



**Prepared For:**

City of Glendale  
Planning and Neighborhood Services Division  
633 E. Broadway, Room 103  
Glendale, CA 91206

# **Chevy Chase Country Club**

*Proposed Mitigated Negative Declaration*



910 Hampshire Road, Suite V  
Westlake Village, CA 91361  
(805) 367-5720 FAX (805) 367-5733

JANUARY 2015



**PROPOSED  
MITIGATED NEGATIVE DECLARATION**

Chevy Chase Country Club  
3067 East Chevy Chase Drive

<p>The following Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act of 1970 as amended, the State Guidelines, and the Environmental Guidelines and Procedures of the City of Glendale.</p>	
<b>Project Title/Common Name:</b>	Chevy Chase Country Club
<b>Project Location:</b>	3067 East Chevy Chase Drive, Glendale, CA 91206
<b>Project Description:</b>	<p>The proposed project would include the expansion of the existing Chevy Chase Country Club clubhouse located at the northeast corner of East Chevy Chase Drive and Golf Club Drive in the City of Glendale, California. The existing clubhouse is currently 11,520 square feet in size. The proposed expansion would increase the size of the existing clubhouse approximately 20,795 square feet, for a total of 32,315 square feet, and would resurface the existing parking lots to accommodate 155 standard and valet parking spaces within the existing parking lots and 239 valet parking spaces, including overflow valet spaces, when at occupancy capacity of the expanded clubhouse. (Refer to page 6 for a complete project description)</p>
<b>Project Type:</b>	<input checked="" type="checkbox"/> Private Project <input type="checkbox"/> Public Project
<b>Project Applicant:</b>	Chevy Chase Country Club 3067 E. Chevy Chase Drive Glendale, CA 91206
<b>Findings:</b>	<p>The Director of the Community Development Department, on <b>February 4, 2015</b>, after considering an Initial Study prepared by the Planning and Neighborhood Services Division, found that the above referenced project would not have a significant effect on the environment and instructed that a Mitigated Negative Declaration be prepared.</p>
<b>Mitigation Measures:</b>	See attached Mitigation Monitoring and Reporting Program (MMRP).
<b>Attachments:</b>	Mitigation Monitoring and Reporting Program; Initial Study Checklist
<b>Contact Person:</b>	Hassan Haghani, Director of Community Development City of Glendale Community Development Department 633 East Broadway, Room 103 Glendale, CA 91206-4386 Tel: (818) 548-2140; Fax: (818) 240-0392

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## MITIGATION MONITORING AND REPORTING PROGRAM

The following mitigation measure shall apply to the Chevy Chase Country Club project located at 3067 East Chevy Chase Drive to reduce identified impacts to less-than-significant levels.

**BIO-1** The applicant shall install protective fencing per the Arborist of Record recommendations contained in the Protected Tree Report for the Chevy Chase Country Club Project dated June 17, 2014 prepared by Arbor Essence. The Arborist of Record shall inspect fencing for compliance and provide notification to the City of Glendale that fencing requirements have been met prior to any grubbing, site disturbance or mobilization.

**Monitoring Action:** Site inspection  
**Timing:** Prior to grubbing, site disturbance or construction activities  
**Responsibility:** Department of Public Works

**NOS-1** The following construction best management practices (BMPs) shall be implemented to reduce construction noise levels:

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the hours of 7:00 AM and 5:00 PM Monday through Friday to minimize disruption on sensitive uses.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

**Monitoring Action:** Plan check and site inspection  
**Timing:** Prior to the issuance of grading permits and during construction activities  
**Responsibility:** Department of Public Works

**NOS-2** Construction staging areas along with the operation of earthmoving equipment within the Project area shall be located as far away from vibration- and noise-sensitive sites as possible.

**Monitoring Action:** Plan check and site inspection  
**Timing:** During construction activities  
**Responsibility:** Department of Public Works

**TRA-1** Prior to issuance of building permits, the applicant shall submit a valet parking plan for review and approval to the City of Glendale Department of Public Works—Traffic Section. The valet parking plan shall include the location, configuration, design, hours of operation, and the manner of operation of any on-site valet parking event.

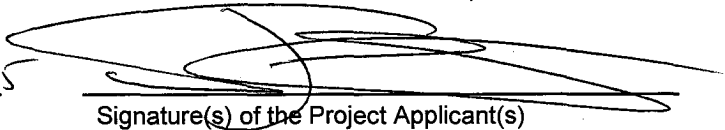
**Monitoring Action:** Plan check  
**Timing:** Prior to issuance of development permits  
**Responsibility:** Department of Public Works—Traffic Section

**Agreement to Proposed Mitigation Measures and Mitigation Monitoring Program**

I/WE, THE UNDERSIGNED PROJECT APPLICANT(S), HEREBY AGREE TO MODIFICATION OF THE PROJECT TO CONFORM WITH THE IMPACT MITIGATION MEASURES AND THE MITIGATION MONITORING PROGRAM SPECIFIED HEREIN REGARDLESS OF CHANGE OF OWNERSHIP. IF I/WE DISAGREE WITH ANY RECOMMENDED MITIGATION MEASURES OR ALL OR PART OF THE MITIGATION MONITORING PROGRAM, IN LIEU OF MY/OUR SIGNATURE HEREON, I/WE MAY REQUEST RECONSIDERATION OF THE MATTER UPON SUBMITTAL OF THE APPLICABLE FEE AND DOCUMENTATION IN SUPPORT OF MY/OUR POSITION ON SAID MITIGATION MEASURES AND/OR MITIGATION MONITORING PROGRAM. (THE ENVIRONMENTAL AND PLANNING BOARD WILL RECONSIDER THE ISSUES AND TAKE ACTION AS DEEMED APPROPRIATE.)

Dated:

02-03-2015



Signature(s) of the Project Applicant(s)

Dated:

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<b>1. Project Title:</b> Chevy Chase Country Club
<b>2. Lead Agency Name and Address:</b> City of Glendale Community Development Department Planning and Neighborhood Services Division 633 East Broadway, Room 103 Glendale, CA 91206
<b>3. Contact Person and Phone Number:</b> Rathar Duong, Planner Tel: (818) 937-8185 Fax: (818) 240-0392
<b>4. Project Location:</b> 3067 East Chevy Chase Drive, Glendale, Los Angeles County
<b>5. Project Sponsor's Name and Address:</b> Chevy Chase Country Club 3067 E. Chevy Chase Drive Glendale, CA 91206
<b>6. General Plan Designation:</b> Recreation/Open Space
<b>7. Zoning:</b> SR—Special Recreation
<b>8. Description of the Project:</b> (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary support or off-site features necessary for its implementation.)  The proposed project would entail the expansion of the existing Chevy Chase Country Clubhouse (existing Clubhouse) in the City of Glendale, California. The existing Clubhouse is currently 11,520 square feet in size and is located at the northeast corner of East Chevy Chase Drive and Golf Club Drive. The proposed expansion would increase the existing Clubhouse by approximately 20,795 square feet for a total size of 32,315 square feet and would expand the existing parking lot to 155 standard and valet parking spaces and up to 239 valet parking spaces, including overflow parking spaces (proposed project). (Refer to page 6 for a complete project description.)
<b>9. Surrounding Land Uses and Setting:</b> <u>North:</u> R1R/ROS—Restricted Residential/Residential Open Space and Single Family Residential Uses <u>South:</u> R1R—Restricted Residential/Golf Club Drive and a retention basin <u>East:</u> R1R—Restricted Residential/E. Chevy Chase Drive and Single Family Residential Uses <u>West:</u> R1R—Restricted Residential/Parway Drive and Single Family Residential Uses
<b>10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</b> None

**11. Environmental Factors Potentially Affected:**

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

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

**LEAD AGENCY DETERMINATION:**

On the basis of this initial evaluation:

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

Reviewed by: 

Date: 2/3/2015

Signature of Director of Community Development or his or her designee authorizing the release of environmental document for public review and comment.

*pac* Director of Community Development: 

Date: 2/3/15

## Project Description

The proposed project includes the expansion of the Chevy Chase Country Club clubhouse in the northeastern portion of the City of Glendale, California.

The project site is located within the boundaries of the existing Chevy Chase Country Club and 9-hole golf course located on the northeast corner of East Chevy Chase Drive and Golf Club Drive. The Chevy Chase Country Club is bound by Parway Drive to the west, Golf Club Drive to the south, Chevy Chase Drive to the east, and the San Rafael Hills to the north (**Figure 1, Regional Location and Project Vicinity** and **Figure 2, Project Site Map and Existing Conditions**). The existing Clubhouse is 11,520 square feet (0.26 acres) in size and has two surface parking lots with a total of 124 parking spaces.

The proposed project would increase the square footage of the clubhouse, construct several additions, rehabilitate and expand the existing pool, add four new tennis courts, and resurface and restripe the two existing surface parking lots. Lower-level improvements would include a new gym and recreation room, new rest rooms, new lockers, a new pool, a new snack bar, and a new kitchen. Main-level improvements would include the removal of the existing office space; a reduction in rest room space and pro shop space; the expansion of meeting room space; the addition of new locker rooms, bar, entry, and dining room; and an expansion of existing kitchen space. Upper-level improvements would include expanded office and rest room space. Outside improvements would include the expansion of the existing clubhouse; demolition and construction of a new pool and deck; removal and replacement of the retaining wall on the south side of the existing Clubhouse; construction of island planters and restriping in both parking lots; and construction of four new tennis courts (**Figure 3, Site Plan**). The four tennis courts, approximately 60 feet by 120 feet each, are proposed northeast of the existing Clubhouse, on top of the City of Glendale's underground water reservoir tank (**Figure 4, Proposed Tennis Courts**). The proposed tennis courts would be accessed via golf carts from the Clubhouse, and the design of the tennis courts would ensure adequate access by the Glendale Department of Water Power (GWP) to the underground water reservoir tank. No light poles or lighting system is proposed for the tennis courts. The proposed project would provide 155 standard and valet parking spaces during a golf tournament and up to 239 valet overflow parking spaces within the existing parking lots and on Hole 4 east of the eastern parking lot (**Figure 5, Tournament Parking Plan** and **Figure 6, Valet Parking Plan**).

