50.9 | 45.7 | 49.4 | 53.9 | 47.9 | 38.2 | 39.2 | 48.9 | 34.7 | 36.3 | 40.1 | 42.4 |
| Future (Year 2024) PM Peak | | 4 | 15 | 2,832 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.6 | #### | 360 | 272 | 45 | 18 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.1 | 45.9 | 49.6 | 54.1 | 48.1 | 38.3 | 39.4 | 49.0 | 34.9 | 36.5 | 40.3 | 42.6 |
| Future (Year 2024) plus Project AM Peak | | 4 | 15 | 3,256 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.2 | #### | 414 | 313 | 51 | 20 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.7 | 46.5 | 50.2 | 54.7 | 48.7 | 39.0 | 40.0 | 49.7 | 35.5 | 37.1 | 40.9 | 43.2 |
| Future (Year 2024) plus Project PM Peak | | 4 | 15 | 3,368 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.4 | #### | 428 | 323 | 53 | 21 | 3 | 1 | 5 | 2 | 59.4 | 71.1 | 78.7 | -1.6 | 51.8 | 46.7 | 50.3 | 54.9 | 48.9 | 39.1 | 40.2 | 49.8 | 35.7 | 37.2 | 41.1 | 43.4 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan** rev. (Date)
**AM Peak Hour and PM Peak Hour**

Intersection: 3a/3b
Indian Hill Boulevard & Santa Fe Street

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

**Indian Hill Boulevard**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 73 | 1,025 | |
| Existing (Year 2( | 61 | 1,042 | |
| Existing plus Pro | 44 | 753 | |
| Existing plus Pro | 44 | 794 | |
| Future (Year 202 | 29 | 962 | |
| Future (Year 202 | 17 | 980 | |
| Future (Year 202 | 73 | 1,025 | |
| Future (Year 202 | 61 | 1,042 | |

**Santa Fe Street**

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2020) AM | | | 7 |
| Existing (Year 2020) PM | | | 83 |
| Existing plus Project AM Peak | | | 7 |
| Existing plus Project PM Peak | | | 81 |
| Future (Year 2024) AM Peak | | | 7 |
| Future (Year 2024) PM Peak | | | 83 |
| Future (Year 2024) plus Project A | | | 7 |
| Future (Year 2024) plus Project P | | | 83 |

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 7 | | |
| Existing (Year 2( | 19 | | |
| Existing plus Pro | 7 | | |
| Existing plus Pro | 19 | | |
| Future (Year 2024) AM Peak | | | |
| Future (Year 2024) PM Peak | | | |
| Future (Year 202 | 7 | | |
| Future (Year 202 | 19 | | |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 67 | 1,005 | 11 |
| Existing (Year 2( | 9 | 1,181 | 5 |
| Existing plus Pro | 66 | 809 | |
| Existing plus Pro | 9 | 851 | |
| Future (Year 202 | 67 | 895 | 11 |
| Future (Year 202 | 9 | 1125 | 5 |
| Future (Year 202 | 67 | 1005 | |
| Future (Year 202 | 9 | 1181 | |

ADT

| Road | Indian Hill Boulevard | | Santa Fe Street | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | Santa Fe Street | | Indian Hill Boulevard | |
| Existing (Year 20 | 16,880.0 | 16,920.0 | 144.0 | 1,176.0 |
| Existing (Year 20 | 18,424.0 | 18,560.0 | 192.0 | 1,224.0 |
| Existing plus Pro | 12,904.0 | 13,080.0 | 56.0 | 936.0 |
| Existing plus Pro | 13,664.0 | 13,880.0 | 152.0 | 1,072.0 |
| Future (Year 202 | 15,088.0 | 15,536.0 | 88.0 | 824.0 |
| Future (Year 202 | 16,976.0 | 17,616.0 | 40.0 | 872.0 |
| Future (Year 202 | 16,880.0 | 16,832.0 | 56.0 | 1,176.0 |
| Future (Year 202 | 18,424.0 | 18,520.0 | 152.0 | 1,224.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Levels: A | MT | HT | Dist Adj | Ld: A | MT | HT | Total | Le: A | MT | HT | Total | Ln: A | MT | HT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Indian Hill n/o Santa Fe Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 16,880 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | ##### | ##### | ##### | 266 | 105 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.7 | 57.6 | 65.9 | 61.6 | 49.1 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Existing (Year 2020) PM | | 4 | 0 | 18,424 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | ##### | ##### | ##### | 290 | 115 | 17 | 4 | 25 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.1 | 57.9 | 66.3 | 62.0 | 49.5 | 47.8 | 62.4 | 48.8 | 47.7 | 48.7 | 53.2 |
| Existing plus Project AM Peak | | 4 | 0 | 12,904 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.0 | ##### | ##### | ##### | 203 | 80 | 12 | 3 | 17 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.4 | 55.6 | 56.4 | 64.8 | 60.4 | 48.0 | 46.2 | 60.8 | 47.2 | 46.1 | 47.2 | 51.6 |
| Existing plus Project PM Peak | | 4 | 0 | 13,664 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.3 | ##### | ##### | ##### | 215 | 85 | 12 | 3 | 18 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.7 | 55.8 | 56.6 | 65.0 | 60.7 | 48.2 | 46.5 | 61.1 | 47.5 | 46.4 | 47.4 | 51.9 |
| Future (Year 2024) AM Peak | | 4 | 0 | 15,088 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.7 | ##### | ##### | ##### | 237 | 94 | 14 | 3 | 20 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.1 | 56.2 | 57.1 | 65.4 | 61.1 | 48.7 | 46.9 | 61.5 | 47.9 | 46.8 | 47.8 | 52.3 |
| Future (Year 2024) PM Peak | | 4 | 0 | 16,976 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | ##### | ##### | ##### | 267 | 106 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.8 | 57.6 | 66.0 | 61.6 | 49.2 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 16,880 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | ##### | ##### | ##### | 266 | 105 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.7 | 57.6 | 65.9 | 61.6 | 49.1 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 18,424 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | ##### | ##### | ##### | 290 | 115 | 17 | 4 | 25 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.1 | 57.9 | 66.3 | 62.0 | 49.5 | 47.8 | 62.4 | 48.8 | 47.7 | 48.7 | 53.2 |
| **Indian Hill s/o Santa Fe Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 16,920 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | ##### | ##### | ##### | 266 | 106 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.7 | 57.6 | 65.9 | 61.6 | 49.2 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Existing (Year 2020) PM | | 4 | 0 | 18,560 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | ##### | ##### | ##### | 292 | 116 | 17 | 4 | 25 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.1 | 58.0 | 66.3 | 62.0 | 49.6 | 47.8 | 62.4 | 48.8 | 47.7 | 48.7 | 53.2 |
| Existing plus Project AM Peak | | 4 | 0 | 13,080 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.1 | ##### | ##### | ##### | 206 | 82 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.5 | 55.6 | 56.4 | 64.8 | 60.5 | 48.0 | 46.3 | 60.9 | 47.3 | 46.2 | 47.2 | 51.7 |
| Existing plus Project PM Peak | | 4 | 0 | 13,880 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.3 | ##### | ##### | ##### | 218 | 87 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.7 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.5 | 61.2 | 47.6 | 46.4 | 47.5 | 52.0 |
| Future (Year 2024) AM Peak | | 4 | 0 | 15,536 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.8 | ##### | ##### | ##### | 244 | 97 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.2 | 56.4 | 57.2 | 65.6 | 61.2 | 48.8 | 47.0 | 61.6 | 48.1 | 46.9 | 48.0 | 52.4 |
| Future (Year 2024) PM Peak | | 4 | 0 | 17,616 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.4 | ##### | ##### | ##### | 277 | 110 | 16 | 4 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.8 | 56.9 | 57.7 | 66.1 | 61.8 | 49.3 | 47.6 | 62.2 | 48.6 | 47.5 | 48.5 | 53.0 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 16,832 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | ##### | ##### | ##### | 265 | 105 | 15 | 3 | 23 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.7 | 57.5 | 65.9 | 61.6 | 49.1 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 18,520 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | ##### | ##### | ##### | 291 | 116 | 17 | 4 | 25 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.1 | 58.0 | 66.3 | 62.0 | 49.5 | 47.8 | 62.4 | 48.8 | 47.7 | 48.7 | 53.2 |
| **Santa Fe Street e/o Indian Hill** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 1 | 0 | 144 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 40.4 | 112 | 18 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 37.9 | 32.7 | 36.4 | 40.9 | 34.9 | 25.1 | 26.2 | 35.8 | 21.7 | 23.3 | 27.1 | 29.4 |
| Existing (Year 2020) PM | | 1 | 0 | 192 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 41.7 | 149 | 24 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 39.1 | 34.0 | 37.6 | 42.2 | 36.2 | 26.4 | 27.4 | 37.1 | 23.0 | 24.5 | 28.4 | 30.7 |
| Existing plus Project AM Peak | | 1 | 0 | 56 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 36.3 | 44 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 33.8 | 28.6 | 32.3 | 36.8 | 30.8 | 21.0 | 22.1 | 31.7 | 17.6 | 19.2 | 23.0 | 25.3 |
| Existing plus Project PM Peak | | 1 | 0 | 152 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 40.6 | 118 | 19 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 38.1 | 33.0 | 36.6 | 41.2 | 35.1 | 25.4 | 26.4 | 36.1 | 21.9 | 23.5 | 27.4 | 29.7 |
| Future (Year 2024) AM Peak | | 1 | 0 | 88 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 38.3 | 68 | 11 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 35.8 | 30.6 | 34.2 | 38.8 | 32.8 | 23.0 | 24.1 | 33.7 | 19.6 | 21.1 | 25.0 | 27.3 |
| Future (Year 2024) PM Peak | | 1 | 0 | 40 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 34.8 | 31 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 32.3 | 27.2 | 30.8 | 35.4 | 29.3 | 19.6 | 20.6 | 30.3 | 16.2 | 17.7 | 21.6 | 23.9 |
| Future (Year 2024) plus Project AM Peak | | 1 | 0 | 56 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 36.3 | 44 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 33.8 | 28.6 | 32.3 | 36.8 | 30.8 | 21.0 | 22.1 | 31.7 | 17.6 | 19.2 | 23.0 | 25.3 |
| Future (Year 2024) plus Project PM Peak | | 1 | 0 | 152 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 40.6 | 118 | 19 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 38.1 | 33.0 | 36.6 | 41.2 | 35.1 | 25.4 | 26.4 | 36.1 | 21.9 | 23.5 | 27.4 | 29.7 |
| **Santa Fe Street w/o Indian** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 1 | 0 | 1,176 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.5 | 914 | 149 | 113 | 19 | 7 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.0 | 41.8 | 45.5 | 50.0 | 44.0 | 34.3 | 35.3 | 45.0 | 30.8 | 32.4 | 36.2 | 38.5 |
| Existing (Year 2020) PM | | 1 | 0 | 1,224 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.7 | 951 | 155 | 118 | 19 | 8 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.2 | 42.0 | 45.7 | 50.2 | 44.2 | 34.4 | 35.5 | 45.1 | 31.0 | 32.6 | 36.4 | 38.7 |
| Existing plus Project AM Peak | | 1 | 0 | 936 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.5 | 727 | 119 | 90 | 15 | 6 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.0 | 40.9 | 44.5 | 49.0 | 43.0 | 33.3 | 34.3 | 44.0 | 29.8 | 31.4 | 35.3 | 37.6 |
| Existing plus Project PM Peak | | 1 | 0 | 1,072 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.1 | 833 | 136 | 103 | 17 | 7 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.6 | 41.4 | 45.1 | 49.6 | 43.6 | 33.9 | 34.9 | 44.6 | 30.4 | 32.0 | 35.8 | 38.1 |
| Future (Year 2024) AM Peak | | 1 | 0 | 824 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.0 | 640 | 105 | 79 | 13 | 5 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 45.5 | 40.3 | 43.9 | 48.5 | 42.5 | 32.7 | 33.8 | 43.4 | 29.3 | 30.8 | 34.7 | 37.0 |
| Future (Year 2024) PM Peak | | 1 | 0 | 872 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.2 | 678 | 111 | 84 | 14 | 5 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 45.7 | 40.5 | 44.2 | 48.7 | 42.7 | 33.0 | 34.0 | 43.7 | 29.5 | 31.1 | 34.9 | 37.2 |
| Future (Year 2024) plus Project AM Peak | | 1 | 0 | 1,176 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.5 | 914 | 149 | 113 | 19 | 7 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.0 | 41.8 | 45.5 | 50.0 | 44.0 | 34.3 | 35.3 | 45.0 | 30.8 | 32.4 | 36.2 | 38.5 |
| Future (Year 2024) plus Project PM Peak | | 1 | 0 | 1,224 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.7 | 951 | 155 | 118 | 19 | 8 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.2 | 42.0 | 45.7 | 50.2 | 44.2 | 34.4 | 35.5 | 45.1 | 31.0 | 32.6 | 36.4 | 38.7 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan** rev. (Date)
**AM Peak Hour and PM Peak Hour**

Intersection: 4
Indian Hill Boulevard & Green Street

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

**Indian Hill Boulevard**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2020) AM | | 812 | 50 |
| Existing (Year 2020) PM | | 998 | 62 |
| Existing plus Project AM | | 681 | 49 |
| Existing plus Project PM | | 804 | 61 |
| Future (Year 2024) AM P | | 780 | 41 |
| Future (Year 2024) PM P | | 987 | 55 |
| Future (Year 2024) plus I | | 812 | 50 |
| Future (Year 2024) plus I | | 998 | 62 |

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2020) AM | | | |
| Existing (Year 2020) PM | | | |
| Existing plus Project AM Peak | | | |
| Existing plus Project PM Peak | | | |
| Future (Year 2024) AM Peak | | | |
| Future (Year 2024) PM Peak | | | |
| Future (Year 2024) plus Project AM Peak | | | |
| Future (Year 2024) plus Project PM Peak | | | |

**Green Street**

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 52 | | 10 |
| Existing (Year 2( | 23 | | 13 |
| Existing plus Pro | 51 | | 10 |
| Existing plus Pro | 23 | | 13 |
| Future (Year 202 | 47 | | 10 |
| Future (Year 202 | 23 | | 13 |
| Future (Year 202 | 52 | | 10 |
| Future (Year 202 | 23 | | 13 |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2020) AM | | 884 | 40 |
| Existing (Year 2020) PM | | 935 | 22 |
| Existing plus Project AM | | 740 | 39 |
| Existing plus Project PM | | 749 | 22 |
| Future (Year 2024) AM P | | 884 | 40 |
| Future (Year 2024) PM P | | 935 | 22 |
| Future (Year 2024) plus I | | 884 | 40 |
| Future (Year 2024) plus I | | 935 | 22 |

ADT

| Road | Indian Hill Boulevard | | Green Street | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | Green Street | | Indian Hill Boulevard | |
| Existing (Year 20 | 14,384.0 | 13,968.0 | 1,216.0 | 0.0 |
| Existing (Year 20 | 16,144.0 | 15,744.0 | 960.0 | 0.0 |
| Existing plus Pro | 12,168.0 | 11,760.0 | 1,192.0 | 0.0 |
| Existing plus Pro | 13,096.0 | 12,704.0 | 952.0 | 0.0 |
| Future (Year 202 | 14,016.0 | 13,712.0 | 1,104.0 | 0.0 |
| Future (Year 202 | 16,000.0 | 15,656.0 | 904.0 | 0.0 |
| Future (Year 202 | 14,384.0 | 13,968.0 | 1,216.0 | 0.0 |
| Future (Year 202 | 16,144.0 | 15,744.0 | 960.0 | 0.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Level: Dist | Ld: A | MT | HT | Adj | Le: A | MT | HT | Total | Ln: A | MT | HT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Indian Hill n/o Green Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 14,384 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.5 | ##### | ##### | ##### | 226 | 90 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.9 | 56.0 | 56.9 | 65.2 | 60.9 | 48.5 | 46.7 | 61.3 | 47.7 | 46.6 | 47.6 | 52.1 |
| Existing (Year 2020) PM | | 4 | 0 | 16,144 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | ##### | ##### | ##### | 254 | 101 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.4 | 56.5 | 57.4 | 65.7 | 61.4 | 49.0 | 47.2 | 61.8 | 48.2 | 47.1 | 48.1 | 52.6 |
| Existing plus Project AM Peak | | 4 | 0 | 12,168 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.8 | ##### | ##### | ##### | 191 | 76 | 11 | 2 | 16 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.2 | 55.3 | 56.1 | 64.5 | 60.2 | 47.7 | 46.0 | 60.6 | 47.0 | 45.9 | 46.9 | 51.4 |
| Existing plus Project PM Peak | | 4 | 0 | 13,096 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.1 | ##### | ##### | ##### | 206 | 82 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.5 | 55.6 | 56.5 | 64.8 | 60.5 | 48.0 | 46.3 | 60.9 | 47.3 | 46.2 | 47.2 | 51.7 |
| Future (Year 2024) AM Peak | | 4 | 0 | 14,016 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.4 | ##### | ##### | ##### | 221 | 87 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.8 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.6 | 61.2 | 47.6 | 46.5 | 47.5 | 52.0 |
| Future (Year 2024) PM Peak | | 4 | 0 | 16,000 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | ##### | ##### | ##### | 252 | 100 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.4 | 56.5 | 57.3 | 65.7 | 61.4 | 48.9 | 47.2 | 61.8 | 48.2 | 47.0 | 48.1 | 52.6 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 14,384 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.5 | ##### | ##### | ##### | 226 | 90 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.9 | 56.0 | 56.9 | 65.2 | 60.9 | 48.5 | 46.7 | 61.3 | 47.7 | 46.6 | 47.6 | 52.1 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 16,144 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | ##### | ##### | ##### | 254 | 101 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.4 | 56.5 | 57.4 | 65.7 | 61.4 | 49.0 | 47.2 | 61.8 | 48.2 | 47.1 | 48.1 | 52.6 |
| **Indian Hill s/o Green Street** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 13,968 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.4 | ##### | ##### | ##### | 220 | 87 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.8 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.6 | 61.2 | 47.6 | 46.5 | 47.5 | 52.0 |
| Existing (Year 2020) PM | | 4 | 0 | 15,744 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | ##### | ##### | ##### | 248 | 98 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.3 | 56.4 | 57.3 | 65.6 | 61.3 | 48.8 | 47.1 | 61.7 | 48.1 | 47.0 | 48.0 | 52.5 |
| Existing plus Project AM Peak | | 4 | 0 | 11,760 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.6 | ##### | ##### | ##### | 185 | 73 | 11 | 2 | 16 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.0 | 55.2 | 56.0 | 64.4 | 60.0 | 47.6 | 45.8 | 60.4 | 46.8 | 45.7 | 46.8 | 51.2 |
| Existing plus Project PM Peak | | 4 | 0 | 12,704 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.0 | ##### | ##### | ##### | 200 | 79 | 12 | 3 | 17 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.4 | 55.5 | 56.3 | 64.7 | 60.4 | 47.9 | 46.2 | 60.8 | 47.2 | 46.0 | 47.1 | 51.6 |
| Future (Year 2024) AM Peak | | 4 | 0 | 13,712 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.3 | ##### | ##### | ##### | 216 | 86 | 12 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.7 | 55.8 | 56.7 | 65.0 | 60.7 | 48.2 | 46.5 | 61.1 | 47.5 | 46.4 | 47.4 | 51.9 |
| Future (Year 2024) PM Peak | | 4 | 0 | 15,656 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | ##### | ##### | ##### | 246 | 98 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.3 | 56.4 | 57.2 | 65.6 | 61.3 | 48.8 | 47.1 | 61.7 | 48.1 | 46.9 | 48.0 | 52.5 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 13,968 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.4 | ##### | ##### | ##### | 220 | 87 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.8 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.6 | 61.2 | 47.6 | 46.5 | 47.5 | 52.0 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 15,744 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | ##### | ##### | ##### | 248 | 98 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.3 | 56.4 | 57.3 | 65.6 | 61.3 | 48.8 | 47.1 | 61.7 | 48.1 | 47.0 | 48.0 | 52.5 |
| **Green Street e/o Indian Hill** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 1 | 0 | 1,216 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.7 | 945 | 154 | 117 | 19 | 8 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.2 | 42.0 | 45.6 | 50.2 | 44.2 | 34.4 | 35.5 | 45.1 | 31.0 | 32.5 | 36.4 | 38.7 |
| Existing (Year 2020) PM | | 1 | 0 | 960 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.6 | 746 | 122 | 92 | 15 | 6 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.1 | 41.0 | 44.6 | 49.2 | 43.1 | 33.4 | 34.4 | 44.1 | 30.0 | 31.5 | 35.4 | 37.7 |
| Existing plus Project AM Peak | | 1 | 0 | 1,192 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.6 | 926 | 151 | 114 | 19 | 7 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.1 | 41.9 | 45.5 | 50.1 | 44.1 | 34.3 | 35.4 | 45.0 | 30.9 | 32.5 | 36.3 | 38.6 |
| Existing plus Project PM Peak | | 1 | 0 | 952 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.6 | 740 | 121 | 91 | 15 | 6 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.1 | 40.9 | 44.6 | 49.1 | 43.1 | 33.3 | 34.4 | 44.0 | 29.9 | 31.5 | 35.3 | 37.6 |
| Future (Year 2024) AM Peak | | 1 | 0 | 1,104 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.3 | 858 | 140 | 106 | 17 | 7 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.7 | 41.6 | 45.2 | 49.8 | 43.8 | 34.0 | 35.0 | 44.7 | 30.6 | 32.1 | 36.0 | 38.3 |
| Future (Year 2024) PM Peak | | 1 | 0 | 904 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.4 | 702 | 115 | 87 | 14 | 6 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 45.9 | 40.7 | 44.3 | 48.9 | 42.9 | 33.1 | 34.2 | 43.8 | 29.7 | 31.2 | 35.1 | 37.4 |
| Future (Year 2024) plus Project AM Peak | | 1 | 0 | 1,216 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.7 | 945 | 154 | 117 | 19 | 8 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 47.2 | 42.0 | 45.6 | 50.2 | 44.2 | 34.4 | 35.5 | 45.1 | 31.0 | 32.5 | 36.4 | 38.7 |
| Future (Year 2024) plus Project PM Peak | | 1 | 0 | 960 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 48.6 | 746 | 122 | 92 | 15 | 6 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.1 | 41.0 | 44.6 | 49.2 | 43.1 | 33.4 | 34.4 | 44.1 | 30.0 | 31.5 | 35.4 | 37.7 |
| **Green Street w/o Indian Hill** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Existing (Year 2020) PM | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Existing plus Project AM Peak | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Existing plus Project PM Peak | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Future (Year 2024) AM Peak | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Future (Year 2024) PM Peak | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 0 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | #NUM! | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.4 | 76.3 | 81.2 | -1.8 | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### | ##### |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan**
**AM Peak Hour and PM Peak Hour**

rev. (Date)

Intersection: 5
College Avenue & Green Street

**College Avenue**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 20 | 21 | 168 | 7 |
| Existing (Year 20 | 25 | 380 | 21 |
| Existing plus Pro | 21 | 115 | 7 |
| Existing plus Pro | 25 | 277 | 21 |
| Future (Year 202 | 21 | 168 | 7 |
| Future (Year 202 | 25 | 380 | 21 |
| Future (Year 202 | 21 | 168 | 7 |
| Future (Year 202 | 25 | 380 | 21 |

**Green Street**

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2020) AM | | 20 | 87 |
| Existing (Year 2020) PM | | 11 | 27 |
| Existing plus Project AM | | 20 | 85 |
| Existing plus Project PM | | 11 | 27 |
| Future (Year 2024) AM P | | 1 | 79 |
| Future (Year 2024) PM P | | 3 | 24 |
| Future (Year 2024) plus | | 20 | 87 |
| Future (Year 2024) plus | | 11 | 27 |

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 20 | 21 | 18 | 9 |
| Existing (Year 20 | 20 | 24 | 6 |
| Existing plus Pro | 21 | 18 | 9 |
| Existing plus Pro | 20 | 24 | 6 |
| Future (Year 2024) AM Peak | | | |
| Future (Year 2024) PM Peak | | | |
| Future (Year 202 | 21 | 18 | 9 |
| Future (Year 202 | 20 | 24 | 6 |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 20 | 41 | 275 | 6 |
| Existing (Year 20 | 15 | 288 | 5 |
| Existing plus Pro | 40 | 205 | 6 |
| Existing plus Pro | 15 | 198 | 5 |
| Future (Year 202 | 37 | 275 | 6 |
| Future (Year 202 | 8 | 288 | 5 |
| Future (Year 202 | 41 | 275 | 6 |
| Future (Year 202 | 15 | 288 | 5 |

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

ADT

| Road | College Avenue | | Green Street | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | Green Street | | College Avenue | |
| Existing (Year 20 | 3,936.0 | 4,688.0 | 648.0 | 1,496.0 |
| Existing (Year 20 | 5,872.0 | 5,768.0 | 696.0 | 816.0 |
| Existing plus Pro | 2,952.0 | 3,680.0 | 648.0 | 1,472.0 |
| Existing plus Pro | 4,328.0 | 4,224.0 | 696.0 | 816.0 |
| Future (Year 202 | 3,768.0 | 4,520.0 | 112.0 | 1,104.0 |
| Future (Year 202 | 5,712.0 | 5,640.0 | 232.0 | 480.0 |
| Future (Year 202 | 3,936.0 | 4,688.0 | 648.0 | 1,496.0 |
| Future (Year 202 | 5,872.0 | 5,768.0 | 696.0 | 816.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Level: Dist | Ld: A | Ld: MT | Ld: HT | Ld: Adj | Le: A | Le: MT | Le: HT | Le: Total | Ln: A | Ln: MT | Ln: HT | Ln: Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **College Avenue n/o Green** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 3,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.7 | #### | 500 | 378 | 62 | 25 | 4 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.1 | 50.3 | 51.1 | 59.5 | 55.2 | 42.7 | 41.0 | 55.6 | 42.0 | 40.8 | 41.9 | 46.4 |
| Existing (Year 2020) PM | | 2 | 0 | 5,872 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.5 | #### | 746 | 564 | 92 | 37 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.9 | 52.0 | 52.9 | 61.2 | 56.9 | 44.4 | 42.7 | 57.3 | 43.7 | 42.6 | 43.6 | 48.1 |
| Existing plus Project AM Peak | | 2 | 0 | 2,952 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.5 | #### | 375 | 283 | 46 | 18 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.9 | 49.0 | 49.9 | 58.2 | 53.9 | 41.5 | 39.7 | 54.3 | 40.7 | 39.6 | 40.6 | 45.1 |
| Existing plus Project PM Peak | | 2 | 0 | 4,328 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.2 | #### | 550 | 415 | 68 | 27 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.6 | 50.7 | 51.5 | 59.9 | 55.6 | 43.1 | 41.4 | 56.0 | 42.4 | 41.2 | 42.3 | 46.8 |
| Future (Year 2024) AM Peak | | 2 | 0 | 3,768 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.6 | #### | 479 | 362 | 59 | 24 | 3 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.0 | 50.1 | 50.9 | 59.3 | 55.0 | 42.5 | 40.8 | 55.4 | 41.8 | 40.6 | 41.7 | 46.2 |
| Future (Year 2024) PM Peak | | 2 | 0 | 5,712 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.4 | #### | 725 | 548 | 90 | 36 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.8 | 51.9 | 52.7 | 61.1 | 56.8 | 44.3 | 42.6 | 57.2 | 43.6 | 42.5 | 43.5 | 48.0 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 3,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.7 | #### | 500 | 378 | 62 | 25 | 4 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.1 | 50.3 | 51.1 | 59.5 | 55.2 | 42.7 | 41.0 | 55.6 | 42.0 | 40.8 | 41.9 | 46.4 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 5,872 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.5 | #### | 746 | 564 | 92 | 37 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.9 | 52.0 | 52.9 | 61.2 | 56.9 | 44.4 | 42.7 | 57.3 | 43.7 | 42.6 | 43.6 | 48.1 |
| **College Avenue s/o Green** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 4,688 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.5 | #### | 595 | 450 | 74 | 29 | 4 | 1 | 6 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 58.9 | 51.1 | 51.9 | 60.2 | 55.9 | 43.5 | 41.7 | 56.3 | 42.7 | 41.6 | 42.6 | 47.1 |
| Existing (Year 2020) PM | | 2 | 0 | 5,768 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.4 | #### | 733 | 554 | 91 | 36 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.8 | 52.0 | 52.8 | 61.2 | 56.8 | 44.4 | 42.6 | 57.2 | 43.6 | 42.5 | 43.5 | 48.0 |
| Existing plus Project AM Peak | | 2 | 0 | 3,680 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.5 | #### | 467 | 353 | 58 | 23 | 3 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 57.9 | 50.0 | 50.8 | 59.2 | 54.9 | 42.4 | 40.7 | 55.3 | 41.7 | 40.5 | 41.6 | 46.1 |
| Existing plus Project PM Peak | | 2 | 0 | 4,224 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.1 | #### | 536 | 406 | 66 | 26 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.5 | 50.6 | 51.4 | 59.8 | 55.5 | 43.0 | 41.3 | 55.9 | 42.3 | 41.1 | 42.2 | 46.7 |
| Future (Year 2024) AM Peak | | 2 | 0 | 4,520 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.3 | #### | 574 | 434 | 71 | 28 | 4 | 1 | 6 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 58.7 | 50.9 | 51.7 | 60.1 | 55.8 | 43.3 | 41.6 | 56.2 | 42.6 | 41.4 | 42.5 | 47.0 |
| Future (Year 2024) PM Peak | | 2 | 0 | 5,640 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.3 | #### | 716 | 541 | 89 | 35 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.7 | 51.9 | 52.7 | 61.1 | 56.7 | 44.3 | 42.5 | 57.1 | 43.5 | 42.4 | 43.4 | 47.9 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 4,688 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.5 | #### | 595 | 450 | 74 | 29 | 4 | 1 | 6 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 58.9 | 51.1 | 51.9 | 60.2 | 55.9 | 43.5 | 41.7 | 56.3 | 42.7 | 41.6 | 42.6 | 47.1 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 5,768 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.4 | #### | 733 | 554 | 91 | 36 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.8 | 52.0 | 52.8 | 61.2 | 56.8 | 44.4 | 42.6 | 57.2 | 43.6 | 42.5 | 43.5 | 48.0 |
| **Green Street e/o College** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 1 | 0 | 648 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 46.9 | 503 | 82 | 62 | 10 | 4 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 44.4 | 39.3 | 42.9 | 47.4 | 41.4 | 31.7 | 32.7 | 42.4 | 28.2 | 29.8 | 33.7 | 36.0 |
| Existing (Year 2020) PM | | 1 | 0 | 696 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 47.2 | 541 | 88 | 67 | 11 | 4 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 44.7 | 39.6 | 43.2 | 47.8 | 41.8 | 32.0 | 33.0 | 42.7 | 28.6 | 30.1 | 34.0 | 36.3 |
| Existing plus Project AM Peak | | 1 | 0 | 648 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 46.9 | 503 | 82 | 62 | 10 | 4 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 44.4 | 39.3 | 42.9 | 47.4 | 41.4 | 31.7 | 32.7 | 42.4 | 28.2 | 29.8 | 33.7 | 36.0 |
| Existing plus Project PM Peak | | 1 | 0 | 696 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 47.2 | 541 | 88 | 67 | 11 | 4 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 44.7 | 39.6 | 43.2 | 47.8 | 41.8 | 32.0 | 33.0 | 42.7 | 28.6 | 30.1 | 34.0 | 36.3 |
| Future (Year 2024) AM Peak | | 1 | 0 | 112 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 39.3 | 87 | 14 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 36.8 | 31.6 | 35.3 | 39.8 | 33.8 | 24.1 | 25.1 | 34.8 | 20.6 | 22.2 | 26.0 | 28.3 |
| Future (Year 2024) PM Peak | | 1 | 0 | 232 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 42.5 | 180 | 29 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 40.0 | 34.8 | 38.4 | 43.0 | 37.0 | 27.2 | 28.3 | 37.9 | 23.8 | 25.3 | 29.2 | 31.5 |
| Future (Year 2024) plus Project AM Peak | | 1 | 0 | 648 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 46.9 | 503 | 82 | 62 | 10 | 4 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 44.4 | 39.3 | 42.9 | 47.4 | 41.4 | 31.7 | 32.7 | 42.4 | 28.2 | 29.8 | 33.7 | 36.0 |
| Future (Year 2024) plus Project PM Peak | | 1 | 0 | 696 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 47.2 | 541 | 88 | 67 | 11 | 4 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 44.7 | 39.6 | 43.2 | 47.8 | 41.8 | 32.0 | 33.0 | 42.7 | 28.6 | 30.1 | 34.0 | 36.3 |
| **Green Street w/o College** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 1 | 0 | 1,496 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.6 | #### | 190 | 144 | 24 | 9 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 48.1 | 42.9 | 46.5 | 51.1 | 45.1 | 35.3 | 36.4 | 46.0 | 31.9 | 33.4 | 37.3 | 39.6 |
| Existing (Year 2020) PM | | 1 | 0 | 816 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 47.9 | 634 | 104 | 78 | 13 | 5 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 45.4 | 40.3 | 43.9 | 48.4 | 42.4 | 32.7 | 33.7 | 43.4 | 29.2 | 30.8 | 34.7 | 37.0 |
| Existing plus Project AM Peak | | 1 | 0 | 1,472 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.5 | #### | 187 | 141 | 23 | 9 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 48.0 | 42.8 | 46.5 | 51.0 | 45.0 | 35.2 | 36.3 | 45.9 | 31.8 | 33.4 | 37.2 | 39.5 |
| Existing plus Project PM Peak | | 1 | 0 | 816 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 47.9 | 634 | 104 | 78 | 13 | 5 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 45.4 | 40.3 | 43.9 | 48.4 | 42.4 | 32.7 | 33.7 | 43.4 | 29.2 | 30.8 | 34.7 | 37.0 |
| Future (Year 2024) AM Peak | | 1 | 0 | 1,104 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 49.3 | 858 | 140 | 106 | 17 | 7 | 1 | 0 | 1 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 46.7 | 41.6 | 45.2 | 49.8 | 43.8 | 34.0 | 35.0 | 44.7 | 30.6 | 32.1 | 36.0 | 38.3 |
| Future (Year 2024) PM Peak | | 1 | 0 | 480 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 45.6 | 373 | 61 | 46 | 8 | 3 | 0 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 43.1 | 38.0 | 41.6 | 46.1 | 40.1 | 30.4 | 31.4 | 41.1 | 26.9 | 28.5 | 32.4 | 34.7 |
| Future (Year 2024) plus Project AM Peak | | 1 | 0 | 1,496 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 50.6 | #### | 190 | 144 | 24 | 9 | 1 | 0 | 2 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 48.1 | 42.9 | 46.5 | 51.1 | 45.1 | 35.3 | 36.4 | 46.0 | 31.9 | 33.4 | 37.3 | 39.6 |
| Future (Year 2024) plus Project PM Peak | | 1 | 0 | 816 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 47.9 | 634 | 104 | 78 | 13 | 5 | 1 | 0 | 1 | 0 | 59.4 | 71.1 | 78.7 | -1.8 | 45.4 | 40.3 | 43.9 | 48.4 | 42.4 | 32.7 | 33.7 | 43.4 | 29.2 | 30.8 | 34.7 | 37.0 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan** rev. (Date)
**AM Peak Hour and PM Peak Hour**

Intersection: 6
Cambridge/Mountain Ave & Arrow Highway

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

**Cambridge Ave**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 34 | 162 | 53 |
| Existing (Year 2( | 34 | 55 | 50 |
| Existing plus Pro | 33 | 159 | 52 |
| Existing plus Pro | 33 | 54 | 49 |
| Future (Year 202 | 34 | 162 | 53 |
| Future (Year 202 | 34 | 55 | 50 |
| Future (Year 202 | 34 | 162 | 53 |
| Future (Year 202 | 34 | 55 | 50 |

**Arrow Highway**

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 16 | 846 | 184 |
| Existing (Year 2( | 21 | 830 | 100 |
| Existing plus Pro | 16 | 646 | 180 |
| Existing plus Pro | 21 | 592 | 98 |
| Future (Year 202 | 16 | 808 | 184 |
| Future (Year 202 | 21 | 764 | 100 |
| Future (Year 202 | 16 | 846 | 184 |
| Future (Year 202 | 21 | 830 | 100 |

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 19 | 533 | 124 |
| Existing (Year 2( | 40 | 1,419 | 81 |
| Existing plus Pro | 19 | 351 | 122 |
| Existing plus Pro | 39 | 1,131 | 80 |
| Future (Year 202 | 19 | 471 | 108 |
| Future (Year 202 | 40 | 1,388 | 72 |
| Future (Year 202 | 19 | 533 | 124 |
| Future (Year 202 | 40 | 1419 | 81 |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 96 | 84 | 66 |
| Existing (Year 2( | 121 | 67 | 79 |
| Existing plus Pro | 94 | 82 | 65 |
| Existing plus Pro | 119 | 66 | 78 |
| Future (Year 202 | 96 | 84 | 56 |
| Future (Year 202 | 121 | 67 | 62 |
| Future (Year 202 | 96 | 84 | 66 |
| Future (Year 202 | 121 | 67 | 79 |

ADT

| Road | Cambridge Ave | | Arrow Highway | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | Arrow Highway | | Cambridge Ave | |
| Existing (Year 20 | 2,944.0 | 5,728.0 | 13,128.0 | 13,672.0 |
| Existing (Year 20 | 2,136.0 | 4,024.0 | 19,992.0 | 20,200.0 |
| Existing plus Pro | 2,888.0 | 5,616.0 | 10,040.0 | 10,560.0 |
| Existing plus Pro | 2,096.0 | 3,960.0 | 15,752.0 | 15,952.0 |
| Future (Year 202 | 2,944.0 | 5,520.0 | 12,120.0 | 12,872.0 |
| Future (Year 202 | 2,136.0 | 3,816.0 | 19,008.0 | 19,424.0 |
| Future (Year 202 | 2,944.0 | 5,728.0 | 13,128.0 | 13,672.0 |
| Future (Year 202 | 2,136.0 | 4,024.0 | 19,992.0 | 20,200.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Level: Dist | Ld: A | MT | HT | Adj | Le: A | MT | HT | Total | Ln: A | MT | HT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Cambridge Avenue n/o Arrow** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 2,944 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.5 | #### | 374 | 283 | 46 | 18 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.0 | 45.8 | 49.5 | 54.0 | 48.0 | 38.3 | 39.3 | 49.0 | 34.8 | 36.4 | 40.2 | 42.5 |
| Existing (Year 2020) PM | | 2 | 0 | 2,136 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 52.1 | #### | 271 | 205 | 34 | 13 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 49.6 | 44.5 | 48.1 | 52.6 | 46.6 | 36.9 | 37.9 | 47.6 | 33.4 | 35.0 | 38.9 | 41.2 |
| Existing plus Project AM Peak | | 2 | 0 | 2,888 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.4 | #### | 367 | 277 | 45 | 18 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 50.9 | 45.8 | 49.4 | 54.0 | 47.9 | 38.2 | 39.2 | 48.9 | 34.8 | 36.3 | 40.2 | 42.5 |
| Existing plus Project PM Peak | | 2 | 0 | 2,096 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 52.1 | #### | 266 | 201 | 33 | 13 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 49.5 | 44.4 | 48.0 | 52.6 | 46.6 | 36.8 | 37.8 | 47.5 | 33.4 | 34.9 | 38.8 | 41.1 |
| Future (Year 2024) AM Peak | | 2 | 0 | 2,944 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.5 | #### | 374 | 283 | 46 | 18 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.0 | 45.8 | 49.5 | 54.0 | 48.0 | 38.3 | 39.3 | 49.0 | 34.8 | 36.4 | 40.2 | 42.5 |
| Future (Year 2024) PM Peak | | 2 | 0 | 2,136 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 52.1 | #### | 271 | 205 | 34 | 13 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 49.6 | 44.5 | 48.1 | 52.6 | 46.6 | 36.9 | 37.9 | 47.6 | 33.4 | 35.0 | 38.9 | 41.2 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 2,944 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 53.5 | #### | 374 | 283 | 46 | 18 | 3 | 1 | 4 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 51.0 | 45.8 | 49.5 | 54.0 | 48.0 | 38.3 | 39.3 | 49.0 | 34.8 | 36.4 | 40.2 | 42.5 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 2,136 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 52.1 | #### | 271 | 205 | 34 | 13 | 2 | 0 | 3 | 1 | 59.4 | 71.1 | 78.7 | -1.8 | 49.6 | 44.5 | 48.1 | 52.6 | 46.6 | 36.9 | 37.9 | 47.6 | 33.4 | 35.0 | 38.9 | 41.2 |
| **Cambridge Avenue s/o Arrow** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 5,728 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.4 | #### | 727 | 550 | 90 | 36 | 5 | 1 | 8 | 3 | 59.4 | 71.1 | 78.7 | -1.8 | 53.9 | 48.7 | 52.4 | 56.9 | 50.9 | 41.2 | 42.2 | 51.9 | 37.7 | 39.3 | 43.1 | 45.4 |
| Existing (Year 2020) PM | | 2 | 0 | 4,024 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.9 | #### | 511 | 386 | 63 | 25 | 4 | 1 | 5 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 52.4 | 47.2 | 50.8 | 55.4 | 49.4 | 39.6 | 40.7 | 50.3 | 36.2 | 37.7 | 41.6 | 43.9 |
| Existing plus Project AM Peak | | 2 | 0 | 5,616 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.3 | #### | 713 | 539 | 88 | 35 | 5 | 1 | 8 | 3 | 59.4 | 71.1 | 78.7 | -1.8 | 53.8 | 48.7 | 52.3 | 56.8 | 50.8 | 41.1 | 42.1 | 51.8 | 37.6 | 39.2 | 43.0 | 45.4 |
| Existing plus Project PM Peak | | 2 | 0 | 3,960 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.8 | #### | 503 | 380 | 62 | 25 | 4 | 1 | 5 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 52.3 | 47.1 | 50.8 | 55.3 | 49.3 | 39.5 | 40.6 | 50.3 | 36.1 | 37.7 | 41.5 | 43.8 |
| Future (Year 2024) AM Peak | | 2 | 0 | 5,520 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.3 | #### | 701 | 530 | 87 | 34 | 5 | 1 | 7 | 3 | 59.4 | 71.1 | 78.7 | -1.8 | 53.7 | 48.6 | 52.2 | 56.8 | 50.8 | 41.0 | 42.0 | 51.7 | 37.6 | 39.1 | 43.0 | 45.3 |
| Future (Year 2024) PM Peak | | 2 | 0 | 3,816 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.7 | #### | 485 | 366 | 60 | 24 | 3 | 1 | 5 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 52.1 | 47.0 | 50.6 | 55.2 | 49.2 | 39.4 | 40.4 | 50.1 | 36.0 | 37.5 | 41.4 | 43.7 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 5,728 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 56.4 | #### | 727 | 550 | 90 | 36 | 5 | 1 | 8 | 3 | 59.4 | 71.1 | 78.7 | -1.8 | 53.9 | 48.7 | 52.4 | 56.9 | 50.9 | 41.2 | 42.2 | 51.9 | 37.7 | 39.3 | 43.1 | 45.4 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 4,024 | 25 | 75 | 0 | 0 | 1.8% | 0.7% | 54.9 | #### | 511 | 386 | 63 | 25 | 4 | 1 | 5 | 2 | 59.4 | 71.1 | 78.7 | -1.8 | 52.4 | 47.2 | 50.8 | 55.4 | 49.4 | 39.6 | 40.7 | 50.3 | 36.2 | 37.7 | 41.6 | 43.9 |
| **Arrow Highway e/o** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 10 | 13,128 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.2 | #### | #### | #### | 207 | 82 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.6 | 55.7 | 56.6 | 64.9 | 60.6 | 48.1 | 46.4 | 61.0 | 47.4 | 46.3 | 47.3 | 51.8 |
| Existing (Year 2020) PM | | 4 | 10 | 19,992 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.0 | #### | #### | #### | 315 | 125 | 18 | 4 | 27 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.4 | 57.6 | 58.4 | 66.7 | 62.4 | 50.0 | 48.2 | 62.8 | 49.2 | 48.1 | 49.1 | 53.6 |
| Existing plus Project AM Peak | | 4 | 10 | 10,040 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.0 | #### | #### | 964 | 158 | 63 | 9 | 2 | 14 | 6 | 67.4 | 76.3 | 81.2 | -1.6 | 62.4 | 54.6 | 55.4 | 63.8 | 59.4 | 47.0 | 45.2 | 59.8 | 46.2 | 45.1 | 46.2 | 50.6 |
| Existing plus Project PM Peak | | 4 | 10 | 15,752 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | #### | #### | #### | 248 | 98 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.4 | 56.5 | 57.3 | 65.7 | 61.4 | 48.9 | 47.2 | 61.8 | 48.2 | 47.1 | 48.1 | 52.6 |
| Future (Year 2024) AM Peak | | 4 | 10 | 12,120 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.8 | #### | #### | #### | 191 | 76 | 11 | 2 | 16 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.2 | 55.4 | 56.2 | 64.6 | 60.3 | 47.8 | 46.0 | 60.6 | 47.1 | 45.9 | 47.0 | 51.5 |
| Future (Year 2024) PM Peak | | 4 | 10 | 19,008 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.8 | #### | #### | #### | 299 | 119 | 17 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.2 | 57.3 | 58.2 | 66.5 | 62.2 | 49.7 | 48.0 | 62.6 | 49.0 | 47.9 | 48.9 | 53.4 |
| Future (Year 2024) plus Project AM Peak | | 4 | 10 | 13,128 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.2 | #### | #### | #### | 207 | 82 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.6 | 55.7 | 56.6 | 64.9 | 60.6 | 48.1 | 46.4 | 61.0 | 47.4 | 46.3 | 47.3 | 51.8 |
| Future (Year 2024) plus Project PM Peak | | 4 | 10 | 19,992 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.0 | #### | #### | #### | 315 | 125 | 18 | 4 | 27 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.4 | 57.6 | 58.4 | 66.7 | 62.4 | 50.0 | 48.2 | 62.8 | 49.2 | 48.1 | 49.1 | 53.6 |
| **Arrow Highway w/o** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 10 | 13,672 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.4 | #### | #### | #### | 215 | 85 | 12 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.6 | 63.8 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.6 | 61.2 | 47.6 | 46.4 | 47.5 | 52.0 |
| Existing (Year 2020) PM | | 4 | 10 | 20,200 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.1 | #### | #### | #### | 318 | 126 | 18 | 4 | 27 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.5 | 57.6 | 58.4 | 66.8 | 62.5 | 50.0 | 48.3 | 62.9 | 49.3 | 48.1 | 49.2 | 53.7 |
| Existing plus Project AM Peak | | 4 | 10 | 10,560 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.2 | #### | #### | #### | 166 | 66 | 10 | 2 | 14 | 6 | 67.4 | 76.3 | 81.2 | -1.6 | 62.6 | 54.8 | 55.6 | 64.0 | 59.7 | 47.2 | 45.4 | 60.0 | 46.5 | 45.3 | 46.4 | 50.9 |
| Existing plus Project PM Peak | | 4 | 10 | 15,952 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | #### | #### | #### | 251 | 99 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.4 | 56.6 | 57.4 | 65.8 | 61.4 | 49.0 | 47.2 | 61.8 | 48.3 | 47.1 | 48.2 | 52.6 |
| Future (Year 2024) AM Peak | | 4 | 10 | 12,872 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.1 | #### | #### | #### | 203 | 80 | 12 | 3 | 17 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.5 | 55.6 | 56.5 | 64.8 | 60.5 | 48.1 | 46.3 | 60.9 | 47.3 | 46.2 | 47.2 | 51.7 |
| Future (Year 2024) PM Peak | | 4 | 10 | 19,424 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.9 | #### | #### | #### | 306 | 121 | 18 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.3 | 57.4 | 58.3 | 66.6 | 62.3 | 49.8 | 48.1 | 62.7 | 49.1 | 48.0 | 49.0 | 53.5 |
| Future (Year 2024) plus Project AM Peak | | 4 | 10 | 13,672 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.4 | #### | #### | #### | 215 | 85 | 12 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.6 | 63.8 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.6 | 61.2 | 47.6 | 46.4 | 47.5 | 52.0 |
| Future (Year 2024) plus Project PM Peak | | 4 | 10 | 20,200 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.1 | #### | #### | #### | 318 | 126 | 18 | 4 | 27 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.5 | 57.6 | 58.4 | 66.8 | 62.5 | 50.0 | 48.3 | 62.9 | 49.3 | 48.1 | 49.2 | 53.7 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan** rev. (Date)
**AM Peak Hour and PM Peak Hour**

Intersection: 7
Indian Hill Blvd & Arrow Highway

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

ADT

| Road | Indian Hill Boulevard | | Arrow Highway | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | Arrow Highway | | Indian Hill Boulevard | |
| Existing (Year 20 | 10,480.0 | 13,856.0 | 17,928.0 | 16,504.0 |
| Existing (Year 20 | 16,928.0 | 19,504.0 | 22,368.0 | 19,904.0 |
| Existing plus Pro | 12,152.0 | 14,856.0 | 13,560.0 | 13,048.0 |
| Existing plus Pro | 12,936.0 | 14,888.0 | 15,688.0 | 15,336.0 |
| Future (Year 202 | 14,424.0 | 17,768.0 | 17,568.0 | 16,144.0 |
| Future (Year 202 | 16,120.0 | 18,648.0 | 22,088.0 | 19,496.0 |
| Future (Year 202 | 15,280.0 | 18,656.0 | 17,928.0 | 16,504.0 |
| Future (Year 202 | 16,928.0 | 19,504.0 | 22,368.0 | 19,904.0 |

**Indian Hill Boulevard**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 73 | 678 | 149 |
| Existing (Year 2( | 96 | 734 | 219 |
| Existing plus Pro | 56 | 575 | 106 |
| Existing plus Pro | 79 | 580 | 111 |
| Future (Year 202 | 73 | 631 | 130 |
| Future (Year 202 | 96 | 709 | 209 |
| Future (Year 202 | 73 | 678 | 149 |
| Future (Year 202 | 96 | 734 | 219 |

Eastbound

| **Arrow Highway** | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 61 | 421 | 207 |
| Existing (Year 2( | 124 | 1,222 | 232 |
| Existing plus Pro | 49 | 325 | 176 |
| Existing plus Pro | 105 | 958 | 165 |
| Future (Year 202 | 58 | 418 | 190 |
| Future (Year 202 | 119 | 1,220 | 222 |
| Future (Year 202 | 61 | 421 | 207 |
| Future (Year 202 | 124 | 1,222 | 232 |

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 170 | 1,067 | 217 |
| Existing (Year 2( | 159 | 661 | 267 |
| Existing plus Pro | 98 | 860 | 140 |
| Existing plus Pro | 72 | 492 | 176 |
| Future (Year 202 | 167 | 1,052 | 212 |
| Future (Year 202 | 154 | 643 | 267 |
| Future (Year 202 | 170 | 1,067 | 217 |
| Future (Year 202 | 159 | 661 | 267 |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 234 | 179 | 217 |
| Existing (Year 2( | 153 | 784 | 268 |
| Existing plus Pro | 165 | 635 | 166 |
| Existing plus Pro | 118 | 670 | 152 |
| Future (Year 202 | 227 | 744 | 217 |
| Future (Year 202 | 137 | 728 | 268 |
| Future (Year 202 | 234 | 779 | 217 |
| Future (Year 202 | 153 | 784 | 268 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Levels: A | MT | HT | Dist Adj | Ld: A | MT | HT | Total | Le: A | MT | HT | Total | Ln: A | MT | HT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Indian Hill n/o Arrow** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 10,480 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.1 | #### | #### | #### | 165 | 65 | 10 | 2 | 14 | 6 | 67.4 | 76.3 | 81.2 | -1.7 | 62.5 | 54.7 | 55.5 | 63.9 | 59.5 | 47.1 | 45.3 | 59.9 | 46.3 | 45.2 | 46.3 | 50.7 |
| Existing (Year 2020) PM | | 4 | 0 | 16,928 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | #### | #### | #### | 266 | 106 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.7 | 57.6 | 65.9 | 61.6 | 49.2 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Existing plus Project AM Peak | | 4 | 0 | 12,152 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 63.8 | #### | #### | #### | 191 | 76 | 11 | 2 | 16 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.2 | 55.3 | 56.1 | 64.5 | 60.2 | 47.7 | 46.0 | 60.6 | 47.0 | 45.8 | 46.9 | 51.4 |
| Existing plus Project PM Peak | | 4 | 0 | 12,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.0 | #### | #### | #### | 204 | 81 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.7 | 63.4 | 55.6 | 56.4 | 64.8 | 60.5 | 48.0 | 46.2 | 60.8 | 47.3 | 46.1 | 47.2 | 51.6 |
| Future (Year 2024) AM Peak | | 4 | 0 | 14,424 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.5 | #### | #### | #### | 227 | 90 | 13 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.9 | 56.0 | 56.9 | 65.2 | 60.9 | 48.5 | 46.7 | 61.3 | 47.7 | 46.6 | 47.6 | 52.1 |
| Future (Year 2024) PM Peak | | 4 | 0 | 16,120 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | #### | #### | #### | 254 | 101 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.4 | 56.5 | 57.4 | 65.7 | 61.4 | 48.9 | 47.2 | 61.8 | 48.2 | 47.1 | 48.1 | 52.6 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 15,280 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.8 | #### | #### | #### | 240 | 95 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.7 | 64.2 | 56.3 | 57.1 | 65.5 | 61.2 | 48.7 | 47.0 | 61.6 | 48.0 | 46.8 | 47.9 | 52.4 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 16,928 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | #### | #### | #### | 266 | 106 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.6 | 56.7 | 57.6 | 65.9 | 61.6 | 49.2 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| **Indian Hill s/o Arrow Highway** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 0 | 13,856 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.3 | #### | #### | #### | 218 | 86 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 63.7 | 55.9 | 56.7 | 65.1 | 60.8 | 48.3 | 46.5 | 61.1 | 47.6 | 46.4 | 47.5 | 51.9 |
| Existing (Year 2020) PM | | 4 | 0 | 19,504 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.8 | #### | #### | #### | 307 | 122 | 18 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.7 | 65.2 | 57.4 | 58.2 | 66.6 | 62.2 | 49.8 | 48.0 | 62.6 | 49.0 | 47.9 | 48.9 | 53.4 |
| Existing plus Project AM Peak | | 4 | 0 | 14,856 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.6 | #### | #### | #### | 234 | 93 | 14 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 64.0 | 56.2 | 57.0 | 65.4 | 61.1 | 48.6 | 46.8 | 61.4 | 47.9 | 46.7 | 47.8 | 52.2 |
| Existing plus Project PM Peak | | 4 | 0 | 14,888 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.6 | #### | #### | #### | 234 | 93 | 14 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.7 | 64.0 | 56.2 | 57.0 | 65.4 | 61.1 | 48.6 | 46.8 | 61.5 | 47.9 | 46.7 | 47.8 | 52.3 |
| Future (Year 2024) AM Peak | | 4 | 0 | 17,768 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.4 | #### | #### | #### | 280 | 111 | 16 | 4 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.7 | 64.8 | 57.0 | 57.8 | 66.2 | 61.8 | 49.4 | 47.6 | 62.2 | 48.6 | 47.5 | 48.5 | 53.0 |
| Future (Year 2024) PM Peak | | 4 | 0 | 18,648 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | #### | #### | #### | 293 | 116 | 17 | 4 | 25 | 11 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.2 | 58.0 | 66.4 | 62.0 | 49.6 | 47.8 | 62.4 | 48.8 | 47.7 | 48.8 | 53.2 |
| Future (Year 2024) plus Project AM Peak | | 4 | 0 | 18,656 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.6 | #### | #### | #### | 294 | 116 | 17 | 4 | 25 | 11 | 67.4 | 76.3 | 81.2 | -1.7 | 65.0 | 57.2 | 58.0 | 66.4 | 62.0 | 49.6 | 47.8 | 62.4 | 48.8 | 47.7 | 48.8 | 53.2 |
| Future (Year 2024) plus Project PM Peak | | 4 | 0 | 19,504 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.8 | #### | #### | #### | 307 | 122 | 18 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.7 | 65.2 | 57.4 | 58.2 | 66.6 | 62.2 | 49.8 | 48.0 | 62.6 | 49.0 | 47.9 | 48.9 | 53.4 |
| **Arrow Highway e/o Indian** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 10 | 17,928 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.5 | #### | #### | #### | 282 | 112 | 16 | 4 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.9 | 57.1 | 57.9 | 66.3 | 62.0 | 49.5 | 47.7 | 62.3 | 48.8 | 47.6 | 48.7 | 53.2 |
| Existing (Year 2020) PM | | 4 | 10 | 22,368 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.5 | #### | #### | #### | 352 | 140 | 20 | 4 | 30 | 13 | 67.4 | 76.3 | 81.2 | -1.6 | 65.9 | 58.0 | 58.9 | 67.2 | 62.9 | 50.5 | 48.7 | 63.3 | 49.7 | 48.6 | 49.6 | 54.1 |
| Existing plus Project AM Peak | | 4 | 10 | 13,560 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.3 | #### | #### | #### | 213 | 85 | 12 | 3 | 18 | 8 | 67.4 | 76.3 | 81.2 | -1.6 | 63.7 | 55.9 | 56.7 | 65.1 | 60.7 | 48.3 | 46.5 | 61.1 | 47.5 | 46.4 | 47.5 | 51.9 |
| Existing plus Project PM Peak | | 4 | 10 | 15,688 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.0 | #### | #### | #### | 247 | 98 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.4 | 56.5 | 57.3 | 65.7 | 61.4 | 48.9 | 47.2 | 61.8 | 48.2 | 47.0 | 48.1 | 52.6 |
| Future (Year 2024) AM Peak | | 4 | 10 | 17,568 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.4 | #### | #### | #### | 276 | 110 | 16 | 3 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.8 | 57.0 | 57.8 | 66.2 | 61.9 | 49.4 | 47.7 | 62.3 | 48.7 | 47.5 | 48.6 | 53.1 |
| Future (Year 2024) PM Peak | | 4 | 10 | 22,088 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.4 | #### | #### | #### | 348 | 138 | 20 | 4 | 30 | 12 | 67.4 | 76.3 | 81.2 | -1.6 | 65.8 | 58.0 | 58.8 | 67.2 | 62.9 | 50.4 | 48.6 | 63.3 | 49.7 | 48.5 | 49.6 | 54.1 |
| Future (Year 2024) plus Project AM Peak | | 4 | 10 | 17,928 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.5 | #### | #### | #### | 282 | 112 | 16 | 4 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.9 | 57.1 | 57.9 | 66.3 | 62.0 | 49.5 | 47.7 | 62.3 | 48.8 | 47.6 | 48.7 | 53.2 |
| Future (Year 2024) plus Project PM Peak | | 4 | 10 | 22,368 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.5 | #### | #### | #### | 352 | 140 | 20 | 4 | 30 | 13 | 67.4 | 76.3 | 81.2 | -1.6 | 65.9 | 58.0 | 58.9 | 67.2 | 62.9 | 50.5 | 48.7 | 63.3 | 49.7 | 48.6 | 49.6 | 54.1 |
| **Arrow Highway w/o Indian** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 10 | 16,504 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | #### | #### | #### | 260 | 103 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.6 | 56.7 | 57.5 | 65.9 | 61.6 | 49.1 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Existing (Year 2020) PM | | 4 | 10 | 19,904 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.0 | #### | #### | #### | 313 | 124 | 18 | 4 | 27 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.4 | 57.5 | 58.4 | 66.7 | 62.4 | 49.9 | 48.2 | 62.8 | 49.2 | 48.1 | 49.1 | 53.6 |
| Existing plus Project AM Peak | | 4 | 10 | 13,048 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.2 | #### | #### | #### | 205 | 81 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.6 | 55.7 | 56.5 | 64.9 | 60.6 | 48.1 | 46.4 | 61.0 | 47.4 | 46.2 | 47.3 | 51.8 |
| Existing plus Project PM Peak | | 4 | 10 | 15,336 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | #### | #### | #### | 241 | 96 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.3 | 56.4 | 57.2 | 65.6 | 61.3 | 48.8 | 47.1 | 61.7 | 48.1 | 46.9 | 48.0 | 52.5 |
| Future (Year 2024) AM Peak | | 4 | 10 | 16,144 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.1 | #### | #### | #### | 254 | 101 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.5 | 56.6 | 57.4 | 65.8 | 61.5 | 49.0 | 47.3 | 61.9 | 48.3 | 47.2 | 48.2 | 52.7 |
| Future (Year 2024) PM Peak | | 4 | 10 | 19,496 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.9 | #### | #### | #### | 307 | 122 | 18 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.3 | 57.4 | 58.3 | 66.6 | 62.3 | 49.9 | 48.1 | 62.7 | 49.1 | 48.0 | 49.0 | 53.5 |
| Future (Year 2024) plus Project AM Peak | | 4 | 10 | 16,504 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.2 | #### | #### | #### | 260 | 103 | 15 | 3 | 22 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.6 | 56.7 | 57.5 | 65.9 | 61.6 | 49.1 | 47.4 | 62.0 | 48.4 | 47.3 | 48.3 | 52.8 |
| Future (Year 2024) plus Project PM Peak | | 4 | 10 | 19,904 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.0 | #### | #### | #### | 313 | 124 | 18 | 4 | 27 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.4 | 57.5 | 58.4 | 66.7 | 62.4 | 49.9 | 48.2 | 62.8 | 49.2 | 48.1 | 49.1 | 53.6 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Project Name: Village South Specific Plan** rev. (Date)
**AM Peak Hour and PM Peak Hour**

Intersection: 8
College Avenue & Arrow Highway

**College Avenue**

Southbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 75 | 97 | 100 |
| Existing (Year 2( | 134 | 96 | 78 |
| Existing plus Pro | 61 | 95 | 61 |
| Existing plus Pro | 120 | 94 | 90 |
| Future (Year 202 | 75 | 91 | 98 |
| Future (Year 202 | 134 | 93 | 178 |
| Future (Year 202 | 75 | 97 | 100 |
| Future (Year 202 | 134 | 96 | 178 |

**Arrow Highway**

Eastbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 90 | 597 | 55 |
| Existing (Year 2( | 110 | 1,536 | 38 |
| Existing plus Pro | 79 | 428 | 53 |
| Existing plus Pro | 96 | 1,077 | 36 |
| Future (Year 202 | 90 | 587 | 42 |
| Future (Year 202 | 110 | 1,531 | 31 |
| Future (Year 202 | 90 | 597 | 55 |
| Future (Year 202 | 110 | 1,536 | 38 |

N
W E
S

Westbound

| | right | through | left |
|---|---|---|---|
| Existing (Year 2( | 139 | 1,278 | 55 |
| Existing (Year 2( | 128 | 892 | 43 |
| Existing plus Pro | 80 | 943 | 39 |
| Existing plus Pro | 53 | 559 | 24 |
| Future (Year 202 | 139 | 1,271 | 55 |
| Future (Year 202 | 128 | 880 | 43 |
| Future (Year 202 | 80 | 943 | 39 |
| Future (Year 202 | 53 | 559 | 24 |

Northbound

| | left | through | right |
|---|---|---|---|
| Existing (Year 2( | 61 | 97 | 33 |
| Existing (Year 2( | 48 | 72 | 73 |
| Existing plus Pro | 58 | 95 | 25 |
| Existing plus Pro | 45 | 71 | 48 |
| Future (Year 202 | 53 | 93 | 33 |
| Future (Year 202 | 35 | 65 | 73 |
| Future (Year 202 | 61 | 97 | 33 |
| Future (Year 202 | 48 | 72 | 73 |

**If Peak Hour = 6% of ADT, Scaling Factor = 16.667**
**If Peak Hour = 7% of ADT, Scaling Factor = 14.286**
**If Peak Hour = 8% of ADT, Scaling Factor = 12.5**
**If Peak Hour = 9% of ADT, Scaling Factor = 11.111**
**If Peak Hour = 10% of ADT, Scaling Factor = 10**

ADT

| Road | College Avenue | | Arrow Highway | |
|---|---|---|---|---|
| Leg | North of | South of | East of | West of |
| Cross Street | Arrow Highway | | College Avenue | |
| Existing (Year 20 | 4,784.0 | 3,184.0 | 17,616.0 | 17,248.0 |
| Existing (Year 20 | 4,944.0 | 2,960.0 | 22,000.0 | 22,064.0 |
| Existing plus Pro | 3,768.0 | 2,920.0 | 12,608.0 | 12,976.0 |
| Existing plus Pro | 4,192.0 | 2,544.0 | 14,808.0 | 15,464.0 |
| Future (Year 202 | 4,688.0 | 2,936.0 | 17,464.0 | 16,944.0 |
| Future (Year 202 | 5,664.0 | 2,720.0 | 22,664.0 | 21,768.0 |
| Future (Year 202 | 4,312.0 | 3,056.0 | 14,336.0 | 14,568.0 |
| Future (Year 202 | 5,144.0 | 2,808.0 | 19,384.0 | 19,400.0 |

**2**

**NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes**

| ROADWAY NAME / Segment | Land Use | Lanes | Median Width | ADT Volume | Design Speed (mph) | Dist. from Center to Receptor | Alpha Factor (1) | Barrier Attn. dB(A) | Vehicle Mix: Medium Trucks | Vehicle Mix: Heavy Trucks | dB(A) CNEL | Traffic Volumes: Day | Eve | Night | MTd | HTd | MTe | HTe | MTn | HTn | Ref. Energy Levels Dist: A | MT | HT | Adj | Ld: A | MT | HT | Total | Le: A | MT | HT | Total | Ln: A | MT | HT | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **College Avenue n/o Arrow** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 4,784 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.6 | #### | 608 | 459 | 75 | 30 | 4 | 1 | 6 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.0 | 51.1 | 52.0 | 60.3 | 56.0 | 43.6 | 41.8 | 56.4 | 42.8 | 41.7 | 42.7 | 47.2 |
| Existing (Year 2020) PM | | 2 | 0 | 4,944 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.7 | #### | 628 | 475 | 78 | 31 | 4 | 1 | 7 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.1 | 51.3 | 52.1 | 60.5 | 56.2 | 43.7 | 41.9 | 56.6 | 43.0 | 41.8 | 42.9 | 47.4 |
| Existing plus Project AM Peak | | 2 | 0 | 3,768 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 58.6 | #### | 479 | 362 | 59 | 24 | 3 | 1 | 5 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.0 | 50.1 | 50.9 | 59.3 | 55.0 | 42.5 | 40.8 | 55.4 | 41.8 | 40.6 | 41.7 | 46.2 |
| Existing plus Project PM Peak | | 2 | 0 | 4,192 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.0 | #### | 532 | 402 | 66 | 26 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.4 | 50.6 | 51.4 | 59.8 | 55.4 | 43.0 | 41.2 | 55.8 | 42.2 | 41.1 | 42.2 | 46.6 |
| Future (Year 2024) AM Peak | | 2 | 0 | 4,688 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.5 | #### | 595 | 450 | 74 | 29 | 4 | 1 | 6 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 58.9 | 51.1 | 51.9 | 60.2 | 55.9 | 43.5 | 41.7 | 56.3 | 42.7 | 41.6 | 42.6 | 47.1 |
| Future (Year 2024) PM Peak | | 2 | 0 | 5,664 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 60.3 | #### | 719 | 544 | 89 | 35 | 5 | 1 | 8 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.7 | 51.9 | 52.7 | 61.1 | 56.8 | 44.3 | 42.5 | 57.1 | 43.6 | 42.4 | 43.5 | 47.9 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 4,312 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.1 | #### | 548 | 414 | 68 | 27 | 4 | 1 | 6 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 58.5 | 50.7 | 51.5 | 59.9 | 55.6 | 43.1 | 41.3 | 56.0 | 42.4 | 41.2 | 42.3 | 46.8 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 5,144 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 59.9 | #### | 653 | 494 | 81 | 32 | 5 | 1 | 7 | 3 | 67.4 | 76.3 | 81.2 | -1.8 | 59.3 | 51.5 | 52.3 | 60.7 | 56.3 | 43.9 | 42.1 | 56.7 | 43.1 | 42.0 | 43.0 | 47.5 |
| **College Avenue s/o Arrow** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 2 | 0 | 3,184 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.8 | #### | 404 | 306 | 50 | 20 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 57.2 | 49.4 | 50.2 | 58.6 | 54.2 | 41.8 | 40.0 | 54.6 | 41.1 | 39.9 | 41.0 | 45.4 |
| Existing (Year 2020) PM | | 2 | 0 | 2,960 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.5 | #### | 376 | 284 | 47 | 18 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.9 | 49.1 | 49.9 | 58.3 | 53.9 | 41.5 | 39.7 | 54.3 | 40.7 | 39.6 | 40.6 | 45.1 |
| Existing plus Project AM Peak | | 2 | 0 | 2,920 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.4 | #### | 371 | 280 | 46 | 18 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.9 | 49.0 | 49.8 | 58.2 | 53.9 | 41.4 | 39.7 | 54.3 | 40.7 | 39.5 | 40.6 | 45.1 |
| Existing plus Project PM Peak | | 2 | 0 | 2,544 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 56.9 | #### | 323 | 244 | 40 | 16 | 2 | 1 | 3 | 1 | 67.4 | 76.3 | 81.2 | -1.8 | 56.3 | 48.4 | 49.2 | 57.6 | 53.3 | 40.8 | 39.1 | 53.7 | 40.1 | 38.9 | 40.0 | 44.5 |
| Future (Year 2024) AM Peak | | 2 | 0 | 2,936 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.5 | #### | 373 | 282 | 46 | 18 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.9 | 49.0 | 49.8 | 58.2 | 53.9 | 41.4 | 39.7 | 54.3 | 40.7 | 39.6 | 40.6 | 45.1 |
| Future (Year 2024) PM Peak | | 2 | 0 | 2,720 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.1 | #### | 345 | 261 | 43 | 17 | 2 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.5 | 48.7 | 49.5 | 57.9 | 53.6 | 41.1 | 39.3 | 54.0 | 40.4 | 39.2 | 40.3 | 44.8 |
| Future (Year 2024) plus Project AM Peak | | 2 | 0 | 3,056 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.6 | #### | 388 | 293 | 48 | 19 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 57.0 | 49.2 | 50.0 | 58.4 | 54.1 | 41.6 | 39.9 | 54.5 | 40.9 | 39.7 | 40.8 | 45.3 |
| Future (Year 2024) plus Project PM Peak | | 2 | 0 | 2,808 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 57.3 | #### | 357 | 270 | 44 | 18 | 3 | 1 | 4 | 2 | 67.4 | 76.3 | 81.2 | -1.8 | 56.7 | 48.8 | 49.7 | 58.0 | 53.7 | 41.2 | 39.5 | 54.1 | 40.5 | 39.4 | 40.4 | 44.9 |
| **Arrow Highway e/o College** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 10 | 17,616 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.5 | #### | #### | #### | 277 | 110 | 16 | 4 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.9 | 57.0 | 57.8 | 66.2 | 61.9 | 49.4 | 47.7 | 62.3 | 48.7 | 47.5 | 48.6 | 53.1 |
| Existing (Year 2020) PM | | 4 | 10 | 22,000 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.4 | #### | #### | #### | 346 | 137 | 20 | 4 | 30 | 12 | 67.4 | 76.3 | 81.2 | -1.6 | 65.8 | 58.0 | 58.8 | 67.2 | 62.8 | 50.4 | 48.6 | 63.2 | 49.6 | 48.5 | 49.6 | 54.0 |
| Existing plus Project AM Peak | | 4 | 10 | 12,608 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.0 | #### | #### | #### | 198 | 79 | 11 | 3 | 17 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.4 | 55.5 | 56.4 | 64.7 | 60.4 | 48.0 | 46.2 | 60.8 | 47.2 | 46.1 | 47.1 | 51.6 |
| Existing plus Project PM Peak | | 4 | 10 | 14,808 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.7 | #### | #### | #### | 233 | 92 | 13 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.6 | 64.1 | 56.2 | 57.1 | 65.4 | 61.1 | 48.7 | 46.9 | 61.5 | 47.9 | 46.8 | 47.8 | 52.3 |
| Future (Year 2024) AM Peak | | 4 | 10 | 17,464 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.4 | #### | #### | #### | 275 | 109 | 16 | 3 | 24 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.8 | 57.0 | 57.8 | 66.2 | 61.8 | 49.4 | 47.6 | 62.2 | 48.6 | 47.5 | 48.6 | 53.0 |
| Future (Year 2024) PM Peak | | 4 | 10 | 22,664 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.6 | #### | #### | #### | 357 | 141 | 21 | 5 | 31 | 13 | 67.4 | 76.3 | 81.2 | -1.6 | 66.0 | 58.1 | 58.9 | 67.3 | 63.0 | 50.5 | 48.8 | 63.4 | 49.8 | 48.6 | 49.7 | 54.2 |
| Future (Year 2024) plus Project AM Peak | | 4 | 10 | 14,336 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.6 | #### | #### | #### | 226 | 89 | 13 | 3 | 19 | 8 | 67.4 | 76.3 | 81.2 | -1.6 | 64.0 | 56.1 | 56.9 | 65.3 | 61.0 | 48.5 | 46.8 | 61.4 | 47.8 | 46.7 | 47.7 | 52.2 |
| Future (Year 2024) plus Project PM Peak | | 4 | 10 | 19,384 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.9 | #### | #### | #### | 305 | 121 | 18 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.3 | 57.4 | 58.2 | 66.6 | 62.3 | 49.8 | 48.1 | 62.7 | 49.1 | 48.0 | 49.0 | 53.5 |
| **Arrow Highway w/o College** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing (Year 2020) AM | | 4 | 10 | 17,248 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.4 | #### | #### | #### | 271 | 108 | 16 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.8 | 56.9 | 57.7 | 66.1 | 61.8 | 49.3 | 47.6 | 62.2 | 48.6 | 47.5 | 48.5 | 53.0 |
| Existing (Year 2020) PM | | 4 | 10 | 22,064 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.4 | #### | #### | #### | 347 | 138 | 20 | 4 | 30 | 12 | 67.4 | 76.3 | 81.2 | -1.6 | 65.8 | 58.0 | 58.8 | 67.2 | 62.9 | 50.4 | 48.6 | 63.2 | 49.7 | 48.5 | 49.6 | 54.1 |
| Existing plus Project AM Peak | | 4 | 10 | 12,976 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.1 | #### | #### | #### | 204 | 81 | 12 | 3 | 18 | 7 | 67.4 | 76.3 | 81.2 | -1.6 | 63.5 | 55.7 | 56.5 | 64.9 | 60.6 | 48.1 | 46.3 | 60.9 | 47.4 | 46.2 | 47.3 | 51.7 |
| Existing plus Project PM Peak | | 4 | 10 | 15,464 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.9 | #### | #### | #### | 243 | 96 | 14 | 3 | 21 | 9 | 67.4 | 76.3 | 81.2 | -1.6 | 64.3 | 56.4 | 57.3 | 65.6 | 61.3 | 48.9 | 47.1 | 61.7 | 48.1 | 47.0 | 48.0 | 52.5 |
| Future (Year 2024) AM Peak | | 4 | 10 | 16,944 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.3 | #### | #### | #### | 267 | 106 | 15 | 3 | 23 | 10 | 67.4 | 76.3 | 81.2 | -1.6 | 64.7 | 56.8 | 57.7 | 66.0 | 61.7 | 49.2 | 47.5 | 62.1 | 48.5 | 47.4 | 48.4 | 52.9 |
| Future (Year 2024) PM Peak | | 4 | 10 | 21,768 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 66.4 | #### | #### | #### | 343 | 136 | 20 | 4 | 29 | 12 | 67.4 | 76.3 | 81.2 | -1.6 | 65.8 | 57.9 | 58.7 | 67.1 | 62.8 | 50.3 | 48.6 | 63.2 | 49.6 | 48.5 | 49.5 | 54.0 |
| Future (Year 2024) plus Project AM Peak | | 4 | 10 | 14,568 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 64.6 | #### | #### | #### | 229 | 91 | 13 | 3 | 20 | 8 | 67.4 | 76.3 | 81.2 | -1.6 | 64.0 | 56.2 | 57.0 | 65.4 | 61.1 | 48.6 | 46.8 | 61.4 | 47.9 | 46.7 | 47.8 | 52.3 |
| Future (Year 2024) plus Project PM Peak | | 4 | 10 | 19,400 | 40 | 75 | 0 | 0 | 1.8% | 0.7% | 65.9 | #### | #### | #### | 305 | 121 | 18 | 4 | 26 | 11 | 67.4 | 76.3 | 81.2 | -1.6 | 65.3 | 57.4 | 58.2 | 66.6 | 62.3 | 49.8 | 48.1 | 62.7 | 49.1 | 48.0 | 49.0 | 53.5 |

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

| Assumed 24-Hour Traffic Distribution: | Day | Evening | Night |
|---|---|---|---|
| Total ADT Volumes | 77.70% | 12.70% | 9.60% |
| Medium-Duty Trucks | 87.43% | 5.05% | 7.52% |
| Heavy-Duty Trucks | 89.10% | 2.84% | 8.06% |

**Meridian Consultants LLC**

**Village South Specific Plan**
**Construction Vibration Model**
**(25 feet)**

**Rev: 11-12-2012**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance[a] | RMS Vibration level in VdB at adjusted distance |
|---|---|---|---|---|---|---|---|
| Caisson drilling | | 1 | 0.089 | 25 | 0.089 | 0.022 | 87 |
| Jackhammer | | 1 | 0.035 | 25 | 0.035 | 0.009 | 79 |
| Large bulldozer | | 1 | 0.089 | 25 | 0.089 | 0.022 | 87 |
| Loaded trucks | | 1 | 0.076 | 25 | 0.076 | 0.019 | 86 |
| Pile Drive (impact) | | 1 | 0.644 | 25 | 0.644 | 0.161 | 104 |
| Vibratory Roller | | 1 | 0.210 | 25 | 0.210 | 0.053 | 94 |
| Small bulldozer | | 1 | 0.003 | 25 | 0.003 | 0.001 | 58 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

**Meridian Consultants LLC**

**Village South Specific Plan**
**Construction Vibration Model**
**(50 feet)**

**Rev: 11/12/2012**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance[a] | RMS Vibration level in VdB at adjusted distance |
|---|---|---|---|---|---|---|---|
| Caisson drilling | | 1 | 0.089 | 50 | 0.031 | 0.008 | 78 |
| Jackhammer | | 1 | 0.035 | 50 | 0.012 | 0.003 | 70 |
| Large bulldozer | | 1 | 0.089 | 50 | 0.031 | 0.008 | 78 |
| Loaded trucks | | 1 | 0.076 | 50 | 0.027 | 0.007 | 77 |
| Pile Drive (impact) | | 1 | 0.644 | 50 | 0.228 | 0.057 | 95 |
| Vibratory Roller | | 1 | 0.210 | 50 | 0.074 | 0.019 | 85 |
| Small bulldozer | | 1 | 0.003 | 50 | 0.001 | 0.000 | 48 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance[a] | RMS Vibration level in VdB at adjusted distance |
|---|---|---|---|---|---|---|---|
| Caisson drilling | | 1 | 0.089 | 75 | 0.017 | 0.004 | 73 |
| Jackhammer | | 1 | 0.035 | 75 | 0.007 | 0.002 | 65 |
| Large bulldozer | | 1 | 0.089 | 75 | 0.017 | 0.004 | 73 |
| Loaded trucks | | 1 | 0.076 | 75 | 0.015 | 0.004 | 71 |
| Pile Drive (impact) | | 1 | 0.644 | 75 | 0.124 | 0.031 | 90 |
| Vibratory Roller | | 1 | 0.210 | 75 | 0.040 | 0.010 | 80 |
| Small bulldozer | | 1 | 0.003 | 75 | 0.001 | 0.000 | 43 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

| Equipment | | Pieces of Equipment | PPV at 25 feet (in/sec) | Distance from Equipment | PPV at adjusted distance | RMS velocity amplitude in in/sec at adjusted distance[a] | RMS Vibration level in VdB at adjusted distance |
|---|---|---|---|---|---|---|---|
| Caisson drilling | | 1 | 0.089 | 100 | 0.011 | 0.003 | 69 |
| Jackhammer | | 1 | 0.035 | 100 | 0.004 | 0.001 | 61 |
| Large bulldozer | | 1 | 0.089 | 100 | 0.011 | 0.003 | 69 |
| Loaded trucks | | 1 | 0.076 | 100 | 0.010 | 0.002 | 68 |
| Pile Drive (impact) | | 1 | 0.644 | 100 | 0.081 | 0.020 | 86 |
| Vibratory Roller | | 1 | 0.210 | 100 | 0.026 | 0.007 | 76 |
| Small bulldozer | | 1 | 0.003 | 100 | 0.000 | 0.000 | 39 |

*** Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.**

**-Fragile Buildings- 0.20 in/sec**

**APPENDIX I**

**Traffic Impact Analysis**

*DRAFT*

# TRANSPORTATION IMPACT STUDY FOR THE VILLAGE SOUTH SPECIFIC PLAN

## CLAREMONT, CALIFORNIA

**SEPTEMBER 2020**

**PREPARED FOR**

**SARGENT TOWN PLANNING**

**PREPARED BY**

Gibson
transportation consulting, inc.

***DRAFT***

# TRANSPORTATION IMPACT STUDY FOR THE VILLAGE SOUTH SPECIFIC PLAN

# CLAREMONT, CALIFORNIA

September 2020

Prepared for:

**SARGENT TOWN PLANNING**

Prepared by:

**GIBSON TRANSPORTATION CONSULTING, INC.**
555 W. 5th Street, Suite 3375
Los Angeles, California 90013
(213) 683-0088

Ref: J1550

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# *Chapter 1*
# *Introduction*

This study presents the transportation impact analysis for the Village South Specific Plan (Specific Plan) in the central core of the City of Claremont (City). The methodology and base assumptions used in the analysis were established in conjunction with City staff.

## SPECIFIC PLAN DESCRIPTION

The Specific Plan encompasses approximately 24 gross acres (Specific Plan Area), as shown in Figure 1. The Specific Plan Area is located south of the existing, historic Claremont Village, and includes the block bounded by Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, and Santa Fe Street, as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments. Additionally, the Plan area includes the public rights-of-way of Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, Santa Fe Street, and Green Street adjacent to parcels included within the Specific Plan Area.

The Specific Plan creates a framework for future development within the Specific Plan Area. For the purposes of California Environmental Quality Act (CEQA) analysis, the following mix of uses and development intensity was assumed to be the potential outcome of the Project:

**Assumed Project Buildout**

| Land Use | Quantity |
|---|---|
| Residential | 1,000 units (including 15% affordable based on City's minimum Inclusionary Housing Requirements) |
| Commercial | 100,000 square feet (sf) |
| Office | 45,000 sf |
| Hotel | 50 keys/40,000 sf |

Of possible development scenarios for the Specific Plan Area, this represents the most intense yet feasible buildout and, therefore, is considered the maximum development capacity for analysis purposes.

## SPECIFIC PLAN LOCATION AND STUDY AREA

The Specific Plan Area is generally bounded by Santa Fe Street to the north, Indian Hill Boulevard to the east, Arrow Highway to the south, and Bucknell Avenue to the west. Most nearby uses are residential homes. The existing Claremont Village is located along the northern boundary of the Specific Plan Area. Various access points are proposed from Santa Fe Street, Indian Hill Boulevard, Green Street, Arrow Highway, and Bucknell Avenue.

The Specific Plan Area is located approximately 0.75 miles north of Interstate 10 (I-10) and 1.75 miles south of State Route 210 (SR 210), both of which provide regional access throughout Southern California. In addition to freeways, the Metrolink San Bernardino Line station runs north of the Specific Plan Area and stops 800 feet east of the Specific Plan Area.

As shown in Figure 2, the transportation analysis Study Area includes a geographic area bounded by Bonita Avenue to the north, College Avenue the east, Arrow Highway to the south, and Cambridge Avenue to the west. Detailed traffic analyses were conducted at eight current intersections and one proposed intersection within the Study Area.

## ANALYSIS METHODOLOGY

The scope of intersection analysis as well as the base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) for this study were developed in consultation with City staff.

This study includes a CEQA analysis of the Specific Plan's impacts on vehicle miles traveled (VMT) to comply with the requirements of *State of California Senate Bill 743* (Steinberg, 2013) (SB 743).

For informational purposes, this study also includes a non-CEQA analysis of the potential Specific Plan-generated traffic impacts at the key study intersections in the vicinity of the Specific Plan Area for the existing conditions (Year 2020) and future conditions at the anticipated time of build out (Year 2024). Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods. A total of nine intersections in the vicinity of the Specific Plan Area were selected for detailed traffic analysis. Four of the intersections are signalized under existing conditions, four are unsignalized under existing conditions, and one is a proposed modification as part of the Specific Plan. They are listed in Table 1 and shown in Figure 2 (with Intersection #3 proposed for modification to be split in an offset configuration).

In addition to the VMT CEQA evaluation, this evaluation utilized the Los Angeles County (County) *Transportation Impact Analysis Guidelines* (County Public Works, September 2020) (County Guidelines) for level of service (LOS) evaluation. The following information is presented for informational purposes only. Consistent with the County Guidelines, the following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2020) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Intersection turning movement counts, along with current lane configurations and signal phasing, were collected in May 2016 and May 2017. Older traffic volumes were increased 1% per year to account for both regional growth and related projects developed and occupied between 2017 and 2020 to reflect 2020 conditions and lane configurations and signal phasing were verified in July 2020. Intersection lane configurations are shown in Appendix A, traffic count worksheets in Appendix B, and LOS worksheets in Appendix C.

- Existing with Specific Plan Conditions (Year 2020) – This analysis condition projects the potential intersection operating conditions that could be expected if the Specific Plan were built under existing conditions. This analysis evaluates the potential Specific Plan-related traffic impacts as compared to Existing Conditions.

- Future without Specific Plan Conditions (Year 2024) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2024. The Future without Specific Plan traffic conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Specific Plan impacts are evaluated in the future at full buildout.

- Future with Specific Plan Conditions (Year 2024) – This analysis projects the potential intersection operating conditions that could be expected if the Specific Plan were built in the projected buildout year. This analysis identifies the potential incremental impacts of the Specific Plan at full buildout, prior to mitigation, on projected future traffic operating conditions by adding the Specific Plan-generated traffic to the Future without Specific Plan traffic forecasts.

## Intersection Analysis Methodology

Analysis was conducted using Vistro software, version 2020 (the most current version) to determine the LOS at the study area intersections.

The methodology used to assess the operation of signalized intersections is based on the Intersection Capacity Utilization (ICU) calculation, which estimates the overall average volume to capacity (V/C) ratio. The V/C for signalized intersections assumes a saturation flow rate of 1,900 vehicles per hour, a peak hour factor of 1.00, and a cycle length of 90 seconds.

The methodology used to assess the operation of unsignalized intersections is based on *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM), which is the latest method to evaluate intersection delay for locations with stop-sign controls. For unsignalized all-way stop intersections, the LOS criteria are based on the weighted average control delay; for two-way or side-street stop-controlled intersections, LOS is based on the worst approach delay.

The calculated average delay and/or the V/C ratio corresponds to the operating LOS. Table 2 provides a summary of LOS ranges and corresponding V/C ratio for signalized intersections and delay ranges for unsignalized intersections.

## Thresholds of Significance

*Community Mobility Element* of the *City of Claremont General Plan* (City of Claremont, October 13, 2009) established LOS E as the minimum LOS for intersections along major arterial roads, such as Indian Hills Boulevard, and LOS D as the minimum LOS along secondary arterial roads,

such as San Jose Avenue. In addition, an intersection is considered to be operating at deficient LOS if the V/C is equal or greater than 1.00. When traffic from a proposed development causes an intersection to operate at an unacceptable LOS, improvements are required to meet the City's standards. For the traffic impact analysis, the thresholds for potentially requiring improvements are derived from the County's Guidelines, which state that an improvement may be required if:

- The proposed project increases traffic demand on a facility by 2% (increase in V/C greater than or equal to 0.02), causing the facility to operate at unacceptable LOS
- The proposed project increases traffic demand by 2% (increase in V/C greater than or equal to 0.02) on a facility that already operates at unacceptable LOS

No improvement thresholds are provided based on the delay shown at unsignalized intersections; these intersections are shown for informational purposes only.

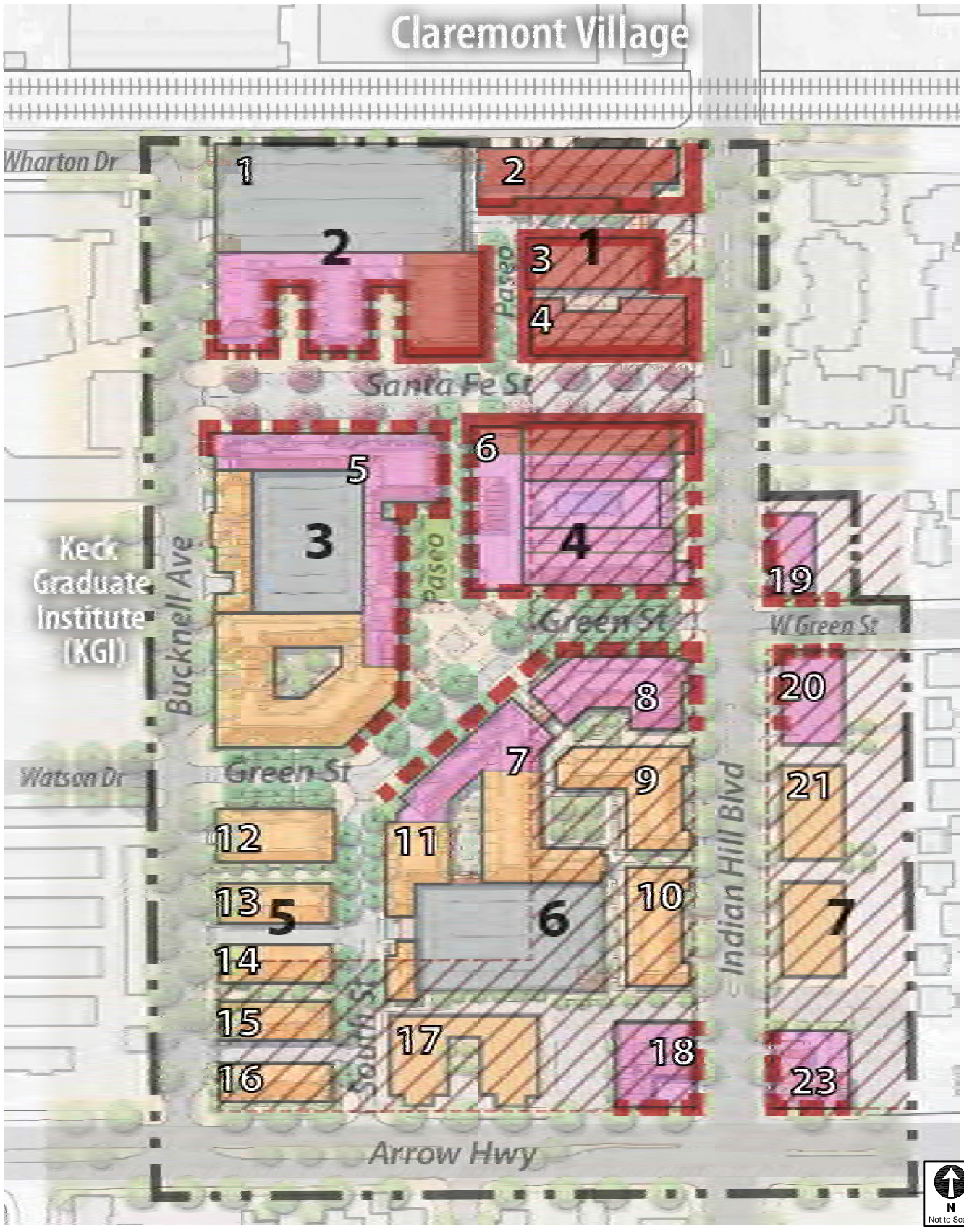
### Additional Review and Analysis

In addition to the analyses introduced above, this study includes a review of various other features and conditions related to the proposed Specific Plan, including access and circulation.

## ORGANIZATION OF REPORT

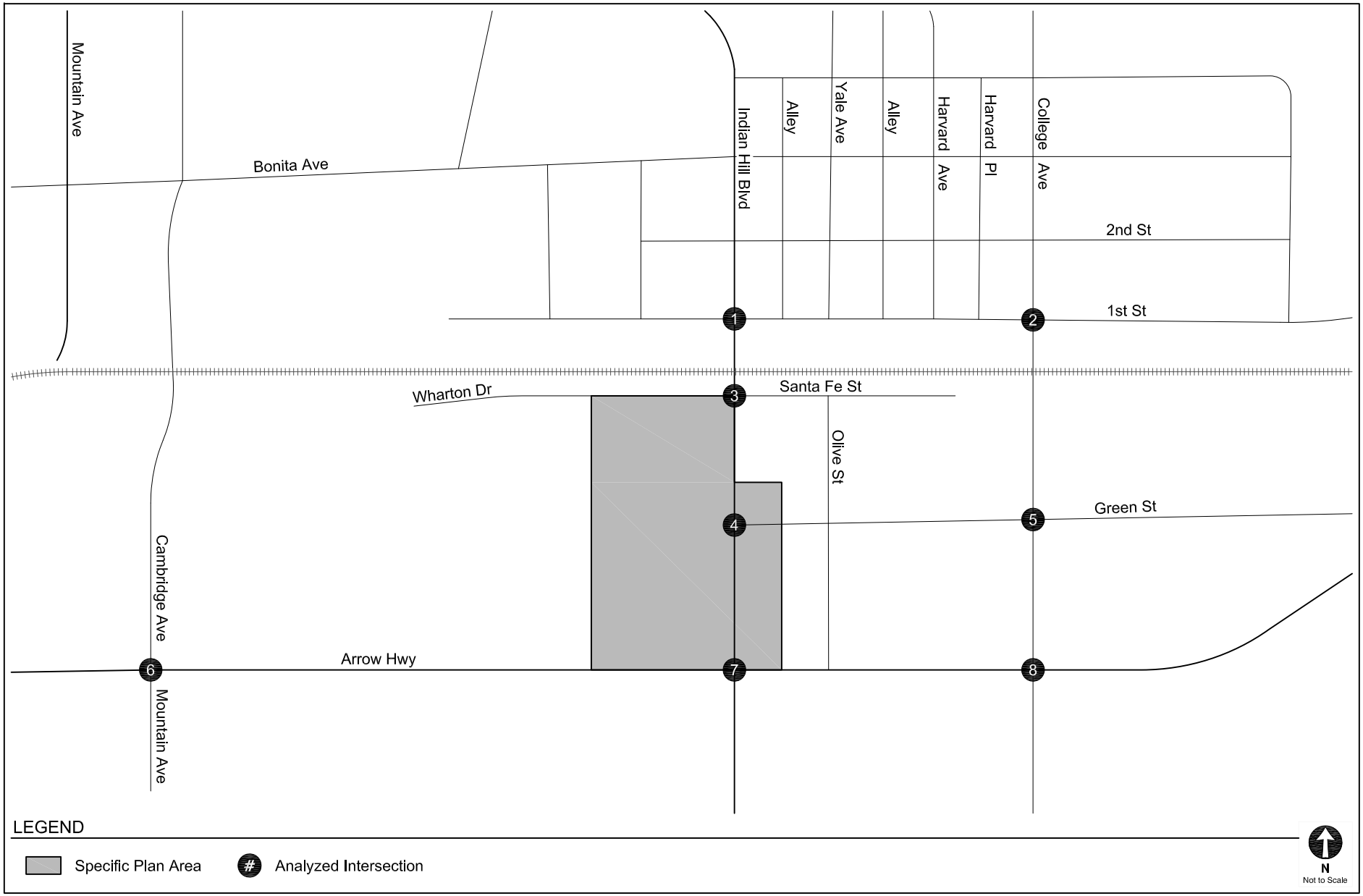
This report is divided into 11 chapters, including this introduction. Chapter 2 includes the Specific Plan's CEQA-required VMT analysis. Chapter 3 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 4 forecasts the Future without Specific Plan conditions. Chapter 5 describes the procedure used to forecast Specific Plan traffic volumes and distribution through the Study Area. Chapter 6 presents the intersection operating conditions associated with operation of the Specific Plan on top of Existing Conditions. Chapter 7 presents the intersection operating conditions associated with operation of the Specific Plan on top of Future without Specific Plan Conditions. Chapter 8 presents the Specific Plan's transportation improvement program. Chapter 9 describes site access and internal circulation. Chapter 10 details the Construction Management Plan. Chapter 11 provides a summary of the report findings.

The Appendices contain supporting documentation and additional details of the technical analyses.




SPECIFIC PLAN SITE PLAN

FIGURE 1




STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 2

**TABLE 1**
**STUDY INTERSECTIONS**

| No | Intersection | Existing Control |
|---|---|---|
| 1. | Indian Hill Boulevard & 1st Street | Signal |
| 2. | College Avenue & 1st Street | All-Way Stop-Control [a] |
| 3a. | Indian Hill Boulevard & Santa Fe Street (Existing) | Two-Way Stop-Control [b] |
| 3b. | Indian Hill Boulevard & Santa Fe Street (Proposed) | One-Way Stop Control [c] |
| 4. | Indian Hill Boulevard & Green Street | One-Way Stop Control |
| 5. | College Avenue & Green Street | Two-Way Stop-Control |
| 6. | Cambridge Avenue & Arrow Highway | Signal |
| 7. | Indian Hill Boulevard & Arrow Highway | Signal |
| 8. | College Avenue & Arrow Highway | Signal |

Notes:

[a] Intersection will be signalized by Metro when the Gold Line Extension is complete, analysis considered conservative scenario without signal.

[b] Intersection is currently two-way stop controlled. The Specific Plan proposes to remove the eastbound leg of the intersection.

[c] Intersection is proposed as part of the Specific Plan to eliminate the eastbound leg of the existing intersection.
Within the Study Area First/Last Mile funding will be utilized to relocate the existing signal at Kirkwood & College to Kirkwood & Green.

**TABLE 2**
**LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS**

| Level of Service | Signalized V/C Ratio [a] | Unsignalized Delay (seconds) [b] | Definition |
|---|---|---|---|
| A | 0.000 - 0.600 | 0.0 - 10.0 | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used. |
| B | 0.601 - 0.700 | 10.1 - 15.0 | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles. |
| C | 0.701 - 0.800 | 15.1 - 25.0 | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles. |
| D | 0.801 - 0.900 | 25.1 - 35.0 | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups. |
| E | 0.901 - 1.000 | 35.1 - 50.0 | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles. |
| F | > 1.000 | > 50.0 | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. |

Notes

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

[b] *2010 Highway Capacity Manual,* Transportation Research Board, 2010.

# *Chapter 2*
# *CEQA Analysis of Transportation Impacts*

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies the results of a Project VMT analysis that satisfies State requirements under SB 743.