The proposed project would allow opportunities for additional use and expand the capacity of the clubhouse space for special events including meetings, conferences, weddings and other celebrations, golf tournaments, swim meets, and smaller events. Hours of operations of the expanded clubhouse and related amenities would be as follows: retail pro shop, from 7:00 AM to 5:00 PM; office, from 8:00 AM to 5:00 PM; Professional Golfers' Association (PGA) golf tournaments (which would generate the highest number of vehicles), from 8:00 AM to 1:00 PM; swimming pool and swim meets, from 10:00 AM to 8:00 PM; and meeting space between 10:00 AM to 2:00 PM and 4:00 PM to 2:00 AM. Operation of the tennis courts would only be during daylight hours.

Access to the project site would be via three driveways from Golf Club Drive: the primary entrance to the easterly parking lot would be via the westerly driveway of this lot and would be used as an entrance to the

Clubhouse and drop-off area for the easterly parking lot (middle driveway); the easterly most driveway will be an exit-only driveway for the easterly parking lot (easterly driveway); and the westerly most driveway will be used as an entry/exit to the westerly parking lot (westerly driveway). Access to the main and upper levels would be via stairs located in the main lobby and by an elevator, which would be accessible from all three levels. Valet services would be provided during events and periods when it is expected that the parking demand will exceed the availability capacity of parking in the existing surface parking lots.

The proposed project would be 3 stories in designed in the same Spanish Colonial Revival architectural style. As previously indicated, the majority of the expansion would occur in the southern portion of the clubhouse, and the proposed project would maintain the existing ground-floor grade-to-roof height of 34 feet and first-floor adjacent grade-to-roof height of 23 feet (**Figure 7, East and North Elevations; Figure 8, South and West Elevations; and Figure 9, Plaza Elevations**).

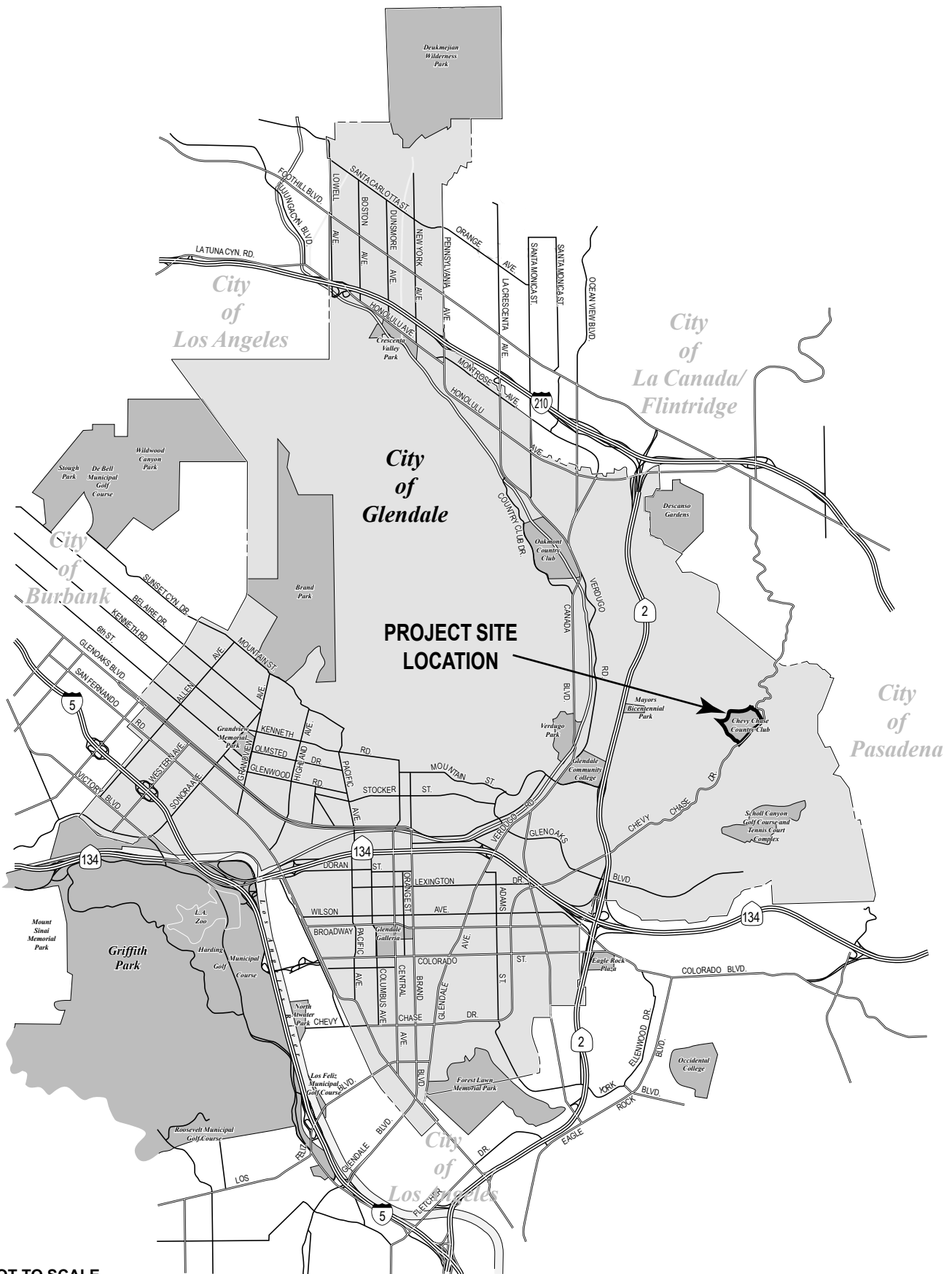
The project would retain the existing street trees along the western project boundary. New landscaping would include additional trees, shrubs, and turf along the northern, western, and southern boundaries of the site adjacent to City sidewalks (**Figure 10, Conceptual Landscape Plan**).


The project construction schedule would last approximately 14 months. The first phase would involve the demolition of portions of the existing clubhouse over the course of two weeks. The next phase would involve grading and excavation and retaining wall construction, with limited import/export of material because most soil would be redistributed across the site over the course of six weeks. The final phase would involve construction of the new clubhouse amenities over the course of 12 months.

Due to the history and age of the existing Chevy Chase Country Club, the existing uses on site do not meet all of the standards set forth by the City's Zoning Code for the SR zone. The Applicant is requesting a zone change to include a Precise Plan of Design (PPD) Overlay Zone to the SR zone. The PPD Overlay to the SR zone would permit the existing and proposed uses/improvements described above to ensure consistency with the City's current goals, policies, and design guidelines and meet the overall intent and goals of the Zoning Code and the General Plan.

## **12. Environmental Factors Potentially Affected:**

The following sections provide an evaluation of the impact categories and questions contained in the checklist and identify mitigation measures, if applicable.



 NOT TO SCALE

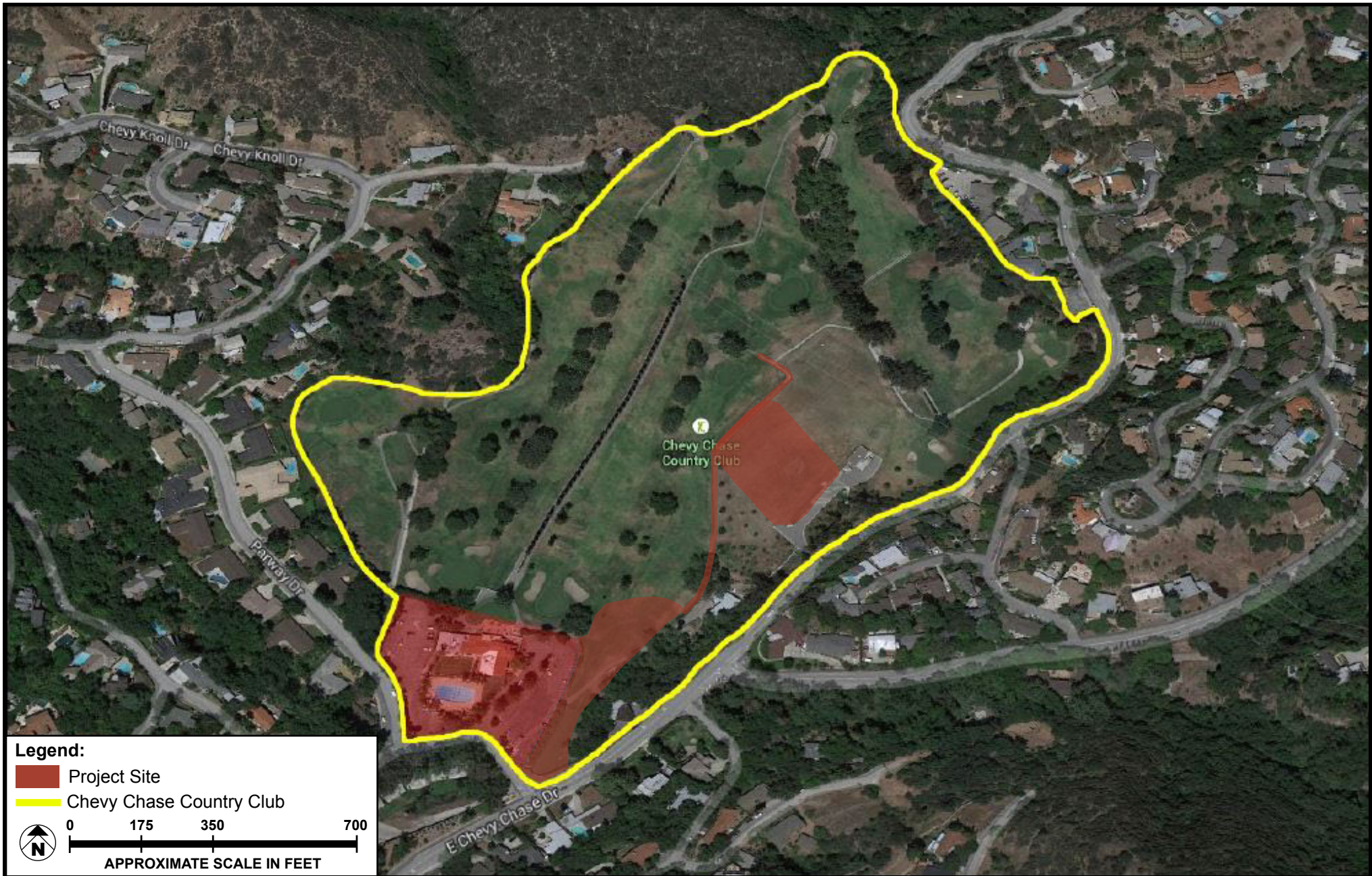
SOURCE: Meridian Consultants, LLC - October 2014

FIGURE 1



# Regional Location and Project Vicinity

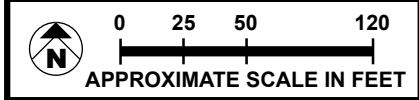
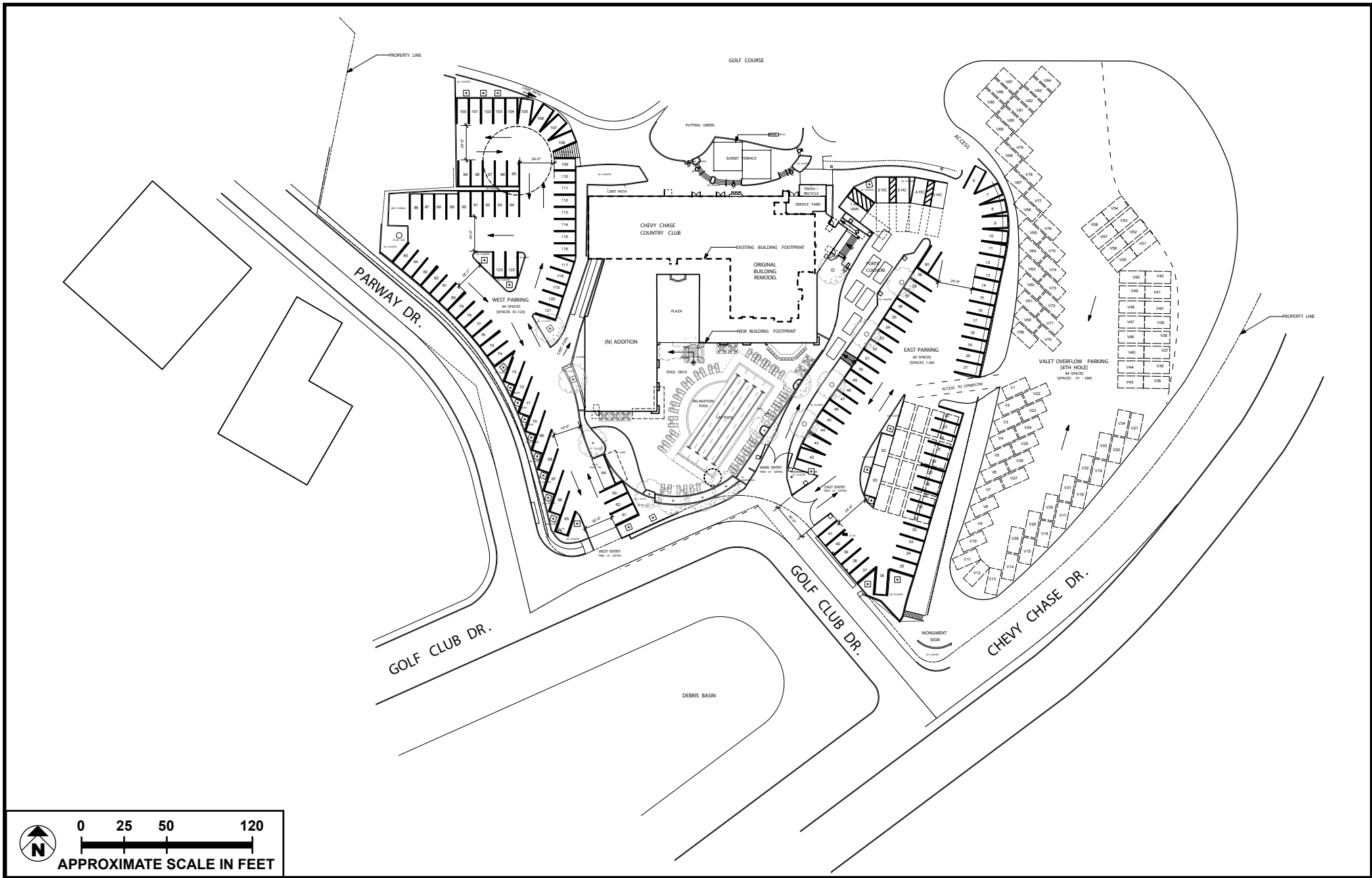