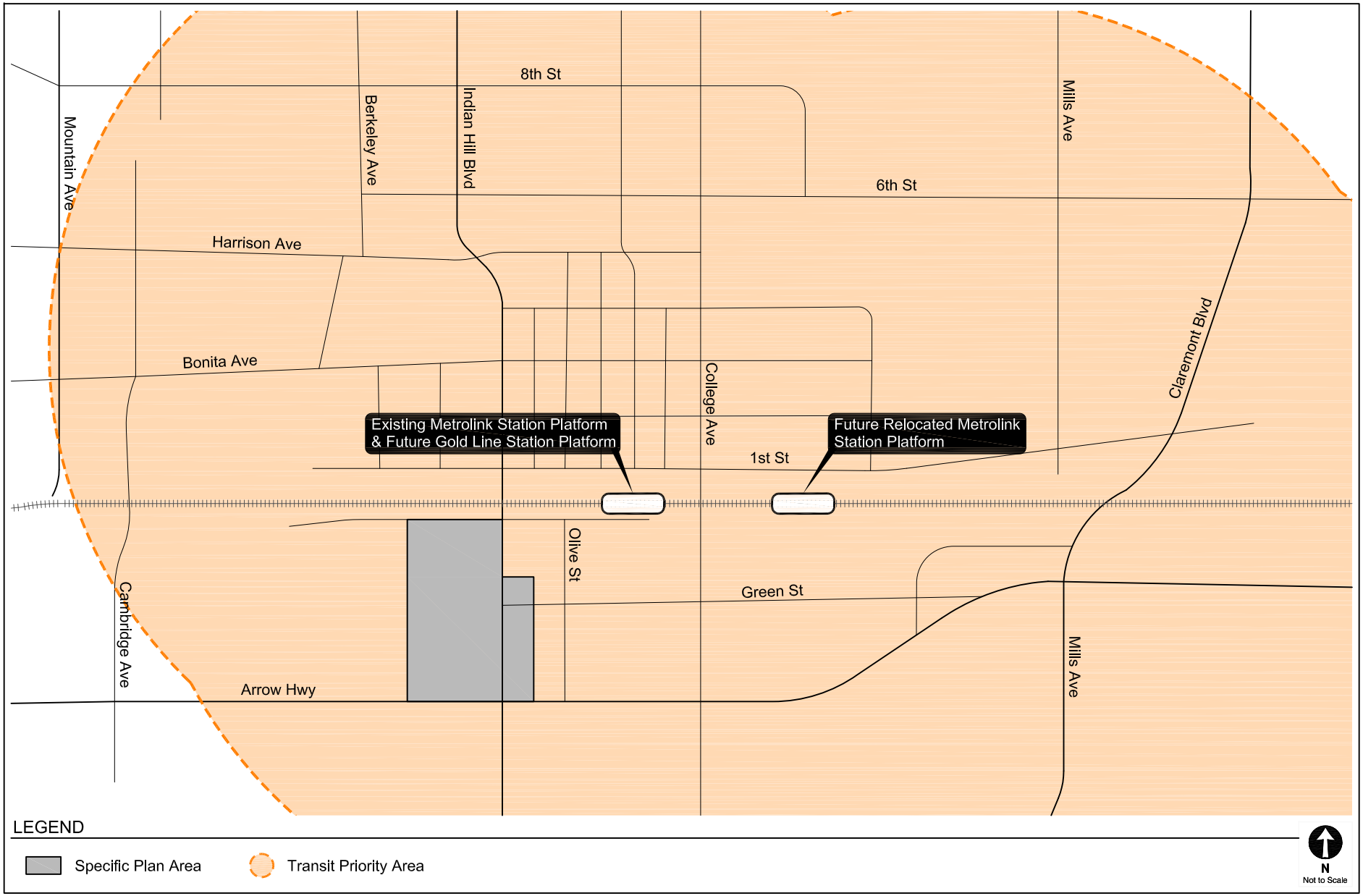
## METHODOLOGY

SB 743, made effective in January 2014 and required to be adopted by every California jurisdiction by July 1, 2020, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from driver delay [LOS] to VMT, in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments.

The City is working on revised guidelines for transportation studies that outline the procedures, VMT calculation methodology, and impact thresholds, for analyzing a project's transportation impacts in accordance with SB 743. As part of the revised guidelines, the City is defining and identifying Transit Priority Areas (TPAs). Per SB 743, a TPA is "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Due to the availability of high-quality transit options, projects within TPAs are assumed to generate VMT per capita at a rate lower than the regional or area-wide average. Since they cannot have a significant VMT impact, they are exempt from the VMT analysis requirements. Within the Study Area, both the existing Metrolink station and the future Gold Line station qualify as major transit stops for the purposes of TPA designation.

Figure 3 depicts the TPAs in Claremont as well as the boundaries of the Specific Plan Area, existing Metrolink station, and future Gold Line station. As shown, the entire Specific Plan Area is within the TPAs around the rail stations; therefore, the Specific Plan is expected to generate VMT per capita less than the regional or area-wide average, would not have a significant impact on VMT, and is exempt from further VMT analysis requirements.

The remainder of this study is focused on non-CEQA Specific Plan-related impacts and is provided for informational purposes.




VILLAGE AREA TRANSIT PRIORITY AREA & SPECIFIC PLAN BOUNDARIES

FIGURE 3

# *Chapter 3*
# *Existing Conditions*

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Specific Plan Area. The Existing Conditions analysis includes an assessment of the existing street system, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation.

## STUDY AREA

The Specific Plan's Study Area, shown in Figure 2, includes a geographic area generally bounded by First Street to the north, College Avenue to the east, Arrow Highway to the south, and Cambridge Avenue to the west.

A total of nine intersections were identified for detailed analysis. Four of the intersections are signalized under existing conditions, four are unsignalized under existing conditions, and one is proposed as part of the Specific Plan (a split of Intersection #3). A traffic analysis study area generally comprises all intersections that have potential to experience traffic impacts from Specific Plan traffic as defined by the City's impact criteria. The Study Area was established in consultation with the City, taking into consideration the Specific Plan's peak hour trip generation estimates, the anticipated distribution of Specific Plan traffic, and the existing operations of nearby intersections and corridors.

## EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including major and secondary arterials, collector streets, and local streets. The secondary arterials, collector streets, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four travel lanes, typically allow parking on either side of the street, and have posted speed limits ranging between 25 and 40 miles per hour (mph).

The streets providing regional and sub-regional access to the Specific Plan vicinity include Indian Hill Boulevard, College Avenue, 1st Street, Green Street, and Arrow Highway.

Street classifications are designated in *City of Claremont General Plan* (City of Claremont, October 13, 2009) (General Plan):

- Freeways are limited access, high-speed travel-ways included in the state and federal highway systems. Their purpose is to carry regional through traffic (traffic passing through the City without stopping).
- Arterial Streets transport large volumes of traffic from one part of the City to another and connect to the state highway system. Arterial Streets are designed to have the highest traffic carrying capacity in the City's roadway system, with the highest speeds and limited interference with traffic flow by driveways.
    - Major Arterials range from 72 to 88 feet in width without a median and from 84 to 100 feet in width with a median.
    - Secondary Arterials range from 40 to 60 feet in width without a median and from 66 to 82 feet in width with a median.
- Collector Streets are intended to serve as intermediate routes handling traffic between Arterial Streets and Local Streets. Collector Streets are designed primarily to move traffic but also provide access to abutting properties.
- Local Streets provide direct access to individual parcels. The local street is not designed for through traffic. Rather, Local Streets should move traffic toward the nearest Collector Street. Therefore, speeds on local streets are relatively low and on-street parking is usually permitted. Local Streets in the City are two-lane roadways without medians.

## Freeways

Primary regional access to the Specific Plan Area is provided by I-10, which generally runs in the east-west direction in the Study Area; SR 210, which generally runs in the east-west direction in the Study Area; and State Route 57 (SR 57), which generally runs in the north-south direction in the Study Area. I-10 is located approximately 0.75 miles south of the Study Area, with access available via an interchange at Indian Hill Boulevard. SR 210 is located approximately 1.75 miles north of the Study Area, with access available via interchanges at Towne Avenue and Baseline Road. SR 57 is located approximately 5.75 miles west of the Study Area, with access available via interchanges at Arrow Highway and Covina Boulevard.

## Roadways

The following is a brief description of the streets, including General Plan designations, in the Study Area.

- Indian Hill Boulevard – Indian Hill Boulevard is classified as a Secondary Arterial between 1st Street and Arrow Highway. The roadway is divided by a center left-turn lane and provides four travel lanes, two in each direction. Parking is generally prohibited within the Study Area. The posted speed limit is 35 mph. The General Plan's Community Mobility Element Bike Plan (Bike Plan) calls for Class II (striped bike lanes) or Class III (signed bike routes) bike facilities and bike parking; however, further development of the future bicycle network, including the Bike Priority Zone, re-evaluated Indian Hill Boulevard and determined that it is not conducive to bike travel. Alternative routes have been developed.

- College Avenue – College Avenue is classified as a Collector Street between 1st Street and Arrow Highway and provides two travel lanes, one in each direction, with left-turn lanes at intersections. Parking is generally available within the Study Area. The posted speed limit is 25 mph. There are existing Class II bike lanes in both directions within the Study Area.

- 1st Street – 1st Street is classified as a Collector Street west of Indian Hill Boulevard and a Secondary Arterial between Indian Hill Boulevard and College Avenue, where it is divided by a raised median that provides angled parking spaces. 1st Street generally provides two travel lanes, one in each direction, with left-turn lanes at intersections. Angled curbside and center median parking is generally available within the Study Area. The posted speed limit is 25 mph. The Bike Plan calls for Class III bike routes in the Study Area.

- Green Street – Green Street is classified as a Local Street between Indian Hill Boulevard and College Avenue and provides two travel lanes, one in each direction, with no center

dividing line. Parking is generally available within the Study Area. Bike lanes are not currently planned; however, there is a first/last mile study that recently proposed the addition of bikes facilities on Green Street.

- Arrow Highway – Arrow Highway is classified as a Major Arterial between Indian Hill Boulevard and College Avenue. The road is divided by a raised median or center left-turn lanes and provides four travel lanes, two in each direction, with left-turn lanes at intersections. Parking is generally available within the Study Area. The posted speed limit is 40 mph. The Bike Plan calls for Class II bike lanes, which have been partially constructed west of Indian Hill Boulevard.

The existing lane configurations at the study intersections are shown in Appendix A.

## EXISTING TRANSIT SYSTEM

The Specific Plan Area is served by bus lines operated by Foothill Transit. Figure 4 illustrates the existing transit service in the Study Area.

In addition, Metrolink operates the San Bernardino Line in the Study Area. The Metrolink San Bernardino Line runs between San Bernardino and downtown Los Angeles, where it connects with other Metrolink lines, Amtrak, and the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold), B (Red), and D (Purple) lines.

Table 3 summarizes the transit lines operating in and around the Study Area, including the type of service (peak vs. off-peak, express vs. local), frequency of service, service area, and hours of operation. The average frequency of transit service during the peak hour was derived from the number of peak-period stops made at the stop nearest the Specific Plan Area.

## BICYCLE AND PEDESTRIAN NETWORK

### Existing Bicycle System

The existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with

dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets. The following bicycle facilities are provided along corridors within the Study Area:

Bicycle Lanes (Class II)

- Arrow Highway west of Indian Hill Boulevard
- College Avenue between Foothill Boulevard and San Jose Avenue

Bicycle Routes (Class III)

- Arrow Highway east of Indian Hill Boulevard

## Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses adjacent to the residential neighborhoods near the Specific Plan Area, the walkability of the Study Area is approximately 78 points[1], compared to the citywide score of 46 points.

Sidewalks are installed on all streets fronting the Specific Plan Area, providing connectivity to pedestrian crossings at intersections within the Study Area. Adjacent to the Specific Plan Area, no designated mid-block pedestrian crossings are provided in the east-west direction across Indian Hill Boulevard. However, crossings are provided at the intersections of Indian Hill Boulevard & 1st Street and Indian Hill Boulevard & Arrow Highway.

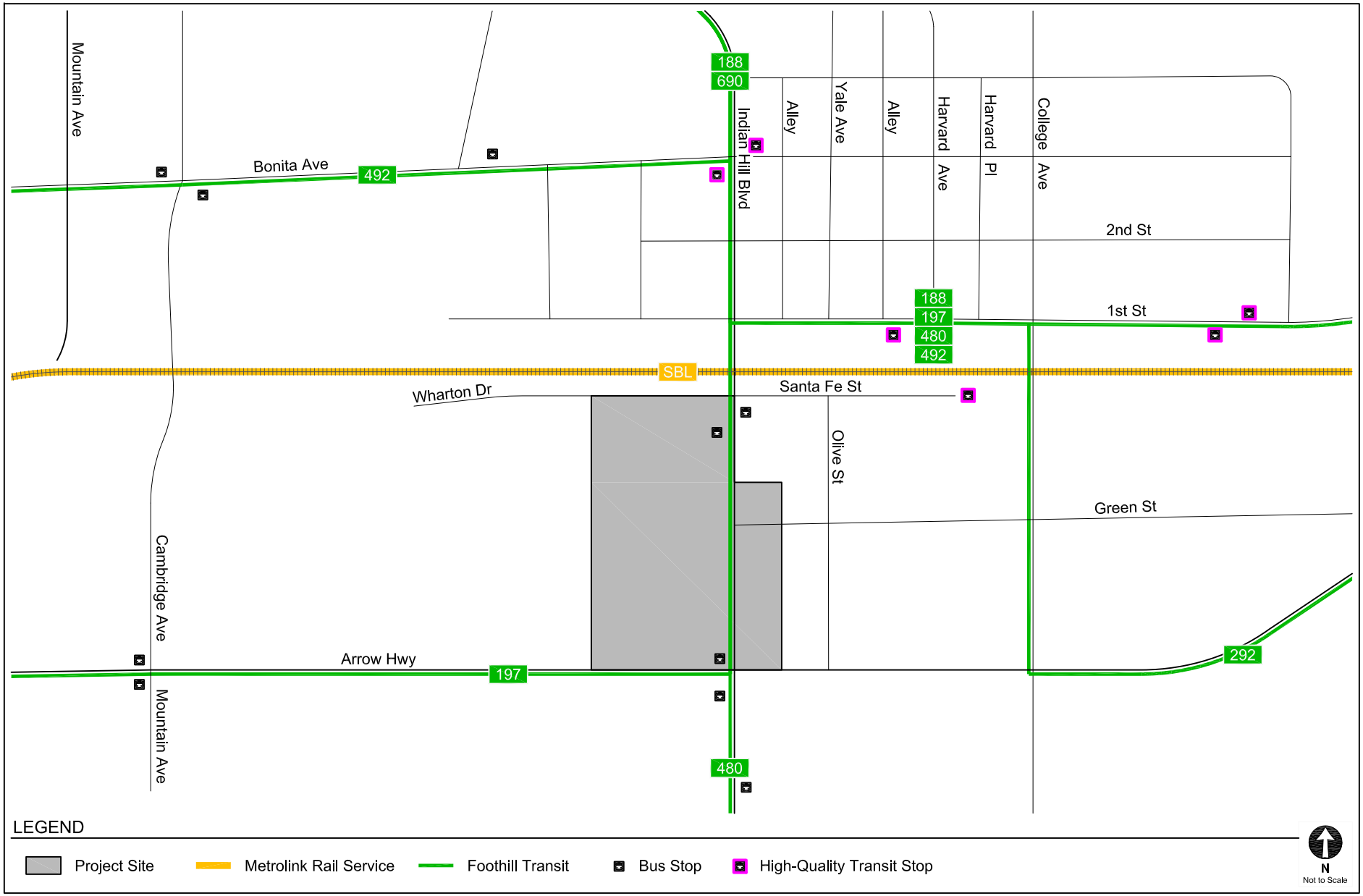
[1] Walk Score (www.walkscore.com) rates the project site (177 Indian Hill Boulevard) with a score of 78 of 100 possible points (scores assessed on August 12, 2019 for the City of Claremont). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel for local trips.

## EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating the V/C ratio or average delay and the corresponding LOS.

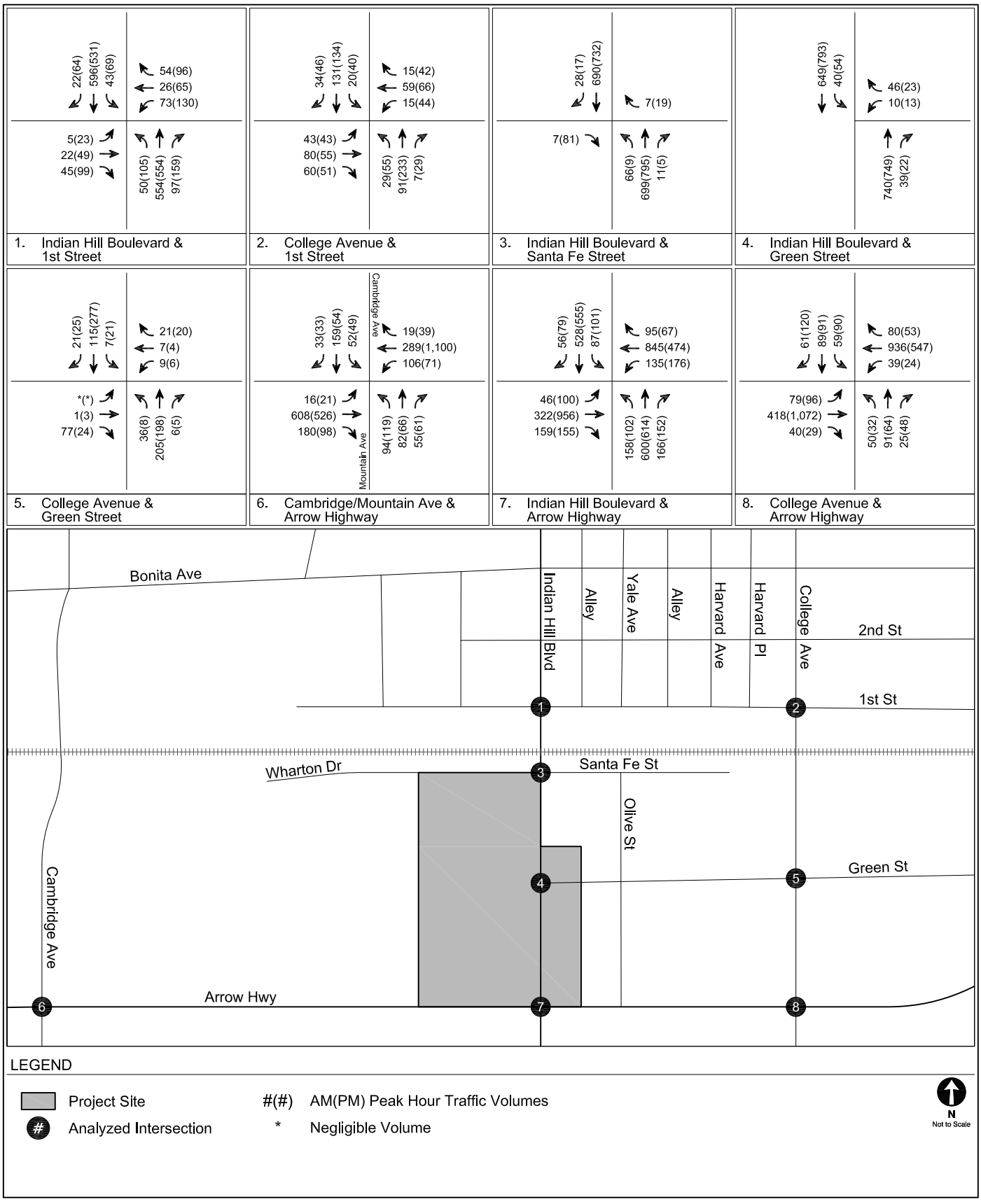
### Existing Traffic Volumes and Intersection LOS

The existing intersection peak hour traffic volumes are illustrated in Figure 5. Table 4 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing Conditions. As shown, all eight of the existing study intersections currently operate at LOS D or better during both the morning and afternoon peak hours.




EXISTING TRANSIT SERVICE

FIGURE 4




EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

**TABLE 3**
**EXISTING TRANSIT SERVICE**

| Provider, Route, and Service Area | | Service Type | Hours of Operation | Average Headway (minutes) | | | |
|---|---|---|---|---|---|---|---|
| | | | | Morning Peak Period | | Afternoon Peak Period | |
| **Foothill Transit** | | | | **NB/EB** | **SB/WB** | **NB/EB** | **SB/WB** |
| 188 | Montclair - Claremont - Azusa | Local | 4:00 A.M. - 12:30 A.M. | 22 | 16 | 16 | 16 |
| 197 | Pomona - Claremont - Montclair | Local | 5:00 A.M. - 9:00 P.M. | 34 | 34 | 34 | 40 |
| 292 | Claremont - Pomona | Local | 5:30 A.M. - 5:00 P.M. | 40 | 34 | 30 | 60 |
| 480 | West Covina - Pomona - Claremont - Montclair | Local | 5:00 A.M. - 12:30 A.M. | 30 | 22 | 24 | 30 |
| 492 | Montclair - Claremont - El Monte | Local | 5:30 A.M. - 11:30 P.M. | 34 | 22 | 24 | 30 |
| 690 | Montclair - Claremont - Glendora | Local | 5:00 A.M. - 9:00 P.M. | N/A | 21 | 30 | N/A |
| **Metrolink Rail Service** | | | | **NB/EB** | **SB/WB** | **NB/EB** | **SB/WB** |
| SBL | Downtown Los Angeles - San Bernardino | Rail | 3:00 A.M. - 11:30 P.M. | 120 | 40 | 34 | 80 |

Notes

AM Peak from 6 AM - 10 AM

PM Peak from 3 PM - 7 PM

**TABLE 4**
**EXISTING CONDITIONS (YEAR 2020)**
**INTERSECTION LEVELS OF SERVICE**

| No. | Intersection | Control Type | Peak Hour | Existing Conditions | |
|---|---|---|---|---|---|
| | | | | Delay or V/C | LOS |
| 1. | Indian Hill Boulevard & 1st Street | Signal | A.M.<br>P.M. | 0.602<br>0.692 | B<br>B |
| 2. | College Avenue & 1st Street | All-Way Stop-Control | A.M.<br>P.M. | 9.4<br>11.7 | A<br>B |
| 3a. | Indian Hill Boulevard & Santa Fe Street (Existing) | Two-Way Stop-Control [a] | A.M.<br>P.M. | 10.7<br>11.6 | B<br>B |
| 3b. | Indian Hill Boulevard & Santa Fe Street (Proposed) | One-Way Stop Control [b] | A.M.<br>P.M. | New Intersection | |
| 4. | Indian Hill Boulevard & Green Street | One-Way Stop Control | A.M.<br>P.M. | 26.4<br>30.6 | D<br>D |
| 5. | College Avenue & Green Street | Two-Way Stop-Control | A.M.<br>P.M. | 13.2<br>14.0 | B<br>B |
| 6. | Cambridge Avenue & Arrow Highway | Signal | A.M.<br>P.M. | 0.602<br>0.609 | B<br>B |
| 7. | Indian Hill Boulevard & Arrow Highway | Signal | A.M.<br>P.M. | 0.727<br>0.822 | C<br>D |
| 8. | College Avenue & Arrow Highway | Signal | A.M.<br>P.M. | 0.619<br>0.622 | B<br>B |

Notes:
[a] Intersection is currently two-way stop controlled. The Project proposes to relocate the eastbound leg of the intersection.
[b] Intersection is proposed as part of the Project to relocate the eastbound leg of the existing intersection

# *Chapter 4*
# *Future without Specific Plan Conditions*

Estimates of future traffic conditions both with and without the Specific Plan, representing cumulative conditions, were developed to evaluate the potential impacts of the Specific Plan on the local street system. This discussion details the assumptions used to develop the Future without Specific Plan Conditions in Year 2024, which corresponds to the anticipated Specific Plan buildout year.

The existing traffic volumes were factored by an annual ambient growth rate to approximate regional growth and development. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative traffic impacts, the traffic generated by proposed, approved, and under construction projects in and around the Study Area was also added to estimate the Future without Specific Plan traffic conditions.

## AMBIENT TRAFFIC GROWTH

Traffic levels are expected to increase over time as a result of regional growth and development in and around the Study Area. The local ambient growth factor from Exhibit D-1 of *2010 Congestion Management Program for Los Angeles County* (Metro, 2010) (CMP), 0.49% per year, was used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by Year 2024. The CMP utilizes regional modeling to determine growth rates by region. This growth factor accounts for increases in traffic due to potential projects not yet proposed or projects outside the Study Area.

## RELATED PROJECTS

This study also considered growth in traffic due to other projects proposed, approved, or under construction in and around the Study Area, known as the Related Projects. The list of Related Projects is based on information provided by the City, as well as the cities of Pomona, Montclair, and Upland and recent studies of projects in the area. The Related Projects, detailed in Table 5 and shown in Figure 6, include all identified projects within a 1.5-mile radius of the Specific Plan Area.

The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

### Trip Generation

Trip generation estimates for the Related Projects within the City were generated using trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017) (ITE Trip Generation Report). Table 5 summarizes the Related Project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. These projections are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.)

### Trip Distribution

The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

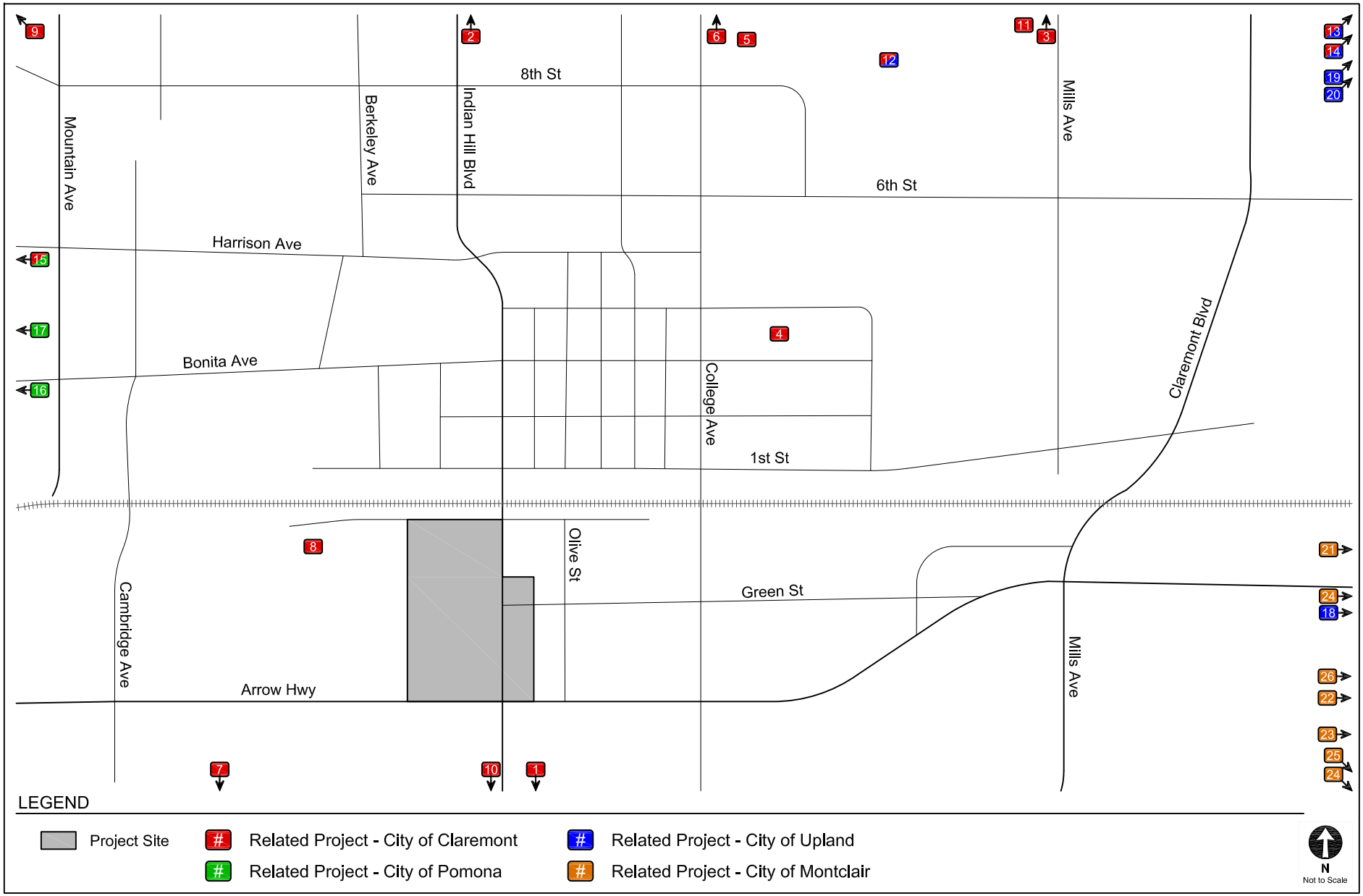
## Trip Assignment

The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. The combined peak hour traffic volumes from the Related Projects are shown in Figure 7 for each study intersection. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2024. As discussed above, this is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the Future without Specific Plan Conditions (i.e., ambient growth and Related Project traffic added to existing traffic volumes) and are shown in Figure 8 for each study intersection.

## FUTURE WITHOUT SPECIFIC PLAN INTERSECTION LEVELS OF SERVICE

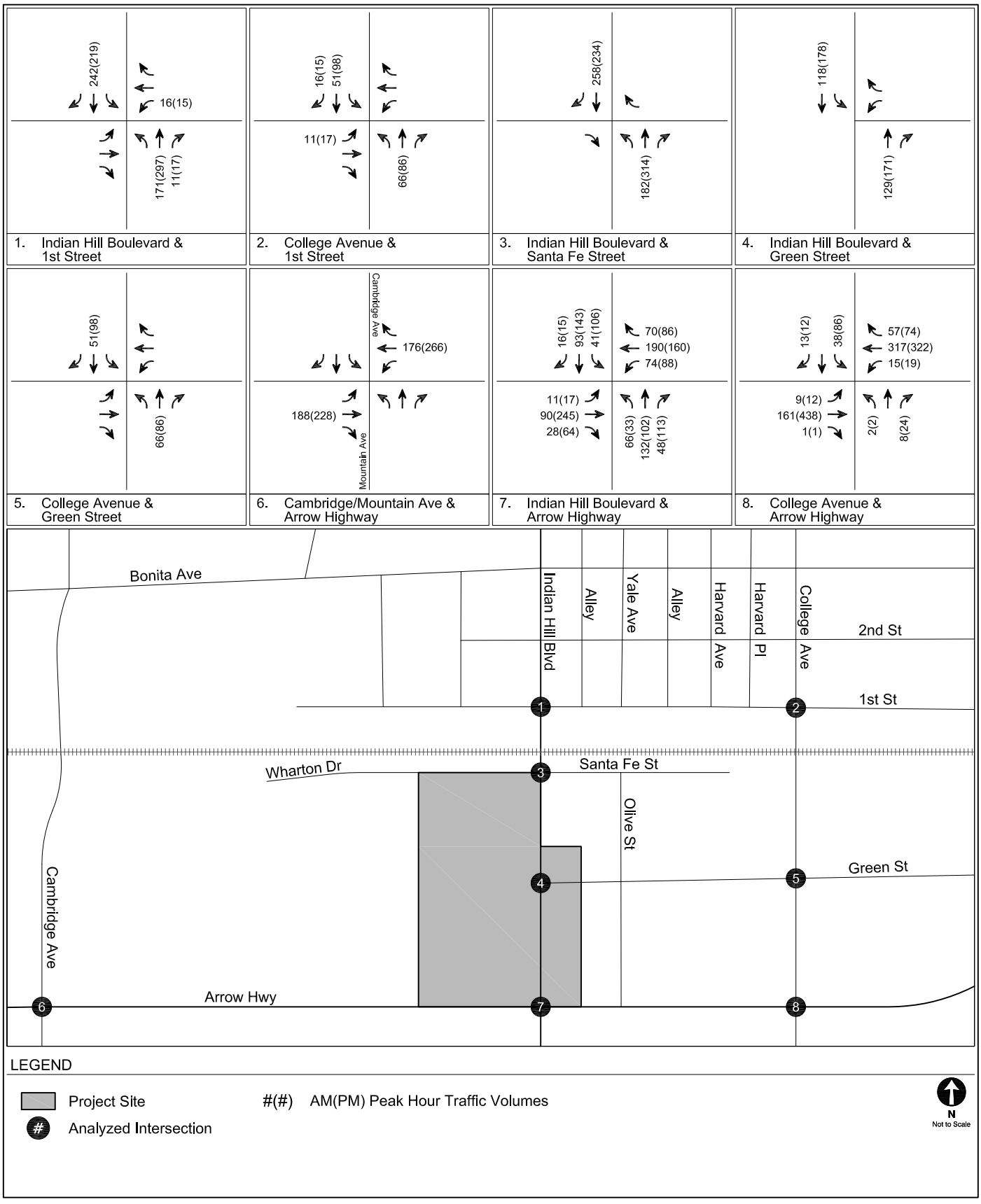
Table 6 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Future without Specific Plan Conditions. As shown, six of the eight existing study intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The remaining two study intersections are projected to operate at LOS E or F during one or both peak hours, including:

- Intersection #4 – Indian Hill Boulevard & Green Street (LOS E during the afternoon peak hour)
- Intersection #7 – Indian Hill Boulevard & Arrow Highway (LOS E during the morning peak hour and LOS F during the afternoon peak hour)



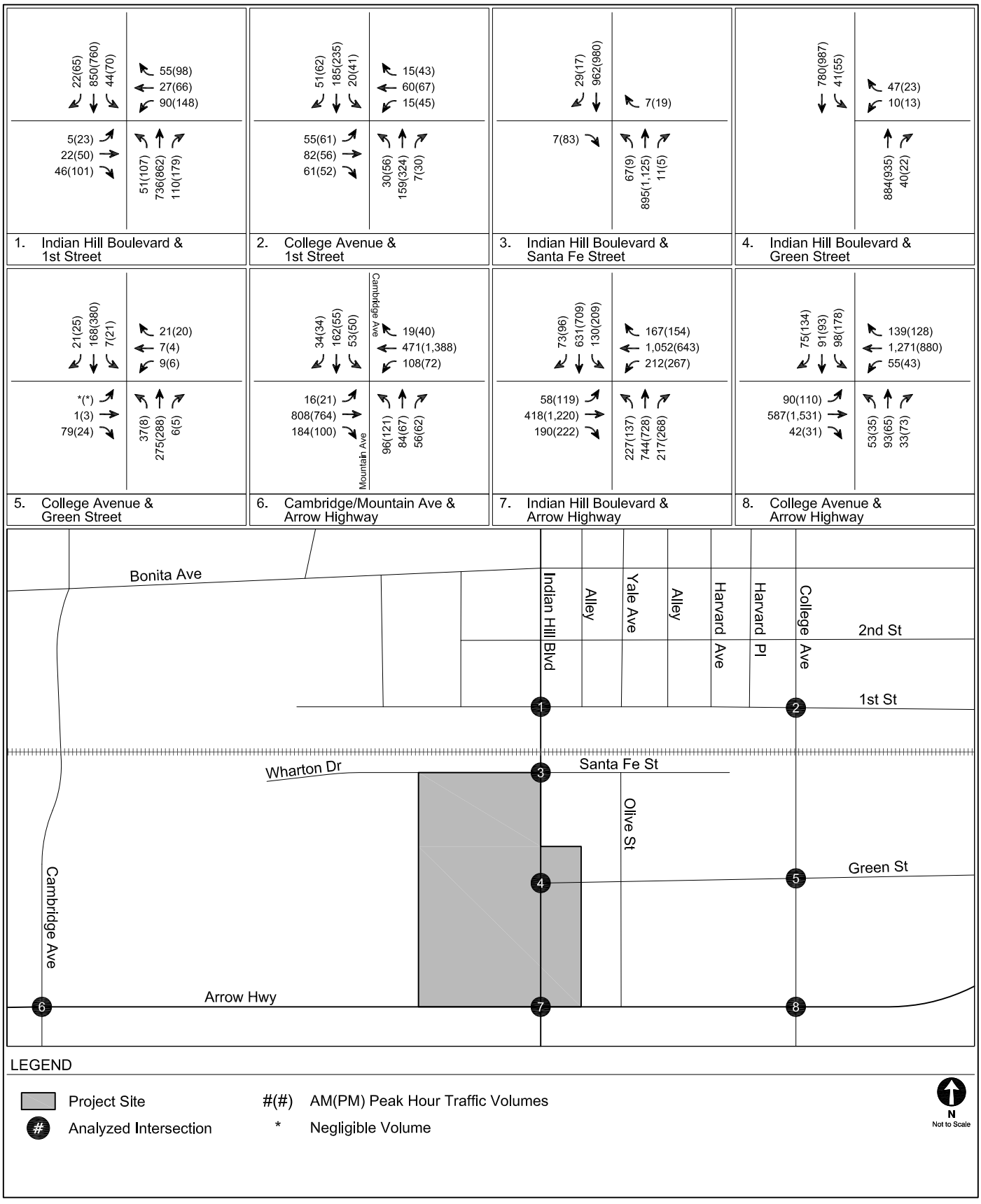

LOCATIONS OF RELATED PROJECTS

FIGURE 6




RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7




FUTURE WITHOUT SPECIFIC PLAN CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 8

**TABLE 5**
**RELATED PROJECTS LIST**

| No. | Project | Address | Use | Trip Generation [a] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily | Morning Peak Hour | | | Afternoon Peak Hour | | |
| | | | | | In | Out | Total | In | Out | Total |
| ***City of Claremont*** | | | | | | | | | | |
| 1. | TTM62814 | 365 San Jose Ave | 12 townhomes | 95 | 1 | 5 | 6 | 4 | 3 | 7 |
| 2. | Doubletree Hotel/Old School House Specific Plan | North of Foothill Blvd. and west of Indian Hill Blvd. | 126 condominium units | 922 | 13 | 45 | 58 | 45 | 26 | 71 |
| 3. | Harvey Mudd College 2015 Master Plan Amendment | 301 Platt Blvd | Increase of 100 students, 165,832 sf of facilities | 156 | 12 | 3 | 15 | 5 | 10 | 15 |
| 4. | Pomona College 2015 Master Plan | 333 College Way | Increase of 50 students, 60 staff, 205,400 sf of facilities | 78 | 6 | 2 | 8 | 3 | 5 | 8 |
| 5. | CGU Master Plan | 150 10th Street | Increase of 475 students, 99 faculty, 170,000 sf of facilities | 741 | 55 | 16 | 71 | 23 | 48 | 71 |
| 6. | Trumark Homes/ La Puerta Park Renovation | 2475 Forbes Avenue | 65 single family homes on 10 acres - plus renovation of adjacent sports park. | 614 | 12 | 36 | 48 | 40 | 24 | 64 |
| 7. | John Elway's Claremont Chrysler Dodge Jeep Ram | 620-645 Auto Center Drive | 67,700 sf auto dealership | 1,885 | 66 | 99 | 165 | 66 | 99 | 165 |
| 8. | Keck Graduate Institute [b] | 535 Watson Drive | 396 hospital beds, 10,000 sf of facilities, 1,700 sf gym, increase of 300 students | 9,307 | 560 | 214 | 774 | 223 | 570 | 793 |
| 9. | Clara Oaks Residential Development | Webb Canyon Road | 40 single-family homes | 378 | 8 | 22 | 30 | 25 | 15 | 40 |
| 10. | Knight's Inn Renovation | 701 S Indian Hill Blvd | 38 hotel rooms | 318 | 11 | 7 | 18 | 12 | 11 | 23 |
| 11. | Keck Science Center Expansion | 925 N Mills Avenue | 70,000 sf expansion | 682 | 70 | 11 | 81 | 13 | 68 | 81 |
| ***City of Claremont / Upland*** | | | | | | | | | | |
| 12. | Claremont McKenna College Master Plan | Existing CMC Campus and Lot 2 of Parcel Map 70243 in Claremont and Lot 4 of Tract 18989 in Upland | Increase of 250 students, 979,000 sf of facilities | 390 | 30 | 8 | 38 | 12 | 26 | 38 |
| 13. | Claremont Colleges East Campus (Sports Complex) [c] | South of Foothill Blvd. between Claremont Blvd and Monte Vista Ave. | Sports complex | 713 | 6 | 4 | 10 | 108 | 56 | 164 |
| 14. | Claremont Commons | Foothill and Monte Vista | 27 single family units, 48 apartment units, 5,600 sf retail | 1,018 | 16 | 44 | 60 | 54 | 36 | 90 |
| ***City of Claremont / Pomona*** | | | | | | | | | | |
| 15. | Mt San Antonio Gardens Master Plan | 900 Harrison Ave | 19 senior single family homes, 46 senior apartments | 516 | 9 | 26 | 35 | 28 | 17 | 45 |
| ***City of Pomona*** | | | | | | | | | | |
| 16. | Residential / Mixed Use | Bonita/Garey (SWC) | 637 apartments, 6,000 sf retail | 4,890 | 71 | 228 | 299 | 236 | 144 | 380 |
| 17. | Hospital/MOB | 255 Bonita Avenue | 22,000 sf outpatient office, 35,000 sf hospital | 611 | 35 | 16 | 51 | 18 | 37 | 55 |
| ***City of Upland*** | | | | | | | | | | |
| 18. | College Park – Mixed-Use Development | Southwest corner of Monte Vista Avenue and Arrow Route | 44,335 sf retail, 97 single family units | 2,590 | 44 | 70 | 114 | 141 | 124 | 265 |
| 19. | Harvest / Upland Crossing | East of Monte Vista Avenue, between Foothill Blvd. and 11th St. | 520 single family units, 27,000 sf retail | 5,928 | 112 | 298 | 410 | 373 | 245 | 618 |
| 20. | Enclave Specific Plan | South of Foothill, west of Monte Vista, North of 11th | 350 single family units | 3,304 | 65 | 194 | 259 | 219 | 128 | 347 |

Notes

[a] Trip generation calculated using ITE 10th Edition Trip Generation Rates

[b] Gym considered an ancillary use

[c] Assumed to be 10 soccer fields

**TABLE 5 (continued)**
**RELATED PROJECTS LIST**

| No. | Project | Address | Use | Trip Generation | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Daily | Morning Peak Hour | | | Afternoon Peak Hour | | |
| | | | | | In | Out | Total | In | Out | Total |
| ***City of Montclair*** | | | | | | | | | | |
| 21. | Arrow Station | 4974 Arrow Highway | 129 apartment units | 944 | 14 | 45 | 59 | 45 | 27 | 72 |
| 22. | New Retail User | 5150 North Plaza Lane | 40,000 sf retail | 1,510 | 24 | 14 | 38 | 73 | 79 | 152 |
| 23. | Montclair Plaza Expansion | 5060 E. Montclair Plaza Lane | 150,000 sf retail | 5,663 | 87 | 54 | 141 | 275 | 297 | 572 |
| 24. | Residential Project | SW corner of Arrow Highway & Monte Vista Ave | 211 apartment units | 1,545 | 22 | 75 | 97 | 74 | 44 | 118 |
| 25. | Multifamily residential units | Northeast corner of Monte Vista Avenue and Moreno Street | 385 apartment units | 2,818 | 41 | 136 | 177 | 136 | 80 | 216 |
| 26. | North Montclair Downtown Specific Plan | Huntington ROW, Monte Vista Avenue, Moreno Street and Central Avenue | 2,800 condominium units, 325,000 sf retail | 32,765 | 486 | 1,108 | 1,594 | 1,582 | 1,224 | 2,806 |
| 27. | Buffalo Wild Wings [d] | 4995 Montclair Plaza Lane | 6,100 sf restaurant | 684 | 34 | 27 | 61 | 37 | 23 | 60 |

Notes
[a] Trip generation calculated using ITE 10th Edition Trip Generation Rates
[b] Gym considered an ancillary use
[c] Assumed to be 10 soccer fields
[d] Based on the average size of a Buffalo Wild Wings per the company website.

**TABLE 6**
**FUTURE WITHOUT SPECIFIC PLAN CONDITIONS (YEAR 2024)**
**INTERSECTION LEVELS OF SERVICE**

| No. | Intersection | Control Type | Peak Hour | Future without Specific Plan Conditions | |
|---|---|---|---|---|---|
| | | | | Delay or V/C | LOS |
| 1. | Indian Hill Boulevard & 1st Street | Signal | A.M.<br>P.M. | 0.773<br>0.849 | C<br>D |
| 2. | College Avenue & 1st Street | All-Way Stop-Control | A.M.<br>P.M. | 10.6<br>16.2 | B<br>C |
| 3a. | Indian Hill Boulevard & Santa Fe Street (Existing) | Two-Way Stop-Control [a] | A.M.<br>P.M. | 12.0<br>13.3 | B<br>B |
| 3b. | Indian Hill Boulevard & Santa Fe Street (Proposed) | One-Way Stop Control [b] | A.M.<br>P.M. | New Intersection | |
| 4. | Indian Hill Boulevard & Green Street | One-Way Stop Control | A.M.<br>P.M. | 35.0<br>46.1 | D<br>E |
| 5. | College Avenue & Green Street | Two-Way Stop-Control | A.M.<br>P.M. | 15.2<br>17.3 | C<br>C |
| 6. | Cambridge Avenue & Arrow Highway | Signal | A.M.<br>P.M. | 0.671<br>0.702 | B<br>C |
| 7. | Indian Hill Boulevard & Arrow Highway | Signal | A.M.<br>P.M. | 0.910<br>1.101 | E<br>F |
| 8. | College Avenue & Arrow Highway | Signal | A.M.<br>P.M. | 0.781<br>0.845 | C<br>D |

Notes:
[a] Intersection is currently two-way stop controlled. The Project proposes to relocate the eastbound leg of the intersection.
[b] Intersection is proposed as part of the Project to relocate the eastbound leg of the existing intersection.

# *Chapter 5*
# *Specific Plan Traffic*

This chapter describes the assumptions and methodology used in developing the traffic volumes associated with the proposed Specific Plan within the Study Area.

## SPECIFIC PLAN DESCRIPTION

The Specific Plan encompasses approximately 24 gross acres. The Specific Plan Area is located south of the existing, historic Claremont Village, and includes the block bounded by Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, and Santa Fe Street, as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments. Additionally, the Specific Plan Area includes the public rights of way of Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, Santa Fe Street, and Green Street adjacent to parcels included within the Specific Plan Area.

As detailed above, the assumed project buildout includes 1,000 residential units (including 15% affordable units), 100,000 sf of retail, 45,000 sf of office, and a 50-key/40,000 sf hotel.

## SPECIFIC PLAN TRIP GENERATION

The number of trips expected to be generated by the Specific Plan was estimated using rates published in the ITE Trip Generation Report, with adjustments for mixed-use reductions, transit usage, and walking mode splits as described below. The rates from the ITE Trip Generation Report are derived from surveys of similar land uses at sites around the country and are used to calculate both daily and morning and afternoon peak hour vehicle trips traveling to and from the Specific Plan Area based on the size of each land use component.

Trip generation adjustments to account for internal capture, mode split, and pass-by trips were made in consultation with the City and were based on a combination of engineering judgment, the nationally-accepted mixed-use internal capture spreadsheet tool found in *Trip Generation Handbook, 3rd Edition* (ITE, 2014), and experience supported by surveys conducted at similar land use developments.

The Project proposes to develop additional housing and commercial uses to complement existing office, residential, and retail uses in the Specific Plan Area. It is anticipated that patrons from the existing adjacent uses will be drawn to the area, and vice versa, and would either use non-automobile modes of travel or make trips without using the off-site road system. These trips are considered internally captured. The internal capture adjustments were developed based on the *National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board and National Research Council, 2011) (NCHRP 8-51 Internal Trip Capture Estimation Tool) and applied to each land use to account for person trips made between distinct land uses within a mixed-use development (e.g., residents working at the office uses or office employees visiting the commercial uses).

The NCHRP 8-51 Internal Trip Capture Estimation Tool estimated 7%-93% of trips would be internally captured. As a result, the aggregate mixed-use internal capture adjustment applied to the Project equated to approximately 26% in the morning peak hour and 55% in the afternoon peak hour, with a total daily adjustment of 35%. The results of the mixed-use internal capture worksheets are provided in Appendix D.

Additionally, a 5% mode split adjustment was applied to the residential and office component of the Project to account for multimodal non-automobile usage, including transit, bicycle, and walking arrivals. A 10%-50% pass-by reduction was also applied to the retail and restaurant uses of the Specific Plan to account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

After accounting for the adjustments above, the Specific Plan is anticipated to generate 7,509 new daily trips, including 545 new morning peak hour trips (206 inbound, 339 outbound) and 527 new afternoon peak hour trips (357 inbound, 170 outbound), as summarized in Table 7.

## SPECIFIC PLAN TRIP DISTRIBUTION

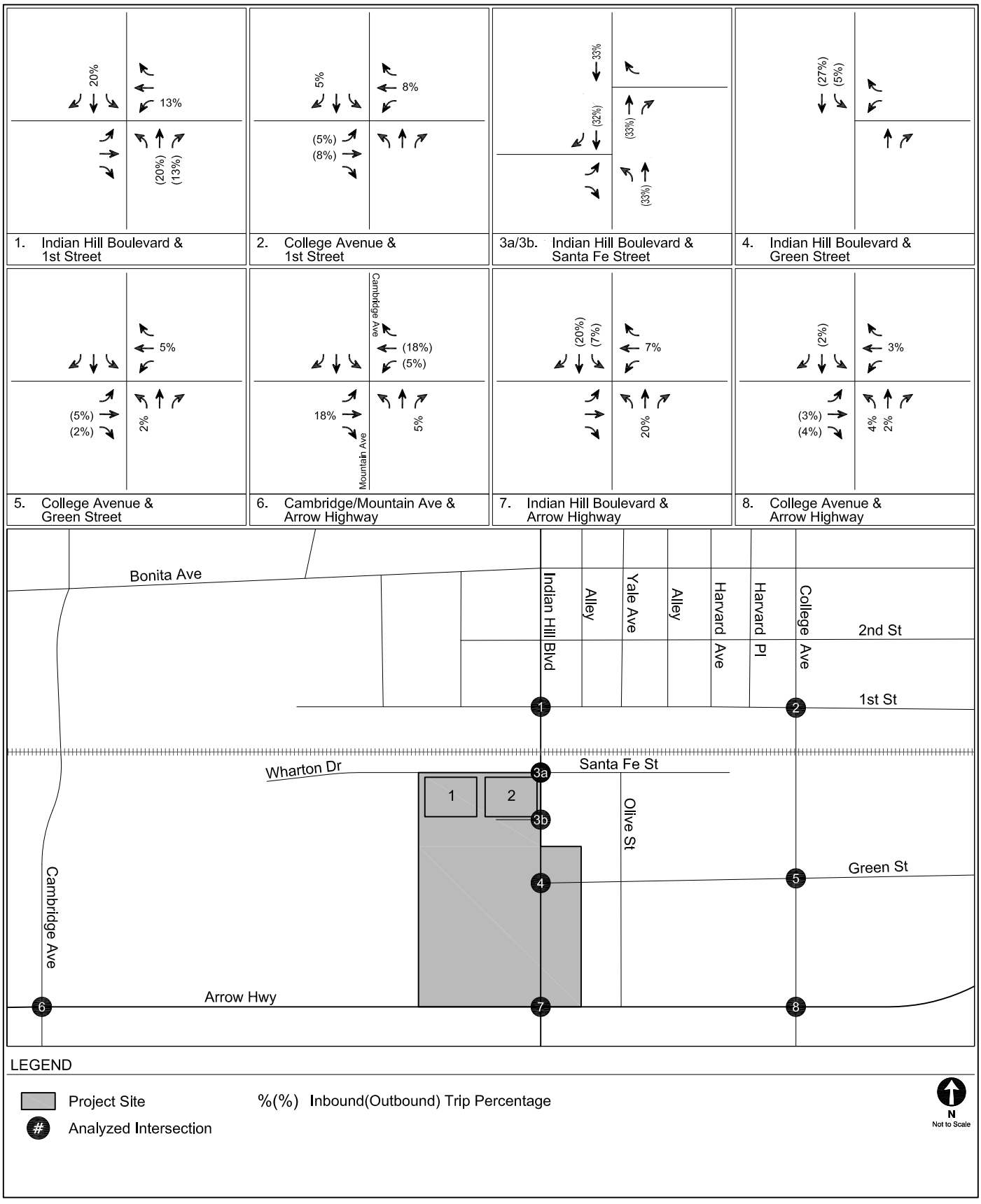
The geographic distribution of traffic to and from the Specific Plan Area is based on locations where residents at the Specific Plan Area may be employed, where office employees may live, or where retail/restaurant customers may live or be employed. Generally, the Specific Plan traffic is assumed to be distributed according to the following patterns:

- 35% to/from the north
- 16% to/from the east
- 31% to/from the south
- 18% to/from the west

Figures 9A-D detail the block-by-block trip distribution pattern at each of the study intersections.

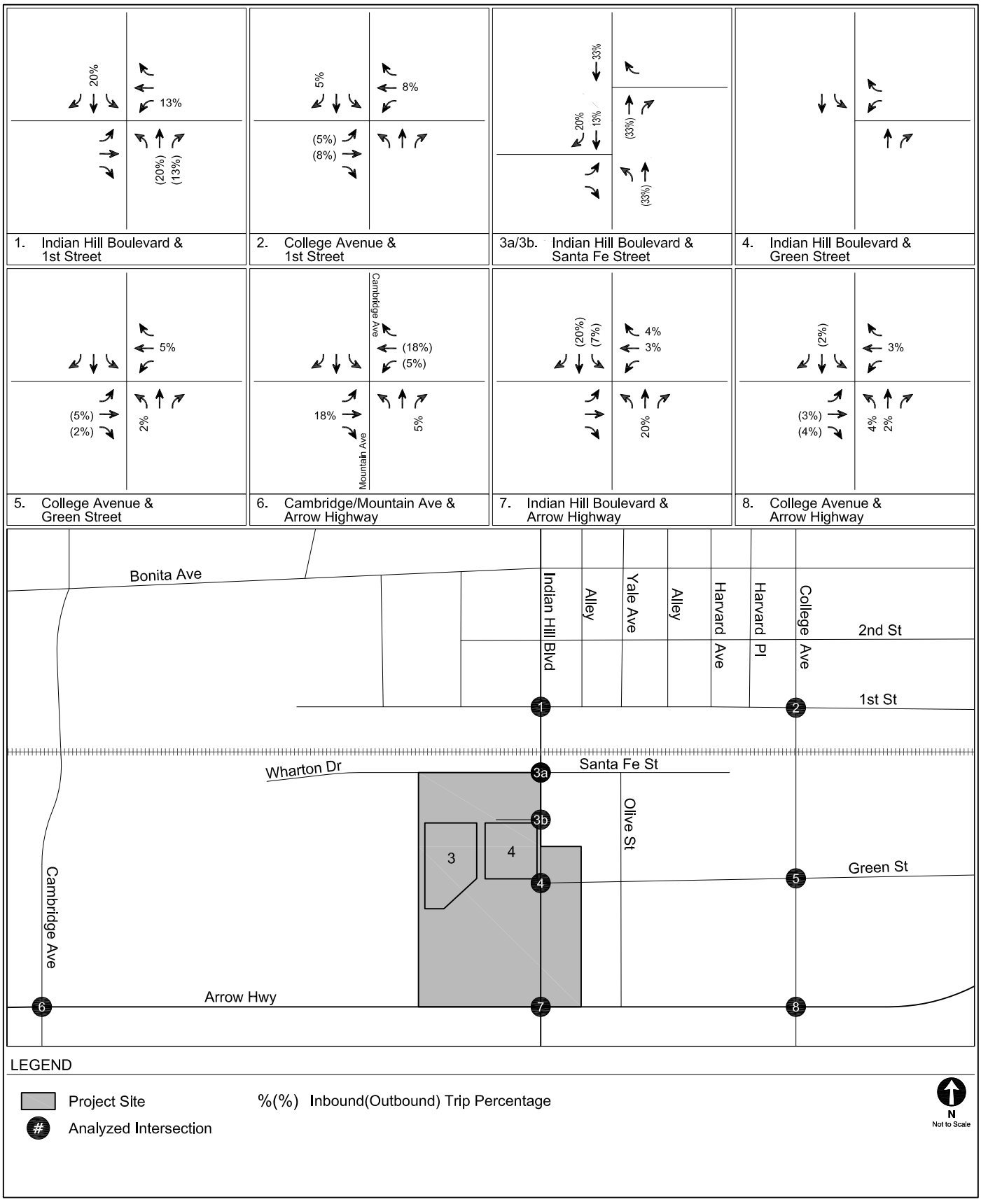
## SPECIFIC PLAN TRIP ASSIGNMENT

The Specific Plan trip generation estimates summarized in Table 7 and the trip distribution pattern shown in Figures 9A-D were used to assign the Specific Plan-generated traffic through the study intersections. Figure 10 details the Specific Plan-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



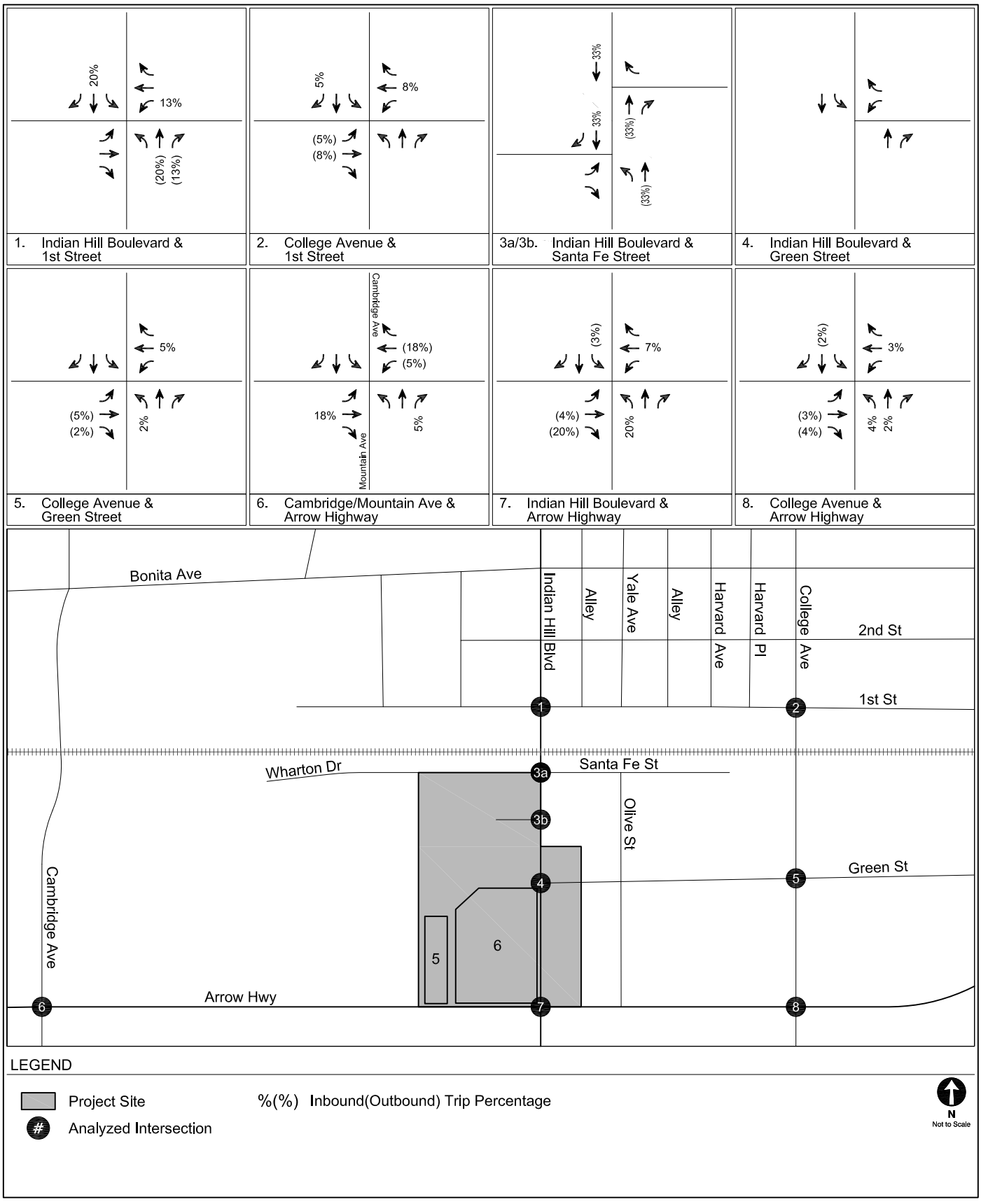

SPECIFIC PLAN TRIP DISTRIBUTION
BLOCKS 1 & 2

FIGURE
9A



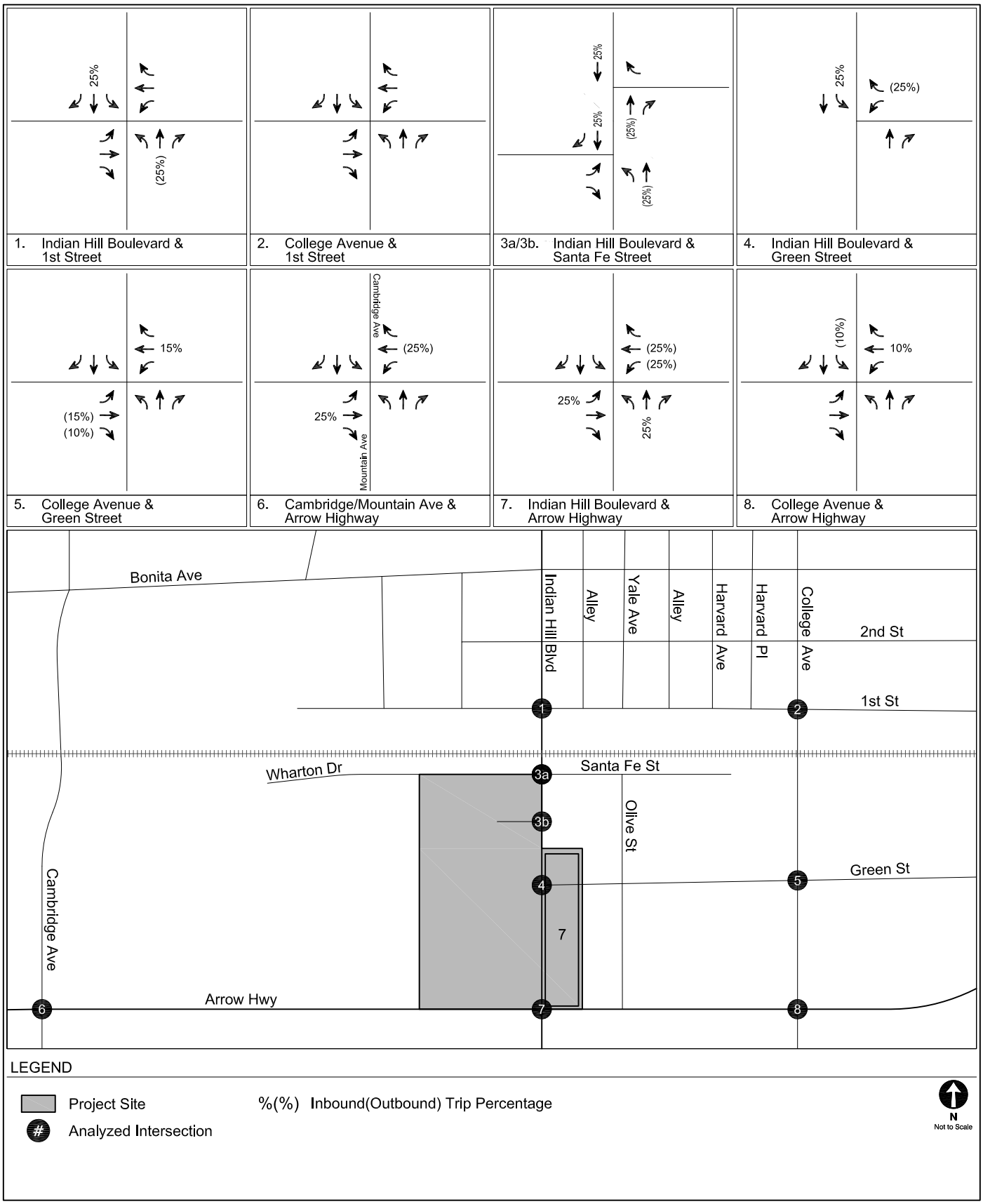

SPECIFIC PLAN TRIP DISTRIBUTION
BLOCKS 3 & 4

FIGURE
9B



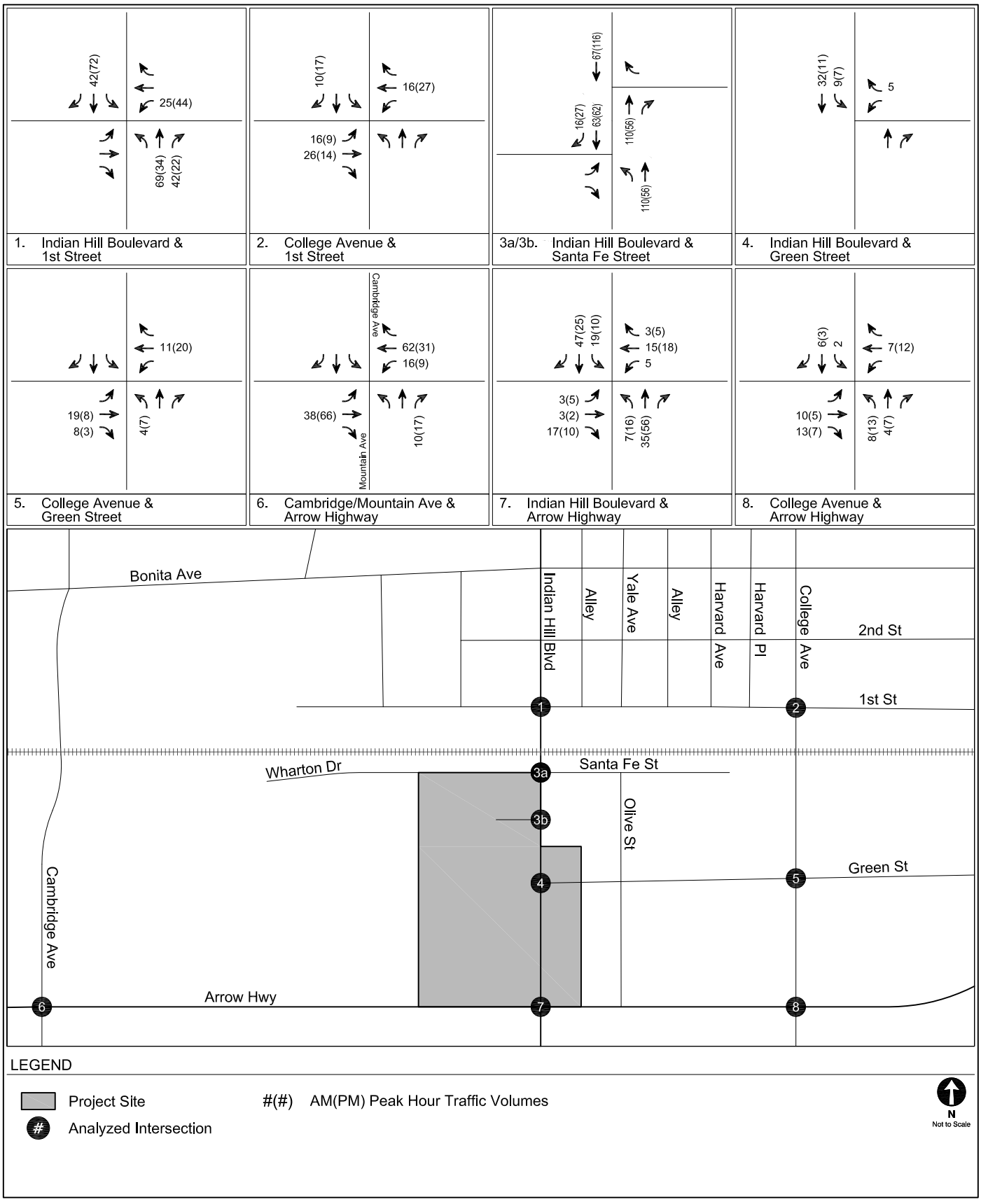

SPECIFIC PLAN TRIP DISTRIBUTION
BLOCKS 5 & 6

FIGURE
9C




SPECIFIC PLAN TRIP DISTRIBUTION
BLOCKS 7

FIGURE
9D




SPECIFIC PLAN ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE 10

**TABLE 7**
**SPECIFIC PLAN TRIP GENERATION ESTIMATES**

| TRIP GENERATION RATES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Land Use** | **Size** | **Daily** | **Morning Peak Hour [a]** | | | **Afternoon Peak Hour [a]** | | |
| | | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| General Light Industrial | 110 | per 1,000 sf | 4.96 | 88% | 12% | 0.70 | 13% | 87% | 0.63 |
| Retail | 820 | per 1,000 sf | 37.75 | 62% | 38% | 0.94 | 48% | 52% | 3.81 |
| Quality Restaurant [b] | 931 | per 1,000 sf | 83.84 | 50% | 50% | 0.73 | 67% | 33% | 7.80 |
| High-Turnover (Sit-Down) Restaurant [c] | 932 | per 1,000 sf | 112.18 | 55% | 45% | 9.94 | 62% | 38% | 9.77 |
| Office | 710 | per 1,000 sf | 9.74 | 86% | 14% | 1.16 | 16% | 84% | 1.15 |
| Hotel | 310 | per room | 8.36 | 59% | 41% | 0.47 | 51% | 49% | 0.60 |
| Single Family Housing | 210 | per unit | 9.44 | 25% | 75% | 0.74 | 63% | 37% | 0.99 |
| Multifamily Housing (Low-Rise) | 220 | per unit | 7.32 | 23% | 77% | 0.46 | 63% | 37% | 0.56 |
| Multifamily Housing (Mid-Rise) | 221 | per unit | 5.44 | 26% | 74% | 0.36 | 61% | 39% | 0.44 |
| **Mixed Use Internal Capture Credit [d]** | | | | | | | | | |
| Retail | 820 | | 47% | 27% | 33% | | 70% | 58% | |
| Restaurant | 931, 932 | | 25% | 24% | 9% | | 30% | 56% | |
| Office | 710 | | 32% | 22% | 86% | | 89% | 23% | |
| Hotel | 310 | | 52% | 7% | 30% | | 93% | 80% | |
| Multifamily Housing | 220, 221 | | 18% | 7% | 16% | | 20% | 30% | |

Notes

ksf: 1,000 square feet

[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.

[b] No morning distribution was provided for quality restaurant, so it was assumed to be 50% inbound and 50% outbound.

[c] *Trip Generation, 10th Edition*, includes only one study for fast casual restaurants, therefore all fast casual space is included as high-turnover restaurant

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system. Based on the *NCHRP 8-51 Internal Trip Capture Estimation Tool* (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011), the Project trips can potentially be adjusted for over 25% internal capture adjustments.

**TABLE 7 (CONTINUED)**
**SPECIFIC PLAN TRIP GENERATION ESTIMATES**

| TRIP GENERATION ESTIMATES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Land Use** | **Size** | **Daily** | **Morning Peak Hour [a]** | | | **Afternoon Peak Hour [a]** | | |
| | | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **BLOCKS 1 & 2** | | | | | | | | | |
| **Proposed Project** | | | | | | | | | |
| Retail | 820 | 16 ksf | 604 | 9 | 6 | 15 | 29 | 32 | 61 |
| *Less Internal Capture [d]* | | | *(275)* | *(2)* | *(2)* | *(4)* | *(20)* | *(19)* | *(39)* |
| *Less 50% Pass by trips [e]* | | | *(165)* | *(4)* | *(2)* | *(6)* | *(5)* | *(7)* | *(12)* |
| Quality Restaurant [b] | 931 | 3 ksf | 252 | 1 | 1 | 2 | 15 | 8 | 23 |
| *Less Internal Capture [d]* | | | *(49)* | *0* | *0* | *0* | *(5)* | *(4)* | *(9)* |
| *Less 10% Pass by trips [e]* | | | *(20)* | *0* | *0* | *0* | *(1)* | *0* | *(1)* |
| High-Turnover (Sit-Down) Restaurant [c] | 932 | 21 ksf | 2,356 | 115 | 94 | 209 | 127 | 78 | 205 |
| *Less Internal Capture [d]* | | | *(671)* | *(28)* | *(8)* | *(36)* | *(38)* | *(44)* | *(82)* |
| *Less 20% Pass by trips [e]* | | | *(337)* | *(17)* | *(17)* | *(34)* | *(18)* | *(7)* | *(25)* |
| Office | 710 | 30 ksf | 292 | 30 | 5 | 35 | 6 | 29 | 35 |
| *Less Internal Capture [d]* | | | *(95)* | *(7)* | *(4)* | *(11)* | *(5)* | *(7)* | *(12)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(10)* | *(1)* | *0* | *(1)* | *0* | *(1)* | *(1)* |
| Hotel | 310 | 50 rooms | 418 | 14 | 10 | 24 | 15 | 15 | 30 |
| *Less Internal Capture [d]* | | | *(217)* | *(1)* | *(3)* | *(4)* | *(14)* | *(12)* | *(26)* |
| Multifamily Housing (Mid-Rise) | 221 | 211 units | 1,148 | 20 | 56 | 76 | 57 | 36 | 93 |
| *Less Internal Capture [d]* | | | *(212)* | *(1)* | *(9)* | *(10)* | *(11)* | *(11)* | *(22)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(47)* | *(1)* | *(2)* | *(3)* | *(2)* | *(1)* | *(3)* |
| ***Gross Project Trips*** | | | **2,972** | **127** | **125** | **252** | **130** | **85** | **215** |
| **Existing to be Removed** | | | | | | | | | |
| General Light Industrial | 110 | 80 ksf | 397 | 49 | 7 | 56 | 7 | 43 | 50 |
| ***Gross Removed Trips*** | | | **397** | **49** | **7** | **56** | **7** | **43** | **50** |
| ***TOTAL NET NEW TRIPS BLOCKS 1 & 2*** | | | **2,575** | **78** | **118** | **196** | **123** | **42** | **165** |

Notes
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.
[b] No morning distribution was provided for quality restaurant, so it was assumed to be 50% inbound and 50% outbound.
[c] *Trip Generation, 10th Edition*, includes only one study for fast casual restaurants, therefore all fast casual space is included as high-turnover restaurant
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system. Based on the *NCHRP 8-51 Internal Trip Capture Estimation Tool* (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011), the Project trips can potentially be adjusted for over 25% internal capture adjustments.
[e] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Rates are based on allowable pass-by trip credits provided by the City of Los Angeles in *Transportation Impact Study Guidelines*, Los Angeles Department of Transportation, December 2016.
[f] The Project Site is located less than 1/4 mile from the Metrolink Claremont Station, therefore a 5% adjustment was applied to commuter trips to account for transit/walk-in trips.

**TABLE 7 (CONTINUED)**
**SPECIFIC PLAN TRIP GENERATION ESTIMATES**

| TRIP GENERATION ESTIMATES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Land Use** | **Size** | **Daily** | **Morning Peak Hour [a]** | | | **Afternoon Peak Hour [a]** | | |
| | | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **BLOCKS 3 & 4** | | | | | | | | | |
| **Proposed Project** | | | | | | | | | |
| Retail | 820 | 25 ksf | 944 | 15 | 9 | 24 | 46 | 49 | 95 |
| *Less Internal Capture [d]* | | | *(434)* | *(4)* | *(3)* | *(7)* | *(32)* | *(28)* | *(60)* |
| *Less 50% Pass by trips [e]* | | | *(255)* | *(6)* | *(3)* | *(9)* | *(7)* | *(11)* | *(18)* |
| Quality Restaurant [b] | 931 | 5 ksf | 419 | 2 | 2 | 4 | 26 | 13 | 39 |
| *Less Internal Capture [d]* | | | *(80)* | *0* | *0* | *0* | *(8)* | *(7)* | *(15)* |
| *Less 10% Pass by trips [e]* | | | *(34)* | *0* | *0* | *0* | *(2)* | *(1)* | *(3)* |
| High-Turnover (Sit-Down) Restaurant [c] | 932 | 10 ksf | 1,122 | 54 | 45 | 99 | 61 | 37 | 98 |
| *Less Internal Capture [d]* | | | *(320)* | *(13)* | *(4)* | *(17)* | *(18)* | *(21)* | *(39)* |
| *Less 20% Pass by trips [e]* | | | *(160)* | *(8)* | *(8)* | *(16)* | *(9)* | *(3)* | *(12)* |
| Office | 710 | 15 ksf | 146 | 15 | 2 | 17 | 3 | 14 | 17 |
| *Less Internal Capture [d]* | | | *(47)* | *(3)* | *(2)* | *(5)* | *(3)* | *(3)* | *(6)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(5)* | *(1)* | *0* | *(1)* | *0* | *(1)* | *(1)* |
| Multifamily Housing (Mid-Rise) | 221 | 376 units | 2,045 | 35 | 100 | 135 | 101 | 64 | 165 |
| *Less Internal Capture [d]* | | | *(378)* | *(2)* | *(16)* | *(18)* | *(20)* | *(19)* | *(39)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(83)* | *(2)* | *(4)* | *(6)* | *(4)* | *(2)* | *(6)* |
| ***Gross Project Trips*** | | | **2,880** | **82** | **118** | **200** | **134** | **81** | **215** |
| ***TOTAL NET NEW TRIPS BLOCKS 3 & 4*** | | | **2,880** | **82** | **118** | **200** | **134** | **81** | **215** |

Notes
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.
[b] No morning distribution was provided for quality restaurant, so it was assumed to be 50% inbound and 50% outbound.
[c] *Trip Generation, 10th Edition*, includes only one study for fast casual restaurants, therefore all fast casual space is included as high-turnover restaurant
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system. Based on the *NCHRP 8-51 Internal Trip Capture Estimation Tool* (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011), the Project trips can potentially be adjusted for over 25% internal capture adjustments.
[e] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Rates are based on allowable pass-by trip credits provided by the City of Los Angeles in *Transportation Impact Study Guidelines*, Los Angeles Department of Transportation, December 2016.
[f] The Project Site is located less than 1/4 mile from the Metrolink Claremont Station, therefore a 5% adjustment was applied to commuter trips to account for transit/walk-in trips.

**TABLE 7 (CONTINUED)**
**SPECIFIC PLAN TRIP GENERATION ESTIMATES**

| TRIP GENERATION ESTIMATES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Land Use** | **Size** | **Daily** | **Morning Peak Hour [a]** | | | **Afternoon Peak Hour [a]** | | |
| | | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **BLOCK 5** | | | | | | | | | |
| Multifamily Housing (Low-Rise) | 220 | 25 units | 183 | 3 | 9 | 12 | 9 | 5 | 14 |
| *Less Internal Capture [d]* | | | *(34)* | *0* | *(1)* | *(1)* | *(2)* | *(2)* | *(4)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(7)* | *0* | *0* | *0* | *0* | *0* | *0* |
| Multifamily Housing (Mid-Rise) | 221 | 46 units | 250 | 4 | 13 | 17 | 12 | 8 | 20 |
| *Less Internal Capture [d]* | | | *(40)* | *0* | *(2)* | *(2)* | *(2)* | *(2)* | *(4)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(11)* | *0* | *(1)* | *(1)* | *(1)* | *0* | *(1)* |
| ***Gross Project Trips*** | | | **341** | **7** | **18** | **25** | **16** | **9** | **25** |
| ***TOTAL NET NEW TRIPS BLOCK 5*** | | | **341** | **7** | **18** | **25** | **16** | **9** | **25** |

| TRIP GENERATION ESTIMATES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Land Use** | **Size** | **Daily** | **Morning Peak Hour [a]** | | | **Afternoon Peak Hour [a]** | | |
| | | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **BLOCK 6** | | | | | | | | | |
| **Proposed Project** | | | | | | | | | |
| Retail | 820 | 10 ksf | 378 | 6 | 3 | 9 | 18 | 20 | 38 |
| *Less Internal Capture [d]* | | | *(187)* | *(2)* | *(1)* | *(3)* | *(13)* | *(12)* | *(25)* |
| *Less 50% Pass by trips [e]* | | | *(96)* | *(2)* | *(1)* | *(3)* | *(3)* | *(4)* | *(7)* |
| Multifamily Housing (Mid-Rise) | 221 | 316 units | 1,719 | 30 | 84 | 114 | 85 | 54 | 139 |
| *Less Internal Capture [d]* | | | *(318)* | *(2)* | *(13)* | *(15)* | *(17)* | *(16)* | *(33)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(70)* | *(1)* | *(4)* | *(5)* | *(3)* | *(2)* | *(5)* |
| ***Gross Project Trips*** | | | **1,426** | **29** | **68** | **97** | **67** | **40** | **107** |
| **Existing to be Removed** | | | | | | | | | |
| Single Family Housing | 210 | 4 units | 38 | 1 | 2 | 3 | 3 | 1 | 4 |
| ***Gross Project Trips*** | | | **38** | **1** | **2** | **3** | **3** | **1** | **4** |
| ***TOTAL NET NEW TRIPS BLOCK 6*** | | | **1,388** | **28** | **66** | **94** | **64** | **39** | **103** |

Notes
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.
[b] No morning distribution was provided for quality restaurant, so it was assumed to be 50% inbound and 50% outbound.
[c] *Trip Generation, 10th Edition*, includes only one study for fast casual restaurants, therefore all fast casual space is included as high-turnover restaurant
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system. Based on the *NCHRP 8-51 Internal Trip Capture Estimation Tool* (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011), the Project trips can potentially be adjusted for over 25% internal capture adjustments.
[e] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Rates are based on allowable pass-by trip credits provided by the City of Los Angeles in *Transportation Impact Study Guidelines*, Los Angeles Department of Transportation, December 2016.
[f] The Project Site is located less than 1/4 mile from the Metrolink Claremont Station, therefore a 5% adjustment was applied to commuter trips to account for transit/walk-in trips.

**TABLE 7 (CONTINUED)**
**SPECIFIC PLAN TRIP GENERATION ESTIMATES**

| TRIP GENERATION ESTIMATES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Land Use** | **Size** | **Daily** | **Morning Peak Hour [a]** | | | **Afternoon Peak Hour [a]** | | |
| | | | | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **BLOCK 7** | | | | | | | | | |
| **Proposed Project** | | | | | | | | | |
| High-Turnover (Sit-Down) Restaurant [c] | 932 | 5 ksf | 561 | 28 | 22 | 50 | 30 | 19 | 49 |
| *Less Internal Capture [d]* | | | *(165)* | *(7)* | *(2)* | *(9)* | *(9)* | *(11)* | *(20)* |
| *Less 20% Pass by trips [e]* | | | *(79)* | *(4)* | *(4)* | *(8)* | *(4)* | *(2)* | *(6)* |
| Multifamily Housing (Mid-Rise) | 221 | 28 units | 152 | 3 | 7 | 10 | 7 | 5 | 12 |
| *Less Internal Capture [d]* | | | *(27)* | *0* | *(1)* | *(1)* | *(1)* | *(2)* | *(3)* |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(6)* | *0* | *0* | *0* | *0* | *0* | *0* |
| ***Gross Project Trips*** | | | **436** | **20** | **22** | **42** | **23** | **9** | **32** |
| **Existing to be Removed** | | | | | | | | | |
| Single Family Housing | 210 | 2 units | 19 | 0 | 1 | 1 | 1 | 1 | 2 |
| Office | 710 | 10 ksf | 97 | 10 | 2 | 12 | 2 | 10 | 12 |
| *Less 5% Transit/Walk-in Credit [f]* | | | *(5)* | *(1)* | *0* | *(1)* | *0* | *(1)* | *(1)* |
| ***Gross Removed Trips*** | | | **111** | **9** | **3** | **12** | **3** | **10** | **13** |
| ***TOTAL NET NEW TRIPS BLOCK 7*** | | | **325** | **11** | **19** | **30** | **20** | **(1)** | **19** |
| **TOTAL - NET NEW SPECIFIC PLAN TRIPS (ALL BLOCKS)** | | | **7,509** | **206** | **339** | **545** | **357** | **170** | **527** |

Notes
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.
[b] No morning distribution was provided for quality restaurant, so it was assumed to be 50% inbound and 50% outbound.
[c] *Trip Generation, 10th Edition*, includes only one study for fast casual restaurants, therefore all fast casual space is included as high-turnover restaurant
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system. Based on the *NCHRP 8-51 Internal Trip Capture Estimation Tool* (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board and National Research Council, 2011), the Project trips can potentially be adjusted for over 25% internal capture adjustments.
[e] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Rates are based on allowable pass-by trip credits provided by the City of Los Angeles in *Transportation Impact Study Guidelines*, Los Angeles Department of Transportation, December 2016.
[f] The Project Site is located less than 1/4 mile from the Metrolink Claremont Station, therefore a 5% adjustment was applied to commuter trips to account for transit/walk-in trips.

# *Chapter 6*
# *Existing with Specific Plan Conditions*

This chapter describes the results of the analysis of intersection operating conditions associated with adding the Specific Plan to the Existing Conditions data and analysis presented in Chapter 2. The Existing Conditions are defined by the existing traffic volumes, roadways, and intersection configurations. The Existing with Specific Plan Conditions reflect Existing Conditions with the addition of Specific Plan traffic.

## EXISTING WITH SPECIFIC PLAN TRAFFIC VOLUMES

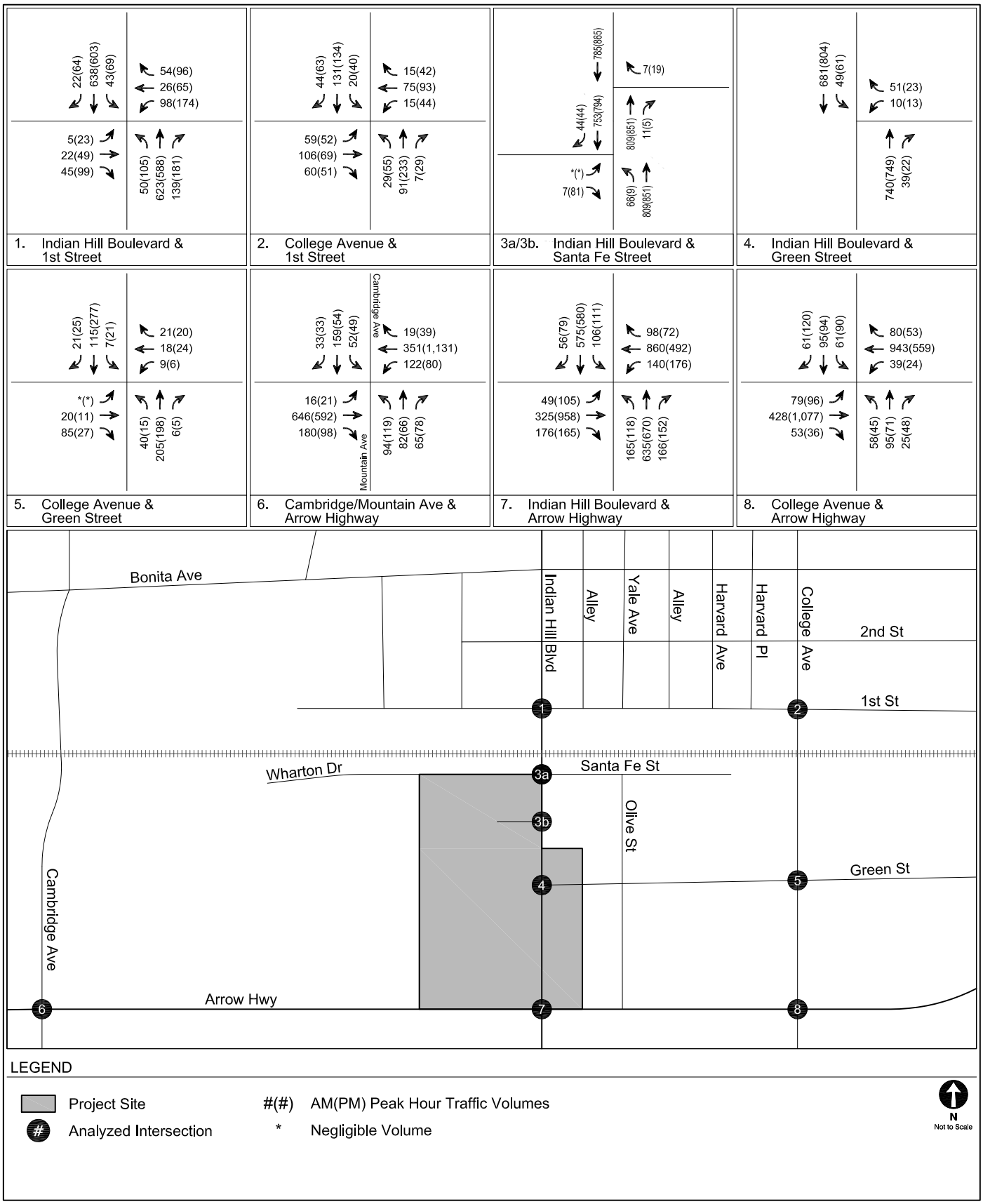
The Specific Plan-only weekday morning and afternoon peak hour traffic volumes described in Chapter 5 and shown in Figure 10 were added to the Existing Conditions weekday morning and afternoon peak hour traffic volumes shown in Figure 5. The resulting volumes are illustrated in Figure 11. They represent Existing with Specific Plan Conditions after development of the Specific Plan under Existing Conditions.

## EXISTING WITH SPECIFIC PLAN INTERSECTION LEVELS OF SERVICE

Table 8 summarizes the results of the intersection operating conditions for the Existing with Specific Plan Conditions during the weekday morning and afternoon peak hours. As shown in Table 8, all nine study intersections would continue to operate at acceptable LOS during both of the analyzed peak hours under Existing with Specific Plan Conditions.

## SUMMARY

As detailed in Table 8, when measuring the Existing with Specific Plan Conditions against Existing Conditions, the incremental increases in the V/C ratios or average delay resulting from Specific Plan traffic do not exceed the thresholds of the impact criteria at any of the nine study intersections. Thus, the Specific Plan is not anticipated to trigger a traffic impact at any of the nine study intersections under Existing with Specific Plan Conditions, and no improvements are required.




EXISTING WITH SPECIFIC PLAN CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 11

**TABLE 8**
**EXISTING WITH SPECIFIC PLAN CONDITIONS (YEAR 2020)**
**INTERSECTION LEVELS OF SERVICE AND IMPACTS**

| No. | Intersection | Control Type | Peak Hour | Existing Conditions | | Existing with Specific Plan Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay or V/C | LOS | Delay or V/C | LOS | Δ V/C | Significant Impact? |
| 1. | Indian Hill Boulevard & 1st Street | Signal | A.M.<br>P.M. | 0.602<br>0.692 | B<br>B | 0.644<br>0.764 | B<br>C | 0.042<br>0.072 | NO<br>NO |
| 2. | College Avenue & 1st Street | All-Way Stop-Control | A.M.<br>P.M. | 9.4<br>11.7 | A<br>B | 9.6<br>12.2 | A<br>B | 0.2<br>0.5 | NO<br>NO |
| 3a. | Indian Hill Boulevard & Santa Fe Street (Existing) | One-Way Stop-Control [a] | A.M.<br>P.M. | 10.7<br>11.6 | B<br>B | 11.2<br>11.5 | B<br>B | 0.5<br>-0.1 | NO<br>NO |
| 3b. | Indian Hill Boulevard & Santa Fe Street (Proposed) | One-Way Stop Control [b] | A.M.<br>P.M. | New Intersection | | 11.1<br>12.2 | B<br>B | N/A<br>N/A | N/A<br>N/A |
| 4. | Indian Hill Boulevard & Green Street | One-Way Stop Control [c] | A.M.<br>P.M. | 26.4<br>30.6 | D<br>D | 7.8<br>5.2 | A<br>A | -18.6<br>-25.4 | NO<br>NO |
| 5. | College Avenue & Green Street | Two-Way Stop-Control | A.M.<br>P.M. | 13.2<br>14.0 | B<br>B | 14.0<br>14.9 | B<br>B | 0.8<br>0.9 | NO<br>NO |
| 6. | Cambridge Avenue & Arrow Highway | Signal | A.M.<br>P.M. | 0.602<br>0.609 | B<br>B | 0.624<br>0.619 | B<br>B | 0.022<br>0.010 | NO<br>NO |
| 7. | Indian Hill Boulevard & Arrow Highway | Signal | A.M.<br>P.M. | 0.727<br>0.822 | C<br>D | 0.758<br>0.847 | C<br>D | 0.031<br>0.025 | NO<br>NO |
| 8. | College Avenue & Arrow Highway | Signal | A.M.<br>P.M. | 0.619<br>0.622 | B<br>B | 0.630<br>0.636 | B<br>B | 0.011<br>0.014 | NO<br>NO |

Notes:
[a] Intersection is currently two-way stop controlled. The Project proposes to relocate the eastbound leg of the intersectior
[b] Intersection is proposed as part of the Project to relocate the eastbound leg of the existing intersection
[c] Will be signalized under Existing with Project Conditions.

# *Chapter 7*
# *Future with Specific Plan Conditions*

This chapter describes the results of the analysis of intersection operating conditions associated with adding the Specific Plan to the future cumulative (Future without Specific Plan) conditions. The analysis year of 2024 corresponds to the anticipated buildout year of the Specific Plan. All future cumulative traffic growth (i.e., ambient and related project traffic growth) described in Chapter 4 is incorporated into this analysis.

## FUTURE WITH SPECIFIC PLAN TRAFFIC VOLUMES

The Specific Plan-only weekday morning and afternoon peak hour traffic volumes described in Chapter 5 and shown in Figure 10 were added to the Future without Specific Plan weekday morning and afternoon peak hour traffic volumes shown in Figure 8. The resulting volumes are illustrated in Figure 12. They represent Future with Specific Plan Conditions after development of the Specific Plan under future conditions.

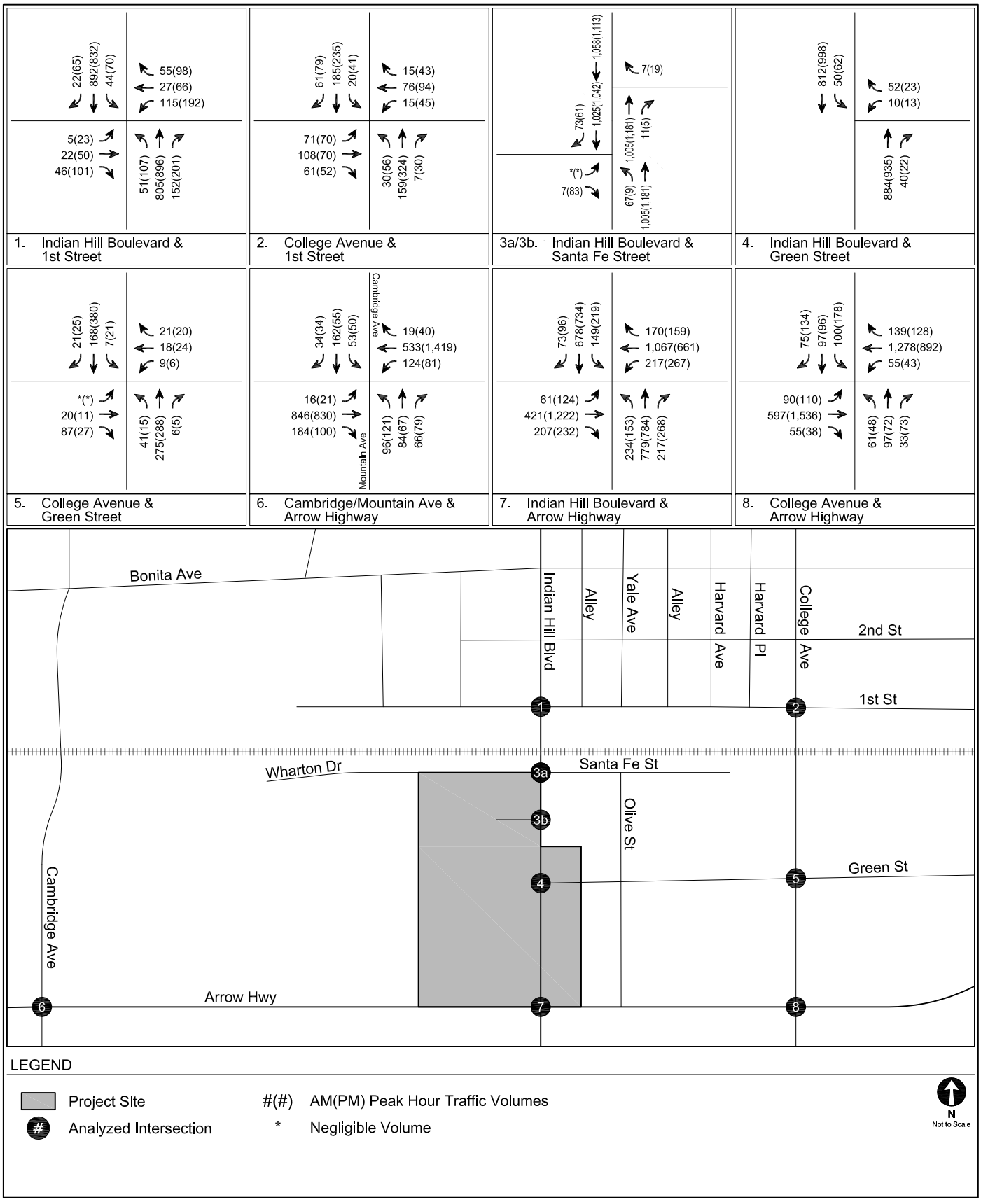
## FUTURE WITH SPECIFIC PLAN INTERSECTION LEVELS OF SERVICE

Table 9 summarizes the results of the Future with Specific Plan Conditions during the weekday morning and afternoon peak hours. As shown in Table 9, seven of the nine study intersections operate at acceptable LOS D during both of the analyzed peak hours. The remaining two study intersections are projected to operate at unacceptable LOS E or F during one or both peak hours:

- Intersection #1 – Indian Hill Boulevard & 1st Street (LOS E during the afternoon peak hour)
- Intersection #7 – Indian Hill Boulevard & Arrow Highway (LOS E during the morning peak hour and LOS F during the afternoon peak hour)

## SUMMARY

As detailed in Table 9, when measuring the Future with Specific Plan Conditions against Future without Specific Plan Conditions, the incremental increases in the V/C ratios or average delay resulting from Specific Plan traffic exceeds the thresholds of the impact criteria at two of the nine study intersections. Therefore, the Specific Plan is anticipated to trigger two traffic impacts under Future with Specific Plan Conditions and improvements may be required.