SOURCE: Google Earth - 2014

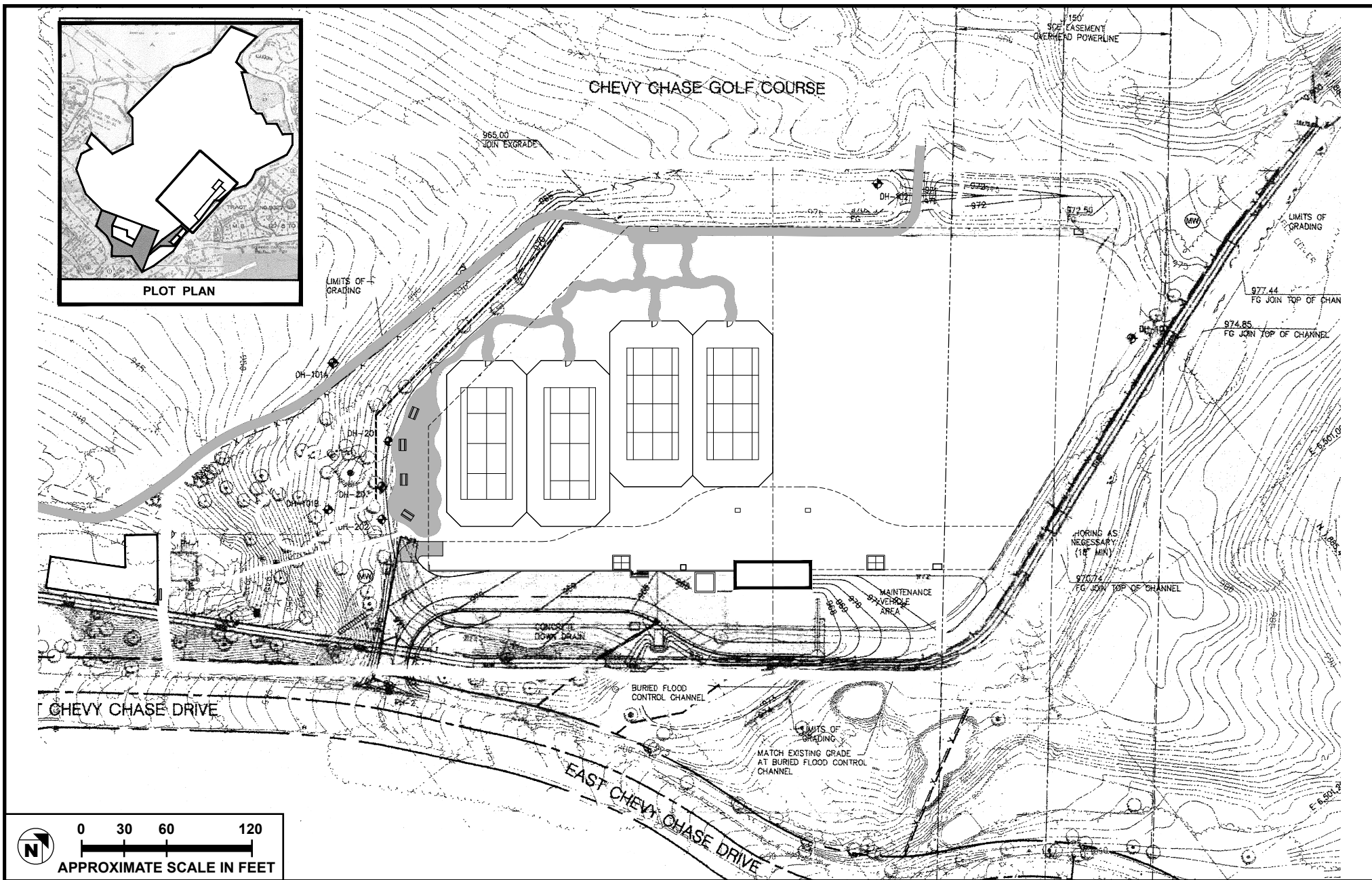
FIGURE 2





SOURCE: Ralph Gentile Architects Studio - October 2014

FIGURE 3

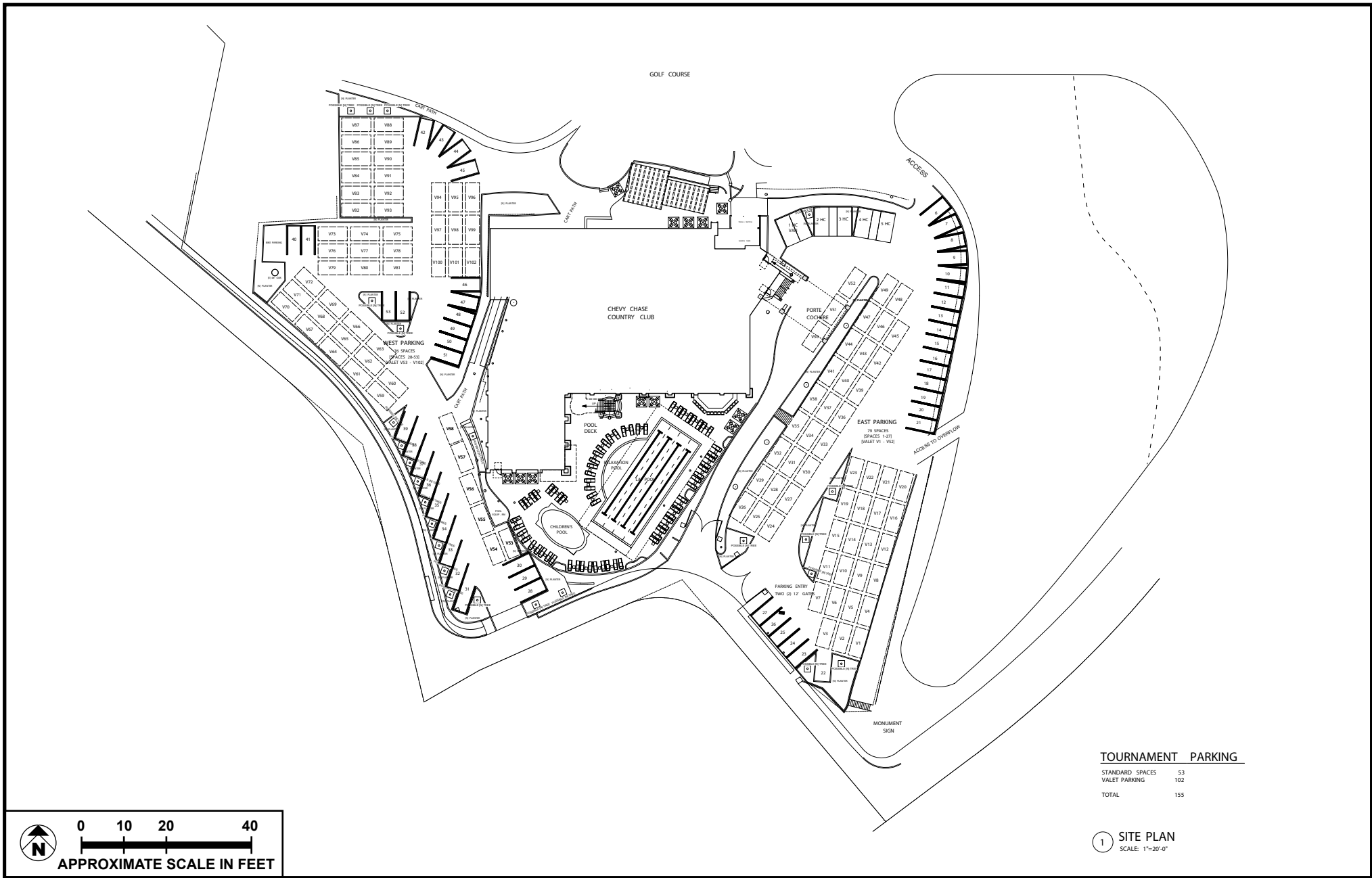


SOURCE: Simonian & Associates - February 2014

FIGURE 4

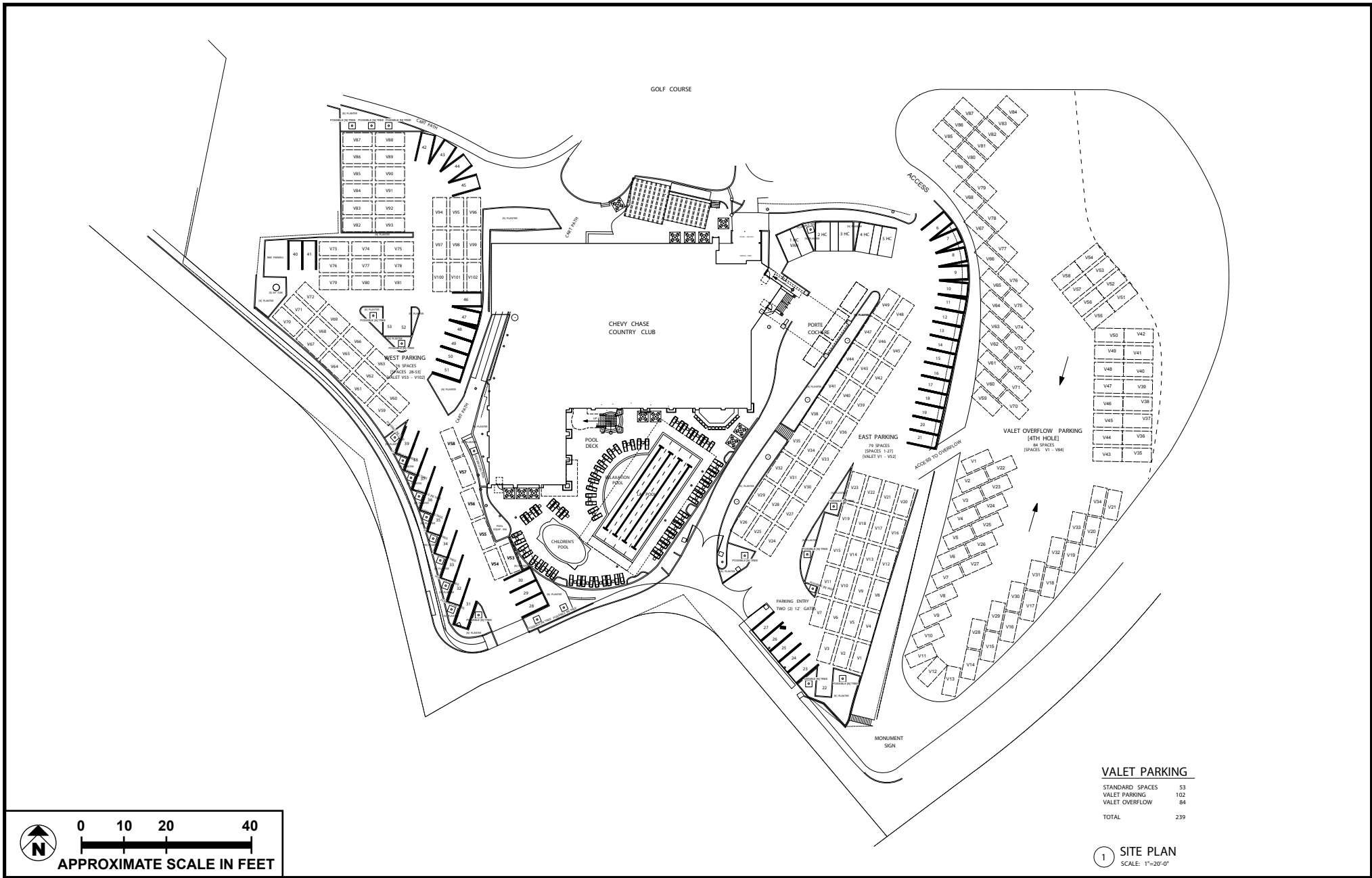


Proposed Tennis Courts



SOURCE: Ralph Gentile Architects - August 2014.

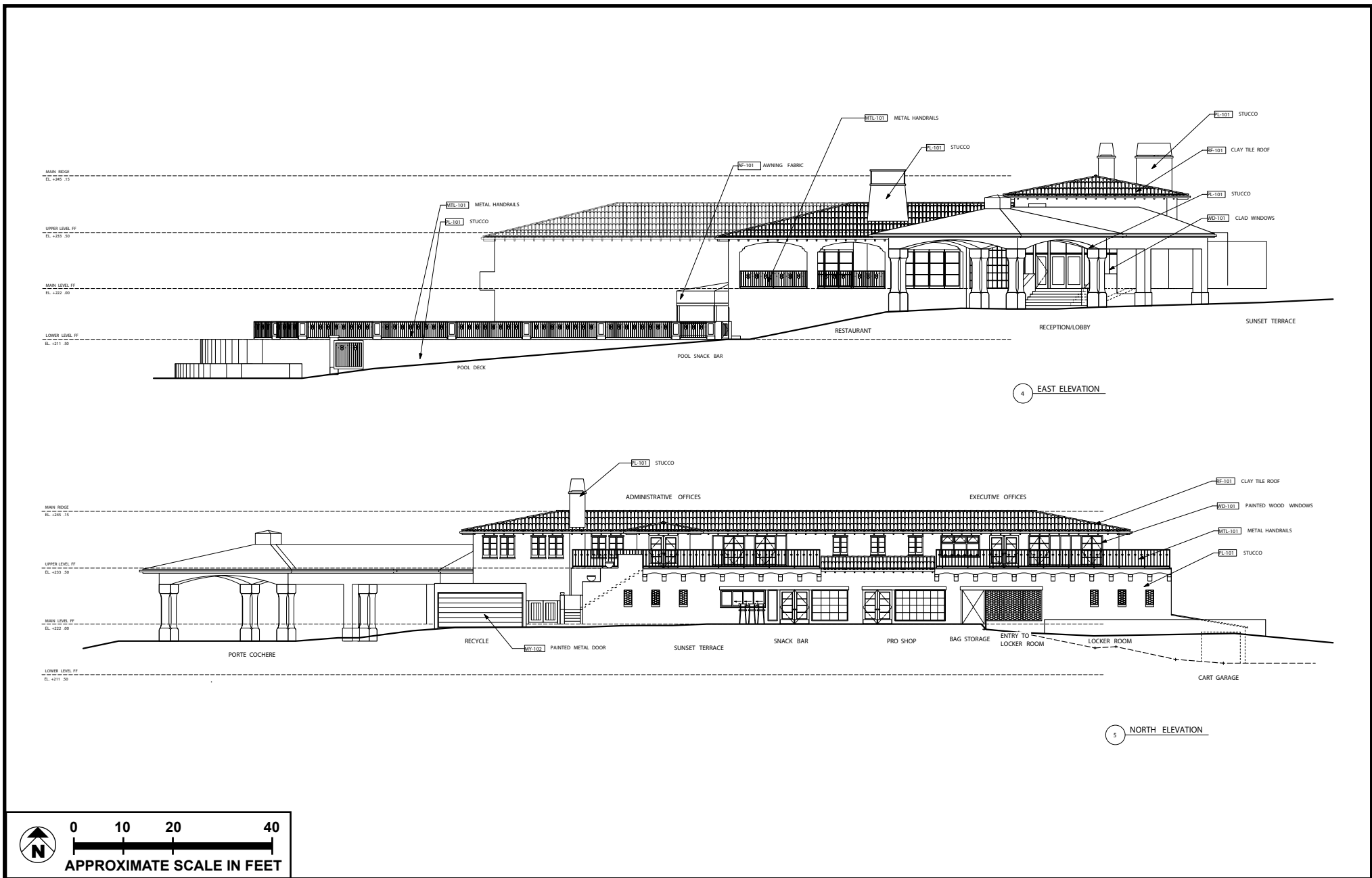
FIGURE 5



SOURCE: Ralph Gentile Architects - August 2014.