FUTURE WITH SPECIFIC PLAN CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 12

**TABLE 9**
**FUTURE WITH SPECIFIC PLAN CONDITIONS (YEAR 2024)**
**INTERSECTION LEVELS OF SERVICE AND IMPACTS**

| No. | Intersection | Control Type | Peak Hour | Future without Specific Plan Conditions | | Future with Specific Plan Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay or V/C | LOS | Delay or V/C | LOS | Δ V/C | Significant Impact? |
| 1. | Indian Hill Boulevard & 1st Street | Signal | A.M. | 0.773 | C | 0.815 | D | 0.042 | NO |
| | | | P.M. | 0.849 | D | 0.922 | E | 0.073 | **YES** |
| 2. | College Avenue & 1st Street | All-Way Stop-Control | A.M. | 10.6 | B | 11.0 | B | 0.4 | NO |
| | | | P.M. | 16.2 | C | 17.5 | C | 1.3 | NO |
| 3a. | Indian Hill Boulevard & Santa Fe Street (Existing) | One-Way Stop-Control [a] | A.M. | 12.0 | B | 12.2 | B | 0.2 | NO |
| | | | P.M. | 13.3 | B | 13.4 | B | 0.1 | NO |
| 3b. | Indian Hill Boulevard & Santa Fe Street (Proposed) | One-Way Stop Control [b] | A.M. | New Intersection | | 12.6 | B | N/A | N/A |
| | | | P.M. | | | 14.1 | B | N/A | N/A |
| 4. | Indian Hill Boulevard & Green Street | One-Way Stop Control [c] | A.M. | 35.0 | D | 9.3 | A | -25.7 | NO |
| | | | P.M. | 46.1 | E | 12.4 | B | -33.7 | NO |
| 5. | College Avenue & Green Street | Two-Way Stop-Control | A.M. | 15.2 | C | 16.3 | C | 1.1 | NO |
| | | | P.M. | 17.3 | C | 18.8 | C | 1.5 | NO |
| 6. | Cambridge Avenue & Arrow Highway | Signal | A.M. | 0.671 | B | 0.693 | B | 0.022 | NO |
| | | | P.M. | 0.702 | C | 0.711 | C | 0.009 | NO |
| 7. | Indian Hill Boulevard & Arrow Highway | Signal | A.M. | 0.910 | E | 0.940 | E | 0.030 | **YES** |
| | | | P.M. | 1.101 | F | 1.125 | F | 0.024 | **YES** |
| 8. | College Avenue & Arrow Highway | Signal | A.M. | 0.781 | C | 0.792 | C | 0.011 | NO |
| | | | P.M. | 0.845 | D | 0.862 | D | 0.017 | NO |

Notes:
[a] Intersection is currently two-way stop controlled. The Project proposes to relocate the eastbound leg of the intersection.
[b] Intersection is proposed as part of the Project to relocate the eastbound leg of the existing intersection.
[c] Will be signalized under Future with Project Conditions.

# *Chapter 8*
# *Transportation Improvement Program*

This chapter describes the traffic improvements that were considered in order to address the traffic impacts at study intersections associated with development of the Specific Plan and to improve traffic operations in the Specific Plan vicinity.

The improvement measures described in this chapter relate to the traffic impacts previously described with respect to the Future with Specific Plan analysis presented in Chapter 7. As described in that chapter, under the Future with Specific Plan Conditions, before improvements, the Specific Plan is expected to result in traffic impacts at two of the nine study intersections:

- Intersection #1 – Indian Hill Boulevard & 1st Street
- Intersection #7 – Indian Hill Boulevard & Arrow Highway

## TRANSPORTATION IMPROVEMENT MEASURES

The improvement program for the Specific Plan includes implementation for physical improvements at the two impacted intersections.

### Indian Hill Boulevard & 1st Street

This intersection would be improved by restriping the southbound approach to include a combination left-turn/through lane and restriping the northbound approach to include a combination through/right-turn lane. The resulting approaches would consist of left-turn/through and through/right-turn lanes in the southbound direction and a left lane, through lane, and through/right-turn lane in the northbound direction. To accommodate this modification, some

parking prohibitions on both sides of Indian Hill Boulevard north of 1st Street may be required to add a second northbound receiving lane and to align the southbound approach resulting in the loss of approximately nine parking spaces. No additional right-of-way (ROW) acquisition would be required.

Figure 13 depicts a conceptual improvement for this intersection. Should the removal of parking in a busy commercial area not be acceptable to the City, this improvement may not be feasible and an impact would remain.

**Indian Hill Boulevard & Arrow Highway**

This intersection would be improved by striping exclusive right-turn lanes in both the northbound and westbound directions. The resulting configuration would consist of a left-turn lane, two through lanes, and a right-turn lane on both affected approaches. To accommodate this modification, no major adjustments to the existing lane striping and no additional ROW would be required; however, the center median on Indian Hill Boulevard north of Arrow Highway would need to be removed.

As shown in the Figure 14 conceptual drawing, this improvement would require installation of approximately 10-foot wide lanes, which is narrower than City streets generally provide. Similar to the improvement above, if this deviation is not acceptable to the City, then the improvement would not be implemented and the impact would remain.

## FUTURE WITH SPECIFIC PLAN WITH IMPROVEMENT CONDITIONS (YEAR 2024)

Table 10 summarizes the results of the Future with Specific Plan with Improvements Conditions (Year 2024) during the weekday morning and afternoon peak hours for the two impacted study intersections. As shown in Table 10, the physical improvements would reduce the incremental impacts at each of the intersections to less than impactful levels under Future with Specific Plan with Improvement Conditions (Year 2024). Therefore, no further improvements are required.

## ADDITIONAL IMPROVEMENT MEASURES TO CONSIDER

The following improvements are not required to address any particular Specific Plan impacts should be considered for implementation in order to improve vehicular and pedestrian safety and circulation.

### Indian Hill Boulevard & Green Street

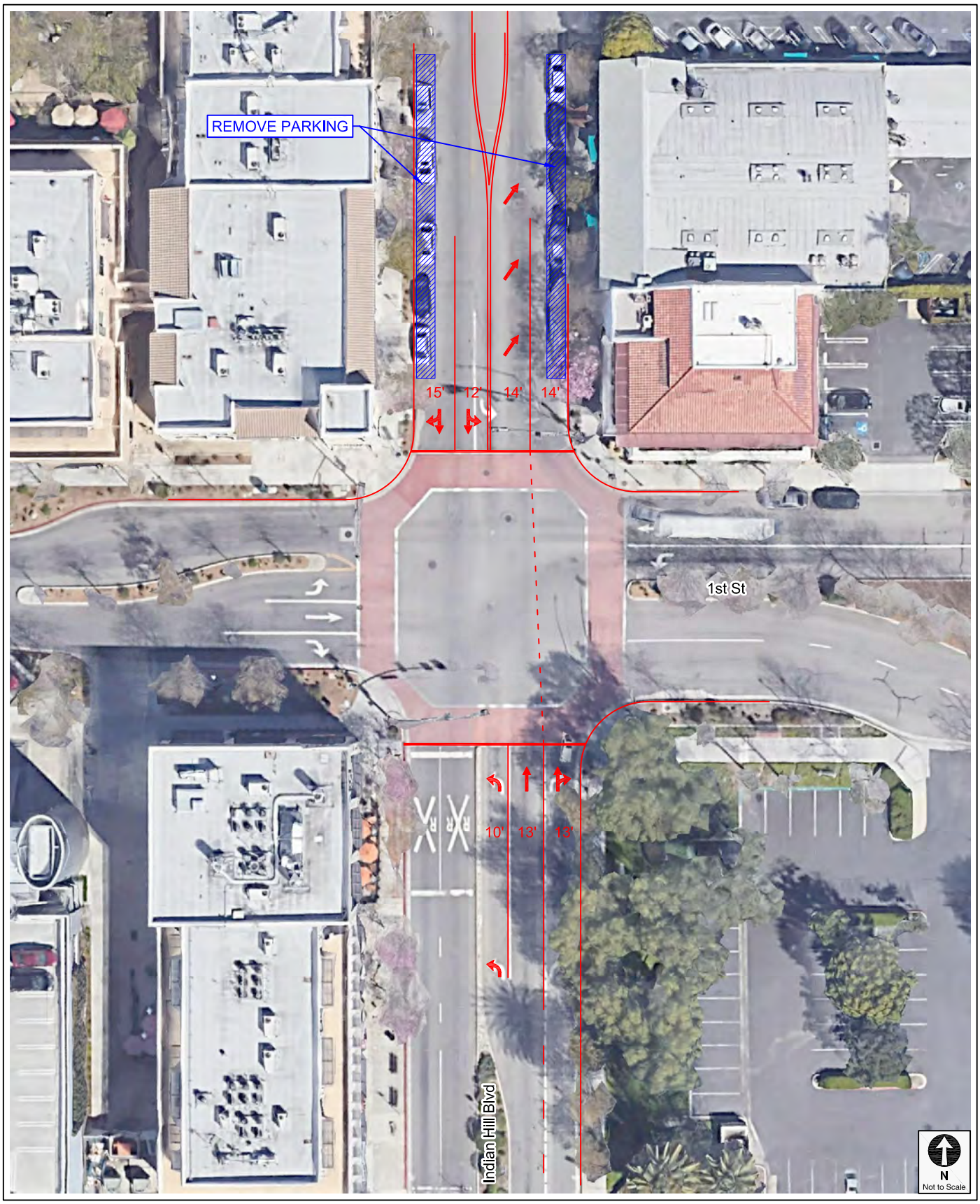
This intersection should be monitored for traffic signal warrants as the Specific Plan is developed. While not currently projected to warrant a traffic signal, future changes in travel patterns, including those driven by the Gold Line extension, could create a scenario where a traffic signal would be required to allow pedestrian crossings of Indian Hill Boulevard or to provide left-turn vehicular access between Green Street and Indian Hill Boulevard. There are currently no controlled pedestrian crossings on Indian Hill Boulevard between 1st Street and Arrow Highway, a distance of approximately 1,500 feet. A traffic signal with a pedestrian crossing at Green Street would reduce that distance to approximately 700-800 feet between crossings.

Table 11 summarizes the results of a signal warrant analysis performed for this intersection using the Future with Project traffic volumes. As shown, based on projected vehicle traffic volumes and their direction of approach, the intersection would meet the signal warrant under the Future with Project conditions in the morning and afternoon peak hours.

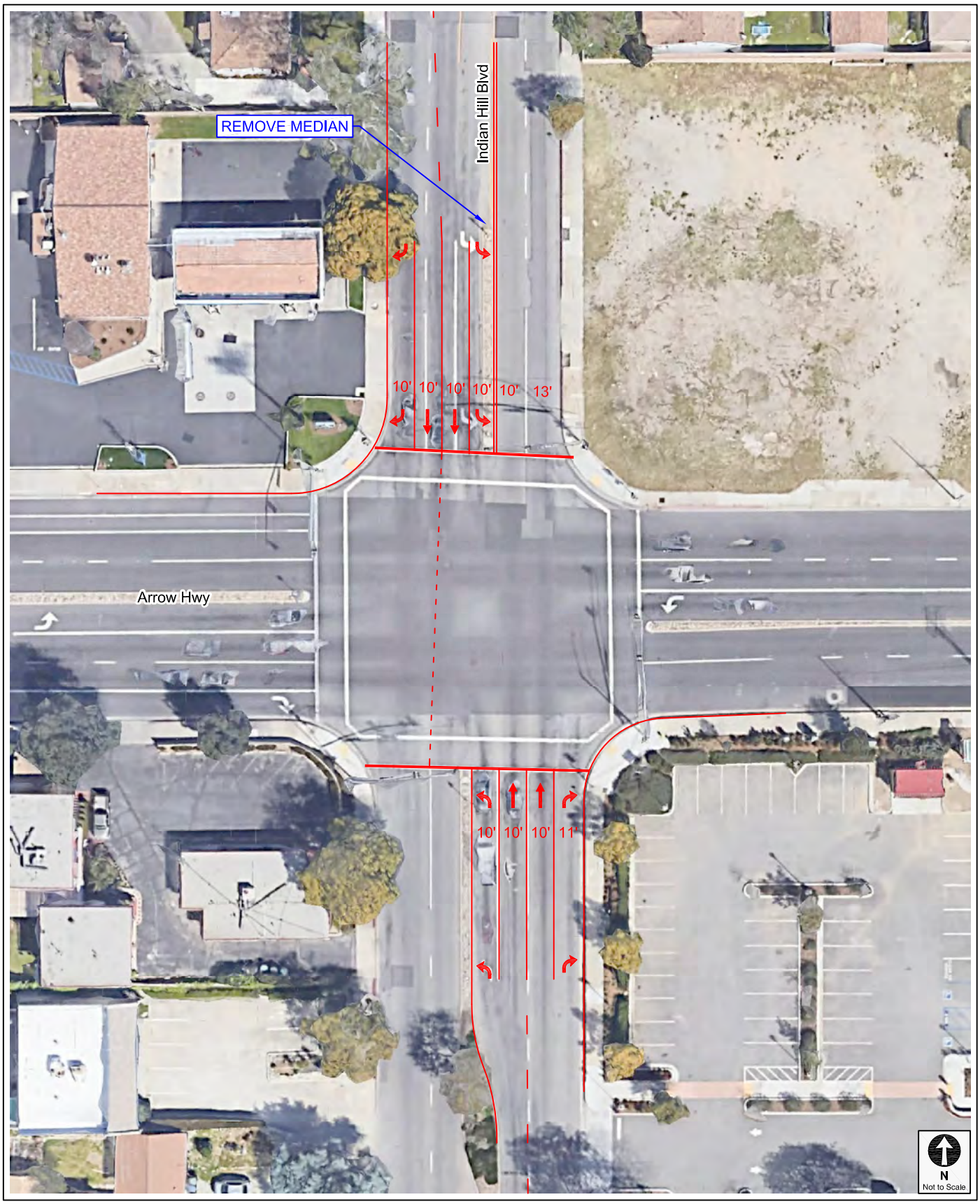
Appendix E contains the signal warrant analysis worksheets.

### Indian Hill Boulevard & Railroad Crossing

In anticipation of the development of the Specific Plan, as well as the increased train frequency with the Gold Line extension, the railroad crossing should be upgraded to include a pedestrian crossing and gates on both sides of Indian Hill Boulevard.




| PROPOSED IMPROVEMENT<br>INDIAN HILL BOULEVARD & 1ST STREET | FIGURE<br>13 |
|---|---|




PROPOSED IMPROVEMENT
INDIAN HILL BOULEVARD & ARROW HIGHWAY

FIGURE
14

**TABLE 10**
**FUTURE WITH SPECIFIC PLAN WITH IMPROVEMENTS CONDITIONS (YEAR 2024)**
**INTERSECTION LEVELS OF SERVICE AND IMPACTS**

| No. | Intersection | Control Type | Peak Hour | Future without Specific Plan Conditions | | Future with Specific Plan Conditions | | | | Future with Specific Plan with Improvements Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Delay or V/C | LOS | Delay or V/C | LOS | Δ V/C | Significant Impact? | Delay or V/C | LOS | Δ V/C | Significant Impact? |
| 1. | Indian Hill Boulevard & 1st Street | Signal | A.M. | 0.773 | C | 0.815 | D | 0.042 | NO | 0.543 | A | -0.230 | NO |
| | | | P.M. | 0.849 | D | 0.922 | E | 0.073 | **YES** | 0.681 | B | -0.168 | NO |
| 7. | Indian Hill Boulevard & Arrow Highway | Signal | A.M. | 0.910 | E | 0.940 | E | 0.030 | **YES** | 0.864 | D | -0.046 | NO |
| | | | P.M. | 1.101 | F | 1.125 | F | 0.024 | **YES** | 1.042 | F | -0.059 | NO |

Notes:
[a] Intersection is currently two-way stop controlled. The Project proposes to relocate the eastbound leg of the intersection.
[b] Intersection is proposed as part of the Project to relocate the eastbound leg of the existing intersection.
[c] Will be signalized under Future with Project Conditions.

**TABLE 11**
**SIGNAL WARRANT ANALYSIS RESULTS**

| No. | Intersection | Scenario | Met Warrant? |
|---|---|---|---|
| 4. | Indian Hill Boulevard & Green Street | Future with Project AM | **YES** |
| | | Future with Project PM | **YES** |

Source: CA MUTCD

# *Chapter 9*
# *Site Access and Circulation*

This chapter presents a summary of how vehicles, pedestrians, and bicycles would access and circulate through the Specific Plan Area.

## VEHICULAR ACCESS

The Specific Plan would provide five main access points, with multiple driveways connecting to specific parking garages within the internal street network. The main internal streets include Santa Fe Street, Green Street, and South Street. From here, vehicles could access Bucknell Avenue, Indian Hill Boulevard, and Arrow Highway. For Block 7, located east of Indian Hill Boulevard, direct access would be provided to Green Street, Indian Hill Boulevard, and Arrow Highway via driveways. The driveways to the Project would provide full access to the internal street network. The width of the driveways will conform to City minimum standards and include a single inbound and single outbound travel lane. The circulation aisle widths of the parking areas are designed to allow adequate and safe circulation of vehicles without significant conflicts and conform to City parking aisle width standards. Each of the driveways would provide direct access to the parking garages.

## PEDESTRIAN AND BICYCLE ACCESS

Pedestrian and bicycle access to the buildings within the Specific Plan would be provided throughout the Specific Plan. Access points would occur within the internal street network on Santa Fe Street, Green Street, and South Street. Additional pedestrian and bicycle access points would occur along Bucknell Avenue, Green Street, and Arrow Highway. Pedestrian and bicycle access points would be kept separate form vehicle entrances, thus reducing the conflict between

the different modes. Bicycle storage would be provided on the ground floor where it is easily accessible for all patrons, and a pedestrian plaza would also be provided between Santa Fe Street and Green Street.

# *Chapter 10*

# *Construction Management Plan*

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval for each phase of the Specific Plan's development to formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Specific Plan Area and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets. Specific off-site or on-site parking facilities must be identified and secured prior to the issuance of building permits.
- Temporary pedestrian, bicycle, and vehicular traffic controls (e.g., flag persons) during all construction activities adjacent to public ROW to ensure traffic safety and to improve traffic flow on public roadways. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Specific Plan Area boundaries.
- Prohibition of construction-related vehicle/equipment parking on surrounding public streets.
- Coordination with Metro to address any construction near the rail ROW.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.

- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.

# *Chapter 11*

# *Summary and Conclusions*

This study was undertaken to analyze the potential transportation impacts of the Specific Plan on the local street system. The following summarizes the results of this analysis:

- The Specific Plan proposes development of 1,000 residential units, 100,000 sf of retail and restaurant space, 45,000 sf of office, and a 50-room hotel.

- After application of the appropriate trip reduction credits as allowed by City, the Specific Plan is anticipated to generate 7,509 new daily trips, including 545 new trips during the morning peak hour and 527 new trips during the afternoon peak hour.

- In accordance with SB 743, a VMT evaluation was performed to determine the potential for CEQA impacts. The Specific Plan is located entirely within a TPA, so frequent, high quality transit service from Metrolink and the Gold Line is available to serve the users of the Site. Therefore, the Specific Plan would have a lower VMT per capita than the surrounding region, have a less than significant VMT impact, and be exempt from further VMT study.

- The Specific Plan traffic was added to the existing circulation system to develop the Existing with Specific Plan Conditions (Year 2020). The Specific Plan is not anticipated to result in a traffic impact at any of the study intersections under Existing with Specific Plan Conditions.

- The Specific Plan traffic was added to the future circulation system to develop the Future with Specific Plan Conditions (Year 2024). The Specific Plan is anticipated to result in traffic impacts at two of the nine study intersections. Therefore, the City may require transportation improvements to address those impacts.

- The Specific Plan proposes to provide physical improvements at two intersections: Intersection #1 – Indian Hill Boulevard & 1$^{St}$ Street and Intersection #7 – Indian Hill Boulevard & Arrow Highway. The improvements at Intersection #1 would result in an added northbound through/right-turn lane and southbound left-turn/through lane. The improvements at Intersection #7 would result in new right-turn lanes in the northbound and westbound directions. Both improvements would reduce the traffic impact at these intersections below the V/C increase thresholds. Therefore, no further improvements would be required provided the City approves of the proposed improvements.

- The Specific Plan will be required to meet the vehicular and bicycle parking requirements of the City.

- The Specific Plan will implement a Construction Management Plan to reduce any impacts associated with Specific Plan construction.

# *References*


*2010 Congestion Management Program for Los Angeles County,* Los Angeles County Metropolitan Transportation Authority, 2010.

*City of Claremont General Plan,* City of Claremont, October 13, 2009.

*Community Mobility Element* of the *City of Claremont General Plan,* City of Claremont, October 2009.

*Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016.

*National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board and National Research Council, 2011.

*State of California Senate Bill 743*, Steinberg, 2013.

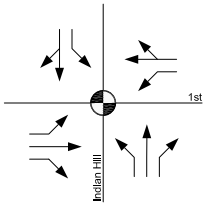
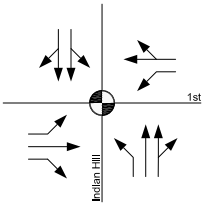
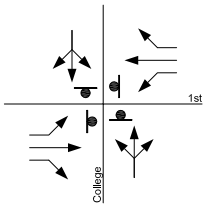
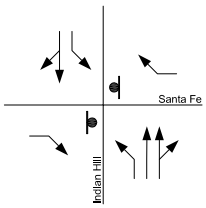
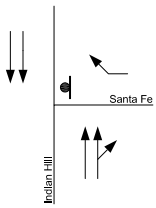
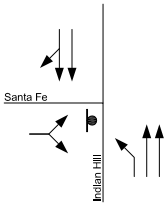
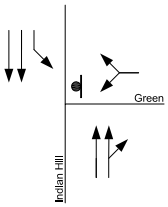
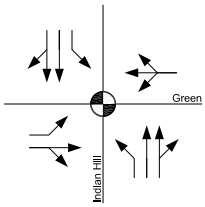
*Transportation Impact Analysis Guidelines,* Los Angeles County Public Works, September 2020.

*Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers, 2017.

*Trip Generation Handbook, 3rd Edition,* Institute of Transportation Engineers, 2014.

# *Appendix A*

# *Intersection Lane Configurations*

| Intersection | Existing Conditions | Future with Specific Plan | Future with Specific Plan With Improvements |
|---|---|---|---|
| 1. Indian Hill Boulevard & 1st Street |  | Same as Existing Conditions |  |
| 2. College Avenue & 1st Street |  | Same as Existing Conditions | Same as Existing Conditions |
| 3a. Indian Hill Boulevard & Santa Fe Street (Existing) |  |  | Same as Future with Specific Plan |
| 3b. Indian Hill Boulevard & Santa Fe Street (Proposed) | *Future Intersection* |  | Same as Future with Specific Plan |
| 4. Indian Hill Boulevard & Green Street |  |  | Same as Future with Specific Plan |

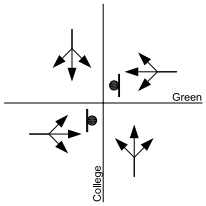
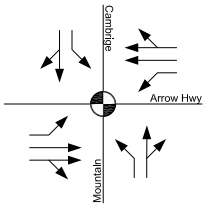
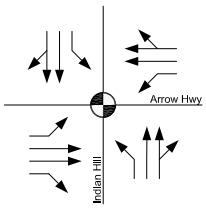
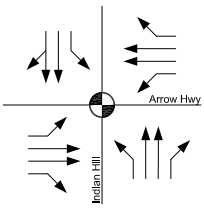
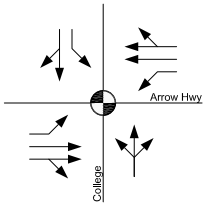
LEGEND

- Traffic Signal
- Stop Sign

N
Not to Scale

INTERSECTION LANE CONFIGURATIONS

APPENDIX A

| Intersection | Existing Conditions | Future without Specific Plan | Future with Specific Plan With Improvements |
|---|---|---|---|
| 5. College Street & Green Street |  | Same as Existing Conditions | Same as Existing Conditions |
| 6. Cambridge Avenue / Mountain Avenue & Arrow Highway |  | Same as Existing Conditions | Same as Existing Conditions |
| 7. Indian Hill Boulevard & Arrow Highway |  | Same as Existing Conditions |  |
| 8. College Avenue & Arrow Highway |  | Same as Existing Conditions | Same as Existing Conditions |

LEGEND

- Traffic Signal
- Stop Sign

N
Not to Scale

INTERSECTION LANE CONFIGURATIONS

APPENDIX A (CONT.)

# *Appendix B*

# *Traffic Counts*

# Turning Movement Count Report AM

Location ID: 1
North/South: Indian Hill
East/West: 1st Street

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 6 | 73 | 5 | 12 | 4 | 11 | 12 | 61 | 6 | 7 | 4 | 1 | 202 |
| 7:15 | 2 | 78 | 5 | 9 | 3 | 18 | 23 | 103 | 8 | 10 | 5 | 1 | 265 |
| 7:30 | 5 | 151 | 4 | 12 | 3 | 14 | 16 | 158 | 5 | 11 | 5 | 0 | 384 |
| 7:45 | 4 | 164 | 10 | 13 | 8 | 14 | 26 | 159 | 12 | 14 | 8 | 1 | 433 |
| 8:00 | 6 | 161 | 16 | 17 | 7 | 22 | 29 | 116 | 20 | 10 | 3 | 2 | 409 |
| 8:15 | 7 | 111 | 12 | 11 | 8 | 22 | 25 | 113 | 12 | 9 | 6 | 2 | 338 |
| 8:30 | 7 | 97 | 12 | 7 | 6 | 16 | 34 | 88 | 10 | 12 | 4 | 1 | 294 |
| 8:45 | 5 | 89 | 13 | 15 | 15 | 20 | 37 | 129 | 27 | 9 | 5 | 0 | 364 |
| 9:00 | 4 | 90 | 11 | 5 | 4 | 21 | 35 | 100 | 11 | 10 | 2 | 3 | 296 |
| 9:15 | 3 | 89 | 14 | 13 | 3 | 14 | 35 | 100 | 10 | 6 | 3 | 3 | 293 |
| 9:30 | 6 | 93 | 7 | 9 | 7 | 19 | 35 | 104 | 12 | 10 | 4 | 1 | 307 |
| 9:45 | 4 | 101 | 10 | 22 | 7 | 26 | 43 | 103 | 15 | 8 | 7 | 4 | 350 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 59 | 1297 | 119 | 145 | 75 | 217 | 350 | 1334 | 148 | 116 | 56 | 19 | 3935 |
| Approach % | 4% | 88% | 8% | 33% | 17% | 50% | 19% | 73% | 8% | 61% | 29% | 10% | |

| **Peak Hr Begin:** | 7:30 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 22 | 587 | 42 | 53 | 26 | 72 | 96 | 546 | 49 | 44 | 22 | 5 | 1564 |
| PHF | 0.889 | | | 0.821 | | | 0.877 | | | 0.772 | | | 0.903 |

# Turning Movement Count Report PM

Location ID: 1
North/South: Indian Hill
East/West: 1st Street

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 16 | 147 | 14 | 40 | 17 | 26 | 35 | 132 | 24 | 22 | 8 | 4 | 485 |
| 15:15 | 13 | 176 | 12 | 21 | 20 | 33 | 43 | 126 | 19 | 32 | 13 | 6 | 514 |
| 15:30 | 13 | 141 | 12 | 22 | 6 | 42 | 40 | 109 | 18 | 23 | 13 | 11 | 450 |
| 15:45 | 16 | 117 | 11 | 34 | 18 | 26 | 46 | 113 | 17 | 12 | 9 | 2 | 421 |
| 16:00 | 13 | 119 | 16 | 18 | 14 | 37 | 36 | 105 | 22 | 27 | 8 | 7 | 422 |
| 16:15 | 16 | 121 | 14 | 18 | 14 | 30 | 42 | 121 | 28 | 24 | 10 | 8 | 446 |
| 16:30 | 10 | 92 | 11 | 33 | 9 | 33 | 41 | 95 | 19 | 34 | 10 | 12 | 399 |
| 16:45 | 17 | 131 | 17 | 20 | 20 | 26 | 54 | 144 | 32 | 18 | 14 | 4 | 497 |
| 17:00 | 13 | 146 | 14 | 22 | 13 | 39 | 41 | 138 | 18 | 30 | 15 | 9 | 498 |
| 17:15 | 13 | 113 | 12 | 24 | 17 | 38 | 33 | 122 | 24 | 24 | 6 | 6 | 432 |
| 17:30 | 20 | 133 | 25 | 29 | 14 | 25 | 29 | 142 | 29 | 26 | 13 | 4 | 489 |
| 17:45 | 23 | 120 | 8 | 29 | 16 | 28 | 45 | 137 | 28 | 22 | 9 | 11 | 476 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 183 | 1556 | 166 | 310 | 178 | 383 | 485 | 1484 | 278 | 294 | 128 | 84 | 5529 |
| Approach % | 10% | 82% | 9% | 36% | 20% | 44% | 22% | 66% | 12% | 58% | 25% | 17% | |

| **Peak Hr Begin:** | 16:45 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 63 | 523 | 68 | 95 | 64 | 128 | 157 | 546 | 103 | 98 | 48 | 23 | 1916 |
| PHF | 0.919 | | | 0.908 | | | 0.876 | | | 0.782 | | | 0.962 |

# Pedestrian/Bicycle Count Report

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 0 | 0 | 2 | 1 | 0 | 0 | 7 | 0 |
| 7:15 | 5 | 1 | 3 | 0 | 0 | 0 | 3 | 1 |
| 7:30 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 7:45 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 0 |
| 8:00 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 8:15 | 3 | 0 | 2 | 1 | 0 | 0 | 4 | 0 |
| 8:30 | 3 | 3 | 6 | 0 | 0 | 0 | 2 | 0 |
| 8:45 | 8 | 0 | 4 | 0 | 0 | 1 | 7 | 1 |
| 9:00 | 5 | 1 | 4 | 0 | 1 | 1 | 4 | 1 |
| 9:15 | 3 | 1 | 1 | 1 | 0 | 0 | 5 | 0 |
| 9:30 | 6 | 0 | 8 | 0 | 0 | 1 | 4 | 0 |
| 9:45 | 9 | 0 | 6 | 0 | 0 | 0 | 3 | 0 |

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 15:00 | 13 | 0 | 8 | 1 | 1 | 0 | 7 | 0 |
| 15:15 | 15 | 0 | 6 | 0 | 1 | 1 | 13 | 0 |
| 15:30 | 9 | 0 | 6 | 1 | 0 | 2 | 6 | 0 |
| 15:45 | 14 | 0 | 9 | 0 | 3 | 0 | 22 | 0 |
| 16:00 | 13 | 2 | 5 | 1 | 4 | 3 | 23 | 0 |
| 16:15 | 18 | 0 | 11 | 2 | 1 | 1 | 12 | 0 |
| 16:30 | 16 | 1 | 3 | 0 | 0 | 0 | 29 | 1 |
| 16:45 | 10 | 1 | 6 | 0 | 5 | 0 | 26 | 0 |
| 17:00 | 26 | 1 | 12 | 1 | 1 | 5 | 20 | 0 |
| 17:15 | 25 | 1 | 10 | 1 | 1 | 1 | 22 | 2 |
| 17:30 | 30 | 3 | 4 | 0 | 0 | 0 | 36 | 0 |
| 17:45 | 31 | 0 | 1 | 0 | 3 | 0 | 29 | 0 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: College Avenue
E/W: 1st Street
Weather: Clear

File Name : CMTCO1SAM
Site Code :
Start Date : 5/5/2016
Page No : 1

Groups Printed- Total Volume

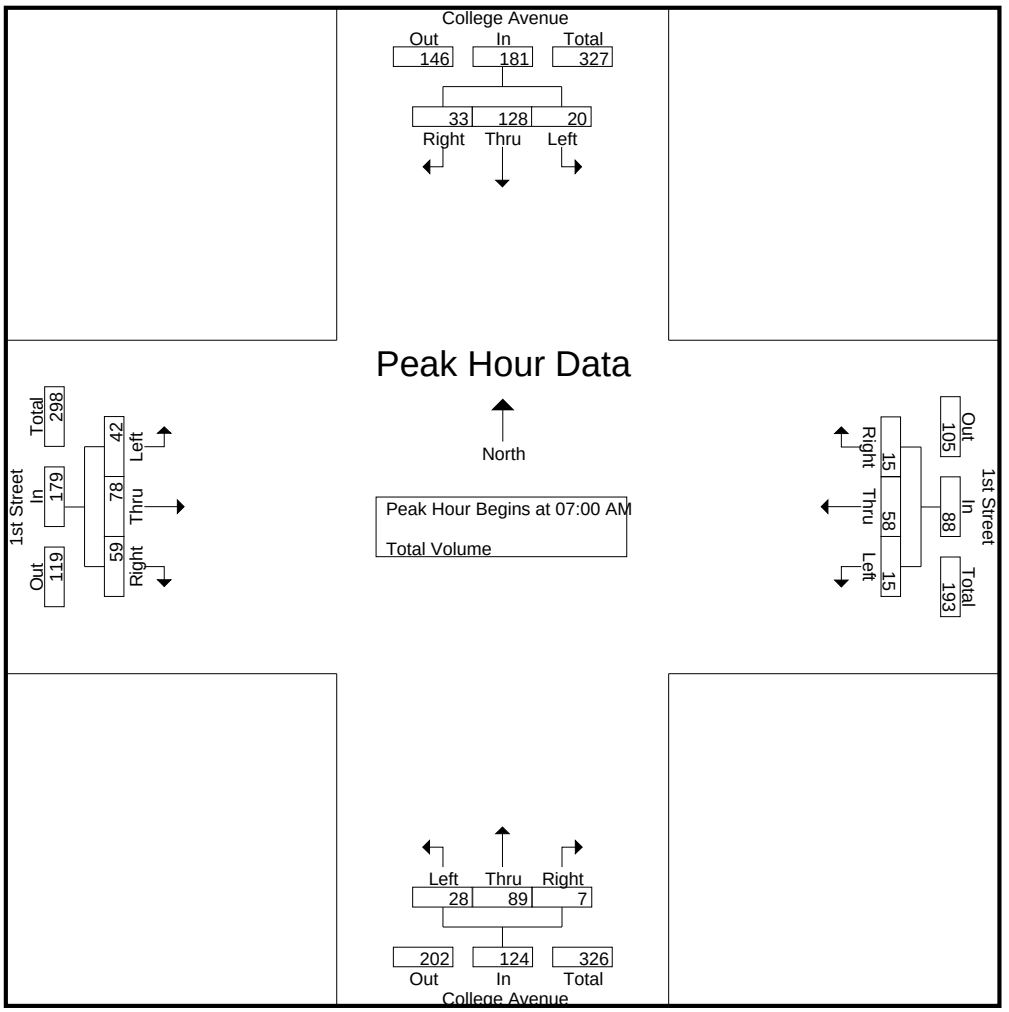
| | College Avenue Southbound | | | | 1st Street Westbound | | | | College Avenue Northbound | | | | 1st Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 06:00 AM | 0 | 3 | 0 | 3 | 0 | 9 | 1 | 10 | 3 | 2 | 4 | 9 | 0 | 10 | 2 | 12 | 34 |
| 06:15 AM | 1 | 14 | 7 | 22 | 1 | 5 | 2 | 8 | 8 | 5 | 1 | 14 | 2 | 7 | 4 | 13 | 57 |
| 06:30 AM | 5 | 18 | 4 | 27 | 3 | 8 | 6 | 17 | 4 | 10 | 2 | 16 | 4 | 7 | 6 | 17 | 77 |
| 06:45 AM | 4 | 21 | 4 | 29 | 2 | 13 | 2 | 17 | 6 | 13 | 0 | 19 | 4 | 13 | 13 | 30 | 95 |
| Total | 10 | 56 | 15 | 81 | 6 | 35 | 11 | 52 | 21 | 30 | 7 | 58 | 10 | 37 | 25 | 72 | 263 |
| 07:00 AM | 2 | 10 | 7 | 19 | 2 | 18 | 2 | 22 | 4 | 10 | 3 | 17 | 7 | 16 | 14 | 37 | 95 |
| 07:15 AM | 6 | 29 | 7 | 42 | 7 | 13 | 2 | 22 | 5 | 10 | 0 | 15 | 11 | 19 | 9 | 39 | 118 |
| 07:30 AM | 8 | 48 | 7 | 63 | 1 | 13 | 5 | 19 | 11 | 24 | 1 | 36 | 7 | 20 | 19 | 46 | 164 |
| 07:45 AM | 4 | 41 | 12 | 57 | 5 | 14 | 6 | 25 | 8 | 45 | 3 | 56 | 17 | 23 | 17 | 57 | 195 |
| Total | 20 | 128 | 33 | 181 | 15 | 58 | 15 | 88 | 28 | 89 | 7 | 124 | 42 | 78 | 59 | 179 | 572 |
| Grand Total | 30 | 184 | 48 | 262 | 21 | 93 | 26 | 140 | 49 | 119 | 14 | 182 | 52 | 115 | 84 | 251 | 835 |
| Apprch % | 11.5 | 70.2 | 18.3 | | 15 | 66.4 | 18.6 | | 26.9 | 65.4 | 7.7 | | 20.7 | 45.8 | 33.5 | | |
| Total % | 3.6 | 22 | 5.7 | 31.4 | 2.5 | 11.1 | 3.1 | 16.8 | 5.9 | 14.3 | 1.7 | 21.8 | 6.2 | 13.8 | 10.1 | 30.1 | |

| | College Avenue Southbound | | | | 1st Street Westbound | | | | College Avenue Northbound | | | | 1st Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 2 | 10 | 7 | 19 | 2 | **18** | 2 | 22 | 4 | 10 | **3** | 17 | 7 | 16 | 14 | 37 | 95 |
| 07:15 AM | 6 | 29 | 7 | 42 | **7** | 13 | 2 | 22 | 5 | 10 | 0 | 15 | 11 | 19 | 9 | 39 | 118 |
| 07:30 AM | **8** | **48** | 7 | **63** | 1 | 13 | 5 | 19 | **11** | 24 | 1 | 36 | 7 | 20 | **19** | 46 | 164 |
| 07:45 AM | 4 | 41 | **12** | 57 | 5 | 14 | **6** | **25** | 8 | **45** | 3 | **56** | **17** | **23** | 17 | **57** | **195** |
| Total Volume | 20 | 128 | 33 | 181 | 15 | 58 | 15 | 88 | 28 | 89 | 7 | 124 | 42 | 78 | 59 | 179 | 572 |
| % App. Total | 11 | 70.7 | 18.2 | | 17 | 65.9 | 17 | | 22.6 | 71.8 | 5.6 | | 23.5 | 43.6 | 33 | | |
| PHF | .625 | .667 | .688 | .718 | .536 | .806 | .625 | .880 | .636 | .494 | .583 | .554 | .618 | .848 | .776 | .785 | .733 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: College Avenue
E/W: 1st Street
Weather: Clear

File Name : CMTCO1SAM
Site Code :
Start Date : 5/5/2016
Page No : 2




Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | 10 | 7 | 19 | 2 | **18** | 2 | 22 | 4 | 10 | **3** | 17 | 7 | 16 | 14 | 37 |
| +15 mins. | 6 | 29 | 7 | 42 | **7** | 13 | 2 | 22 | 5 | 10 | 0 | 15 | 11 | 19 | 9 | 39 |
| +30 mins. | **8** | **48** | 7 | **63** | 1 | 13 | 5 | 19 | **11** | 24 | 1 | 36 | 7 | 20 | **19** | 46 |
| +45 mins. | 4 | 41 | **12** | 57 | 5 | 14 | **6** | **25** | 8 | **45** | 3 | **56** | **17** | **23** | 17 | **57** |
| Total Volume | 20 | 128 | 33 | 181 | 15 | 58 | 15 | 88 | 28 | 89 | 7 | 124 | 42 | 78 | 59 | 179 |
| % App. Total | 11 | 70.7 | 18.2 | | 17 | 65.9 | 17 | | 22.6 | 71.8 | 5.6 | | 23.5 | 43.6 | 33 | |
| PHF | .625 | .667 | .688 | .718 | .536 | .806 | .625 | .880 | .636 | .494 | .583 | .554 | .618 | .848 | .776 | .785 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: College Avenue
E/W: 1st Street
Weather: Clear

File Name : CMTCO1SPM
Site Code :
Start Date : 5/5/2016
Page No : 1

Groups Printed- Total Volume

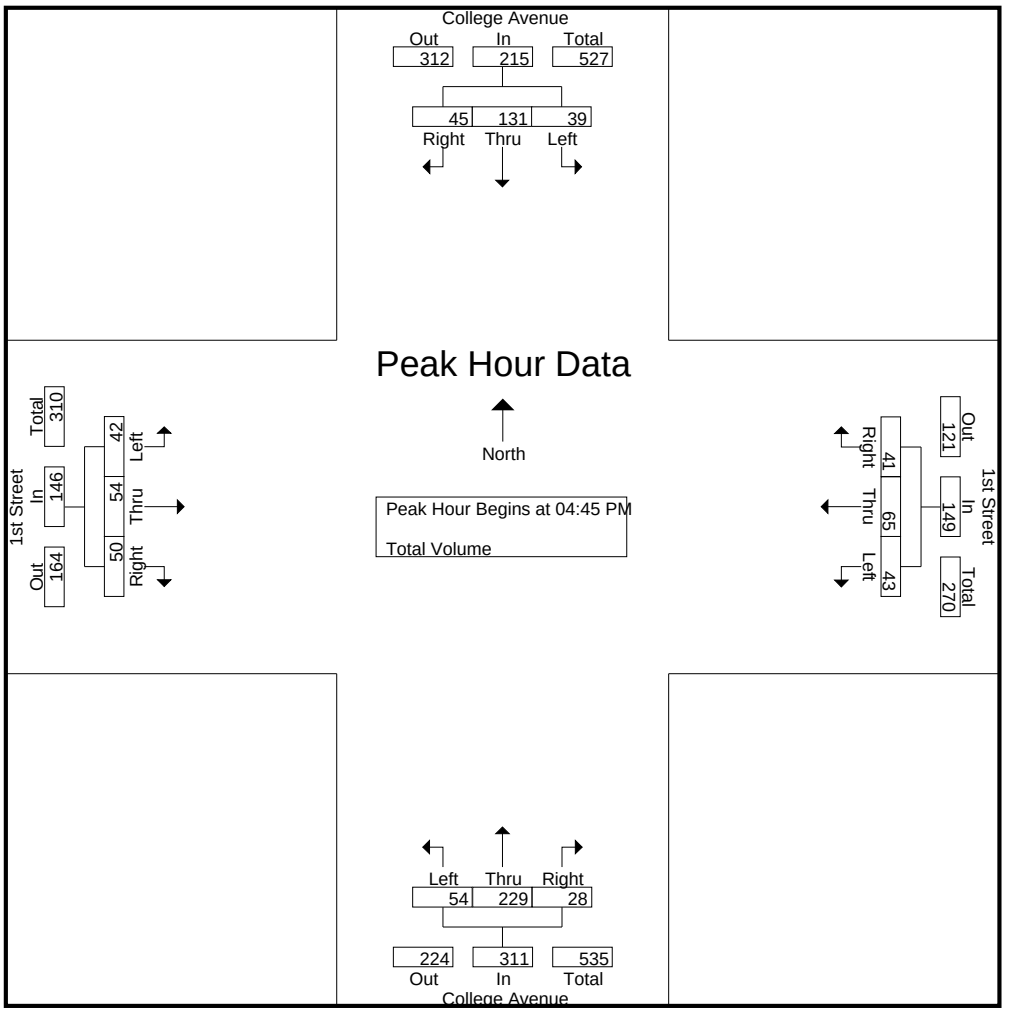
| | College Avenue Southbound | | | | 1st Street Westbound | | | | College Avenue Northbound | | | | 1st Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 10 | 18 | 4 | 32 | 4 | 21 | 14 | 39 | 10 | 54 | 9 | 73 | 6 | 13 | 13 | 32 | 176 |
| 04:15 PM | 10 | 34 | 9 | 53 | 12 | 16 | 12 | 40 | 7 | 54 | 6 | 67 | 9 | 20 | 9 | 38 | 198 |
| 04:30 PM | 9 | 38 | 17 | 64 | 5 | 12 | 14 | 31 | 8 | 41 | 9 | 58 | 5 | 12 | 10 | 27 | 180 |
| 04:45 PM | 14 | 30 | 11 | 55 | 9 | 10 | 14 | 33 | 11 | 36 | 7 | 54 | 7 | 11 | 17 | 35 | 177 |
| Total | 43 | 120 | 41 | 204 | 30 | 59 | 54 | 143 | 36 | 185 | 31 | 252 | 27 | 56 | 49 | 132 | 731 |
| 05:00 PM | 11 | 36 | 13 | 60 | 11 | 21 | 11 | 43 | 20 | 73 | 5 | 98 | 8 | 13 | 8 | 29 | 230 |
| 05:15 PM | 6 | 27 | 10 | 43 | 12 | 19 | 9 | 40 | 16 | 56 | 7 | 79 | 8 | 18 | 13 | 39 | 201 |
| 05:30 PM | 8 | 38 | 11 | 57 | 11 | 15 | 7 | 33 | 7 | 64 | 9 | 80 | 19 | 12 | 12 | 43 | 213 |
| 05:45 PM | 9 | 39 | 12 | 60 | 3 | 14 | 8 | 25 | 2 | 49 | 11 | 62 | 4 | 8 | 12 | 24 | 171 |
| Total | 34 | 140 | 46 | 220 | 37 | 69 | 35 | 141 | 45 | 242 | 32 | 319 | 39 | 51 | 45 | 135 | 815 |
| Grand Total | 77 | 260 | 87 | 424 | 67 | 128 | 89 | 284 | 81 | 427 | 63 | 571 | 66 | 107 | 94 | 267 | 1546 |
| Apprch % | 18.2 | 61.3 | 20.5 | | 23.6 | 45.1 | 31.3 | | 14.2 | 74.8 | 11 | | 24.7 | 40.1 | 35.2 | | |
| Total % | 5 | 16.8 | 5.6 | 27.4 | 4.3 | 8.3 | 5.8 | 18.4 | 5.2 | 27.6 | 4.1 | 36.9 | 4.3 | 6.9 | 6.1 | 17.3 | |

| | College Avenue Southbound | | | | 1st Street Westbound | | | | College Avenue Northbound | | | | 1st Street Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **14** | 30 | 11 | 55 | 9 | 10 | **14** | 33 | 11 | 36 | 7 | 54 | 7 | 11 | **17** | 35 | 177 |
| 05:00 PM | 11 | 36 | **13** | **60** | 11 | **21** | 11 | **43** | **20** | **73** | 5 | **98** | 8 | 13 | 8 | 29 | **230** |
| 05:15 PM | 6 | 27 | 10 | 43 | **12** | 19 | 9 | 40 | 16 | 56 | 7 | 79 | 8 | **18** | 13 | 39 | 201 |
| 05:30 PM | 8 | **38** | 11 | 57 | 11 | 15 | 7 | 33 | 7 | 64 | **9** | 80 | **19** | 12 | 12 | **43** | 213 |
| Total Volume | 39 | 131 | 45 | 215 | 43 | 65 | 41 | 149 | 54 | 229 | 28 | 311 | 42 | 54 | 50 | 146 | 821 |
| % App. Total | 18.1 | 60.9 | 20.9 | | 28.9 | 43.6 | 27.5 | | 17.4 | 73.6 | 9 | | 28.8 | 37 | 34.2 | | |
| PHF | .696 | .862 | .865 | .896 | .896 | .774 | .732 | .866 | .675 | .784 | .778 | .793 | .553 | .750 | .735 | .849 | .892 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: College Avenue
E/W: 1st Street
Weather: Clear

File Name : CMTCO1SPM
Site Code :
Start Date : 5/5/2016
Page No : 2




Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | | 04:45 PM | | | | 05:00 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 10 | 34 | 9 | 53 | 9 | 10 | **14** | 33 | **20** | **73** | 5 | **98** | 7 | 11 | **17** | 35 |
| +15 mins. | 9 | **38** | **17** | **64** | 11 | **21** | 11 | **43** | 16 | 56 | 7 | 79 | 8 | 13 | 8 | 29 |
| +30 mins. | **14** | 30 | 11 | 55 | **12** | 19 | 9 | 40 | 7 | 64 | 9 | 80 | 8 | **18** | 13 | 39 |
| +45 mins. | 11 | 36 | 13 | 60 | 11 | 15 | 7 | 33 | 2 | 49 | **11** | 62 | **19** | 12 | 12 | **43** |
| Total Volume | 44 | 138 | 50 | 232 | 43 | 65 | 41 | 149 | 45 | 242 | 32 | 319 | 42 | 54 | 50 | 146 |
| % App. Total | 19 | 59.5 | 21.6 | | 28.9 | 43.6 | 27.5 | | 14.1 | 75.9 | 10 | | 28.8 | 37 | 34.2 | |
| PHF | .786 | .908 | .735 | .906 | .896 | .774 | .732 | .866 | .563 | .829 | .727 | .814 | .553 | .750 | .735 | .849 |

# Turning Movement Count Report AM

Location ID: 2
North/South: Indian Hill
East/West: Santa Fe

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 3 | 82 | 0 | 0 | 0 | 0 | 1 | 87 | 9 | 2 | 0 | 0 | 184 |
| 7:15 | 5 | 106 | 0 | 3 | 0 | 0 | 1 | 135 | 10 | 0 | 0 | 0 | 260 |
| 7:30 | 8 | 172 | 0 | 2 | 0 | 0 | 2 | 186 | 9 | 1 | 0 | 0 | 380 |
| 7:45 | 5 | 178 | 0 | 2 | 0 | 0 | 5 | 186 | 33 | 1 | 0 | 0 | 410 |
| 8:00 | 8 | 186 | 0 | 3 | 0 | 0 | 2 | 163 | 16 | 4 | 0 | 0 | 382 |
| 8:15 | 7 | 144 | 0 | 0 | 0 | 0 | 2 | 154 | 7 | 1 | 0 | 0 | 315 |
| 8:30 | 8 | 111 | 0 | 3 | 0 | 0 | 0 | 129 | 7 | 2 | 0 | 0 | 260 |
| 8:45 | 10 | 113 | 0 | 1 | 0 | 0 | 2 | 190 | 14 | 5 | 0 | 0 | 335 |
| 9:00 | 4 | 114 | 0 | 1 | 0 | 0 | 2 | 140 | 4 | 2 | 0 | 0 | 267 |
| 9:15 | 6 | 102 | 0 | 4 | 0 | 0 | 0 | 149 | 2 | 4 | 0 | 0 | 267 |
| 9:30 | 5 | 116 | 0 | 2 | 0 | 0 | 1 | 144 | 4 | 1 | 0 | 0 | 273 |
| 9:45 | 5 | 125 | 1 | 6 | 0 | 0 | 1 | 158 | 2 | 4 | 0 | 0 | 302 |
| Total Volume: | 74 | 1549 | 1 | 27 | 0 | 0 | 19 | 1821 | 117 | 27 | 0 | 0 | 3635 |
| Approach % | 5% | 95% | 0% | 100% | 0% | 0% | 1% | 93% | 6% | 100% | 0% | 0% | |
| **Peak Hr Begin:** | 7:30 | | | | | | | | | | | | |
| PHV | 28 | 680 | 0 | 7 | 0 | 0 | 11 | 689 | 65 | 7 | 0 | 0 | 1487 |
| PHF | 0.912 | | | 0.583 | | | 0.854 | | | 0.438 | | | 0.907 |