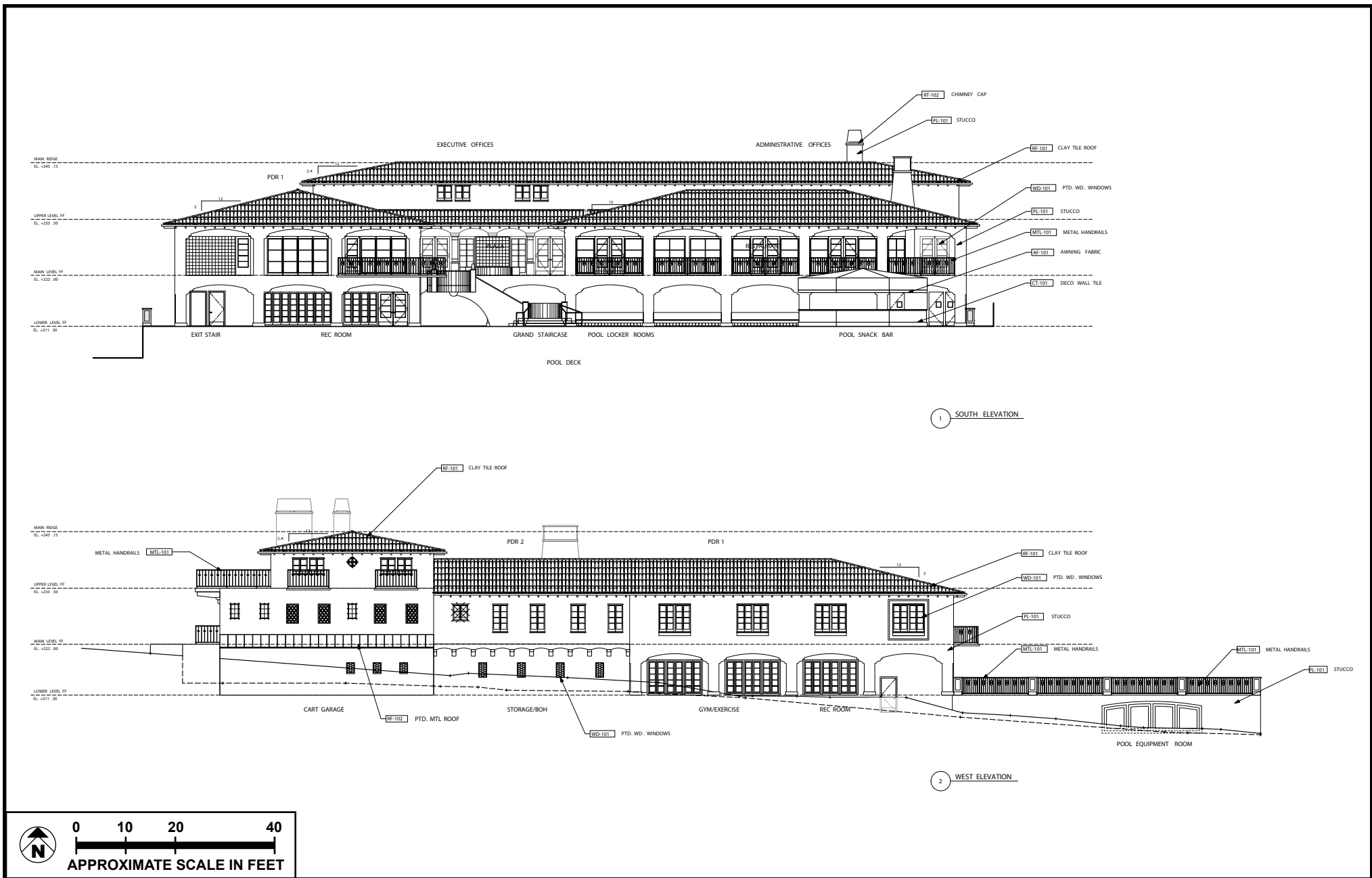
FIGURE 6





SOURCE: Ralph Gentile Architects - October 2014

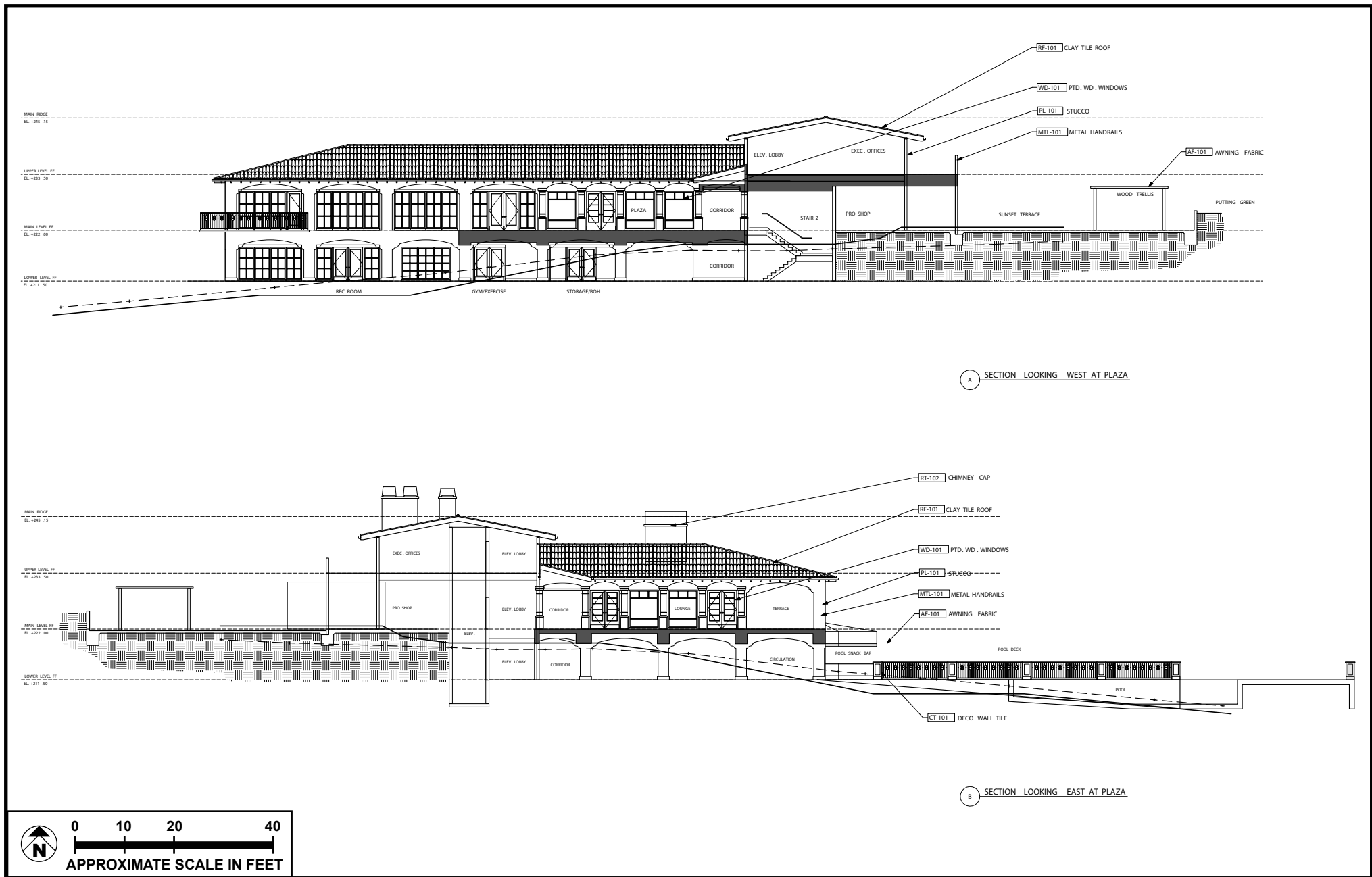
FIGURE 7



SOURCE: Ralph Gentile Architects - October 2014

FIGURE 8





SOURCE: Ralph Gentile Architects - October 2014

FIGURE 9



SOURCE: Ralph Gentile Architects - October 2014

FIGURE 10

**A. AESTHETICS**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
3. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

**1) Have a substantial adverse effect on a scenic vista?**

**Less than Significant Impact.** The Open Space and Conservation Element of the General Plan identifies the San Gabriel Mountains and the Verdugo Mountains as visual and scenic resources.<sup>1</sup> The project site is located within a developed residential area in the northeast portion of the City adjacent to the San Rafael Hills. The project site is west of Chevy Chase Drive, east of Parway Drive, and north of Golf Club Drive. The project proposes to increase the square footage of the existing Clubhouse, construct several additions, increase the size of the existing pool, add four new tennis courts, and restripe the existing surface parking lots. The existing Clubhouse is 34 feet in height from the grade adjacent to the ground floor to the top of the roof, and 23 feet in height from the grade adjacent to the first floor to the top of the roof. The proposed project would maintain the height of the existing Clubhouse and would comply with the development standards of the SR zone and Section 30.30, Site Planning, with respect to aesthetics and lighting and maximum building height permitted by the Glendale Municipal Code. The four new tennis courts would be located approximately 525 feet northeast of the Clubhouse, at grade, and would not include any nighttime light poles or a lighting system.