# Turning Movement Count Report PM

Location ID: 2
North/South: Indian Hill
East/West: Santa Fe

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 4 | 192 | 0 | 2 | 0 | 0 | 0 | 188 | 3 | 17 | 0 | 0 | 406 |
| 15:15 | 4 | 235 | 0 | 4 | 0 | 0 | 4 | 196 | 1 | 5 | 0 | 0 | 449 |
| 15:30 | 1 | 193 | 0 | 2 | 0 | 0 | 1 | 161 | 2 | 17 | 0 | 0 | 377 |
| 15:45 | 1 | 165 | 0 | 1 | 0 | 0 | 0 | 177 | 4 | 7 | 0 | 0 | 355 |
| 16:00 | 1 | 168 | 0 | 1 | 0 | 0 | 0 | 165 | 2 | 18 | 0 | 0 | 355 |
| 16:15 | 0 | 174 | 2 | 3 | 0 | 0 | 1 | 191 | 5 | 5 | 0 | 0 | 381 |
| 16:30 | 2 | 150 | 0 | 2 | 0 | 0 | 5 | 157 | 0 | 45 | 0 | 1 | 362 |
| 16:45 | 3 | 173 | 0 | 4 | 0 | 0 | 2 | 223 | 2 | 13 | 0 | 3 | 423 |
| 17:00 | 4 | 209 | 0 | 5 | 0 | 0 | 1 | 190 | 3 | 36 | 0 | 0 | 448 |
| 17:15 | 4 | 164 | 0 | 5 | 0 | 0 | 2 | 180 | 2 | 14 | 0 | 0 | 371 |
| 17:30 | 6 | 175 | 0 | 5 | 0 | 1 | 0 | 190 | 2 | 17 | 0 | 0 | 396 |
| 17:45 | 5 | 168 | 0 | 3 | 0 | 0 | 1 | 210 | 3 | 8 | 0 | 1 | 399 |
| Total Volume: | 35 | 2166 | 2 | 37 | 0 | 1 | 17 | 2228 | 29 | 202 | 0 | 5 | 4722 |
| Approach % | 2% | 98% | 0% | 97% | 0% | 3% | 1% | 98% | 1% | 98% | 0% | 2% | |
| **Peak Hr Begin:** | 16:45 | | | | | | | | | | | | |
| PHV | 17 | 721 | 0 | 19 | 0 | 1 | 5 | 783 | 9 | 80 | 0 | 3 | 1638 |
| PHF | 0.866 | | | 0.833 | | | 0.878 | | | 0.576 | | | 0.914 |

# Pedestrian/Bicycle Count Report

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 |
| 7:15 | 1 | 1 | 6 | 0 | 1 | 1 | 1 | 1 |
| 7:30 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 7:45 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 |
| 8:00 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | 0 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 8:30 | 1 | 0 | 4 | 0 | 1 | 0 | 5 | 0 |
| 8:45 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 |
| 9:00 | 0 | 0 | 8 | 1 | 1 | 0 | 3 | 0 |
| 9:15 | 1 | 0 | 3 | 0 | 1 | 0 | 6 | 0 |
| 9:30 | 0 | 0 | 4 | 1 | 0 | 0 | 3 | 0 |
| 9:45 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 1 |

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 15:00 | 0 | 0 | 3 | 1 | 0 | 0 | 11 | 0 |
| 15:15 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| 15:30 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 4 |
| 15:45 | 0 | 0 | 6 | 1 | 0 | 0 | 4 | 0 |
| 16:00 | 3 | 0 | 7 | 0 | 3 | 0 | 12 | 4 |
| 16:15 | 1 | 0 | 3 | 3 | 1 | 0 | 9 | 0 |
| 16:30 | 2 | 0 | 1 | 2 | 1 | 1 | 9 | 0 |
| 16:45 | 0 | 1 | 1 | 0 | 0 | 1 | 6 | 0 |
| 17:00 | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 0 |
| 17:15 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 |
| 17:45 | 2 | 0 | 1 | 0 | 2 | 0 | 7 | 1 |

# Turning Movement Count Report AM

Location ID: 3
North/South: Indian Hill
East/West: Green Street

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 0 | 90 | 2 | 2 | 0 | 4 | 1 | 85 | 0 | 0 | 0 | 0 | 184 |
| 7:15 | 0 | 97 | 5 | 2 | 0 | 1 | 3 | 129 | 0 | 0 | 0 | 0 | 237 |
| 7:30 | 0 | 130 | 9 | 14 | 0 | 4 | 7 | 183 | 0 | 0 | 0 | 0 | 347 |
| 7:45 | 0 | 186 | 18 | 15 | 0 | 1 | 23 | 205 | 0 | 0 | 0 | 0 | 448 |
| 8:00 | 0 | 185 | 7 | 12 | 0 | 5 | 5 | 183 | 0 | 0 | 0 | 0 | 397 |
| 8:15 | 0 | 139 | 5 | 4 | 0 | 0 | 3 | 158 | 0 | 0 | 0 | 0 | 309 |
| 8:30 | 0 | 94 | 8 | 3 | 0 | 3 | 6 | 144 | 0 | 0 | 0 | 0 | 258 |
| 8:45 | 0 | 129 | 7 | 2 | 0 | 1 | 2 | 201 | 1 | 0 | 0 | 0 | 343 |
| 9:00 | 0 | 111 | 5 | 3 | 0 | 1 | 3 | 148 | 0 | 0 | 0 | 0 | 271 |
| 9:15 | 0 | 94 | 8 | 7 | 0 | 1 | 5 | 139 | 0 | 0 | 0 | 0 | 254 |
| 9:30 | 0 | 111 | 5 | 3 | 0 | 7 | 1 | 149 | 0 | 0 | 0 | 0 | 276 |
| 9:45 | 0 | 125 | 10 | 2 | 0 | 1 | 1 | 159 | 0 | 0 | 0 | 0 | 298 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 0 | 1491 | 89 | 69 | 0 | 29 | 60 | 1883 | 1 | 0 | 0 | 0 | 3622 |
| Approach % | 0% | 94% | 6% | 70% | 0% | 30% | 3% | 97% | 0% | 0% | 0% | 0% | |

| **Peak Hr Begin:** | 7:30 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 0 | 640 | 39 | 45 | 0 | 10 | 38 | 729 | 0 | 0 | 0 | 0 | 1501 |
| PHF | 0.832 | | | 0.764 | | | 0.841 | | | 0.000 | | | 0.838 |

# Turning Movement Count Report PM

Location ID: 3
North/South: Indian Hill
East/West: Green Street

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 0 | 190 | 12 | 7 | 0 | 1 | 6 | 190 | 0 | 0 | 0 | 0 | 406 |
| 15:15 | 0 | 228 | 13 | 6 | 0 | 3 | 3 | 182 | 0 | 0 | 0 | 0 | 435 |
| 15:30 | 0 | 211 | 6 | 6 | 0 | 1 | 6 | 168 | 0 | 0 | 0 | 0 | 398 |
| 15:45 | 0 | 153 | 5 | 5 | 0 | 3 | 6 | 169 | 0 | 0 | 0 | 0 | 341 |
| 16:00 | 0 | 199 | 12 | 3 | 0 | 1 | 4 | 168 | 0 | 0 | 0 | 0 | 387 |
| 16:15 | 0 | 162 | 4 | 5 | 0 | 3 | 2 | 188 | 0 | 0 | 0 | 0 | 364 |
| 16:30 | 0 | 204 | 21 | 2 | 0 | 2 | 7 | 198 | 0 | 0 | 0 | 0 | 434 |
| 16:45 | 0 | 167 | 9 | 5 | 0 | 6 | 8 | 195 | 0 | 0 | 0 | 0 | 390 |
| 17:00 | 0 | 223 | 15 | 11 | 0 | 1 | 5 | 169 | 0 | 0 | 0 | 0 | 424 |
| 17:15 | 0 | 188 | 8 | 5 | 0 | 4 | 2 | 176 | 0 | 0 | 0 | 0 | 383 |
| 17:30 | 0 | 168 | 14 | 6 | 0 | 2 | 2 | 201 | 0 | 0 | 0 | 0 | 393 |
| 17:45 | 0 | 179 | 11 | 7 | 0 | 2 | 4 | 209 | 1 | 0 | 0 | 0 | 413 |
| Total Volume: | 0 | 2272 | 130 | 68 | 0 | 29 | 55 | 2213 | 1 | 0 | 0 | 0 | 4768 |
| Approach % | 0% | 95% | 5% | 70% | 0% | 30% | 2% | 98% | 0% | 0% | 0% | 0% | |
| **Peak Hr Begin:** | 16:30 | | | | | | | | | | | | |
| PHV | 0 | 782 | 53 | 23 | 0 | 13 | 22 | 738 | 0 | 0 | 0 | 0 | 1631 |
| PHF | 0.877 | | | 0.750 | | | 0.927 | | | 0.000 | | | 0.940 |

Prepared by City Count, LLC. (www.citycount.com)

# Pedestrian/Bicycle Count Report

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Turning Movement Count Report AM

Location ID: 4
North/South: College Ave
East/West: Green Street

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 3 | 18 | 0 | 4 | 2 | 2 | 1 | 31 | 0 | 3 | 0 | 0 | 64 |
| 7:15 | 6 | 10 | 0 | 3 | 0 | 1 | 0 | 30 | 6 | 8 | 1 | 0 | 65 |
| 7:30 | 5 | 16 | 1 | 5 | 2 | 2 | 0 | 61 | 8 | 17 | 0 | 0 | 117 |
| 7:45 | 8 | 34 | 2 | 9 | 1 | 2 | 4 | 50 | 24 | 37 | 0 | 0 | 171 |
| 8:00 | 5 | 26 | 3 | 5 | 1 | 4 | 1 | 45 | 3 | 19 | 1 | 0 | 113 |
| 8:15 | 3 | 37 | 1 | 2 | 3 | 1 | 1 | 46 | 0 | 3 | 0 | 0 | 97 |
| 8:30 | 5 | 21 | 0 | 3 | 1 | 0 | 1 | 45 | 0 | 5 | 1 | 0 | 82 |
| 8:45 | 2 | 31 | 0 | 2 | 0 | 1 | 1 | 44 | 1 | 0 | 0 | 0 | 82 |
| 9:00 | 4 | 20 | 1 | 2 | 0 | 1 | 1 | 39 | 0 | 1 | 1 | 0 | 70 |
| 9:15 | 2 | 23 | 2 | 6 | 0 | 2 | 0 | 41 | 1 | 1 | 1 | 0 | 79 |
| 9:30 | 3 | 13 | 0 | 3 | 0 | 1 | 2 | 29 | 0 | 5 | 0 | 0 | 56 |
| 9:45 | 2 | 21 | 2 | 4 | 0 | 3 | 0 | 37 | 0 | 1 | 1 | 0 | 71 |
| Total Volume: | 48 | 270 | 12 | 48 | 10 | 20 | 12 | 498 | 43 | 100 | 6 | 0 | 1067 |
| Approach % | 15% | 82% | 4% | 62% | 13% | 26% | 2% | 90% | 8% | 94% | 6% | 0% | |
| **Peak Hr Begin:** | 7:30 | | | | | | | | | | | | |
| PHV | 21 | 113 | 7 | 21 | 7 | 9 | 6 | 202 | 35 | 76 | 1 | 0 | 498 |
| PHF | 0.801 | | | 0.771 | | | 0.779 | | | 0.520 | | | 0.728 |

# Turning Movement Count Report PM

Location ID: 4
North/South: College Ave
East/West: Green Street

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 6 | 64 | 2 | 4 | 0 | 1 | 0 | 37 | 3 | 5 | 1 | 0 | 123 |
| 15:15 | 10 | 63 | 4 | 2 | 0 | 0 | 3 | 41 | 3 | 1 | 0 | 0 | 127 |
| 15:30 | 1 | 62 | 4 | 5 | 0 | 0 | 0 | 37 | 1 | 6 | 0 | 0 | 116 |
| 15:45 | 0 | 52 | 2 | 2 | 1 | 0 | 0 | 60 | 1 | 1 | 2 | 0 | 121 |
| 16:00 | 3 | 58 | 3 | 4 | 0 | 0 | 2 | 45 | 3 | 5 | 1 | 0 | 124 |
| 16:15 | 5 | 48 | 4 | 2 | 0 | 4 | 1 | 42 | 0 | 7 | 1 | 0 | 114 |
| 16:30 | 3 | 41 | 4 | 4 | 0 | 1 | 1 | 41 | 2 | 14 | 6 | 0 | 117 |
| 16:45 | 10 | 62 | 8 | 9 | 2 | 1 | 0 | 50 | 1 | 4 | 1 | 0 | 148 |
| 17:00 | 6 | 84 | 6 | 2 | 1 | 2 | 2 | 38 | 4 | 13 | 0 | 0 | 158 |
| 17:15 | 2 | 67 | 2 | 3 | 0 | 3 | 3 | 43 | 1 | 3 | 1 | 0 | 128 |
| 17:30 | 7 | 60 | 5 | 6 | 1 | 0 | 0 | 64 | 2 | 4 | 1 | 0 | 150 |
| 17:45 | 3 | 55 | 3 | 3 | 3 | 3 | 0 | 48 | 0 | 2 | 2 | 0 | 122 |
| Total Volume: | 56 | 716 | 47 | 46 | 8 | 15 | 12 | 546 | 21 | 65 | 16 | 0 | 1548 |
| Approach % | 7% | 87% | 6% | 67% | 12% | 22% | 2% | 94% | 4% | 80% | 20% | 0% | |
| **Peak Hr Begin:** | 16:45 | | | | | | | | | | | | |
| PHV | 25 | 273 | 21 | 20 | 4 | 6 | 5 | 195 | 8 | 24 | 3 | 0 | 584 |
| PHF | 0.831 | | | 0.625 | | | 0.788 | | | 0.519 | | | 0.924 |

# Pedestrian/Bicycle Count Report

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 |
| 7:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 7:30 | 2 | 0 | 2 | 0 | 2 | 0 | 6 | 0 |
| 7:45 | 10 | 0 | 10 | 0 | 18 | 0 | 18 | 0 |
| 8:00 | 4 | 0 | 4 | 0 | 5 | 0 | 3 | 0 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 |
| 8:45 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 9:15 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 |
| 9:30 | 2 | 0 | 5 | 0 | 0 | 0 | 2 | 0 |
| 9:45 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 |

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 15:00 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 15:15 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 |
| 15:30 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 |
| 15:45 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 16:00 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 |
| 16:15 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| 17:00 | 2 | 0 | 2 | 0 | 1 | 0 | 5 | 0 |
| 17:15 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 |
| 17:30 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 17:45 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: Cambridge Avenue
E/W: Arrow Highway
Weather: Clear

File Name : CMTCAARAM
Site Code :
Start Date : 5/5/2016
Page No : 1

Groups Printed- Total Volume

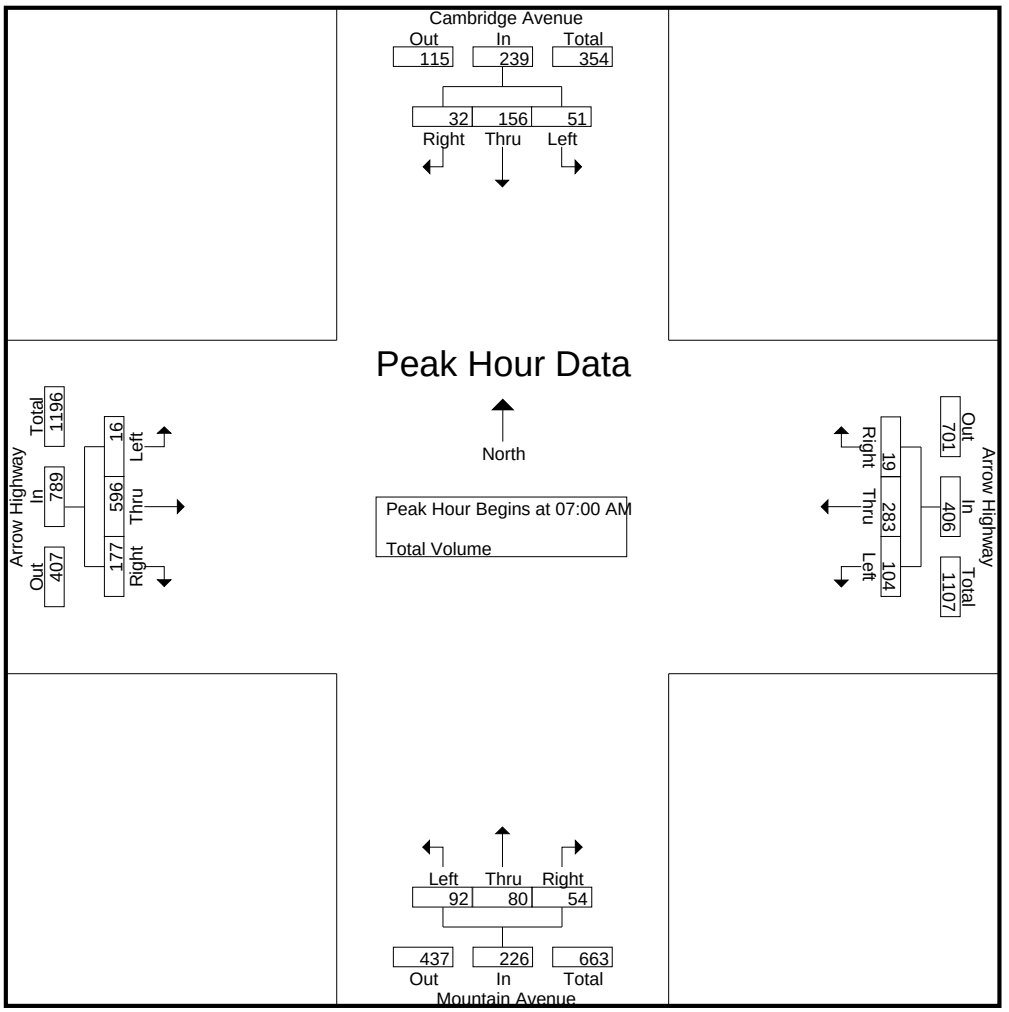
| | Cambridge Avenue Southbound | | | | Arrow Highway Westbound | | | | Mountain Avenue Northbound | | | | Arrow Highway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 06:00 AM | 9 | 3 | 5 | 17 | 19 | 22 | 0 | 41 | 5 | 4 | 4 | 13 | 3 | 84 | 15 | 102 | 173 |
| 06:15 AM | 5 | 4 | 3 | 12 | 10 | 23 | 2 | 35 | 13 | 7 | 3 | 23 | 2 | 95 | 12 | 109 | 179 |
| 06:30 AM | 5 | 8 | 2 | 15 | 17 | 23 | 2 | 42 | 17 | 5 | 6 | 28 | 0 | 112 | 12 | 124 | 209 |
| 06:45 AM | 9 | 17 | 5 | 31 | 29 | 43 | 4 | 76 | 7 | 9 | 9 | 25 | 0 | 112 | 21 | 133 | 265 |
| Total | 28 | 32 | 15 | 75 | 75 | 111 | 8 | 194 | 42 | 25 | 22 | 89 | 5 | 403 | 60 | 468 | 826 |
| | | | | | | | | | | | | | | | | | |
| 07:00 AM | 6 | 12 | 3 | 21 | 14 | 44 | 3 | 61 | 17 | 8 | 13 | 38 | 4 | 115 | 21 | 140 | 260 |
| 07:15 AM | 13 | 22 | 11 | 46 | 25 | 57 | 0 | 82 | 16 | 12 | 10 | 38 | 2 | 130 | 39 | 171 | 337 |
| 07:30 AM | 14 | 53 | 7 | 74 | 30 | 67 | 7 | 104 | 25 | 24 | 12 | 61 | 4 | 160 | 51 | 215 | 454 |
| 07:45 AM | 18 | 69 | 11 | 98 | 35 | 115 | 9 | 159 | 34 | 36 | 19 | 89 | 6 | 191 | 66 | 263 | 609 |
| Total | 51 | 156 | 32 | 239 | 104 | 283 | 19 | 406 | 92 | 80 | 54 | 226 | 16 | 596 | 177 | 789 | 1660 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 79 | 188 | 47 | 314 | 179 | 394 | 27 | 600 | 134 | 105 | 76 | 315 | 21 | 999 | 237 | 1257 | 2486 |
| Apprch % | 25.2 | 59.9 | 15 | | 29.8 | 65.7 | 4.5 | | 42.5 | 33.3 | 24.1 | | 1.7 | 79.5 | 18.9 | | |
| Total % | 3.2 | 7.6 | 1.9 | 12.6 | 7.2 | 15.8 | 1.1 | 24.1 | 5.4 | 4.2 | 3.1 | 12.7 | 0.8 | 40.2 | 9.5 | 50.6 | |

| | Cambridge Avenue Southbound | | | | Arrow Highway Westbound | | | | Mountain Avenue Northbound | | | | Arrow Highway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 6 | 12 | 3 | 21 | 14 | 44 | 3 | 61 | 17 | 8 | 13 | 38 | 4 | 115 | 21 | 140 | 260 |
| 07:15 AM | 13 | 22 | **11** | 46 | 25 | 57 | 0 | 82 | 16 | 12 | 10 | 38 | 2 | 130 | 39 | 171 | 337 |
| 07:30 AM | 14 | 53 | 7 | 74 | 30 | 67 | 7 | 104 | 25 | 24 | 12 | 61 | 4 | 160 | 51 | 215 | 454 |
| 07:45 AM | **18** | **69** | 11 | **98** | **35** | **115** | **9** | **159** | **34** | **36** | **19** | **89** | **6** | **191** | **66** | **263** | **609** |
| Total Volume | 51 | 156 | 32 | 239 | 104 | 283 | 19 | 406 | 92 | 80 | 54 | 226 | 16 | 596 | 177 | 789 | 1660 |
| % App. Total | 21.3 | 65.3 | 13.4 | | 25.6 | 69.7 | 4.7 | | 40.7 | 35.4 | 23.9 | | 2 | 75.5 | 22.4 | | |
| PHF | .708 | .565 | .727 | .610 | .743 | .615 | .528 | .638 | .676 | .556 | .711 | .635 | .667 | .780 | .670 | .750 | .681 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: Cambridge Avenue
E/W: Arrow Highway
Weather: Clear

File Name : CMTCAARAM
Site Code :
Start Date : 5/5/2016


Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 12 | 3 | 21 | 14 | 44 | 3 | 61 | 17 | 8 | 13 | 38 | 4 | 115 | 21 | 140 |
| +15 mins. | 13 | 22 | **11** | 46 | 25 | 57 | 0 | 82 | 16 | 12 | 10 | 38 | 2 | 130 | 39 | 171 |
| +30 mins. | 14 | 53 | 7 | 74 | 30 | 67 | 7 | 104 | 25 | 24 | 12 | 61 | 4 | 160 | 51 | 215 |
| +45 mins. | **18** | **69** | 11 | **98** | **35** | **115** | **9** | **159** | **34** | **36** | **19** | **89** | **6** | **191** | **66** | **263** |
| Total Volume | 51 | 156 | 32 | 239 | 104 | 283 | 19 | 406 | 92 | 80 | 54 | 226 | 16 | 596 | 177 | 789 |
| % App. Total | 21.3 | 65.3 | 13.4 | | 25.6 | 69.7 | 4.7 | | 40.7 | 35.4 | 23.9 | | 2 | 75.5 | 22.4 | |
| PHF | .708 | .565 | .727 | .610 | .743 | .615 | .528 | .638 | .676 | .556 | .711 | .635 | .667 | .780 | .670 | .750 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: Cambridge Avenue
E/W: Arrow Highway
Weather: Clear

File Name : CMTCAARPM
Site Code :
Start Date : 5/5/2016
Page No : 1

Groups Printed- Total Volume

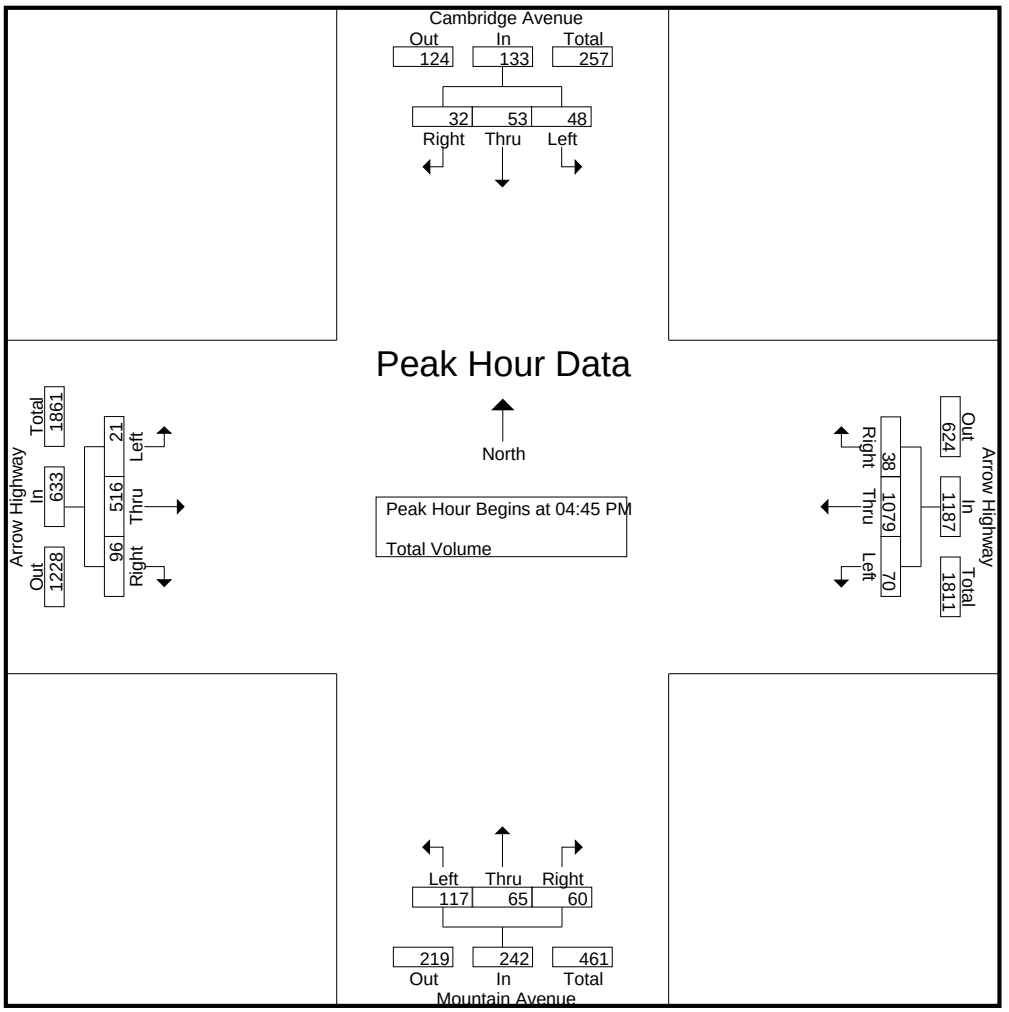
| | Cambridge Avenue Southbound | | | | Arrow Highway Westbound | | | | Mountain Avenue Northbound | | | | Arrow Highway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 9 | 11 | 12 | 32 | 11 | 251 | 12 | 274 | 26 | 12 | 16 | 54 | 6 | 135 | 15 | 156 | 516 |
| 04:15 PM | 6 | 9 | 5 | 20 | 14 | 210 | 13 | 237 | 31 | 12 | 17 | 60 | 6 | 155 | 16 | 177 | 494 |
| 04:30 PM | 9 | 13 | 8 | 30 | 10 | 220 | 10 | 240 | 37 | 19 | 29 | 85 | 7 | 117 | 15 | 139 | 494 |
| 04:45 PM | 15 | 10 | 8 | 33 | 18 | 233 | 10 | 261 | 21 | 15 | 13 | 49 | 4 | 127 | 34 | 165 | 508 |
| Total | 39 | 43 | 33 | 115 | 53 | 914 | 45 | 1012 | 115 | 58 | 75 | 248 | 23 | 534 | 80 | 637 | 2012 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 11 | 12 | 7 | 30 | 18 | 286 | 9 | 313 | 34 | 16 | 20 | 70 | 7 | 132 | 25 | 164 | 577 |
| 05:15 PM | 10 | 18 | 7 | 35 | 21 | 297 | 10 | 328 | 38 | 16 | 13 | 67 | 5 | 130 | 17 | 152 | 582 |
| 05:30 PM | 12 | 13 | 10 | 35 | 13 | 263 | 9 | 285 | 24 | 18 | 14 | 56 | 5 | 127 | 20 | 152 | 528 |
| 05:45 PM | 10 | 11 | 11 | 32 | 21 | 253 | 11 | 285 | 12 | 17 | 10 | 39 | 10 | 100 | 21 | 131 | 487 |
| Total | 43 | 54 | 35 | 132 | 73 | 1099 | 39 | 1211 | 108 | 67 | 57 | 232 | 27 | 489 | 83 | 599 | 2174 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 82 | 97 | 68 | 247 | 126 | 2013 | 84 | 2223 | 223 | 125 | 132 | 480 | 50 | 1023 | 163 | 1236 | 4186 |
| Apprch % | 33.2 | 39.3 | 27.5 | | 5.7 | 90.6 | 3.8 | | 46.5 | 26 | 27.5 | | 4 | 82.8 | 13.2 | | |
| Total % | 2 | 2.3 | 1.6 | 5.9 | 3 | 48.1 | 2 | 53.1 | 5.3 | 3 | 3.2 | 11.5 | 1.2 | 24.4 | 3.9 | 29.5 | |

| | Cambridge Avenue Southbound | | | | Arrow Highway Westbound | | | | Mountain Avenue Northbound | | | | Arrow Highway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **15** | 10 | 8 | 33 | 18 | 233 | **10** | 261 | 21 | 15 | 13 | 49 | 4 | 127 | **34** | **165** | 508 |
| 05:00 PM | 11 | 12 | 7 | 30 | 18 | 286 | 9 | 313 | 34 | 16 | **20** | **70** | **7** | **132** | 25 | 164 | 577 |
| 05:15 PM | 10 | **18** | 7 | **35** | **21** | **297** | 10 | **328** | **38** | 16 | 13 | 67 | 5 | 130 | 17 | 152 | **582** |
| 05:30 PM | 12 | 13 | **10** | 35 | 13 | 263 | 9 | 285 | 24 | **18** | 14 | 56 | 5 | 127 | 20 | 152 | 528 |
| Total Volume | 48 | 53 | 32 | 133 | 70 | 1079 | 38 | 1187 | 117 | 65 | 60 | 242 | 21 | 516 | 96 | 633 | 2195 |
| % App. Total | 36.1 | 39.8 | 24.1 | | 5.9 | 90.9 | 3.2 | | 48.3 | 26.9 | 24.8 | | 3.3 | 81.5 | 15.2 | | |
| PHF | .800 | .736 | .800 | .950 | .833 | .908 | .950 | .905 | .770 | .903 | .750 | .864 | .750 | .977 | .706 | .959 | .943 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Claremont
N/S: Cambridge Avenue
E/W: Arrow Highway
Weather: Clear

File Name : CMTCAARPM
Site Code :
Start Date : 5/5/2016


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 05:00 PM | | | | 04:30 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **15** | 10 | 8 | 33 | 18 | 286 | 9 | 313 | 37 | **19** | **29** | **85** | 6 | **155** | 16 | **177** |
| +15 mins. | 11 | 12 | 7 | 30 | **21** | **297** | 10 | **328** | 21 | 15 | 13 | 49 | **7** | 117 | 15 | 139 |
| +30 mins. | 10 | **18** | 7 | **35** | 13 | 263 | 9 | 285 | 34 | 16 | 20 | 70 | 4 | 127 | **34** | 165 |
| +45 mins. | 12 | 13 | **10** | 35 | 21 | 253 | **11** | 285 | **38** | 16 | 13 | 67 | 7 | 132 | 25 | 164 |
| Total Volume | 48 | 53 | 32 | 133 | 73 | 1099 | 39 | 1211 | 130 | 66 | 75 | 271 | 24 | 531 | 90 | 645 |
| % App. Total | 36.1 | 39.8 | 24.1 | | 6 | 90.8 | 3.2 | | 48 | 24.4 | 27.7 | | 3.7 | 82.3 | 14 | |
| PHF | .800 | .736 | .800 | .950 | .869 | .925 | .886 | .923 | .855 | .868 | .647 | .797 | .857 | .856 | .662 | .911 |

# Turning Movement Count Report AM

Location ID: 5
North/South: Indian Hill
East/West: Arrow Hwy

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 10 | 112 | 14 | 6 | 76 | 16 | 18 | 84 | 37 | 13 | 44 | 6 | 436 |
| 7:15 | 10 | 80 | 11 | 22 | 150 | 25 | 18 | 118 | 44 | 14 | 43 | 6 | 541 |
| 7:30 | 10 | 130 | 13 | 24 | 195 | 34 | 38 | 142 | 33 | 29 | 51 | 11 | 710 |
| 7:45 | 12 | 141 | 24 | 31 | 322 | 32 | 42 | 177 | 40 | 43 | 106 | 18 | 988 |
| 8:00 | 19 | 130 | 38 | 20 | 183 | 41 | 48 | 133 | 56 | 44 | 78 | 14 | 804 |
| 8:15 | 14 | 119 | 11 | 19 | 133 | 26 | 36 | 139 | 27 | 41 | 82 | 2 | 649 |
| 8:30 | 9 | 80 | 12 | 9 | 90 | 24 | 40 | 106 | 47 | 29 | 87 | 3 | 536 |
| 8:45 | 7 | 99 | 10 | 25 | 122 | 24 | 40 | 160 | 34 | 33 | 68 | 31 | 653 |
| 9:00 | 6 | 88 | 16 | 18 | 86 | 31 | 32 | 106 | 24 | 25 | 58 | 17 | 507 |
| 9:15 | 8 | 72 | 16 | 13 | 78 | 35 | 35 | 122 | 21 | 21 | 72 | 16 | 509 |
| 9:30 | 13 | 90 | 16 | 11 | 81 | 18 | 32 | 117 | 29 | 30 | 59 | 18 | 514 |
| 9:45 | 12 | 92 | 10 | 27 | 73 | 38 | 53 | 125 | 23 | 25 | 74 | 15 | 567 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 130 | 1233 | 191 | 225 | 1589 | 344 | 432 | 1529 | 415 | 347 | 822 | 157 | 7414 |
| Approach % | 8% | 79% | 12% | 10% | 74% | 16% | 18% | 64% | 17% | 26% | 62% | 12% | |

| **Peak Hr Begin:** | 7:30 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 55 | 520 | 86 | 94 | 833 | 133 | 164 | 591 | 156 | 157 | 317 | 45 | 3151 |
| PHF | 0.884 | | | 0.688 | | | 0.879 | | | 0.777 | | | 0.797 |

# Turning Movement Count Report PM

Location ID: 5
North/South: Indian Hill
East/West: Arrow Hwy

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 12 | 143 | 41 | 16 | 109 | 29 | 38 | 151 | 26 | 28 | 128 | 20 | 741 |
| 15:15 | 24 | 176 | 32 | 29 | 92 | 23 | 35 | 154 | 31 | 45 | 121 | 16 | 778 |
| 15:30 | 17 | 142 | 33 | 15 | 122 | 32 | 43 | 124 | 25 | 31 | 147 | 22 | 753 |
| 15:45 | 21 | 118 | 19 | 15 | 70 | 31 | 39 | 129 | 27 | 24 | 185 | 36 | 714 |
| 16:00 | 17 | 126 | 26 | 18 | 90 | 31 | 24 | 118 | 27 | 37 | 160 | 26 | 700 |
| 16:15 | 13 | 132 | 21 | 22 | 97 | 36 | 42 | 150 | 29 | 39 | 173 | 20 | 774 |
| 16:30 | 10 | 162 | 19 | 22 | 98 | 42 | 40 | 150 | 25 | 65 | 195 | 30 | 858 |
| 16:45 | 17 | 138 | 24 | 13 | 92 | 30 | 46 | 162 | 27 | 40 | 221 | 17 | 827 |
| 17:00 | 16 | 165 | 26 | 12 | 131 | 51 | 36 | 139 | 24 | 47 | 225 | 30 | 902 |
| 17:15 | 21 | 146 | 26 | 18 | 137 | 45 | 34 | 146 | 26 | 36 | 222 | 18 | 875 |
| 17:30 | 22 | 115 | 26 | 22 | 97 | 37 | 46 | 148 | 26 | 35 | 268 | 29 | 871 |
| 17:45 | 19 | 121 | 22 | 14 | 102 | 40 | 34 | 172 | 25 | 35 | 227 | 22 | 833 |
| Total Volume: | 209 | 1684 | 315 | 216 | 1237 | 427 | 457 | 1743 | 318 | 462 | 2272 | 286 | 9626 |
| Approach % | 9% | 76% | 14% | 11% | 66% | 23% | 18% | 69% | 13% | 15% | 75% | 9% | |
| **Peak Hr Begin:** | 17:00 | | | | | | | | | | | | |
| PHV | 78 | 547 | 100 | 66 | 467 | 173 | 150 | 605 | 101 | 153 | 942 | 99 | 3481 |
| PHF | 0.876 | | | 0.883 | | | 0.926 | | | 0.899 | | | 0.965 |

# Pedestrian/Bicycle Count Report

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 1 | 0 | 1 | 0 | 1 | 0 | 5 | 0 |
| 7:15 | 1 | 0 | 2 | 0 | 2 | 0 | 5 | 0 |
| 7:30 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 |
| 7:45 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 |
| 8:30 | 2 | 0 | 3 | 0 | 1 | 0 | 3 | 0 |
| 8:45 | 1 | 0 | 2 | 1 | 3 | 0 | 2 | 0 |
| 9:00 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 0 |
| 9:15 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 0 |
| 9:30 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 |
| 9:45 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 0 |

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 15:00 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 15:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| 15:45 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 |
| 16:15 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 |
| 16:30 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 |
| 17:00 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | 1 |
| 17:15 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |

# Turning Movement Count Report AM

Location ID: 6
North/South: College Avenue
East/West: Arrow Hwy

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 11 | 7 | 6 | 10 | 123 | 4 | 2 | 9 | 4 | 6 | 48 | 15 | 245 |
| 7:15 | 9 | 5 | 7 | 13 | 187 | 3 | 2 | 13 | 10 | 1 | 73 | 9 | 332 |
| 7:30 | 16 | 11 | 11 | 20 | 253 | 7 | 6 | 33 | 10 | 6 | 86 | 17 | 476 |
| 7:45 | 23 | 29 | 18 | 33 | 345 | 10 | 9 | 31 | 17 | 14 | 119 | 22 | 670 |
| 8:00 | 15 | 21 | 17 | 11 | 181 | 14 | 5 | 11 | 10 | 6 | 121 | 21 | 433 |
| 8:15 | 6 | 27 | 12 | 15 | 143 | 7 | 5 | 15 | 12 | 13 | 86 | 18 | 359 |
| 8:30 | 8 | 12 | 8 | 9 | 118 | 11 | 8 | 11 | 8 | 2 | 108 | 26 | 329 |
| 8:45 | 12 | 15 | 7 | 14 | 149 | 8 | 5 | 4 | 8 | 2 | 90 | 27 | 341 |
| 9:00 | 16 | 6 | 5 | 11 | 122 | 5 | 4 | 6 | 6 | 7 | 85 | 21 | 294 |
| 9:15 | 6 | 8 | 9 | 11 | 102 | 6 | 4 | 10 | 3 | 4 | 91 | 22 | 276 |
| 9:30 | 12 | 7 | 8 | 13 | 94 | 3 | 6 | 9 | 4 | 3 | 90 | 9 | 258 |
| 9:45 | 11 | 13 | 5 | 11 | 115 | 9 | 4 | 9 | 8 | 5 | 104 | 18 | 312 |
| Total Volume: | 145 | 161 | 113 | 171 | 1932 | 87 | 60 | 161 | 100 | 69 | 1101 | 225 | 4325 |
| Approach % | 35% | 38% | 27% | 8% | 88% | 4% | 19% | 50% | 31% | 5% | 79% | 16% | |
| **Peak Hr Begin:** | 7:30 | | | | | | | | | | | | |
| PHV | 60 | 88 | 58 | 79 | 922 | 38 | 25 | 90 | 49 | 39 | 412 | 78 | 1938 |
| PHF | 0.736 | | | 0.669 | | | 0.719 | | | 0.853 | | | 0.723 |

# Turning Movement Count Report PM

Location ID: 6
North/South: College Avenue
East/West: Arrow Hwy

Date: 04/27/17
City: Claremont, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 11 | 26 | 33 | 11 | 124 | 2 | 13 | 14 | 8 | 9 | 171 | 18 | 440 |
| 15:15 | 17 | 19 | 28 | 13 | 137 | 5 | 9 | 19 | 4 | 10 | 145 | 20 | 426 |
| 15:30 | 30 | 16 | 23 | 10 | 119 | 4 | 5 | 5 | 5 | 12 | 183 | 24 | 436 |
| 15:45 | 13 | 18 | 21 | 18 | 85 | 9 | 9 | 15 | 9 | 12 | 218 | 28 | 455 |
| 16:00 | 20 | 24 | 21 | 26 | 127 | 5 | 10 | 10 | 4 | 7 | 180 | 13 | 447 |
| 16:15 | 23 | 18 | 22 | 12 | 134 | 3 | 7 | 7 | 4 | 9 | 187 | 29 | 455 |
| 16:30 | 21 | 15 | 21 | 16 | 112 | 7 | 6 | 10 | 5 | 4 | 241 | 16 | 474 |
| 16:45 | 13 | 28 | 24 | 16 | 122 | 7 | 9 | 10 | 12 | 5 | 229 | 31 | 506 |
| 17:00 | 42 | 32 | 27 | 13 | 141 | 9 | 16 | 13 | 7 | 6 | 252 | 17 | 575 |
| 17:15 | 30 | 19 | 20 | 13 | 136 | 6 | 9 | 14 | 16 | 7 | 270 | 24 | 564 |
| 17:30 | 21 | 20 | 25 | 14 | 137 | 5 | 17 | 21 | 4 | 8 | 284 | 30 | 586 |
| 17:45 | 25 | 19 | 17 | 12 | 125 | 4 | 5 | 15 | 5 | 8 | 250 | 24 | 509 |
| Total Volume: | 266 | 254 | 282 | 174 | 1499 | 66 | 115 | 153 | 83 | 97 | 2610 | 274 | 5873 |
| Approach % | 33% | 32% | 35% | 10% | 86% | 4% | 33% | 44% | 24% | 3% | 88% | 9% | |
| **Peak Hr Begin:** | 17:00 | | | | | | | | | | | | |
| PHV | 118 | 90 | 89 | 52 | 539 | 24 | 47 | 63 | 32 | 29 | 1056 | 95 | 2234 |
| PHF | 0.735 | | | 0.943 | | | 0.845 | | | 0.916 | | | 0.953 |

# Pedestrian/Bicycle Count Report

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:15 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 |
| 7:30 | 3 | 0 | 2 | 0 | 3 | 0 | 4 | 0 |
| 7:45 | 1 | 0 | 3 | 1 | 2 | 0 | 6 | 0 |
| 8:00 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| 8:15 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 8:30 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 |
| 8:45 | 1 | 0 | 3 | 1 | 0 | 1 | 3 | 0 |
| 9:00 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| 9:15 | 1 | 0 | 3 | 0 | 1 | 0 | 3 | 0 |
| 9:30 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 |
| 9:45 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |

| | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Leg: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 15:00 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 2 |
| 15:15 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 |
| 15:30 | 1 | 0 | 3 | 1 | 3 | 0 | 4 | 2 |
| 15:45 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | 0 |
| 16:00 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |
| 16:15 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 1 |
| 16:30 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 |
| 16:45 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 0 |
| 17:00 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 |
| 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 |
| 17:45 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 |

# *Appendix C*

# *Level of Service Worksheets*

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.602 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 50 | 554 | 97 | 43 | 596 | 22 | 5 | 22 | 45 | 73 | 26 | 54 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 50 | 554 | 97 | 43 | 596 | 22 | 5 | 22 | 45 | 73 | 26 | 54 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 139 | 24 | 11 | 149 | 6 | 1 | 6 | 11 | 18 | 7 | 14 |
| Total Analysis Volume [veh/h] | 50 | 554 | 97 | 43 | 596 | 22 | 5 | 22 | 45 | 73 | 26 | 54 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.35 | 0.06 | 0.03 | 0.39 | 0.39 | 0.00 | 0.01 | 0.03 | 0.05 | 0.05 | 0.05 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.602 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 9.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.268 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 29 | 91 | 7 | 20 | 131 | 34 | 43 | 80 | 60 | 15 | 59 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 29 | 91 | 7 | 20 | 131 | 34 | 43 | 80 | 60 | 15 | 59 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 23 | 2 | 5 | 33 | 9 | 11 | 20 | 15 | 4 | 15 | 4 |
| Total Analysis Volume [veh/h] | 29 | 91 | 7 | 20 | 131 | 34 | 43 | 80 | 60 | 15 | 59 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 669 | 691 | 596 | 650 | 745 | 586 | 638 | 730 |
| Degree of Utilization, x | 0.19 | 0.27 | 0.07 | 0.12 | 0.08 | 0.03 | 0.09 | 0.02 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.70 | 1.08 | 0.23 | 0.42 | 0.26 | 0.08 | 0.30 | 0.06 |
| 95th-Percentile Queue Length [ft] | 17.39 | 26.99 | 5.82 | 10.47 | 6.54 | 1.97 | 7.61 | 1.57 |
| Approach Delay [s/veh] | 9.64 | 10.11 | 8.71 | | | 8.73 | | |
| Approach LOS | A | B | A | | | A | | |
| Intersection Delay [s/veh] | 9.36 | | | | | | | |
| Intersection LOS | A | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.011 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 66 | 699 | 11 | 0 | 690 | 28 | 0 | 0 | 7 | 0 | 0 | 7 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 66 | 699 | 11 | 0 | 690 | 28 | 0 | 0 | 7 | 0 | 0 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 175 | 3 | 0 | 173 | 7 | 0 | 0 | 2 | 0 | 0 | 2 |
| Total Analysis Volume [veh/h] | 66 | 699 | 11 | 0 | 690 | 28 | 0 | 0 | 7 | 0 | 0 | 7 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.08 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 10.71 | 0.00 | 0.00 | 10.67 |
| Movement LOS | A | A | A | | A | A | | | B | | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.03 |
| 95th-Percentile Queue Length [ft/ln] | 6.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.00 | 0.83 |
| d_A, Approach Delay [s/veh] | 0.80 | | | 0.00 | | | 10.71 | | | 10.67 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 0.51 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 26.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.056 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 740 | 39 | 40 | 649 | 10 | 46 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 740 | 39 | 40 | 649 | 10 | 46 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 185 | 10 | 10 | 162 | 3 | 12 |
| Total Analysis Volume [veh/h] | 740 | 39 | 40 | 649 | 10 | 46 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.05 | 0.01 | 0.06 | 0.08 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 9.54 | 0.00 | 26.43 | 12.19 |
| Movement LOS | A | A | A | A | D | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.15 | 0.00 | 0.45 | 0.45 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 3.77 | 0.00 | 11.25 | 11.25 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.55 | | 14.73 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.79 | | | | | |
| Intersection LOS | D | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 36 | 205 | 6 | 7 | 115 | 21 | 0 | 1 | 77 | 9 | 7 | 21 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 36 | 205 | 6 | 7 | 115 | 21 | 0 | 1 | 77 | 9 | 7 | 21 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 51 | 2 | 2 | 29 | 5 | 0 | 0 | 19 | 2 | 2 | 5 |
| Total Analysis Volume [veh/h] | 36 | 205 | 6 | 7 | 115 | 21 | 0 | 1 | 77 | 9 | 7 | 21 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.02 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.02 | 0.01 | 0.03 |
| d_M, Delay for Movement [s/veh] | 7.55 | 0.00 | 0.00 | 7.66 | 0.00 | 0.00 | 12.56 | 12.49 | 9.26 | 13.23 | 12.55 | 9.68 |
| Movement LOS | A | A | A | A | A | A | B | B | A | B | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | 0.28 | 0.28 | 0.28 | 0.19 | 0.19 | 0.19 |
| 95th-Percentile Queue Length [ft/ln] | 1.91 | 1.91 | 1.91 | 0.39 | 0.39 | 0.39 | 6.97 | 6.97 | 6.97 | 4.68 | 4.68 | 4.68 |
| d_A, Approach Delay [s/veh] | 1.10 | | | 0.38 | | | 9.30 | | | 11.09 | | |
| Approach LOS | A | | | A | | | A | | | B | | |
| d_I, Intersection Delay [s/veh] | 2.89 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.602 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 94 | 82 | 55 | 52 | 159 | 33 | 16 | 608 | 180 | 106 | 289 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 94 | 82 | 55 | 52 | 159 | 33 | 16 | 608 | 180 | 106 | 289 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 24 | 21 | 14 | 13 | 40 | 8 | 4 | 152 | 45 | 27 | 72 | 5 |
| Total Analysis Volume [veh/h] | 94 | 82 | 55 | 52 | 159 | 33 | 16 | 608 | 180 | 106 | 289 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.09 | 0.09 | 0.03 | 0.12 | 0.12 | 0.01 | 0.25 | 0.25 | 0.07 | 0.10 | 0.10 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.602 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.727 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 158 | 600 | 166 | 87 | 528 | 56 | 46 | 322 | 159 | 135 | 845 | 95 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 158 | 600 | 166 | 87 | 528 | 56 | 46 | 322 | 159 | 135 | 845 | 95 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 40 | 150 | 42 | 22 | 132 | 14 | 12 | 81 | 40 | 34 | 211 | 24 |
| Total Analysis Volume [veh/h] | 158 | 600 | 166 | 87 | 528 | 56 | 46 | 322 | 159 | 135 | 845 | 95 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.10 | 0.24 | 0.24 | 0.05 | 0.18 | 0.18 | 0.03 | 0.10 | 0.10 | 0.08 | 0.29 | 0.29 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.727 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.619 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 50 | 91 | 25 | 59 | 89 | 61 | 79 | 418 | 40 | 39 | 936 | 80 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 50 | 91 | 25 | 59 | 89 | 61 | 79 | 418 | 40 | 39 | 936 | 80 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 23 | 6 | 15 | 22 | 15 | 20 | 105 | 10 | 10 | 234 | 20 |
| Total Analysis Volume [veh/h] | 50 | 91 | 25 | 59 | 89 | 61 | 79 | 418 | 40 | 39 | 936 | 80 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.10 | 0.10 | 0.04 | 0.09 | 0.09 | 0.05 | 0.14 | 0.14 | 0.02 | 0.32 | 0.32 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.619 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 0.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.007 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 740 | 690 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 740 | 690 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 185 | 173 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 740 | 690 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.00 | 0.00 | 0.00 | 0.00 | 21.42 | 10.53 |
| Movement LOS | A | A | A | A | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 15.98 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.692 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 554 | 159 | 69 | 531 | 64 | 23 | 49 | 99 | 130 | 65 | 96 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 554 | 159 | 69 | 531 | 64 | 23 | 49 | 99 | 130 | 65 | 96 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 139 | 40 | 17 | 133 | 16 | 6 | 12 | 25 | 33 | 16 | 24 |
| Total Analysis Volume [veh/h] | 105 | 554 | 159 | 69 | 531 | 64 | 23 | 49 | 99 | 130 | 65 | 96 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.35 | 0.10 | 0.04 | 0.37 | 0.37 | 0.01 | 0.03 | 0.06 | 0.08 | 0.10 | 0.10 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.692 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 11.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.490 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 55 | 233 | 29 | 40 | 134 | 46 | 43 | 55 | 51 | 44 | 66 | 42 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 233 | 29 | 40 | 134 | 46 | 43 | 55 | 51 | 44 | 66 | 42 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 58 | 7 | 10 | 34 | 12 | 11 | 14 | 13 | 11 | 17 | 11 |
| Total Analysis Volume [veh/h] | 55 | 233 | 29 | 40 | 134 | 46 | 43 | 55 | 51 | 44 | 66 | 42 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 647 | 639 | 522 | 563 | 634 | 522 | 563 | 636 |
| Degree of Utilization, x | 0.49 | 0.34 | 0.08 | 0.10 | 0.08 | 0.08 | 0.12 | 0.07 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 2.70 | 1.53 | 0.27 | 0.32 | 0.26 | 0.28 | 0.40 | 0.21 |
| 95th-Percentile Queue Length [ft] | 67.51 | 38.22 | 6.71 | 8.08 | 6.53 | 6.88 | 9.88 | 5.29 |
| Approach Delay [s/veh] | 13.77 | 11.55 | 9.60 | | | 9.70 | | |
| Approach LOS | B | B | A | | | A | | |
| Intersection Delay [s/veh] | 11.71 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.130 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 9 | 795 | 5 | 0 | 732 | 17 | 0 | 0 | 81 | 0 | 0 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 795 | 5 | 0 | 732 | 17 | 0 | 0 | 81 | 0 | 0 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 199 | 1 | 0 | 183 | 4 | 0 | 0 | 20 | 0 | 0 | 5 |
| Total Analysis Volume [veh/h] | 9 | 795 | 5 | 0 | 732 | 17 | 0 | 0 | 81 | 0 | 0 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 | 0.03 |
| d_M, Delay for Movement [s/veh] | 9.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.64 | 0.00 | 0.00 | 11.20 |
| Movement LOS | A | A | A | | A | A | | | B | | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.10 |
| 95th-Percentile Queue Length [ft/ln] | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.14 | 0.00 | 0.00 | 2.45 |
| d_A, Approach Delay [s/veh] | 0.10 | | | 0.00 | | | 11.64 | | | 11.20 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 0.75 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 30.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.086 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 749 | 22 | 54 | 793 | 13 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 749 | 22 | 54 | 793 | 13 | 23 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 187 | 6 | 14 | 198 | 3 | 6 |
| Total Analysis Volume [veh/h] | 749 | 22 | 54 | 793 | 13 | 23 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.06 | 0.01 | 0.09 | 0.04 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 9.58 | 0.00 | 30.60 | 12.61 |
| Movement LOS | A | A | A | A | D | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.21 | 0.00 | 0.42 | 0.42 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 5.14 | 0.00 | 10.45 | 10.45 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.61 | | 19.11 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.73 | | | | | |
| Intersection LOS | D | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.015 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 198 | 5 | 21 | 277 | 25 | 0 | 3 | 24 | 6 | 4 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 198 | 5 | 21 | 277 | 25 | 0 | 3 | 24 | 6 | 4 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 50 | 1 | 5 | 69 | 6 | 0 | 1 | 6 | 2 | 1 | 5 |
| Total Analysis Volume [veh/h] | 8 | 198 | 5 | 21 | 277 | 25 | 0 | 3 | 24 | 6 | 4 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 | 0.01 | 0.01 | 0.02 |
| d_M, Delay for Movement [s/veh] | 7.88 | 0.00 | 0.00 | 7.67 | 0.00 | 0.00 | 13.84 | 13.56 | 10.01 | 13.99 | 13.75 | 9.57 |
| Movement LOS | A | A | A | A | A | A | B | B | B | B | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.02 | 0.05 | 0.05 | 0.05 | 0.12 | 0.12 | 0.12 | 0.15 | 0.15 | 0.15 |
| 95th-Percentile Queue Length [ft/ln] | 0.48 | 0.48 | 0.48 | 1.17 | 1.17 | 1.17 | 3.04 | 3.04 | 3.04 | 3.75 | 3.75 | 3.75 |
| d_A, Approach Delay [s/veh] | 0.30 | | | 0.50 | | | 10.41 | | | 11.01 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 1.41 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.609 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 66 | 61 | 49 | 54 | 33 | 21 | 526 | 98 | 71 | 1100 | 39 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 66 | 61 | 49 | 54 | 33 | 21 | 526 | 98 | 71 | 1100 | 39 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 17 | 15 | 12 | 14 | 8 | 5 | 132 | 25 | 18 | 275 | 10 |
| Total Analysis Volume [veh/h] | 119 | 66 | 61 | 49 | 54 | 33 | 21 | 526 | 98 | 71 | 1100 | 39 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.08 | 0.08 | 0.03 | 0.05 | 0.05 | 0.01 | 0.20 | 0.20 | 0.04 | 0.36 | 0.36 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.609 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.822 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 102 | 614 | 152 | 101 | 555 | 79 | 100 | 956 | 155 | 176 | 474 | 67 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 102 | 614 | 152 | 101 | 555 | 79 | 100 | 956 | 155 | 176 | 474 | 67 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 154 | 38 | 25 | 139 | 20 | 25 | 239 | 39 | 44 | 119 | 17 |
| Total Analysis Volume [veh/h] | 102 | 614 | 152 | 101 | 555 | 79 | 100 | 956 | 155 | 176 | 474 | 67 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.24 | 0.24 | 0.06 | 0.20 | 0.20 | 0.06 | 0.30 | 0.10 | 0.11 | 0.17 | 0.17 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.822 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.622 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 32 | 64 | 48 | 90 | 91 | 120 | 96 | 1072 | 29 | 24 | 547 | 53 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 32 | 64 | 48 | 90 | 91 | 120 | 96 | 1072 | 29 | 24 | 547 | 53 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 16 | 12 | 23 | 23 | 30 | 24 | 268 | 7 | 6 | 137 | 13 |
| Total Analysis Volume [veh/h] | 32 | 64 | 48 | 90 | 91 | 120 | 96 | 1072 | 29 | 24 | 547 | 53 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.02 | 0.09 | 0.09 | 0.06 | 0.13 | 0.13 | 0.06 | 0.34 | 0.34 | 0.02 | 0.19 | 0.19 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.622 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 0.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.007 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 749 | 732 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 749 | 732 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 187 | 183 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 749 | 732 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.15 | 0.00 | 0.00 | 0.00 | 22.60 | 10.71 |
| Movement LOS | A | A | A | A | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 16.66 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.644 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 50 | 623 | 139 | 43 | 638 | 22 | 5 | 22 | 45 | 98 | 26 | 54 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 50 | 623 | 139 | 43 | 638 | 22 | 5 | 22 | 45 | 98 | 26 | 54 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 156 | 35 | 11 | 160 | 6 | 1 | 6 | 11 | 25 | 7 | 14 |
| Total Analysis Volume [veh/h] | 50 | 623 | 139 | 43 | 638 | 22 | 5 | 22 | 45 | 98 | 26 | 54 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.39 | 0.09 | 0.03 | 0.41 | 0.41 | 0.00 | 0.01 | 0.03 | 0.06 | 0.05 | 0.05 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.644 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 9.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.289 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 29 | 91 | 7 | 20 | 131 | 44 | 59 | 106 | 60 | 15 | 75 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 29 | 91 | 7 | 20 | 131 | 44 | 59 | 106 | 60 | 15 | 75 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 7 | 23 | 2 | 5 | 33 | 11 | 15 | 27 | 15 | 4 | 19 | 4 |
| Total Analysis Volume [veh/h] | 29 | 91 | 7 | 20 | 131 | 44 | 59 | 106 | 60 | 15 | 75 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 649 | 675 | 588 | 641 | 735 | 576 | 626 | 714 |
| Degree of Utilization, x | 0.20 | 0.29 | 0.10 | 0.17 | 0.08 | 0.03 | 0.12 | 0.02 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.72 | 1.20 | 0.33 | 0.59 | 0.27 | 0.08 | 0.41 | 0.06 |
| 95th-Percentile Queue Length [ft] | 18.03 | 29.89 | 8.32 | 14.72 | 6.65 | 2.01 | 10.15 | 1.61 |
| Approach Delay [s/veh] | 9.89 | 10.49 | 9.07 | | | 9.02 | | |
| Approach LOS | A | B | A | | | A | | |
| Intersection Delay [s/veh] | 9.65 | | | | | | | |
| Intersection LOS | A | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.012 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 809 | 11 | 0 | 785 | 0 | 7 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 809 | 11 | 0 | 785 | 0 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 202 | 3 | 0 | 196 | 0 | 2 |
| Total Analysis Volume [veh/h] | 809 | 11 | 0 | 785 | 0 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.17 |
| Movement LOS | A | A | | A | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 11.17 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.05 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 7.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.318 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 35 | 740 | 39 | 49 | 681 | 22 | 106 | 16 | 34 | 10 | 14 | 51 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 35 | 740 | 39 | 49 | 681 | 22 | 106 | 16 | 34 | 10 | 14 | 51 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 185 | 10 | 12 | 170 | 6 | 27 | 4 | 9 | 3 | 4 | 13 |
| Total Analysis Volume [veh/h] | 35 | 740 | 39 | 49 | 681 | 22 | 106 | 16 | 34 | 10 | 14 | 51 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 8.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 64 | 0 | 0 | 64 | 0 | 0 | 26 | 0 | 0 | 26 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | No | | | No | | | No | | | No | |
| Maximum Recall | | No | | | No | | | No | | | No | |
| Pedestrian Recall | | No | | | No | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | C | C | L | C | C | L | C | C |
|---|---|---|---|---|---|---|---|---|---|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 71 | 71 | 71 | 71 | 71 | 71 | 11 | 11 | 11 |
| g / C, Green / Cycle | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.13 | 0.13 | 0.13 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.21 | 0.21 | 0.07 | 0.19 | 0.19 | 0.08 | 0.03 | 0.05 |
| s, saturation flow rate [veh/h] | 744 | 1870 | 1837 | 693 | 1870 | 1849 | 1336 | 1670 | 1635 |
| c, Capacity [veh/h] | 613 | 1470 | 1444 | 572 | 1470 | 1454 | 157 | 209 | 250 |
| d1, Uniform Delay [s] | 3.79 | 2.60 | 2.60 | 4.07 | 2.54 | 2.54 | 39.02 | 35.51 | 36.07 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.11 | 0.11 | 0.11 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.18 | 0.45 | 0.45 | 0.29 | 0.39 | 0.39 | 5.01 | 0.59 | 0.67 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.06 | 0.27 | 0.27 | 0.09 | 0.24 | 0.24 | 0.68 | 0.24 | 0.30 |
| d, Delay for Lane Group [s/veh] | 3.97 | 3.05 | 3.06 | 4.37 | 2.92 | 2.93 | 44.03 | 36.10 | 36.73 |
| Lane Group LOS | A | A | A | A | A | A | D | D | D |
| Critical Lane Group | No | No | Yes | No | No | No | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 0.18 | 1.41 | 1.39 | 0.28 | 1.23 | 1.22 | 2.48 | 1.01 | 1.54 |
| 50th-Percentile Queue Length [ft/ln] | 4.61 | 35.21 | 34.69 | 6.93 | 30.80 | 30.53 | 61.93 | 25.31 | 38.42 |
| 95th-Percentile Queue Length [veh/ln] | 0.33 | 2.53 | 2.50 | 0.50 | 2.22 | 2.20 | 4.46 | 1.82 | 2.77 |
| 95th-Percentile Queue Length [ft/ln] | 8.31 | 63.37 | 62.44 | 12.48 | 55.45 | 54.95 | 111.47 | 45.56 | 69.16 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 3.97 | 3.05 | 3.06 | 4.37 | 2.92 | 2.93 | 44.03 | 36.10 | 36.10 | 36.73 | 36.73 | 36.73 |
| Movement LOS | A | A | A | A | A | A | D | D | D | D | D | D |
| d_A, Approach Delay [s/veh] | 3.09 | | | 3.02 | | | 41.49 | | | 36.73 | | |
| Approach LOS | A | | | A | | | D | | | D | | |
| d_I, Intersection Delay [s/veh] | 7.80 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.318 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 36.45 | 36.45 | 36.45 | 36.45 |
| l_p,int, Pedestrian LOS Score for Intersection | 2.616 | 2.873 | 2.065 | 1.873 |
| Crosswalk LOS | B | C | B | A |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1333 | 1333 | 489 | 489 |
| d_b, Bicycle Delay [s] | 5.00 | 5.00 | 25.69 | 25.69 |
| l_b,int, Bicycle LOS Score for Intersection | 2.231 | 2.180 | 1.817 | 1.683 |
| Bicycle LOS | B | B | A | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.021 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 40 | 205 | 6 | 7 | 115 | 21 | 0 | 20 | 85 | 9 | 18 | 21 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 40 | 205 | 6 | 7 | 115 | 21 | 0 | 20 | 85 | 9 | 18 | 21 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 51 | 2 | 2 | 29 | 5 | 0 | 5 | 21 | 2 | 5 | 5 |
| Total Analysis Volume [veh/h] | 40 | 205 | 6 | 7 | 115 | 21 | 0 | 20 | 85 | 9 | 18 | 21 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.09 | 0.02 | 0.04 | 0.03 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.56 | 0.00 | 0.00 | 7.66 | 0.00 | 0.00 | 13.18 | 12.91 | 9.58 | 14.04 | 12.85 | 9.89 |
| Movement LOS | A | A | A | A | A | A | B | B | A | B | B | A |
| 95th-Percentile Queue Length [veh/ln] | 0.09 | 0.09 | 0.09 | 0.02 | 0.02 | 0.02 | 0.45 | 0.45 | 0.45 | 0.27 | 0.27 | 0.27 |
| 95th-Percentile Queue Length [ft/ln] | 2.13 | 2.13 | 2.13 | 0.39 | 0.39 | 0.39 | 11.35 | 11.35 | 11.35 | 6.75 | 6.75 | 6.75 |
| d_A, Approach Delay [s/veh] | 1.20 | | | 0.38 | | | 10.21 | | | 11.78 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 3.64 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.624 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 94 | 82 | 65 | 52 | 159 | 33 | 16 | 646 | 180 | 122 | 351 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 94 | 82 | 65 | 52 | 159 | 33 | 16 | 646 | 180 | 122 | 351 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 24 | 21 | 16 | 13 | 40 | 8 | 4 | 162 | 45 | 31 | 88 | 5 |
| Total Analysis Volume [veh/h] | 94 | 82 | 65 | 52 | 159 | 33 | 16 | 646 | 180 | 122 | 351 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.09 | 0.09 | 0.03 | 0.12 | 0.12 | 0.01 | 0.26 | 0.26 | 0.08 | 0.12 | 0.12 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.624 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.758 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 165 | 635 | 166 | 106 | 575 | 56 | 49 | 325 | 176 | 140 | 860 | 98 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 165 | 635 | 166 | 106 | 575 | 56 | 49 | 325 | 176 | 140 | 860 | 98 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 41 | 159 | 42 | 27 | 144 | 14 | 12 | 81 | 44 | 35 | 215 | 25 |
| Total Analysis Volume [veh/h] | 165 | 635 | 166 | 106 | 575 | 56 | 49 | 325 | 176 | 140 | 860 | 98 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.25 | 0.25 | 0.07 | 0.20 | 0.20 | 0.03 | 0.10 | 0.11 | 0.09 | 0.30 | 0.30 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.758 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.630 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 58 | 95 | 25 | 61 | 95 | 61 | 79 | 428 | 53 | 39 | 943 | 80 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 58 | 95 | 25 | 61 | 95 | 61 | 79 | 428 | 53 | 39 | 943 | 80 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 24 | 6 | 15 | 24 | 15 | 20 | 107 | 13 | 10 | 236 | 20 |
| Total Analysis Volume [veh/h] | 58 | 95 | 25 | 61 | 95 | 61 | 79 | 428 | 53 | 39 | 943 | 80 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.11 | 0.11 | 0.04 | 0.10 | 0.10 | 0.05 | 0.15 | 0.15 | 0.02 | 0.32 | 0.32 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.630 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.012 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 66 | 809 | 753 | 44 | 0 | 7 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 66 | 809 | 753 | 44 | 0 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 202 | 188 | 11 | 0 | 2 |
| Total Analysis Volume [veh/h] | 66 | 809 | 753 | 44 | 0 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 9.77 | 0.00 | 0.00 | 0.00 | 31.13 | 11.06 |
| Movement LOS | A | A | A | A | D | B |
| 95th-Percentile Queue Length [veh/ln] | 0.26 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 6.54 | 0.00 | 0.00 | 0.00 | 0.88 | 0.88 |
| d_A, Approach Delay [s/veh] | 0.74 | | 0.00 | | 11.06 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.43 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 588 | 181 | 69 | 603 | 64 | 23 | 49 | 99 | 174 | 65 | 96 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 588 | 181 | 69 | 603 | 64 | 23 | 49 | 99 | 174 | 65 | 96 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 147 | 45 | 17 | 151 | 16 | 6 | 12 | 25 | 44 | 16 | 24 |
| Total Analysis Volume [veh/h] | 105 | 588 | 181 | 69 | 603 | 64 | 23 | 49 | 99 | 174 | 65 | 96 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.37 | 0.11 | 0.04 | 0.42 | 0.42 | 0.01 | 0.03 | 0.06 | 0.11 | 0.10 | 0.10 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.764 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 12.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.505 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 55 | 233 | 29 | 40 | 134 | 63 | 52 | 69 | 51 | 44 | 93 | 42 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 55 | 233 | 29 | 40 | 134 | 63 | 52 | 69 | 51 | 44 | 93 | 42 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 58 | 7 | 10 | 34 | 16 | 13 | 17 | 13 | 11 | 23 | 11 |
| Total Analysis Volume [veh/h] | 55 | 233 | 29 | 40 | 134 | 63 | 52 | 69 | 51 | 44 | 93 | 42 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 628 | 626 | 510 | 550 | 619 | 511 | 552 | 620 |
| Degree of Utilization, x | 0.51 | 0.38 | 0.10 | 0.13 | 0.08 | 0.09 | 0.17 | 0.07 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 2.85 | 1.77 | 0.34 | 0.43 | 0.27 | 0.28 | 0.60 | 0.22 |
| 95th-Percentile Queue Length [ft] | 71.33 | 44.15 | 8.47 | 10.68 | 6.72 | 7.03 | 15.06 | 5.44 |
| Approach Delay [s/veh] | 14.45 | 12.22 | 9.96 | | | 10.13 | | |
| Approach LOS | B | B | A | | | B | | |
| Intersection Delay [s/veh] | 12.16 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.033 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 851 | 5 | 0 | 865 | 0 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 851 | 5 | 0 | 865 | 0 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 213 | 1 | 0 | 216 | 0 | 5 |
| Total Analysis Volume [veh/h] | 851 | 5 | 0 | 865 | 0 | 19 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.03 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.47 |
| Movement LOS | A | A | | A | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.56 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 11.47 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.13 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 5.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.303 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 57 | 749 | 22 | 61 | 804 | 44 | 56 | 10 | 23 | 13 | 24 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 57 | 749 | 22 | 61 | 804 | 44 | 56 | 10 | 23 | 13 | 24 | 23 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 187 | 6 | 15 | 201 | 11 | 14 | 3 | 6 | 3 | 6 | 6 |
| Total Analysis Volume [veh/h] | 57 | 749 | 22 | 61 | 804 | 44 | 56 | 10 | 23 | 13 | 24 | 23 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 8.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 58 | 0 | 0 | 58 | 0 | 0 | 32 | 0 | 0 | 32 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | No | | | No | | | No | | | No | |
| Maximum Recall | | No | | | No | | | No | | | No | |
| Pedestrian Recall | | No | | | No | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | C | C | L | C | C | L | C | C |
|---|---|---|---|---|---|---|---|---|---|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 76 | 76 | 76 | 76 | 76 | 76 | 6 | 6 | 6 |
| g / C, Green / Cycle | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.06 | 0.06 | 0.06 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.21 | 0.21 | 0.09 | 0.23 | 0.23 | 0.04 | 0.02 | 0.05 |
| s, saturation flow rate [veh/h] | 650 | 1870 | 1851 | 698 | 1870 | 1836 | 1358 | 1665 | 1280 |
| c, Capacity [veh/h] | 572 | 1588 | 1572 | 613 | 1588 | 1559 | 99 | 102 | 127 |
| d1, Uniform Delay [s] | 2.90 | 1.28 | 1.28 | 2.76 | 1.32 | 1.32 | 41.47 | 40.29 | 41.51 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.11 | 0.11 | 0.11 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.35 | 0.37 | 0.37 | 0.32 | 0.42 | 0.43 | 4.95 | 1.80 | 2.68 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.10 | 0.24 | 0.24 | 0.10 | 0.27 | 0.27 | 0.56 | 0.32 | 0.47 |
| d, Delay for Lane Group [s/veh] | 3.25 | 1.65 | 1.65 | 3.08 | 1.74 | 1.74 | 46.42 | 42.09 | 44.19 |
| Lane Group LOS | A | A | A | A | A | A | D | D | D |
| Critical Lane Group | No | No | No | No | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | 0.25 | 0.60 | 0.59 | 0.26 | 0.68 | 0.67 | 1.34 | 0.74 | 1.39 |
| 50th-Percentile Queue Length [ft/ln] | 6.37 | 14.94 | 14.83 | 6.47 | 16.99 | 16.77 | 33.57 | 18.54 | 34.83 |
| 95th-Percentile Queue Length [veh/ln] | 0.46 | 1.08 | 1.07 | 0.47 | 1.22 | 1.21 | 2.42 | 1.34 | 2.51 |
| 95th-Percentile Queue Length [ft/ln] | 11.47 | 26.89 | 26.70 | 11.64 | 30.58 | 30.18 | 60.42 | 33.38 | 62.70 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 3.25 | 1.65 | 1.65 | 3.08 | 1.74 | 1.74 | 46.42 | 42.09 | 42.09 | 44.19 | 44.19 | 44.19 |
| Movement LOS | A | A | A | A | A | A | D | D | D | D | D | D |
| d_A, Approach Delay [s/veh] | 1.76 | | | 1.83 | | | 44.81 | | | 44.19 | | |
| Approach LOS | A | | | A | | | D | | | D | | |
| d_I, Intersection Delay [s/veh] | 5.18 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.303 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 36.45 | 36.45 | 36.45 | 36.45 |
| l_p,int, Pedestrian LOS Score for Intersection | 2.645 | 2.816 | 2.092 | 1.878 |
| Crosswalk LOS | B | C | B | A |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1200 | 1200 | 622 | 622 |
| d_b, Bicycle Delay [s] | 7.20 | 7.20 | 21.36 | 21.36 |
| l_b,int, Bicycle LOS Score for Intersection | 2.243 | 2.310 | 1.706 | 1.659 |
| Bicycle LOS | B | B | A | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.015 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 15 | 198 | 5 | 21 | 277 | 25 | 0 | 11 | 27 | 6 | 24 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 15 | 198 | 5 | 21 | 277 | 25 | 0 | 11 | 27 | 6 | 24 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 50 | 1 | 5 | 69 | 6 | 0 | 3 | 7 | 2 | 6 | 5 |
| Total Analysis Volume [veh/h] | 15 | 198 | 5 | 21 | 277 | 25 | 0 | 11 | 27 | 6 | 24 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.03 | 0.04 | 0.02 | 0.06 | 0.02 |
| d_M, Delay for Movement [s/veh] | 7.89 | 0.00 | 0.00 | 7.67 | 0.00 | 0.00 | 14.73 | 13.95 | 10.19 | 14.93 | 14.42 | 10.03 |
| Movement LOS | A | A | A | A | A | A | B | B | B | B | B | B |
| 95th-Percentile Queue Length [veh/ln] | 0.04 | 0.04 | 0.04 | 0.05 | 0.05 | 0.05 | 0.20 | 0.20 | 0.20 | 0.32 | 0.32 | 0.32 |
| 95th-Percentile Queue Length [ft/ln] | 0.90 | 0.90 | 0.90 | 1.17 | 1.17 | 1.17 | 4.96 | 4.96 | 4.96 | 8.00 | 8.00 | 8.00 |
| d_A, Approach Delay [s/veh] | 0.54 | | | 0.50 | | | 11.28 | | | 12.73 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 2.14 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.619 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 66 | 78 | 49 | 54 | 33 | 21 | 592 | 98 | 80 | 1131 | 39 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 66 | 78 | 49 | 54 | 33 | 21 | 592 | 98 | 80 | 1131 | 39 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 17 | 20 | 12 | 14 | 8 | 5 | 148 | 25 | 20 | 283 | 10 |
| Total Analysis Volume [veh/h] | 119 | 66 | 78 | 49 | 54 | 33 | 21 | 592 | 98 | 80 | 1131 | 39 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.09 | 0.09 | 0.03 | 0.05 | 0.05 | 0.01 | 0.22 | 0.22 | 0.05 | 0.37 | 0.37 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.619 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.847 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 118 | 670 | 152 | 111 | 580 | 79 | 105 | 958 | 165 | 176 | 492 | 72 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 670 | 152 | 111 | 580 | 79 | 105 | 958 | 165 | 176 | 492 | 72 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 168 | 38 | 28 | 145 | 20 | 26 | 240 | 41 | 44 | 123 | 18 |
| Total Analysis Volume [veh/h] | 118 | 670 | 152 | 111 | 580 | 79 | 105 | 958 | 165 | 176 | 492 | 72 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.26 | 0.26 | 0.07 | 0.21 | 0.21 | 0.07 | 0.30 | 0.10 | 0.11 | 0.18 | 0.18 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.847 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.636 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 45 | 71 | 48 | 90 | 94 | 120 | 96 | 1077 | 36 | 24 | 559 | 53 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 45 | 71 | 48 | 90 | 94 | 120 | 96 | 1077 | 36 | 24 | 559 | 53 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 18 | 12 | 23 | 24 | 30 | 24 | 269 | 9 | 6 | 140 | 13 |
| Total Analysis Volume [veh/h] | 45 | 71 | 48 | 90 | 94 | 120 | 96 | 1077 | 36 | 24 | 559 | 53 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.10 | 0.10 | 0.06 | 0.13 | 0.13 | 0.06 | 0.35 | 0.35 | 0.02 | 0.19 | 0.19 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.636 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.139 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 9 | 851 | 794 | 44 | 0 | 81 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 851 | 794 | 44 | 0 | 81 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 213 | 199 | 11 | 0 | 20 |
| Total Analysis Volume [veh/h] | 9 | 851 | 794 | 44 | 0 | 81 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.14 |
| d_M, Delay for Movement [s/veh] | 9.60 | 0.00 | 0.00 | 0.00 | 28.41 | 12.17 |
| Movement LOS | A | A | A | A | D | B |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.00 | 0.00 | 0.00 | 0.48 | 0.48 |
| 95th-Percentile Queue Length [ft/ln] | 0.86 | 0.00 | 0.00 | 0.00 | 12.01 | 12.01 |
| d_A, Approach Delay [s/veh] | 0.10 | | 0.00 | | 12.17 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.60 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.773 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 51 | 736 | 110 | 44 | 850 | 22 | 5 | 22 | 46 | 90 | 27 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 736 | 110 | 44 | 850 | 22 | 5 | 22 | 46 | 90 | 27 | 55 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 184 | 28 | 11 | 213 | 6 | 1 | 6 | 12 | 23 | 7 | 14 |
| Total Analysis Volume [veh/h] | 51 | 736 | 110 | 44 | 850 | 22 | 5 | 22 | 46 | 90 | 27 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.46 | 0.07 | 0.03 | 0.55 | 0.55 | 0.00 | 0.01 | 0.03 | 0.06 | 0.05 | 0.05 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.773 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 10.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.384 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 30 | 159 | 7 | 20 | 185 | 51 | 55 | 82 | 61 | 15 | 60 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 30 | 159 | 7 | 20 | 185 | 51 | 55 | 82 | 61 | 15 | 60 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 40 | 2 | 5 | 46 | 13 | 14 | 21 | 15 | 4 | 15 | 4 |
| Total Analysis Volume [veh/h] | 30 | 159 | 7 | 20 | 185 | 51 | 55 | 82 | 61 | 15 | 60 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 646 | 667 | 553 | 600 | 681 | 540 | 584 | 661 |
| Degree of Utilization, x | 0.30 | 0.38 | 0.10 | 0.14 | 0.09 | 0.03 | 0.10 | 0.02 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 1.28 | 1.80 | 0.33 | 0.47 | 0.29 | 0.09 | 0.34 | 0.07 |
| 95th-Percentile Queue Length [ft] | 31.96 | 45.08 | 8.25 | 11.80 | 7.36 | 2.14 | 8.54 | 1.74 |
| Approach Delay [s/veh] | 10.99 | 11.71 | 9.38 | | | 9.35 | | |
| Approach LOS | B | B | A | | | A | | |
| Intersection Delay [s/veh] | 10.61 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.013 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 67 | 895 | 11 | 0 | 962 | 29 | 0 | 0 | 7 | 0 | 0 | 7 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 67 | 895 | 11 | 0 | 962 | 29 | 0 | 0 | 7 | 0 | 0 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 224 | 3 | 0 | 241 | 7 | 0 | 0 | 2 | 0 | 0 | 2 |
| Total Analysis Volume [veh/h] | 67 | 895 | 11 | 0 | 962 | 29 | 0 | 0 | 7 | 0 | 0 | 7 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 10.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.02 | 0.00 | 0.00 | 11.58 |
| Movement LOS | B | A | A | | A | A | | | B | | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 7.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.02 | 0.00 | 0.00 | 0.96 |
| d_A, Approach Delay [s/veh] | 0.74 | | | 0.00 | | | 12.02 | | | 11.58 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 0.45 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 35.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.078 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 884 | 40 | 41 | 780 | 10 | 47 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 884 | 40 | 41 | 780 | 10 | 47 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 221 | 10 | 10 | 195 | 3 | 12 |
| Total Analysis Volume [veh/h] | 884 | 40 | 41 | 780 | 10 | 47 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.06 | 0.01 | 0.08 | 0.09 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 10.19 | 0.00 | 35.00 | 13.60 |
| Movement LOS | A | A | B | A | E | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.18 | 0.00 | 0.58 | 0.58 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 4.42 | 0.00 | 14.46 | 14.46 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.51 | | 17.36 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.78 | | | | | |
| Intersection LOS | E | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 15.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.024 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 37 | 275 | 6 | 7 | 168 | 21 | 0 | 1 | 79 | 9 | 7 | 21 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 37 | 275 | 6 | 7 | 168 | 21 | 0 | 1 | 79 | 9 | 7 | 21 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 69 | 2 | 2 | 42 | 5 | 0 | 0 | 20 | 2 | 2 | 5 |
| Total Analysis Volume [veh/h] | 37 | 275 | 6 | 7 | 168 | 21 | 0 | 1 | 79 | 9 | 7 | 21 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.02 | 0.02 | 0.03 |
| d_M, Delay for Movement [s/veh] | 7.67 | 0.00 | 0.00 | 7.82 | 0.00 | 0.00 | 14.21 | 13.86 | 9.60 | 15.15 | 13.99 | 10.22 |
| Movement LOS | A | A | A | A | A | A | B | B | A | C | B | B |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | 0.31 | 0.31 | 0.31 | 0.22 | 0.22 | 0.22 |
| 95th-Percentile Queue Length [ft/ln] | 2.06 | 2.06 | 2.06 | 0.41 | 0.41 | 0.41 | 7.73 | 7.73 | 7.73 | 5.48 | 5.48 | 5.48 |
| d_A, Approach Delay [s/veh] | 0.89 | | | 0.28 | | | 9.65 | | | 12.13 | | |
| Approach LOS | A | | | A | | | A | | | B | | |
| d_I, Intersection Delay [s/veh] | 2.47 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.671 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 96 | 84 | 56 | 53 | 162 | 34 | 16 | 808 | 184 | 108 | 471 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 96 | 84 | 56 | 53 | 162 | 34 | 16 | 808 | 184 | 108 | 471 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 24 | 21 | 14 | 13 | 41 | 9 | 4 | 202 | 46 | 27 | 118 | 5 |
| Total Analysis Volume [veh/h] | 96 | 84 | 56 | 53 | 162 | 34 | 16 | 808 | 184 | 108 | 471 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.09 | 0.09 | 0.03 | 0.12 | 0.12 | 0.01 | 0.31 | 0.31 | 0.07 | 0.15 | 0.15 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.671 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.910 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 227 | 744 | 217 | 130 | 631 | 73 | 58 | 418 | 190 | 212 | 1052 | 167 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 227 | 744 | 217 | 130 | 631 | 73 | 58 | 418 | 190 | 212 | 1052 | 167 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 57 | 186 | 54 | 33 | 158 | 18 | 15 | 105 | 48 | 53 | 263 | 42 |
| Total Analysis Volume [veh/h] | 227 | 744 | 217 | 130 | 631 | 73 | 58 | 418 | 190 | 212 | 1052 | 167 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.30 | 0.30 | 0.08 | 0.22 | 0.22 | 0.04 | 0.13 | 0.12 | 0.13 | 0.38 | 0.38 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.910 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.781 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 53 | 93 | 33 | 98 | 91 | 75 | 90 | 587 | 42 | 55 | 1271 | 139 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 53 | 93 | 33 | 98 | 91 | 75 | 90 | 587 | 42 | 55 | 1271 | 139 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 23 | 8 | 25 | 23 | 19 | 23 | 147 | 11 | 14 | 318 | 35 |
| Total Analysis Volume [veh/h] | 53 | 93 | 33 | 98 | 91 | 75 | 90 | 587 | 42 | 55 | 1271 | 139 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.11 | 0.11 | 0.06 | 0.10 | 0.10 | 0.06 | 0.20 | 0.20 | 0.03 | 0.44 | 0.44 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.781 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 0.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 937 | 962 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 937 | 962 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 234 | 241 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 937 | 962 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.06 | 0.00 | 0.00 | 0.00 | 33.71 | 11.78 |
| Movement LOS | B | A | A | A | D | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 22.74 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.849 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 107 | 862 | 179 | 70 | 760 | 65 | 23 | 50 | 101 | 148 | 66 | 98 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 107 | 862 | 179 | 70 | 760 | 65 | 23 | 50 | 101 | 148 | 66 | 98 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 216 | 45 | 18 | 190 | 16 | 6 | 13 | 25 | 37 | 17 | 25 |
| Total Analysis Volume [veh/h] | 107 | 862 | 179 | 70 | 760 | 65 | 23 | 50 | 101 | 148 | 66 | 98 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.54 | 0.11 | 0.04 | 0.52 | 0.52 | 0.01 | 0.03 | 0.06 | 0.09 | 0.10 | 0.10 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.849 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 16.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.675 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 56 | 324 | 30 | 41 | 235 | 62 | 61 | 56 | 52 | 45 | 67 | 43 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 56 | 324 | 30 | 41 | 235 | 62 | 61 | 56 | 52 | 45 | 67 | 43 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 81 | 8 | 10 | 59 | 16 | 15 | 14 | 13 | 11 | 17 | 11 |
| Total Analysis Volume [veh/h] | 56 | 324 | 30 | 41 | 235 | 62 | 61 | 56 | 52 | 45 | 67 | 43 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 608 | 603 | 468 | 502 | 558 | 466 | 500 | 556 |
| Degree of Utilization, x | 0.67 | 0.56 | 0.13 | 0.11 | 0.09 | 0.10 | 0.13 | 0.08 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 5.15 | 3.47 | 0.45 | 0.37 | 0.31 | 0.32 | 0.46 | 0.25 |
| 95th-Percentile Queue Length [ft] | 128.66 | 86.86 | 11.15 | 9.36 | 7.66 | 7.97 | 11.52 | 6.27 |
| Approach Delay [s/veh] | 20.31 | 16.36 | 10.76 | | | 10.73 | | |
| Approach LOS | C | C | B | | | B | | |
| Intersection Delay [s/veh] | 16.17 | | | | | | | |
| Intersection LOS | C | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.160 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 9 | 1125 | 5 | 0 | 980 | 17 | 0 | 0 | 83 | 0 | 0 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 1125 | 5 | 0 | 980 | 17 | 0 | 0 | 83 | 0 | 0 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 281 | 1 | 0 | 245 | 4 | 0 | 0 | 21 | 0 | 0 | 5 |
| Total Analysis Volume [veh/h] | 9 | 1125 | 5 | 0 | 980 | 17 | 0 | 0 | 83 | 0 | 0 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.04 |
| d_M, Delay for Movement [s/veh] | 10.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.28 | 0.00 | 0.00 | 13.02 |
| Movement LOS | B | A | A | | A | A | | | B | | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 0.99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 14.18 | 0.00 | 0.00 | 3.17 |
| d_A, Approach Delay [s/veh] | 0.08 | | | 0.00 | | | 13.28 | | | 13.02 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 0.64 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 46.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.135 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 935 | 22 | 55 | 987 | 13 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 935 | 22 | 55 | 987 | 13 | 23 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 234 | 6 | 14 | 247 | 3 | 6 |
| Total Analysis Volume [veh/h] | 935 | 22 | 55 | 987 | 13 | 23 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.08 | 0.01 | 0.13 | 0.04 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 10.46 | 0.00 | 46.11 | 15.56 |
| Movement LOS | A | A | B | A | E | C |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.25 | 0.00 | 0.63 | 0.63 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 6.24 | 0.00 | 15.75 | 15.75 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.55 | | 26.59 | |
| Approach LOS | A | | A | | D | |
| d_I, Intersection Delay [s/veh] | 0.75 | | | | | |
| Intersection LOS | E | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.020 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 288 | 5 | 21 | 380 | 25 | 0 | 3 | 24 | 6 | 4 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 288 | 5 | 21 | 380 | 25 | 0 | 3 | 24 | 6 | 4 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 72 | 1 | 5 | 95 | 6 | 0 | 1 | 6 | 2 | 1 | 5 |
| Total Analysis Volume [veh/h] | 8 | 288 | 5 | 21 | 380 | 25 | 0 | 3 | 24 | 6 | 4 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.01 | 0.04 | 0.02 | 0.01 | 0.03 |
| d_M, Delay for Movement [s/veh] | 8.14 | 0.00 | 0.00 | 7.89 | 0.00 | 0.00 | 17.01 | 16.11 | 10.78 | 17.27 | 16.40 | 10.25 |
| Movement LOS | A | A | A | A | A | A | C | C | B | C | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.02 | 0.05 | 0.05 | 0.05 | 0.14 | 0.14 | 0.14 | 0.19 | 0.19 | 0.19 |
| 95th-Percentile Queue Length [ft/ln] | 0.52 | 0.52 | 0.52 | 1.26 | 1.26 | 1.26 | 3.57 | 3.57 | 3.57 | 4.66 | 4.66 | 4.66 |
| d_A, Approach Delay [s/veh] | 0.22 | | | 0.39 | | | 11.37 | | | 12.47 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 1.16 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.702 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 121 | 67 | 62 | 50 | 55 | 34 | 21 | 764 | 100 | 72 | 1388 | 40 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 121 | 67 | 62 | 50 | 55 | 34 | 21 | 764 | 100 | 72 | 1388 | 40 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 17 | 16 | 13 | 14 | 9 | 5 | 191 | 25 | 18 | 347 | 10 |
| Total Analysis Volume [veh/h] | 121 | 67 | 62 | 50 | 55 | 34 | 21 | 764 | 100 | 72 | 1388 | 40 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.08 | 0.08 | 0.03 | 0.06 | 0.06 | 0.01 | 0.27 | 0.27 | 0.05 | 0.45 | 0.45 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.702 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.101 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 137 | 728 | 268 | 209 | 709 | 96 | 119 | 1220 | 222 | 267 | 643 | 154 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 137 | 728 | 268 | 209 | 709 | 96 | 119 | 1220 | 222 | 267 | 643 | 154 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 34 | 182 | 67 | 52 | 177 | 24 | 30 | 305 | 56 | 67 | 161 | 39 |
| Total Analysis Volume [veh/h] | 137 | 728 | 268 | 209 | 709 | 96 | 119 | 1220 | 222 | 267 | 643 | 154 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.31 | 0.31 | 0.13 | 0.25 | 0.25 | 0.07 | 0.38 | 0.14 | 0.17 | 0.25 | 0.25 |
| Intersection LOS | F | | | | | | | | | | | |
| Intersection V/C | 1.101 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.845 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 35 | 65 | 73 | 178 | 93 | 134 | 110 | 1531 | 31 | 43 | 880 | 128 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 35 | 65 | 73 | 178 | 93 | 134 | 110 | 1531 | 31 | 43 | 880 | 128 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 16 | 18 | 45 | 23 | 34 | 28 | 383 | 8 | 11 | 220 | 32 |
| Total Analysis Volume [veh/h] | 35 | 65 | 73 | 178 | 93 | 134 | 110 | 1531 | 31 | 43 | 880 | 128 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.02 | 0.11 | 0.11 | 0.11 | 0.14 | 0.14 | 0.07 | 0.49 | 0.49 | 0.03 | 0.32 | 0.32 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.845 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 0.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.011 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 1078 | 980 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 1078 | 980 | 0 | 0 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 270 | 245 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 1078 | 980 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 10.14 | 0.00 | 0.00 | 0.00 | 37.86 | 11.87 |
| Movement LOS | B | A | A | A | E | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 24.86 | |
| Approach LOS | A | | A | | C | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.815 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 51 | 805 | 152 | 44 | 892 | 22 | 5 | 22 | 46 | 115 | 27 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 805 | 152 | 44 | 892 | 22 | 5 | 22 | 46 | 115 | 27 | 55 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 201 | 38 | 11 | 223 | 6 | 1 | 6 | 12 | 29 | 7 | 14 |
| Total Analysis Volume [veh/h] | 51 | 805 | 152 | 44 | 892 | 22 | 5 | 22 | 46 | 115 | 27 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.50 | 0.10 | 0.03 | 0.57 | 0.57 | 0.00 | 0.01 | 0.03 | 0.07 | 0.05 | 0.05 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.815 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 11.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.410 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 30 | 159 | 7 | 20 | 185 | 61 | 71 | 108 | 61 | 15 | 76 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 30 | 159 | 7 | 20 | 185 | 61 | 71 | 108 | 61 | 15 | 76 | 15 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 40 | 2 | 5 | 46 | 15 | 18 | 27 | 15 | 4 | 19 | 4 |
| Total Analysis Volume [veh/h] | 30 | 159 | 7 | 20 | 185 | 61 | 71 | 108 | 61 | 15 | 76 | 15 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 624 | 649 | 544 | 590 | 668 | 529 | 571 | 645 |
| Degree of Utilization, x | 0.31 | 0.41 | 0.13 | 0.18 | 0.09 | 0.03 | 0.13 | 0.02 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 1.34 | 2.00 | 0.45 | 0.67 | 0.30 | 0.09 | 0.46 | 0.07 |
| 95th-Percentile Queue Length [ft] | 33.50 | 49.98 | 11.18 | 16.64 | 7.51 | 2.19 | 11.43 | 1.79 |
| Approach Delay [s/veh] | 11.39 | 12.34 | 9.82 | | | 9.71 | | |
| Approach LOS | B | B | A | | | A | | |
| Intersection Delay [s/veh] | 11.02 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.014 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1005 | 11 | 0 | 1058 | 0 | 7 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1005 | 11 | 0 | 1058 | 0 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 251 | 3 | 0 | 265 | 0 | 2 |
| Total Analysis Volume [veh/h] | 1005 | 11 | 0 | 1058 | 0 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 12.16 |
| Movement LOS | A | A | | A | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.04 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 12.16 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.04 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 9.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.426 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 884 | 40 | 50 | 812 | 162 | 160 | 16 | 66 | 10 | 14 | 52 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 884 | 40 | 50 | 812 | 162 | 160 | 16 | 66 | 10 | 14 | 52 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 221 | 10 | 13 | 203 | 41 | 40 | 4 | 17 | 3 | 4 | 13 |
| Total Analysis Volume [veh/h] | 119 | 884 | 40 | 50 | 812 | 162 | 160 | 16 | 66 | 10 | 14 | 52 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 8.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 28 | 0 | 0 | 28 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | No | | | No | | | No | | | No | |
| Maximum Recall | | No | | | No | | | No | | | No | |
| Pedestrian Recall | | No | | | No | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | C | C | L | C | C | L | C | C |
|---|---|---|---|---|---|---|---|---|---|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 67 | 67 | 67 | 67 | 67 | 67 | 15 | 15 | 15 |
| g / C, Green / Cycle | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.17 | 0.17 | 0.17 |
| (v / s)_i Volume / Saturation Flow Rate | 0.21 | 0.25 | 0.25 | 0.08 | 0.27 | 0.27 | 0.12 | 0.05 | 0.05 |
| s, saturation flow rate [veh/h] | 577 | 1870 | 1842 | 605 | 1870 | 1763 | 1335 | 1637 | 1634 |
| c, Capacity [veh/h] | 446 | 1394 | 1373 | 468 | 1394 | 1314 | 215 | 271 | 316 |
| d1, Uniform Delay [s] | 7.62 | 3.89 | 3.89 | 6.29 | 3.99 | 3.99 | 37.20 | 32.96 | 32.80 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.11 | 0.11 | 0.11 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.47 | 0.65 | 0.66 | 0.46 | 0.72 | 0.77 | 5.05 | 0.62 | 0.39 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.27 | 0.33 | 0.33 | 0.11 | 0.36 | 0.36 | 0.74 | 0.30 | 0.24 |
| d, Delay for Lane Group [s/veh] | 9.09 | 4.53 | 4.54 | 6.74 | 4.71 | 4.75 | 42.26 | 33.58 | 33.19 |
| Lane Group LOS | A | A | A | A | A | A | D | C | C |
| Critical Lane Group | No | No | No | No | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.12 | 2.41 | 2.38 | 0.39 | 2.67 | 2.53 | 3.67 | 1.60 | 1.46 |
| 50th-Percentile Queue Length [ft/ln] | 28.09 | 60.25 | 59.44 | 9.76 | 66.67 | 63.28 | 91.81 | 39.94 | 36.62 |
| 95th-Percentile Queue Length [veh/ln] | 2.02 | 4.34 | 4.28 | 0.70 | 4.80 | 4.56 | 6.61 | 2.88 | 2.64 |
| 95th-Percentile Queue Length [ft/ln] | 50.56 | 108.46 | 106.99 | 17.57 | 120.00 | 113.90 | 165.25 | 71.89 | 65.91 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.09 | 4.54 | 4.54 | 6.74 | 4.73 | 4.75 | 42.26 | 33.58 | 33.58 | 33.19 | 33.19 | 33.19 |
| Movement LOS | A | A | A | A | A | A | D | C | C | C | C | C |
| d_A, Approach Delay [s/veh] | 5.06 | | | 4.83 | | | 39.32 | | | 33.19 | | |
| Approach LOS | A | | | A | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 9.33 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.426 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 36.45 | 36.45 | 36.45 | 36.45 |
| l_p,int, Pedestrian LOS Score for Intersection | 2.692 | 3.026 | 2.286 | 1.876 |
| Crosswalk LOS | B | C | B | A |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1289 | 1289 | 533 | 533 |
| d_b, Bicycle Delay [s] | 5.69 | 5.69 | 24.20 | 24.20 |
| l_b,int, Bicycle LOS Score for Intersection | 2.420 | 2.404 | 1.959 | 1.685 |
| Bicycle LOS | B | B | A | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 16.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.026 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 41 | 275 | 6 | 7 | 168 | 21 | 0 | 20 | 87 | 9 | 18 | 21 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 41 | 275 | 6 | 7 | 168 | 21 | 0 | 20 | 87 | 9 | 18 | 21 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 69 | 2 | 2 | 42 | 5 | 0 | 5 | 22 | 2 | 5 | 5 |
| Total Analysis Volume [veh/h] | 41 | 275 | 6 | 7 | 168 | 21 | 0 | 20 | 87 | 9 | 18 | 21 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 | 0.10 | 0.03 | 0.04 | 0.03 |
| d_M, Delay for Movement [s/veh] | 7.68 | 0.00 | 0.00 | 7.82 | 0.00 | 0.00 | 15.03 | 14.40 | 10.03 | 16.26 | 14.40 | 10.51 |
| Movement LOS | A | A | A | A | A | A | C | B | B | C | B | B |
| 95th-Percentile Queue Length [veh/ln] | 0.09 | 0.09 | 0.09 | 0.02 | 0.02 | 0.02 | 0.52 | 0.52 | 0.52 | 0.32 | 0.32 | 0.32 |
| 95th-Percentile Queue Length [ft/ln] | 2.29 | 2.29 | 2.29 | 0.41 | 0.41 | 0.41 | 12.95 | 12.95 | 12.95 | 8.00 | 8.00 | 8.00 |
| d_A, Approach Delay [s/veh] | 0.98 | | | 0.28 | | | 10.85 | | | 13.05 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 3.20 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.693 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 96 | 84 | 66 | 53 | 162 | 34 | 16 | 846 | 184 | 124 | 533 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 96 | 84 | 66 | 53 | 162 | 34 | 16 | 846 | 184 | 124 | 533 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 24 | 21 | 17 | 13 | 41 | 9 | 4 | 212 | 46 | 31 | 133 | 5 |
| Total Analysis Volume [veh/h] | 96 | 84 | 66 | 53 | 162 | 34 | 16 | 846 | 184 | 124 | 533 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.09 | 0.09 | 0.03 | 0.12 | 0.12 | 0.01 | 0.32 | 0.32 | 0.08 | 0.17 | 0.17 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.693 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.940 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 234 | 779 | 217 | 149 | 678 | 73 | 61 | 421 | 207 | 217 | 1067 | 170 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 234 | 779 | 217 | 149 | 678 | 73 | 61 | 421 | 207 | 217 | 1067 | 170 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 59 | 195 | 54 | 37 | 170 | 18 | 15 | 105 | 52 | 54 | 267 | 43 |
| Total Analysis Volume [veh/h] | 234 | 779 | 217 | 149 | 678 | 73 | 61 | 421 | 207 | 217 | 1067 | 170 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.15 | 0.31 | 0.31 | 0.09 | 0.23 | 0.23 | 0.04 | 0.13 | 0.13 | 0.14 | 0.39 | 0.39 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.940 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.792 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 61 | 97 | 33 | 100 | 97 | 75 | 90 | 597 | 55 | 55 | 1278 | 139 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 97 | 33 | 100 | 97 | 75 | 90 | 597 | 55 | 55 | 1278 | 139 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 15 | 24 | 8 | 25 | 24 | 19 | 23 | 149 | 14 | 14 | 320 | 35 |
| Total Analysis Volume [veh/h] | 61 | 97 | 33 | 100 | 97 | 75 | 90 | 597 | 55 | 55 | 1278 | 139 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.12 | 0.12 | 0.06 | 0.11 | 0.11 | 0.06 | 0.20 | 0.20 | 0.03 | 0.44 | 0.44 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.792 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.015 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 67 | 1005 | 1025 | 73 | 0 | 7 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 67 | 1005 | 1025 | 73 | 0 | 7 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 251 | 256 | 18 | 0 | 2 |
| Total Analysis Volume [veh/h] | 67 | 1005 | 1025 | 73 | 0 | 7 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.01 | 0.01 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 11.38 | 0.00 | 0.00 | 0.00 | 53.49 | 12.62 |
| Movement LOS | B | A | A | A | F | B |
| 95th-Percentile Queue Length [veh/ln] | 0.35 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 8.86 | 0.00 | 0.00 | 0.00 | 1.11 | 1.11 |
| d_A, Approach Delay [s/veh] | 0.71 | | 0.00 | | 12.62 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.39 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.922 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 107 | 896 | 201 | 70 | 832 | 65 | 23 | 50 | 101 | 192 | 66 | 98 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 107 | 896 | 201 | 70 | 832 | 65 | 23 | 50 | 101 | 192 | 66 | 98 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 224 | 50 | 18 | 208 | 16 | 6 | 13 | 25 | 48 | 17 | 25 |
| Total Analysis Volume [veh/h] | 107 | 896 | 201 | 70 | 832 | 65 | 23 | 50 | 101 | 192 | 66 | 98 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.56 | 0.13 | 0.04 | 0.56 | 0.56 | 0.01 | 0.03 | 0.06 | 0.12 | 0.10 | 0.10 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.922 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: College Avenue & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 17.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.701 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 56 | 324 | 30 | 41 | 235 | 79 | 70 | 70 | 52 | 45 | 94 | 43 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 56 | 324 | 30 | 41 | 235 | 79 | 70 | 70 | 52 | 45 | 94 | 43 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 14 | 81 | 8 | 10 | 59 | 20 | 18 | 18 | 13 | 11 | 24 | 11 |
| Total Analysis Volume [veh/h] | 56 | 324 | 30 | 41 | 235 | 79 | 70 | 70 | 52 | 45 | 94 | 43 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 585 | 583 | 454 | 486 | 539 | 453 | 485 | 538 |
| Degree of Utilization, x | 0.70 | 0.61 | 0.15 | 0.14 | 0.10 | 0.10 | 0.19 | 0.08 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 5.60 | 4.08 | 0.54 | 0.50 | 0.32 | 0.33 | 0.71 | 0.26 |
| 95th-Percentile Queue Length [ft] | 140.07 | 102.10 | 13.52 | 12.50 | 7.96 | 8.22 | 17.79 | 6.49 |
| Approach Delay [s/veh] | 22.32 | 18.31 | 11.27 | | | 11.36 | | |
| Approach LOS | C | C | B | | | B | | |
| Intersection Delay [s/veh] | 17.45 | | | | | | | |
| Intersection LOS | C | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Indian Hill Boulevard & Santa Fe Street (Existing)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.042 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1181 | 5 | 0 | 1113 | 0 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1181 | 5 | 0 | 1113 | 0 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 295 | 1 | 0 | 278 | 0 | 5 |
| Total Analysis Volume [veh/h] | 1181 | 5 | 0 | 1113 | 0 | 19 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.04 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.38 |
| Movement LOS | A | A | | A | | B |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.31 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 13.38 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.11 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Indian Hill Boulevard & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.488 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | No | | | No | | | No | | | No | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 90 | 935 | 22 | 62 | 998 | 100 | 199 | 10 | 109 | 13 | 24 | 23 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 90 | 935 | 22 | 62 | 998 | 100 | 199 | 10 | 109 | 13 | 24 | 23 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 23 | 234 | 6 | 16 | 250 | 25 | 50 | 3 | 27 | 3 | 6 | 6 |
| Total Analysis Volume [veh/h] | 90 | 935 | 22 | 62 | 998 | 100 | 199 | 10 | 109 | 13 | 24 | 23 |
| Presence of On-Street Parking | No | | No | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 90 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 8.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 39 | 0 | 0 | 39 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | No | | | No | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | No | | | No | | | No | | | No | |
| Maximum Recall | | No | | | No | | | No | | | No | |
| Pedestrian Recall | | No | | | No | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | C | C | L | C | C | L | C | C |
|---|---|---|---|---|---|---|---|---|---|
| C, Cycle Length [s] | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 60 | 60 | 60 | 60 | 60 | 60 | 22 | 22 | 22 |
| g / C, Green / Cycle | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.25 | 0.25 | 0.25 |
| (v / s)_i Volume / Saturation Flow Rate | 0.18 | 0.26 | 0.26 | 0.11 | 0.30 | 0.30 | 0.15 | 0.07 | 0.04 |
| s, saturation flow rate [veh/h] | 513 | 1870 | 1855 | 587 | 1870 | 1811 | 1358 | 1610 | 1535 |
| c, Capacity [veh/h] | 344 | 1240 | 1230 | 396 | 1240 | 1201 | 243 | 399 | 429 |
| d1, Uniform Delay [s] | 12.93 | 6.87 | 6.87 | 10.71 | 7.28 | 7.28 | 35.03 | 27.47 | 26.36 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.11 | 0.11 | 0.11 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.85 | 0.92 | 0.92 | 0.84 | 1.18 | 1.22 | 6.75 | 0.41 | 0.15 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.26 | 0.39 | 0.39 | 0.16 | 0.45 | 0.45 | 0.82 | 0.30 | 0.14 |
| d, Delay for Lane Group [s/veh] | 14.78 | 7.79 | 7.80 | 11.55 | 8.46 | 8.50 | 41.78 | 27.89 | 26.51 |
| Lane Group LOS | B | A | A | B | A | A | D | C | C |
| Critical Lane Group | No | No | No | No | No | Yes | Yes | No | No |
| 50th-Percentile Queue Length [veh/ln] | 1.19 | 3.90 | 3.87 | 0.69 | 4.81 | 4.68 | 4.61 | 2.09 | 1.01 |
| 50th-Percentile Queue Length [ft/ln] | 29.77 | 97.58 | 96.86 | 17.32 | 120.37 | 117.08 | 115.32 | 52.23 | 25.14 |
| 95th-Percentile Queue Length [veh/ln] | 2.14 | 7.03 | 6.97 | 1.25 | 8.41 | 8.23 | 8.14 | 3.76 | 1.81 |
| 95th-Percentile Queue Length [ft/ln] | 53.59 | 175.65 | 174.36 | 31.18 | 210.33 | 205.81 | 203.38 | 94.02 | 45.25 |