Surrounding trees currently limit views of the San Rafael Hills to the north when viewing across the site from Parway Drive, Golf Club Drive, or Chevy Chase Drive. Existing views across the southern portion of the site would be modified slightly with project development. The mass of the expanded Clubhouse would slightly increase; however, the changes would not substantially impact views across the project site toward the San Rafael Hills. Views across the site from Parway Drive or Golf Club Drive would not change materially when traveling along these roadways. In addition, the project site is not located within the view corridor of any State scenic highway because there are no State-designated scenic highways within the City of Glendale. As a result, development of the Project would not worsen the availability of views toward the San Rafael Hills and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

2) ***Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Impact.** The project site is currently developed with an existing clubhouse and 9-hole golf course. There are no scenic resources or state scenic highways in the vicinity of the project site. As previously indicated, views of the San Rafael Hills would not be obstructed by the proposed project. It should be noted that there are numerous indigenous trees on and surrounding the project site and along Chevy Chase Drive. As discussed later, these trees would not be impacted by the proposed expansion of the existing Clubhouse or the tennis courts. Furthermore, a historic resources assessment (**Appendix C**) was completed for the existing Clubhouse, and it was determined that the clubhouse does not meet eligibility criteria for listing in the National Register of Historic Places, California Register of Historic Resources, or Glendale Register of Historic Resources and, furthermore, that historical resources are not present. Therefore, the proposed project would not substantially damage scenic resources, and no impact will result.

**Mitigation Measures:** No mitigation measures are required.

3) ***Substantially degrade the existing visual character or quality of the site and its surroundings?***

**Less than Significant Impact.** The project site currently contains the existing clubhouse, two surface parking lots, and the underground water reservoir tank and is bordered to the north and east by the golf course. The site is surrounded by residential uses to the east, southeast, and west. Immediately north of the project site is the 9-hole golf course that runs up against the San Rafael Hills; to the south of Golf Club Drive is an existing detention basin. Residential uses in the area range in height from 1 to 2 stories, and numerous mature street trees line Parway Drive, Golf Club Drive, and Chevy Chase Drive.

The project site is located in the northeastern portion of the City of Glendale at the base of the San Rafael Hills. The proposed expansion would add 20,795 square feet to the existing Clubhouse, expand the existing swimming pool area, add four tennis courts, and restripe the existing parking lots. The proposed project would maintain the height of the existing Clubhouse. As shown in **Figure 10**, the proposed project would enhance the existing parking lots and edge of the Clubhouse with additional trees and groundcover, and would incorporate the existing street trees along the project boundary into the landscape plan. The existing Clubhouse is Spanish Colonial Revival in architectural style and contains a covered portico at the main entrance, on the east side of the building. The existing Clubhouse has a series of low, terraced walls; raised patios; and rooflines that step upward toward its center, accented by chimneys. The proposed project would maintain the Spanish Colonial Revival architectural style for the expansion of the clubhouse and maintain a similar massing of the Clubhouse to ensure compatibility with the surrounding uses. The new tennis courts would be located at grade northeast of the Clubhouse. In general, the proposed project elements to be introduced will improve the aesthetic character of the Chevy Chase Country Club and golf course, given the architectural design of the project and the introduction of additional landscaping along the perimeter of the parking lots and the site.

The proposed project will undergo the design review process through the City of Glendale Planning and Neighborhood Services Division to verify compliance with Comprehensive Design Guidelines. As such,

project development would not substantially degrade the existing visual character or quality of the project site, and no significant impact to the visual character of the site and the surrounding area would result.

**Mitigation Measures:** No mitigation measures are required.

**4) *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?***

**Less than Significant Impact.** There is currently minimal nighttime lighting along Parway Drive, Golf Club Drive, Chevy Chase Drive, and in adjacent areas near the project site. The existing Clubhouse contains accent lighting around the building. The proposed building materials would consist of nonreflective, textured surfaces and nonreflective glass on the building to minimize daytime glare. The proposed project would result in similar sources of permanent light and would incrementally increase ambient lighting within the project site. The proposed tennis courts would not contain nighttime lighting and would only operate during daylight hours. Given the amount of ambient light in the immediately surrounding vicinity, the increase in nighttime lighting in the project area would be minimal, and impacts to day- and nighttime views would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**B. AGRICULTURE AND FOREST RESOURCES**

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

**1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** There is no prime farmland, unique farmland, or farmland of statewide importance within or adjacent to the proposed project site, and no agricultural activities take place on the project site.<sup>2</sup> No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The project site is located in an established hillside residential community. No portion of the project site is proposed to include agricultural zoning designations or uses, nor do any such uses exist within the City under the current General Plan and zoning. There are no Williamson Act contracts in effect for the project site or surrounding vicinity. No conflicts with existing zoning for agricultural use or Williamson Act contracts would result. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.



- 3) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?***

**No Impact.** There is no existing zoning of forest land or timberland in the City. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 4) ***Result in the loss of forest land or conversion of forest land to non-forest use?***

**No Impact.** There is no forestland within the City of Glendale. No forestland would be converted to nonforest use under the proposed project. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 5) ***Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?***

**No Impact.** There is no farmland or forestland in the vicinity of or on the proposed project site. No farmland would be converted to nonagricultural use and no forestland would be converted to nonforest use under the proposed project. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**C. AIR QUALITY**

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			<b>X</b>	
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			<b>X</b>	
4. Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
5. Create objectionable odors affecting a substantial number of people?			<b>X</b>	

**1) Conflict with or obstruct implementation of the applicable air quality plan?**

**Less than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) adopted an updated air quality management plan (AQMP) in December 2012. The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, accommodate growth, reduce the high levels of pollutants in the South Coast Air Basin (Basin), meet federal and State air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP builds on approaches taken from the previous AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin. The Basin is currently in nonattainment for the following criteria pollutants: ozone (O3), particulate matter (PM10), and fine particulate matter (PM2.5). SCAQMD developed regional emissions thresholds, as shown in **Table 1, Maximum Construction Emissions**, to determine whether or not a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Basin.

Projects that are determined to be consistent with the AQMP would not interfere with attainment of the goals of the plan because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the growth projections used in the development of the AQMP would not jeopardize attainment of the air quality goals identified in the AQMP, even if they exceed the SCAQMD recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.<sup>3</sup> Consistency with the assumptions in the

AQMP is established by demonstrating that the project is consistent with the City's land use plan used to generate the growth forecast. The proposed project would not result in any changes to existing land use planning for the site and would not result in any additional population. Population growth associated with the proposed clubhouse expansion does not include any residential uses, therefore, would not cause growth to exceed the Southern California Association of Government (SCAG) forecast for the City of Glendale. Also, the proposed clubhouse expansion would not generate new employment opportunities within the City as employees would likely be comprised of those already working at the country club and in the local labor force. Consequently, implementation of the clubhouse expansion would be consistent with AQMP attainment forecasts, therefore, impacts would be considered to be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**2) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Less than Significant Impact**

**Construction Emissions**

The proposed clubhouse expansion would increase the existing 11,520-square-foot clubhouse by 20,795 square feet, for a total of 32,315 square feet in size. The construction emissions for the proposed project were calculated according to the SCAQMD CEQA Air Quality Handbook and construction emission factors contained in the California Emissions Estimator Model (CalEEMod). The emission calculations assume the use of standard construction practices that are mandatory for all construction projects, such as compliance with SCAQMD Rule 403—Fugitive Dust, to minimize the generation of fugitive dust. In the CalEEMod model, the emission calculations take into account include compliance with Rule 403 by:

1. Watering of exposed surfaces and unpaved roads three times daily, which is estimated to reduce fugitive dust emissions from this source (both PM10 and PM2.5) by 61 percent, per guidance from the SCAQMD.
2. Reduction of vehicle speeds to 15 mile per hour on unpaved roads.
3. Replace on-site ground cover within 30 days of the completion of construction activities.

The estimated maximum daily emissions during project construction are listed in **Table 1, Maximum Construction Emissions**. The analysis assumes that (1) all of the construction equipment and activities would occur continuously over the day, and (2) activities would overlap. In reality, this would not occur because most equipment would operate only a fraction of each workday, and many of the activities would not overlap on a daily basis. Therefore, **Table 1** represents a conservative scenario for construction activities.

**Table 1**  
**Maximum Construction Emissions**

<b>Source</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SOx</b>	<b>PM10</b>	<b>PM2.5</b>
Maximum (lb./day)	65.75	41.21	44.97	0.09	4.68	2.95
SCAQMD Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Note: Refer to Air Quality and Greenhouse Gas Emission Modeling in **Appendix A**.

Abbreviations: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxides; lb./day = pounds per day.

Based on the modeling, construction of the project would result in maximum daily emissions of approximately 65.75 pounds/day of reactive organic gases (ROGs), 41.21 pounds/day of nitrogen oxides (NOx), 44.97 pounds/day of carbon monoxide (CO), 0.09 pounds/day of sulfur oxides (SOx), 4.68 pounds/day of particulate matter (PM10), and 2.95 pounds/day of fine particulate matter (PM2.5). As indicated in **Table 1**, construction emissions would not exceed SCAQMD significance thresholds for criteria pollutants during construction. In addition, because the emissions do not exceed the regional daily thresholds, construction emissions would not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (O3, PM10, and PM2.5). Thus, impacts would be less than significant.

#### **Vehicle and Stationary Emissions**

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project site after occupancy. Stationary emissions would be generated by the consumption of natural gas for space and water heating equipment. Mobile emissions would be generated by motor vehicles traveling to and from the project site. The analysis of daily operational emissions has been prepared using the data and methodologies identified in the SCAQMD *CEQA Air Quality Handbook* and current motor vehicle emission factors in the CalEEMod model. Trip rates for these land uses were obtained from the trip generation analysis for the proposed project (see **Appendix D1**). The estimated emissions are based on expansion of the clubhouse and associated amenities on the project site. The results presented in **Table 2, Maximum Operational Emissions**, are also compared to the SCAQMD operational significance thresholds.

**Table 2**  
**Maximum Operational Emissions**  
**(pounds/day)**

<b>Source</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SOx</b>	<b>PM10</b>	<b>PM2.5</b>
Maximum lb./day	4.08	3.68	14.13	0.03	2.16	0.62
SCAQMD Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Note: Refer to Air Quality and Greenhouse Gas Emissions Modeling in **Appendix A**.

Abbreviations: CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxide; lb./day = pounds per day.