**Movement, Approach, & Intersection Results**

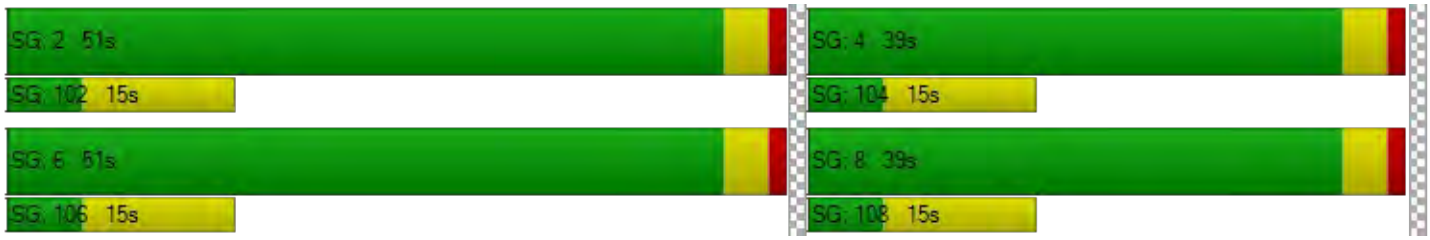
| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 14.78 | 7.79 | 7.80 | 11.55 | 8.48 | 8.50 | 41.78 | 27.89 | 27.89 | 26.51 | 26.51 | 26.51 |
| Movement LOS | B | A | A | B | A | A | D | C | C | C | C | C |
| d_A, Approach Delay [s/veh] | 8.39 | | | 8.64 | | | 36.58 | | | 26.51 | | |
| Approach LOS | A | | | A | | | D | | | C | | |
| d_I, Intersection Delay [s/veh] | 12.39 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.488 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 9.0 | 9.0 | 9.0 | 9.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 36.45 | 36.45 | 36.45 | 36.45 |
| l_p,int, Pedestrian LOS Score for Intersection | 2.742 | 3.114 | 2.243 | 1.880 |
| Crosswalk LOS | B | C | B | A |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1044 | 1044 | 778 | 778 |
| d_b, Bicycle Delay [s] | 10.27 | 10.27 | 16.81 | 16.81 |
| l_b,int, Bicycle LOS Score for Intersection | 2.423 | 2.517 | 2.084 | 1.659 |
| Bicycle LOS | B | B | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 5: College Avenue & Green Street**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 18.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.021 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 15 | 288 | 5 | 21 | 380 | 25 | 0 | 11 | 27 | 6 | 24 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 15 | 288 | 5 | 21 | 380 | 25 | 0 | 11 | 27 | 6 | 24 | 20 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 72 | 1 | 5 | 95 | 6 | 0 | 3 | 7 | 2 | 6 | 5 |
| Total Analysis Volume [veh/h] | 15 | 288 | 5 | 21 | 380 | 25 | 0 | 11 | 27 | 6 | 24 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.03 | 0.04 | 0.02 | 0.07 | 0.03 |
| d_M, Delay for Movement [s/veh] | 8.16 | 0.00 | 0.00 | 7.89 | 0.00 | 0.00 | 18.42 | 16.68 | 11.06 | 18.79 | 17.48 | 11.04 |
| Movement LOS | A | A | A | A | A | A | C | C | B | C | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.04 | 0.04 | 0.04 | 0.05 | 0.05 | 0.05 | 0.24 | 0.24 | 0.24 | 0.42 | 0.42 | 0.42 |
| 95th-Percentile Queue Length [ft/ln] | 0.99 | 0.99 | 0.99 | 1.26 | 1.26 | 1.26 | 6.06 | 6.06 | 6.06 | 10.39 | 10.39 | 10.39 |
| d_A, Approach Delay [s/veh] | 0.40 | | | 0.39 | | | 12.69 | | | 15.06 | | |
| Approach LOS | A | | | A | | | B | | | C | | |
| d_I, Intersection Delay [s/veh] | 1.85 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Cambridge Avenue/Mountain Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.711 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 121 | 67 | 79 | 50 | 55 | 34 | 21 | 830 | 100 | 81 | 1419 | 40 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 121 | 67 | 79 | 50 | 55 | 34 | 21 | 830 | 100 | 81 | 1419 | 40 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 17 | 20 | 13 | 14 | 9 | 5 | 208 | 25 | 20 | 355 | 10 |
| Total Analysis Volume [veh/h] | 121 | 67 | 79 | 50 | 55 | 34 | 21 | 830 | 100 | 81 | 1419 | 40 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.09 | 0.09 | 0.03 | 0.06 | 0.06 | 0.01 | 0.29 | 0.29 | 0.05 | 0.46 | 0.46 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.711 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.125 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 153 | 784 | 268 | 219 | 734 | 96 | 124 | 1222 | 232 | 267 | 661 | 159 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 153 | 784 | 268 | 219 | 734 | 96 | 124 | 1222 | 232 | 267 | 661 | 159 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 38 | 196 | 67 | 55 | 184 | 24 | 31 | 306 | 58 | 67 | 165 | 40 |
| Total Analysis Volume [veh/h] | 153 | 784 | 268 | 219 | 734 | 96 | 124 | 1222 | 232 | 267 | 661 | 159 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.33 | 0.33 | 0.14 | 0.26 | 0.26 | 0.08 | 0.38 | 0.15 | 0.17 | 0.26 | 0.26 |
| Intersection LOS | F | | | | | | | | | | | |
| Intersection V/C | 1.125 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 8: College Avenue & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.862 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 48 | 72 | 73 | 178 | 96 | 134 | 110 | 1536 | 38 | 43 | 892 | 128 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 48 | 72 | 73 | 178 | 96 | 134 | 110 | 1536 | 38 | 43 | 892 | 128 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 12 | 18 | 18 | 45 | 24 | 34 | 28 | 384 | 10 | 11 | 223 | 32 |
| Total Analysis Volume [veh/h] | 48 | 72 | 73 | 178 | 96 | 134 | 110 | 1536 | 38 | 43 | 892 | 128 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.12 | 0.12 | 0.11 | 0.14 | 0.14 | 0.07 | 0.49 | 0.49 | 0.03 | 0.32 | 0.32 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.862 | | | | | | | | | | | |

**Intersection Level Of Service Report**

**Intersection 9: Indian Hill Boulevard & Santa Fe Street (Proposed)**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.174 |

**Intersection Setup**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | Yes | |

**Volumes**

| Name | | | | | | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 9 | 1181 | 1042 | 61 | 0 | 83 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 9 | 1181 | 1042 | 61 | 0 | 83 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 295 | 261 | 15 | 0 | 21 |
| Total Analysis Volume [veh/h] | 9 | 1181 | 1042 | 61 | 0 | 83 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.17 |
| d_M, Delay for Movement [s/veh] | 10.81 | 0.00 | 0.00 | 0.00 | 49.32 | 14.11 |
| Movement LOS | B | A | A | A | E | B |
| 95th-Percentile Queue Length [veh/ln] | 0.04 | 0.00 | 0.00 | 0.00 | 0.62 | 0.62 |
| 95th-Percentile Queue Length [ft/ln] | 1.09 | 0.00 | 0.00 | 0.00 | 15.57 | 15.57 |
| d_A, Approach Delay [s/veh] | 0.08 | | 0.00 | | 14.11 | |
| Approach LOS | A | | A | | B | |
| d_I, Intersection Delay [s/veh] | 0.53 | | | | | |
| Intersection LOS | B | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.543 |

**Intersection Setup**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 51 | 805 | 152 | 44 | 892 | 22 | 5 | 22 | 46 | 115 | 27 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 805 | 152 | 44 | 892 | 22 | 5 | 22 | 46 | 115 | 27 | 55 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 201 | 38 | 11 | 223 | 6 | 1 | 6 | 12 | 29 | 7 | 14 |
| Total Analysis Volume [veh/h] | 51 | 805 | 152 | 44 | 892 | 22 | 5 | 22 | 46 | 115 | 27 | 55 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.30 | 0.30 | 0.03 | 0.30 | 0.30 | 0.00 | 0.01 | 0.03 | 0.07 | 0.05 | 0.05 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.543 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.864 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 234 | 779 | 217 | 149 | 678 | 73 | 61 | 421 | 207 | 217 | 1067 | 170 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 234 | 779 | 217 | 149 | 678 | 73 | 61 | 421 | 207 | 217 | 1067 | 170 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 59 | 195 | 54 | 37 | 170 | 18 | 15 | 105 | 52 | 54 | 267 | 43 |
| Total Analysis Volume [veh/h] | 234 | 779 | 217 | 149 | 678 | 73 | 61 | 421 | 207 | 217 | 1067 | 170 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.15 | 0.24 | 0.14 | 0.09 | 0.23 | 0.23 | 0.04 | 0.13 | 0.13 | 0.14 | 0.33 | 0.11 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.864 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Indian Hill Boulvard & 1st Street**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.681 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 107 | 896 | 201 | 70 | 832 | 65 | 23 | 50 | 101 | 192 | 66 | 98 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 107 | 896 | 201 | 70 | 832 | 65 | 23 | 50 | 101 | 192 | 66 | 98 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 224 | 50 | 18 | 208 | 16 | 6 | 13 | 25 | 48 | 17 | 25 |
| Total Analysis Volume [veh/h] | 107 | 896 | 201 | 70 | 832 | 65 | 23 | 50 | 101 | 192 | 66 | 98 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.34 | 0.34 | 0.04 | 0.30 | 0.30 | 0.01 | 0.03 | 0.06 | 0.12 | 0.10 | 0.10 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.681 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Indian Hill Boulevard & Arrow Highway**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.042 |

**Intersection Setup**

| Name | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 153 | 784 | 268 | 219 | 734 | 96 | 124 | 1222 | 232 | 267 | 661 | 159 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 153 | 784 | 268 | 219 | 734 | 96 | 124 | 1222 | 232 | 267 | 661 | 159 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 38 | 196 | 67 | 55 | 184 | 24 | 31 | 306 | 58 | 67 | 165 | 40 |
| Total Analysis Volume [veh/h] | 153 | 784 | 268 | 219 | 734 | 96 | 124 | 1222 | 232 | 267 | 661 | 159 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 90 |
| Lost time [s] | 10.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 0 | 3 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.25 | 0.17 | 0.14 | 0.26 | 0.26 | 0.08 | 0.38 | 0.15 | 0.17 | 0.21 | 0.10 |
| Intersection LOS | F | | | | | | | | | | | |
| Intersection V/C | 1.042 | | | | | | | | | | | |

# *Appendix D*

# *Mixed-Use Internal Capture Worksheets*

| NCHRP 8-51 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Village South SP | **Organization:** | GTC |
| **Project Location:** | | **Performed By:** | |
| **Scenario Description:** | | **Date:** | |
| **Analysis Year:** | | **Checked By:** | |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 52 | 45 | 7 |
| Retail | | | | 48 | 30 | 18 |
| Restaurant | | | | 364 | 200 | 164 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 364 | 95 | 269 |
| Hotel | | | | 24 | 14 | 10 |
| All Other Land Uses[2] | | | | 0 | | |
| Total | | | | 852 | 384 | 468 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | 1.00 | 5% | | 1.00 | 5% | |
| Retail | 1.00 | | | 1.00 | | |
| Restaurant | 1.00 | | | 1.00 | | |
| Cinema/Entertainment | | | | | | |
| Residential | 1.00 | 5% | | 1.00 | 5% | |
| Hotel | 1.00 | | | 1.00 | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 2 | 4 | 0 | 0 | 0 |
| Retail | 2 | | 2 | 0 | 2 | 0 |
| Restaurant | 6 | 2 | | 0 | 5 | 1 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 3 | 40 | 0 | | 0 |
| Hotel | 1 | 1 | 1 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 852 | 384 | 468 |
| Internal Capture Percentage | 17% | 19% | 16% |
| | | | |
| External Vehicle-Trips[3] | 689 | 305 | 384 |
| External Transit-Trips[4] | 17 | 6 | 11 |
| External Non-Motorized Trips[4] | 0 | 0 | 0 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 22% | 86% |
| Retail | 27% | 33% |
| Restaurant | 24% | 9% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 7% | 16% |
| Hotel | 7% | 30% |

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

| | |
|---|---|
| **Project Name:** | Village South SP |
| **Analysis Period:** | **AM Street Peak Hour** |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 45 | 45 | 1.00 | 7 | 7 |
| Retail | 1.00 | 30 | 30 | 1.00 | 18 | 18 |
| Restaurant | 1.00 | 200 | 200 | 1.00 | 164 | 164 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 95 | 95 | 1.00 | 269 | 269 |
| Hotel | 1.00 | 14 | 14 | 1.00 | 10 | 10 |

**Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 2 | 4 | 0 | 0 | 0 |
| Retail | 5 | | 2 | 0 | 3 | 0 |
| Restaurant | 51 | 23 | | 0 | 7 | 5 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 5 | 3 | 54 | 0 | | 0 |
| Hotel | 8 | 1 | 1 | 0 | 0 | |

**Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 10 | 46 | 0 | 0 | 0 |
| Retail | 2 | | 100 | 0 | 2 | 0 |
| Restaurant | 6 | 2 | | 0 | 5 | 1 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 5 | 40 | 0 | | 0 |
| Hotel | 1 | 1 | 12 | 0 | 0 | |

**Table 9-A (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 10 | 35 | 45 | 33 | 2 | 0 |
| Retail | 8 | 22 | 30 | 22 | 0 | 0 |
| Restaurant | 47 | 153 | 200 | 153 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 7 | 88 | 95 | 84 | 4 | 0 |
| Hotel | 1 | 13 | 14 | 13 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-A (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 6 | 1 | 7 | 1 | 0 | 0 |
| Retail | 6 | 12 | 18 | 12 | 0 | 0 |
| Restaurant | 14 | 150 | 164 | 150 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 44 | 225 | 269 | 214 | 11 | 0 |
| Hotel | 3 | 7 | 10 | 7 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 8-51 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | Village South SP | **Organization:** | GTC |
| **Project Location:** | | **Performed By:** | |
| **Scenario Description:** | | **Date:** | |
| **Analysis Year:** | | **Checked By:** | |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 52 | 9 | 43 |
| Retail | | | | 194 | 93 | 101 |
| Restaurant | | | | 414 | 259 | 155 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 443 | 271 | 172 |
| Hotel | | | | 30 | 15 | 15 |
| All Other Land Uses[2] | | | | 0 | | |
| Total | | | | 1133 | 647 | 486 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | 1.00 | 5% | | 1.00 | 5% | |
| Retail | 1.00 | | | 1.00 | | |
| Restaurant | 1.00 | | | 1.00 | | |
| Cinema/Entertainment | | | | | | |
| Residential | 1.00 | 5% | | 1.00 | 5% | |
| Hotel | 1.00 | | | 1.00 | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 7 | 2 | 0 | 1 | 0 |
| Retail | 2 | | 29 | 0 | 26 | 2 |
| Restaurant | 2 | 47 | | 0 | 28 | 10 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 4 | 9 | 36 | 0 | | 2 |
| Hotel | 0 | 2 | 10 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 1,133 | 647 | 486 |
| Internal Capture Percentage | 39% | 34% | 45% |
| | | | |
| External Vehicle-Trips[3] | 676 | 417 | 259 |
| External Transit-Trips[4] | 19 | 11 | 8 |
| External Non-Motorized Trips[4] | 0 | 0 | 0 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 89% | 23% |
| Retail | 70% | 58% |
| Restaurant | 30% | 56% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 20% | 30% |
| Hotel | 93% | 80% |

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

| | |
|---|---|
| **Project Name:** | Village South SP |
| **Analysis Period:** | **PM Street Peak Hour** |

**Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 9 | 9 | 1.00 | 43 | 43 |
| Retail | 1.00 | 93 | 93 | 1.00 | 101 | 101 |
| Restaurant | 1.00 | 259 | 259 | 1.00 | 155 | 155 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 271 | 271 | 1.00 | 172 | 172 |
| Hotel | 1.00 | 15 | 15 | 1.00 | 15 | 15 |

**Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 9 | 2 | 0 | 1 | 0 |
| Retail | 2 | | 29 | 4 | 26 | 5 |
| Restaurant | 5 | 64 | | 12 | 28 | 11 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 7 | 72 | 36 | 0 | | 5 |
| Hotel | 0 | 2 | 10 | 0 | 0 | |

**Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 7 | 5 | 0 | 11 | 0 |
| Retail | 3 | | 75 | 0 | 125 | 3 |
| Restaurant | 3 | 47 | | 0 | 43 | 11 |
| Cinema/Entertainment | 1 | 4 | 8 | | 11 | 0 |
| Residential | 5 | 9 | 36 | 0 | | 2 |
| Hotel | 0 | 2 | 13 | 0 | 0 | |

**Table 9-P (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 8 | 1 | 9 | 1 | 0 | 0 |
| Retail | 65 | 28 | 93 | 28 | 0 | 0 |
| Restaurant | 77 | 182 | 259 | 182 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 55 | 216 | 271 | 205 | 11 | 0 |
| Hotel | 14 | 1 | 15 | 1 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-P (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 10 | 33 | 43 | 31 | 2 | 0 |
| Retail | 59 | 42 | 101 | 42 | 0 | 0 |
| Restaurant | 87 | 68 | 155 | 68 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 51 | 121 | 172 | 115 | 6 | 0 |
| Hotel | 12 | 3 | 15 | 3 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development | | | |
|---|---|---|---|
| Land Use Pairs | | Weekday | |
| | | AM Peak Hour | PM Peak Hour |
| From OFFICE | To Office | 0.0% | 0.0% |
| | To Retail | 28.0% | 20.0% |
| | To Restaurant | 63.0% | 4.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 1.0% | 2.0% |
| | To Hotel | 0.0% | 0.0% |
| From RETAIL | To Office | 29.0% | 2.0% |
| | To Retail | 0.0% | 0.0% |
| | To Restaurant | 13.0% | 29.0% |
| | To Cinema/Entertainment | 0.0% | 4.0% |
| | To Residential | 14.0% | 26.0% |
| | To Hotel | 0.0% | 5.0% |
| From RESTAURANT | To Office | 31.0% | 3.0% |
| | To Retail | 14.0% | 41.0% |
| | To Restaurant | 0.0% | 0.0% |
| | To Cinema/Entertainment | 0.0% | 8.0% |
| | To Residential | 4.0% | 18.0% |
| | To Hotel | 3.0% | 7.0% |
| From CINEMA/ENTERTAINMENT | To Office | 0.0% | 2.0% |
| | To Retail | 0.0% | 21.0% |
| | To Restaurant | 0.0% | 31.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 8.0% |
| | To Hotel | 0.0% | 2.0% |
| From RESIDENTIAL | To Office | 2.0% | 4.0% |
| | To Retail | 1.0% | 42.0% |
| | To Restaurant | 20.0% | 21.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 0.0% |
| | To Hotel | 0.0% | 3.0% |
| From HOTEL | To Office | 75.0% | 0.0% |
| | To Retail | 14.0% | 16.0% |
| | To Restaurant | 9.0% | 68.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 2.0% |
| | To Hotel | 0.0% | 0.0% |

| Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development | | | |
|---|---|---|---|
| Land Use Pairs | | Weekday | |
| | | AM Peak Hour | PM Peak Hour |
| To OFFICE | From Office | 0.0% | 0.0% |
| | From Retail | 4.0% | 31.0% |
| | From Restaurant | 14.0% | 30.0% |
| | From Cinema/Entertainment | 0.0% | 6.0% |
| | From Residential | 3.0% | 57.0% |
| | From Hotel | 3.0% | 0.0% |
| To RETAIL | From Office | 32.0% | 8.0% |
| | From Retail | 0.0% | 0.0% |
| | From Restaurant | 8.0% | 50.0% |
| | From Cinema/Entertainment | 0.0% | 4.0% |
| | From Residential | 17.0% | 10.0% |
| | From Hotel | 4.0% | 2.0% |
| To RESTAURANT | From Office | 23.0% | 2.0% |
| | From Retail | 50.0% | 29.0% |
| | From Restaurant | 0.0% | 0.0% |
| | From Cinema/Entertainment | 0.0% | 3.0% |
| | From Residential | 20.0% | 14.0% |
| | From Hotel | 6.0% | 5.0% |
| To CINEMA/ENTERTAINMENT | From Office | 0.0% | 1.0% |
| | From Retail | 0.0% | 26.0% |
| | From Restaurant | 0.0% | 32.0% |
| | From Cinema/Entertainment | 0.0% | 0.0% |
| | From Residential | 0.0% | 0.0% |
| | From Hotel | 0.0% | 0.0% |
| To RESIDENTIAL | From Office | 0.0% | 4.0% |
| | From Retail | 2.0% | 46.0% |
| | From Restaurant | 5.0% | 16.0% |
| | From Cinema/Entertainment | 0.0% | 4.0% |
| | From Residential | 0.0% | 0.0% |
| | From Hotel | 0.0% | 0.0% |
| To HOTEL | From Office | 0.0% | 0.0% |
| | From Retail | 0.0% | 17.0% |
| | From Restaurant | 4.0% | 71.0% |
| | From Cinema/Entertainment | 0.0% | 1.0% |
| | From Residential | 0.0% | 12.0% |
| | From Hotel | 0.0% | 0.0% |

# *Appendix E*

# *Signal Warrant Analysis Worksheets*

# Village South Specific Plan

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

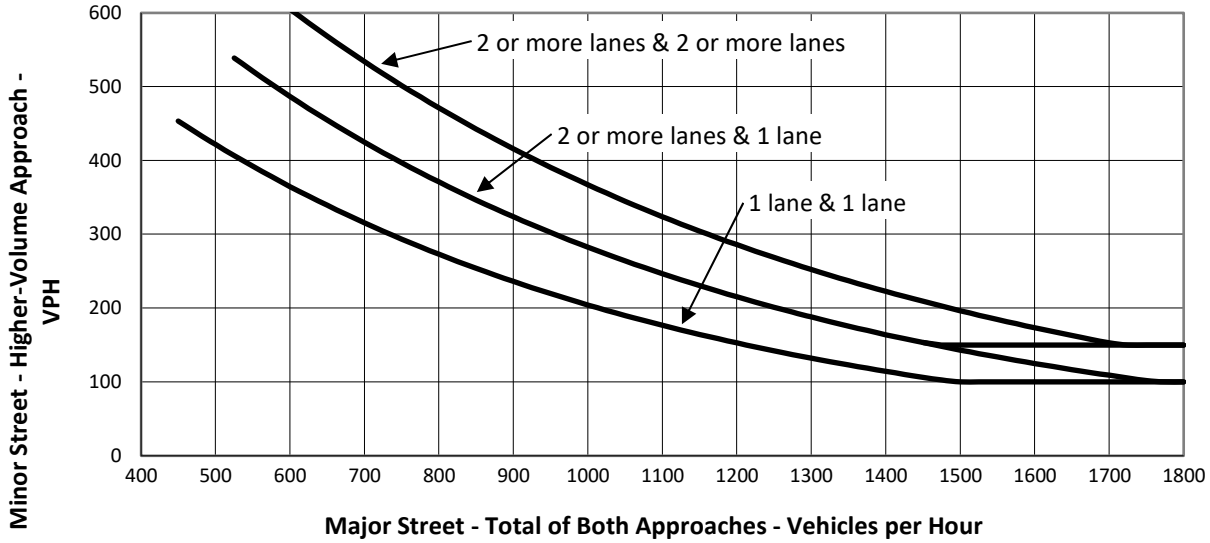
## 4. INDIAN HILL BOULEVARD & GREEN STREET

| | | | |
|---|---|---|---|
| Major Street Name: | Indian Hill Boulevard | Vehicles per Hour (Peak Hour) | |
| Minor Street Name: | Green Street | Major Street (Approach 1): | 1,024 |
| | | Major Street (Approach 2): | 1,043 |
| Major Street Lanes: | 2 | [a] Major Street Left-Turns: | 0 |
| Minor Street Lanes: | 1 | Minor Street (Higher Volume): | 242 |
| [b] Urban/Rural: | Urban | | |

Vehicles per Hour (Peak Hour)

| | | | |
|---|---|---|---|
| Major Street (Approach 1): | 1,024 | Minimum Major Street Volume: | 510 |
| Major Street (Approach 2): | 1,043 | Satisfied? | YES |
| Total Major Street Volume: | 2,067 | | |
| | | Minimum Minor Street Volume: | 100 |
| Major Street Left Turns: | 0 | Satisfied? | YES |
| Minor Street (Higher Volume): | 242 | | |
| Total Minor Street Volume: | 242 | Warrant 3 Satisfied? | **YES** |

**Figure 4C-3. Warrant 3, Peak Hour** [c]




[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

# Village South Specific Plan

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

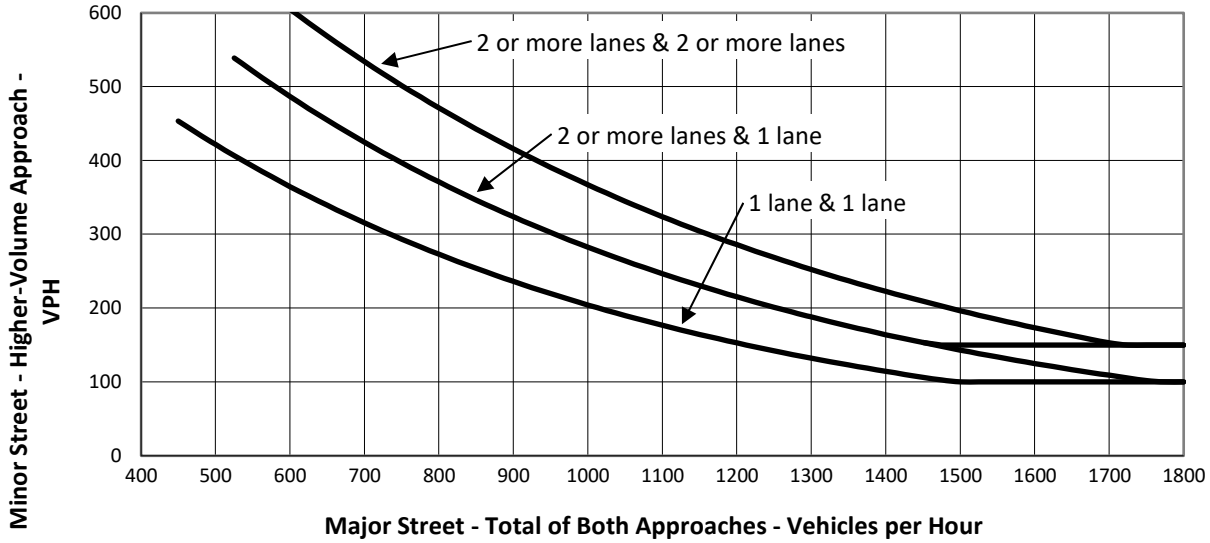
## 4. INDIAN HILL BOULEVARD & GREEN STREET

| | | | |
|---|---|---|---|
| Major Street Name: | Indian Hill Boulevard | Vehicles per Hour (Peak Hour) | |
| Minor Street Name: | Green Street | Major Street (Approach 1): | 1,047 |
| | | Major Street (Approach 2): | 1,160 |
| Major Street Lanes: | 2 | [a] Major Street Left-Turns: | 0 |
| Minor Street Lanes: | 1 | Minor Street (Higher Volume): | 318 |
| [b] Urban/Rural: | Urban | | |

Vehicles per Hour (Peak Hour)

| | | | |
|---|---|---|---|
| Major Street (Approach 1): | 1,047 | Minimum Major Street Volume: | 510 |
| Major Street (Approach 2): | 1,160 | Satisfied? | YES |
| Total Major Street Volume: | 2,207 | | |
| | | Minimum Minor Street Volume: | 100 |
| Major Street Left Turns: | 0 | Satisfied? | YES |
| Minor Street (Higher Volume): | 318 | | |
| Total Minor Street Volume: | 318 | Warrant 3 Satisfied? | **YES** |

**Figure 4C-3. Warrant 3, Peak Hour** [c]




[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

**APPENDIX J**

**Water Supply Assessment**

# WATER SUPPLY ASSESSMENT

# for the Proposed

# Claremont Village South

# Specific Plan

**Prepared for:**

**Golden State Water Company**

Foothill District

401 South San Dimas Canyon Road

San Dimas, CA 91773

And

**The City of Claremont**

207 Harvard Avenue

Claremont, CA 91711

**Prepared by:**


**Westlake Village**
920 Hampshire Road, Suite A5
Westlake Village, CA 91361

Meridian Consultants

**Los Angeles**
706 S. Hill Street, 11th Floor
Los Angeles, CA 90014


**August 2020**

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# EXECUTIVE SUMMARY

The California Water Code (Sections 10910–10915)[1] requires the preparation of a Water Supply Assessment (WSA) by the public water system supplier that would provide water to a proposed project for all projects as defined in Section 10912 of the Water Code,[2] and includes any mixed-use project with more than 500 dwelling units or more than 250,000 floor area of commercial space. The purpose of a WSA is to document the sufficiency of the local water supply to meet the demand associated with the proposed land uses.

The City of Claremont is considering adopting a new specific plan to be known as the Village South Specific Plan (VSSP). Though the VSSP is a land use policy change that does not directly propose new uses, it would allow for and encourage increased development. For the purposes of this WSA, the Project is considered to be the development potential enabled by the Specific Plan.

The Project will be served water by Golden State Water Company (GSWC). As described in this WSA, GSWC has sufficient, reliable water supplies to meet the Project demand. Furthermore, development within the Claremont Village South Specific Plan Project would abide by water conservation measures and associated sustainability plan of the City of Claremont.

Meridian Consultants has prepared this WSA on behalf of Golden State Water Company and the City of Claremont. The WSA contains information from Golden State Water Company's Urban Water Management Plans (UWMP) and from the City of Claremont.

1 Water Code Sections 10910-10915 http://www.leginfo.ca.gov/cgi-bin/displaycode?section=wat&group=10001-11000&file=10910-10915.

2 Water Code Sections 10910-10915 http://www.leginfo.ca.gov/cgi-bin/displaycode?section=wat&group=10001-11000&file=10910-10915.

# 1.0 PROJECT OVERVIEW

The Claremont Village South Specific Plan is intended to create the policy framework that would enable the creation of a new village area south of the existing village. The Specific Plan would apply to the area bounded by Indian Hill Blvd, Arrow Highway, Bucknell Ave, and Santa Fe St, as well as the parcels immediately fronting the east side of Indian Hill Blvd between Arrow Highway and Santa Fe St but excluding the Claremont Villas Senior Apartments Parcel.

The Project is a regulatory plan that advances the objectives described above through new land use regulations, development standards, and design guidelines. Though a policy document, the VSSP would enable future development of the area and for purposes of this assessment, the estimated water demand is that associated with the potential buildout of the plan.

The use mix and development intensity shown in **Table 1**, **Assumed Project Buildout** is assumed to be the potential outcome of the Project. Of possible development scenarios for the Plan Area, this represents the most intense yet feasible buildout and therefore is considered the maximum development capacity for analysis purposes.

**Table 1: Assumed Project Buildout**

| Land Use | Quantity |
|---|---|
| Residential | 1,000 units (including 15% affordable) |
| Retail | 100,000 square feet |
| Office | 45,000 square feet |
| Hotel | 50 keys/40,000 square feet |

# 2.0 REGULATORY BACKGROUND

### *California Water Code (Sections 10910-10915)*

California Water Code (Section 10910 et seq.)[3] requires the preparation of a WSA for all projects meeting the definition of a project as stated in the Water Code. The goal of a WSA is to identify available water supplies that may be used to meet water demand for a project and to determine the adequacy of those supplies during critical periods, such as a drought.

In order to adequately address the sufficiency of water supply sources for future developments and in an attempt to prevent major development projects from being approved without a water supply evaluation, in 2001 the State of California passed into law Senate Bill (SB) 610 which amended California Water Code Section 10910 et seq. California Water Code Section 10912 requires preparation of a Water Supply Assessment (WSA) as part of the environmental review process for new development projects. A project is defined in the California Water Code Section 10912[4] as:

- any proposed residential development having more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a proposed hotel or motel, or both, having more than 500 rooms;
- a proposed industrial manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- a mixed-use project that includes one or more of the projects specified above;
- a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project; or
- a public water system that has fewer than 5,000 connections with a proposed project that will account for a 10 percent or greater increase in the number of service connections.

Based on the above requirements, the Claremont Village South Specific Plan Project is subject to the requirements of SB 610 in that it would allow for development of greater than 500 dwelling units.

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3 Water Code Sections 10910-10915, http://www.leginfo.ca.gov/cgi-bin/displaycode?section=wat&group=10001-11000&file=10910-10915.

4 Water Code Sections 10910-10915, http://www.leginfo.ca.gov/cgi-bin/displaycode?section=wat&group=10001-11000&file=10910-10915.

### *California Water Code (Sections 10610-10656)*

Section 10610 et seq. of the California Water Code, known as the Urban Water Management Planning Act, calls for creation and update every five (5) years of Urban Water Management Plan (UWMP) by all urban water suppliers and sets forth the requirements for such plans, including definition of relevant terms. Under the definition given in Section 10617,[5] an urban water supplier is an entity "providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually." The UWMP is required to identify existing and planned sources of water available to the supplier in five-year increments to 20 years.

The water supplier for the Project area is Golden State Water Company (GSWC). GSWC has adopted 2015 UWMPs for the City of Claremont service area.6

5 California Water Code Division 6 Part 2.6. Urban Water Management Planning; Water Code Section 10611-10617, http://www.water.ca.gov/urbanwatermanagement/docs/water_code-10610-10656.pdf.

6 2015 Urban Water Management Plan—Claremont, Golden State Water Company October 2016

# 3.0 WATER SUPPLY

## WATER SERVICE AREA

Water would be provided to the Project by Golden State Water Company (GSWC). GSWC provides drinking water to customers in its Claremont Customer Service Area (CSA), which includes the City of Claremont and portions of the Cities of Montclair, Pomona, and Upland as well as areas of unincorporated Los Angeles County.

## WATER SOURCE

The GSWC obtains its water supply for the CSA from purchased water from Three Valleys Municipal Water District (TVMWD) and the City of Upland, and local groundwater from the Six Basins Area and the Chino Basin. TVMWD and the City of Upland both obtain imported water supply from the Metropolitan Water District of Southern California and pump local groundwater.

GSWC operates several groundwater wells within the Claremont System, mostly in the Six Basins Area, and has adjudicated groundwater rights in both the Six Basins Area and Chino Basin. In addition to adjudicated groundwater pumping rights, GSWC also has long-term leased groundwater rights from the City of Claremont and Pomona College, and is a shareholder in the West End Consolidated Water Company.

GSW is also working with the Los Angeles County Sanitation District as a source of recycled water, however no distribution system or customer base in currently in place within the Claremont CSA for recycled water.

## WATER SUPPLY

GSWC has estimated the reasonably available water volume for the planning horizon of the 2015 UWMP. Reasonably available water supplies in the CSA range from 12,061 to 12,894 acre-feet28 from 2020 to 2040. As shown in **Table 2, Projected Water Supplies,** the available supply is greater than that used in 2015 and continues to grow with additional water imported or purchased.

**Table 2: Projected Water Supplies**

| | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|
| Purchased or Imported | 5,287 | 5,490 | 5,698 | 5,908 | 6,120 |
| Six Basin Area | 6,400 | 6,400 | 6,400 | 6,400 | 6,400 |
| Chino Basin | 374 | 374 | 374 | 374 | 374 |
| TOTAL | 12,061 | 12,264 | 12,472 | 12,682 | 12,894 |

*Notes: Claremont 2015 UWMP Table 6-9*

## WATER SUPPLY RELIABILITY

UWMPs are required to include assessment of water supply reliability and vulnerability to seasonal and climatic shortage. Reliability is a measure of a water service system's anticipated success in managing water shortages. This assessment must include a comparison of the total projected water demand with the supply available for the following conditions: (1) normal/average water year; (2) single dry water year; and (3) three consecutive dry years.

As stated above, the Claremont System obtains its water supply from three sources: purchased water from TVMWD, and groundwater from the Chino Basin and the Six Basins Area. The reliability of supply is therefore dependent on these sources.

TVMWD is a member of the Metropolitan Water District of Southern California (MWD) which obtains and distributed water regionally. The projected imported water demands can be met under normal, single-dry year, and multiple-dry years. The MWD intends to provide complete reliability to TVMWD and therefore, the TVMWD is expected to be a reliable source of water for the Claremont System.

Groundwater extraction within the local basins is regulated by their respective watermasters, who annually perform hydrologic balance calculations to assess groundwater conditions. The Operating Safe Yield (OSY) of these basins, and the allocation to the Claremont CSA has not changed since 2015 and is not expected to change within the current planning horizon. For multiple-dry year scenarios, it is expected that the OSY may be reduced. It should be noted that the Claremont system typically pumps less than the share of the OSY, so reductions to the OSY may not affect GSWC's pumping. As such, based on historical changes in the OSY, Watermasters' current and planned management practices, and increased storage of local and imported water supplies, the Claremont System's groundwater supply is expected to be fully reliable through 2040.

Therefore, the supply to the Claremont CSA is expected to be highly reliable through 2040.

# 4.0 WATER DEMAND

## PROJECT WATER DEMAND

The Project would create the framework to accommodate up to 1,000 residential units, 100,000 sq. ft. of retail, 45,000 sq. ft. of office space and a 50/key/40,000 square foot hotel. These uses would be built over time though are expected to be developed within the planning horizon of the current UWMP.

Potential water usage for these future uses was estimated based on residential, retail, office, hotel and landscaping usage factors. As shown in **Table 3, Project Water Demand** the Project is expected to use approximately 267 acre-feet per year (AFY) of water when fully built out.

**Table 3: Project Water Demand**

| Use | Size | Water Demand Rate | Water Demand (gal/yr) |
|---|---|---|---|
| Townhome Residential (unit) | 192 | 280 | 53,760 |
| Apartment Residential (units) | 808 | 210 | 169,680 |
| Retail (acre) | 2.30 | 1,307 | 3,000 |
| Office (acre) | 1.03 | 1,481 | 1,530 |
| Hotel (rooms) | 50 | 125 | 6,250 |
| Open space landscaping (acre)) | 2.60 | 1,481 | 3,851 |
| TOTAL (gpd) | | | **238,071** |
| TOTAL AFY | | | **267** |

*Notes: Water Demand Rate based on Based on 2018 VALLECITOS WATER DISTRICT "WATER, WASTEWATER, AND RECYCLED WATER MASTER PLAN"*

## FUTURE WATER DEMAND

Using SCAG growth projections, the 2015 UWMP estimated that the Claremont CSA population would grow from 37,304 in 2015 to 40,417 by 2040. Likewise, as was shown in **Table 4, Water Demand,** the overall demand within the Claremont CSA is expected to grow from 12,061 AFY in 2020, increasing to 12,894 AFY by 2040. The projected growth shows an increase of 833 AFY over the planning horizon.

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**Table 4: Water Demand**

| Use Type | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|
| Single Family | 6,470 | 6,558 | 6,648 | 6,738 | 6,830 |
| Multi-Family | 788 | 802 | 815 | 828 | 841 |
| Commercial | 839 | 856 | 874 | 894 | 913 |
| Industrial | 54 | 57 | 59 | 61 | 64 |
| Institutional/Governmental | 1,586 | 1,622 | 1,659 | 1,696 | 1,733 |
| Landscape | 1,218 | 1,243 | 1,271 | 1,299 | 1,327 |
| Other | 27 | 28 | 29 | 30 | 31 |
| Losses | 1,080 | 1,098 | 1,117 | 1,136 | 1,155 |
| TOTAL | 12,061 | 12,264 | 12,472 | 12,682 | 12,894 |

*Notes: Claremont 2015 UWMP Table 4-2; all numbers in Acre Feet Per Year (AFY)*

The development of Village South Specific Plan would represent a substantial portion of the growth in the City of Claremont. The 2015 UWMP assumed a steady increase in single family connections. It is expected that with the Village South Specific Plan in place, more of the new connections may be multi-family. Nonetheless, the forecasted demand of the Project is part of and within the expected growth in demand captured in the 2015 UWMP.