As shown in **Table 2**, the operational emissions associated with the proposed expansion and the new tennis courts would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, operational emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). As a result, the overall operational impacts associated with the Project would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 3) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

**Less than Significant Impact.** The Basin is currently in nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As shown in **Table 1** and **Table 2**, the emissions associated with the proposed expansion would not generate construction or operational emissions that exceed the SCAQMD recommended regional thresholds of significance. The proposed expansion would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment. As a result, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### 4) **Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact:** The SCAQMD has developed localized significance thresholds (LSTs) based on the amount of pounds of emissions per day that can be generated by a project and that would cause or contribute to adverse localized air quality impacts. LSTs are provided for each of SCAQMD's 38 Source Receptor Areas (SRAs) at various distances from the source of emissions. The project site is located within SRA 7, which covers the East San Fernando Valley.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. Sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed expansion are residential uses located to the east, south, and west of the project site. The allowable mass-rate emissions were linearly interpolated for a 0.18-acre site using the specified thresholds for 1- and 2-acre sites. It should be noted that LST methodology and associated mass rate are not designed to evaluate localized impacts from mobile sources traveling along the roadways. However, as shown in **Table 3, LST Worst-Case Emissions (pounds/day)**, peak daily emissions generated within the project site during construction activities for each phase would not exceed the applicable construction LSTs for a 0.18-acre site in SRA 7. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

**Table 3**  
**LST Worst-Case Emissions (pounds/day)**

Source	NOx	CO	PM10	PM2.5
<b>Construction</b>				
Total mitigated maximum emissions	10.13	13.43	2.77	1.74
LST threshold	56.4	456.48	6.44	2.36
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Operational</b>				
Area/energy emissions	0.30	0.28	0.02	0.02
LST threshold	56.4	456.48	1.36	0.18
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Note: Refer to Air Quality and Greenhouse Gas Emissions Modeling in **Appendix A**.

Abbreviations; CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxide.

**Mitigation Measures:** No mitigation measures are required.

#### 5) **Create objectionable odors affecting a substantial number of people?**

**Less than Significant Impact.** A significant impact would occur if objectionable odors are generated that would adversely impact sensitive receptors. Odors typically associated with industrial projects involve the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in



manufacturing processes, as well as in sewage treatment facilities and landfills. Given that the proposed expansion involves no elements related to these types of activities, no odors from these types of uses are anticipated. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402—Nuisance, and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the proposed expansion's long-term operations phase. Therefore, potential odor impacts would be less than significant.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**D. BIOLOGICAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The following section summarizes and incorporates by reference information from the *Protected Tree Report for the Chevy Chase Country Club Project, Glendale California* (Tree Report) dated June 17, 2014, and prepared by Arbor Essence. The Tree Report is included as **Appendix B**.

- 1) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

**Less than Significant Impact.** The project site is located in the San Rafael Hills. The proposed project would not be located within any significant vegetation community, including chaparral areas, oak woodlands, and southern oak riparian areas as shown in Map 4-10 of the City’s Open Space and Conservation Element. The project site is not located within any significant ecological areas (SEAs) as shown in Map 4-12 of the element. Therefore, the project is not anticipated to have a significant impact on sensitive or special-status species.

**Mitigation Measures:** No mitigation measures are required.

- 
- 2) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

**No Impact.** The project site consists of the existing Clubhouse and surface parking lots. The surrounding area includes the golf course to the north of the existing Clubhouse and is developed with single-family residences. There are no known riparian habitats or sensitive natural communities that may be affected by the proposed project. Therefore, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 3) ***Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** The project site is neither in proximity to, nor does it contain, wetland habitat or a blue-line stream. Therefore, the proposed project implementation would not have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (CWA), through direct removal, filling, hydrological interruption, or other means. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 4) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

**Less than Significant Impact.** The project site is located in a developed area where there are constraints to wildlife movement under the existing condition. Existing development in the area and associated fencing limit wildlife movement. Consequently, wildlife movement on the project site is limited to only local movement of wildlife within the immediate vicinity. The proposal to expand the existing Clubhouse, restripe the parking lots, and construct new tennis courts would not result in any significant barrier to wildlife moving through the area. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 5) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less than Significant Impact with Mitigation.** The Glendale Municipal Code, Chapter 12.44 Indigenous Trees, contains guidelines for the protection and removal of indigenous trees. These trees are defined as any Valley Oak, California Live Oak, Scrub Oak, Mesa Oak, California Bay, and California Sycamore that measure 6 inches or more in diameter breast height (DBH). A tree study was performed to inspect the site, and inventory of all protected indigenous trees in the vicinity of the proposed project was conducted (**Appendix B**). A total of 14 trees, including 11 coast live oaks and a California Sycamore, were identified within the boundaries of the project site. One mature oak tree was found to be in poor structural condition containing advanced decay in three of its four trunks, and a permit for removal of the tree has been acquired. With the exception of the one mature oak tree<sup>9</sup> that was found to be in poor structural condition, no indigenous protected tree removals are proposed as part of the

project. The project would encroach upon another oak tree due to the expansion and redesign of the planting area around the tree; however this work would benefit the tree by improving its environment and opening the root zone. The trees located along the perimeter area around the tennis court construction would benefit from protective fencing, and all other trees are located far enough from development areas within existing protection zones, such as paved areas. The activities associated with the restriping of the existing parking lots would result in minor encroachment to existing trees. As required by Chapter 12.44.080(g)(1) of the Glendale Municipal Code, mitigation measure BIO-1 would require the installation of temporary protective devices (e.g., fencing) be installed around the dripline of an indigenous tree in the parking lot and proposed tennis court areas; and both mechanical activity and placement of fill material within the protected zone of an indigenous tree shall be prohibited. Therefore, impacts would be less than significant with mitigation.

**Mitigation Measures:** The following mitigation measures are required to mitigate the potential encroachment oak tree impacts.

**BIO-1** The applicant shall install protective fencing per the Arborist of Record recommendations contained in the Protected Tree Report for the Chevy Chase Country Club Project dated June 17, 2014 prepared by Arbor Essence. The Arborist of Record shall inspect fencing for compliance and provide notification to the City of Glendale that fencing requirements have been met prior to any grubbing, site disturbance or mobilization.

**6) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

**No Impact.** No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or similar plan has been adopted to include the project site. Consequently, implementation of the proposed project would not conflict with the provisions of any adopted conservation plan. Thus, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**E. CULTURAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			X	
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			X	
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
4. Disturb any human remains, including those interred outside of formal cemeteries?			X	

The following section summarizes and incorporates by reference information from the Historic Resource Assessment for the Chevy Chase Country Club Project, Glendale California dated October 2014. Prepared by Chattel, Inc. Historic Preservation Consultants and is included as **Appendix C**.

**1) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?**

**Less than Significant Impact.** The existing Clubhouse is a 2-story Spanish Colonial Revival–style building that provides common spaces and amenities for the golf course. The existing Clubhouse was constructed in 1927; since then, it has suffered fire damage on two occasions and numerous interior alternatives and exterior additions over time. The existing Clubhouse was evaluated to determine if the property is eligible as a historic resource and if the proposed project would result in a potentially significant impact. As determined by the Historic Resource Assessment (**Appendix C**), the existing Clubhouse was found to not meet eligibility criteria for listing in the National Register of Historic Places, California Register of Historic Resources, and Glendale Register of Historic Resources. Therefore, no impacts to a historic resource would occur, and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?**

**Less than Significant Impact.** Prehistoric and historic archaeological sites are not known to exist within the local area. In addition, the project site has already been subject to development. Any archaeological resources that may have existed at one time on or beneath the site have likely been previously disturbed. Pages 4 through 12 of the City’s Open Space and Conservation Element indicate that no significant archaeological sites have been identified in the hillside areas of Glendale. Nonetheless, construction activities associated with project implementation would have the potential to unearth undocumented resources. In the event that archaeological resources are unearthed during project subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended

or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, no significant impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**3) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Less than Significant Impact.** Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City of Glendale consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. In addition, the project site has already been subject to extensive disruption and development. Any superficial paleontological resources that may have existed at one time on the project site have likely been previously unearthed by past development activities. Nonetheless, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the proposed project. In the event that paleontological resources are unearthed during the proposed project-related subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, no significant impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**4) *Disturb any human remains, including those interred outside of formal cemeteries?***

**Less than Significant Impact.** The project site and surrounding area are characterized by features typical of residential land uses. No known burial sites exist within the vicinity of the project site or surrounding area. However, impacts would be potentially significant if human remains were to be encountered during excavation and grading activities. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as a consultant on how to proceed with the remains (i.e., avoid removal or reburial). With implementation of this standard requirement, no significant impact would occur.

**Mitigation Measures:** No mitigation measures are required.



**F. GEOLOGY AND SOILS**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
2. Result in substantial soil erosion or the loss of topsoil?			X	
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?			X	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

**1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less than Significant Impact.** The closest active fault is the Eagle Rock Fault located approximately 1.5 miles south of the project site.<sup>4</sup> The project site is not located within an established Alquist-Priolo Earthquake Fault Zone or designated Fault-Rupture Hazard Zone for surface fault rupture hazards. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the project site. Therefore, the potential for surface rupture as a result of fault-plane displacement during the design life of the proposed project is less than significant.

**Mitigation Measures:** No mitigation measures are required.

**ii) Strong seismic ground shaking?**

**Less than Significant Impact.** The project site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. This hazard exists throughout Southern California and could pose a risk to public safety and property by exposing people, property, or infrastructure to potentially adverse effects, including strong seismic ground shaking. The expansion of the clubhouse would be subject to all applicable building codes. The proposed tennis courts would be located above the existing City underground water reservoir tank. The proposed tennis courts would be designed with a post-tension concrete slab system that will reduce the overall thickness and weight of the tennis courts. In addition, the design would incorporate special shallow footings around the perimeter of the courts to reduce overall grading and digging. A shallow footing system would ensure adequate separation between the reservoir's existing waterproofing system and the proposed tennis courts. Compliance with applicable building codes would minimize structural damage to the building and/or the City's underground water reservoir tank and ensure safety in the event of a moderate or major earthquake. Therefore, impacts related to strong seismic ground shaking would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**iii) Seismic-related ground failure, including liquefaction?**

**Less than Significant Impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs as a result of three general conditions: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high-intensity ground motion. Studies indicate that saturated, loose, and medium-dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

The project site is not located within a mapped liquefaction hazard zone.<sup>5</sup> Compliance with applicable building codes would minimize the exposure of people, the proposed building, and/or the proposed tennis courts from the risk of loss, injury or death involving seismic-related ground failure, including liquefaction. Therefore, impacts related to liquefaction would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**iv) Landslides?**

**Less than Significant Impact.** The topography of the Chevy Chase Country Club is relatively flat and thus devoid of any distinctive landforms. The San Rafael Hills border the country club to the north; however, given the distance of the existing Clubhouse from the San Rafael Hills (approximately 750 feet to the southeast), the potential for landslides on the project site would be minimal. Furthermore, there are no known landslides near the project site nor is the project site in the path of any known or potential landslides. Therefore, impacts related to landslides would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**2) Result in substantial soil erosion or the loss of topsoil?**

**Less than Significant Impact.** Construction activity associated with the proposed project development may result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. However, this impact is considered short-term in nature since the site would expose small amounts of soil during construction activities and would then be covered with pavement and landscaping upon completion of construction activity. Further, as part of the proposed project, the applicant would be required to adhere to conditions under the Glendale Municipal Code Section 13.42.060 and prepare and administer a plan that effectively provides for a minimum stormwater quality protection throughout project construction. The plan would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to less than significant. In addition, the applicant would be required to adhere to South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust, which would further reduce the impact related to soil erosion to less than significant.

**Mitigation Measures:** No mitigation measures are required.

**3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less than Significant Impact.** The project site is not located within a liquefaction zone.<sup>5</sup> The relatively flat topography of the project site precludes both stability problems and the potential for lurching, which is earth movement at right angles to a cliff or steep slope during ground shaking. As previously discussed, the potential for hazards such as landslides and liquefaction is considered low. 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. However, if lateral containment is present for those zones, then no significant risk of lateral spreading will be present. Since the liquefaction potential at the project site is low, earthquake-induced lateral spreading is not considered to be a significant seismic hazard at the site.

Ground surface subsidence generally results from the extraction of fluids or gas from the subsurface that can result in a gradual lowering of the ground level. No regional subsidence as a result of groundwater pumping has been reported in the Glendale area. Therefore, the potential for ground collapse and other adverse effects due to subsidence to occur on the project site is considered low.

In addition, the project would include provisions for retaining walls, which would minimize any potential impacts. To minimize damage due to geologic hazards, design and construction of the proposed project would comply with applicable building codes, and recommendations prepared for the project site would be implemented. Therefore, impacts related to exposure to hazards, including landslides, lateral spreading, subsidence, liquefaction, and collapse, would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 4) ***Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?***

**Less than Significant Impact.** The soils underlying the project site and surrounding area are considered to have a low expansion potential. Additionally, to minimize damage due to geologic hazards, design and construction of the proposed project would comply with applicable building codes. Therefore, impacts related to expansive soil would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 5) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

**No Impact.** Septic tanks will not be used in the proposed project. The proposed project would connect to and use the existing sewage conveyance system. Therefore, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**G. GREENHOUSE GAS EMISSIONS**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
2. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less than Significant Impact.** In April 2008, the SCAQMD convened a “GHG CEQA Significance Threshold Working Group” to provide guidance to local lead agencies on determining the significance of greenhouse gas (GHG) emissions identified in CEQA documents.<sup>6</sup> The goal of the working group was to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until the California Air Resources Board (CARB), or some other state agency, develops statewide guidance on assessing the significance of GHG emissions under CEQA. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold of 10,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) for stationary source projects where SCAQMD is the lead agency. To date, the SCAQMD has not formally adopted any threshold or methodology for residential and commercial land use projects. The Working Group has released draft documents that recommend all new land use projects not exceed a screening threshold of 3,000 MTCO<sub>2</sub>e per year.<sup>6</sup> Although a significance threshold has not been formally adopted, the Working Group draft recommendations represent the best available information with which to evaluate project significance with respect to GHG emissions and climate change for projects located in the Basin.

The project would result in short-term emissions of GHGs during construction. Site-specific or project-specific data were used in the CalEEMod model where available. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with a project. Therefore, current practice is to annualize construction-related GHG emissions over a project’s lifetime by including these emissions as part of a project’s annualized lifetime total emissions so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. A project lifetime has generally been defined as 30 years. In accordance with this methodology, the estimated project’s construction GHG emissions have been annualized over a 30-year period and are included in the annualized operational GHG emissions. As indicated in **Table 4, Estimated Operational Greenhouse Gas Emissions**, total construction emissions would total 440 MTCO<sub>2</sub>e per year and when annualized over 30 years, would total 14.67 MTCO<sub>2</sub>e per year.

The project would become operational late 2016 and would result in direct annual emissions of GHGs during operation. Operational emissions would be generated by both area and mobile sources because

of normal day-to-day activities. Area source emissions would be generated by the consumption of natural gas for space and water heating devices. Area source emissions are based on emission factors contained in the CalEEMod model. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. Trip rates for the land uses were obtained from the trip generation analysis (see **Appendix D1**) to estimate the mobile source emissions.

The project would also result in indirect GHG emissions due to electricity demand, water consumption, and waste generation. The emission factor for CO<sub>2</sub> due to electrical demand from Glendale Water and Power (GWP) was selected in the CalEEMod model. Electricity consumption was based on default data found in CalEEMod for the respective land use types. In addition to electrical demand, the project would also result in indirect GHG emissions due to water consumption, wastewater treatment, and solid waste generation.

The annual GHG emissions associated with the construction and operation of the proposed project are provided below in **Table 4**. The sum of the direct and indirect emissions associated with the project is compared with the SCAQMD's threshold of significance for mixed-use and all land use projects, which is 3,000 MTCO<sub>2</sub>e per year. As shown in **Table 4**, the project would not result in a significant impact with respect to GHG emissions. Impacts would be less than significant.

**Table 4**  
**Estimated Greenhouse Gas Emissions**

GHG Emissions Source	Emissions (Metric Tons CO <sub>2</sub> e/year)
Construction	14.67
Operational (Mobile) Sources	397.40
Area Sources*	0.0
Energy	324.06
Waste	19.07
Water	28.94
<b>Annual Total</b>	<b>784.14</b>

*Source: CalEEMod emissions calculations are provided in the Air Quality and Greenhouse Gas Emissions in **Appendix A**.*

*Totals in table may not appear to add exactly due to rounding in the computer model calculations.*

*\* Area source emissions are negligible.*

*N<sub>2</sub>O emissions account for 0.01 MTCO<sub>2</sub>e per year.*

**Mitigation Measures:** No mitigation measures are required.

**2) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?***

**Less than Significant Impact.** The California State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, which focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that GHGs emitted in



California be reduced to 1990 levels by the year 2020. In December 2008, CARB adopted the Climate Change Scoping Plan, which details strategies to meet that goal. The Scoping Plan instructs local governments to establish sustainable community strategies to reduce GHG emissions associated with transportation, energy, and water, as required under SB 375. Planning efforts that lead to reduced vehicle trips while preserving personal mobility should be undertaken in addition to programs and designs that enhance and complement land use and transit strategies. The 2008 Climate Change Scoping Plan also recommends energy efficiency measures in buildings, such as maximizing the use of energy-efficient appliances and solar water heating, as well as complying with green building standards that result in decreased energy consumption compared to Title 24 California building codes. The 2008 Climate Change Scoping Plan was updated by CARB in May 2014 (2014 Updated Scoping Plan), which adjusted the statewide GHG emissions reduction goals to achieve 1990 levels. Furthermore, the City of Glendale has an adopted Greener Glendale Plan that meets regional greenhouse gas reduction targets, as established by SCAG and adopted by the CARB. The Greener Glendale Plan uses land use development patterns, transportation infrastructure investments, transportation measures, and other policies that are determined to be feasible to reduce GHG.

In addition to the measures listed in the 2008 Climate Change Scoping Plan, other state offices have provided recommended measures that would assist lead agencies in determining consistency with the state's GHG reduction goals. The California Attorney General's Office (AGO) has stated that lead agencies can play an important role in "moving the State away from 'business as usual' and toward a low-carbon future."<sup>7</sup> The AGO has released a guidance document that provides information to lead agencies that may be helpful in carrying out their duties under CEQA with respect to GHGs and climate change impacts. Provided in the document are measures that can be included as project design features, required changes to the project, or mitigation measures at the project level and at the general-plan level. The measures are not intended to be exhaustive and are not applicable for every project or general plan. The AGO affirms that "the decision of whether to approve a project—as proposed or with required changes or mitigation—is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives".<sup>7</sup>

The project would incorporate measures that reduce GHG emissions compared to a conventional project of similar size and scope. Moreover, the project is located in a semirural area and would not significantly increase daily trips in the area, as discussed in Section P, Transportation and Traffic. These measures and features of the project would be consistent with existing recommendations to reduce GHG emissions, pursuant to the goals of AB 32. Furthermore, the project would emit net GHG emissions less than the 3,000 MTCO<sub>2</sub>e per year threshold of significance identified by the SCAQMD. Therefore, the project would not conflict with the 2008 Scoping Plan, 2014 Updated Scoping Plan, or the Greener Glendale Plan and, therefore, would result in less than significant impacts.

**Mitigation Measures:** No mitigation measures are required.

**H. HAZARDS AND HAZARDOUS MATERIALS**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site?				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site?				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than Significant Impact.** The proposed project would include the expansion of the existing Clubhouse to 32,315 total square feet, increase and reorient the size of the existing pool, construct four tennis courts, and restripe the existing surface parking lots. The proposed project would not involve the routine use, transport, or disposal of significant amounts of hazardous materials. On-site uses may involve the use of small amounts of cleaning products and related materials that may be categorized as hazardous. These materials would be stored on the project site in small quantities. A variety of state and federal laws governs the generation, treatment, and disposal of hazardous wastes. The City of Glendale Fire Department and Los Angeles County Fire Department have the authority to perform inspections and enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. In addition, Los Angeles County Fire Department requires that an annual inventory of hazardous materials in use on site, as well as a business emergency plan, be submitted for an annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of

the California Health and Safety Code. Fertilizers would be used to fertilize the golf course. However, efforts shall be made to ensure that all fertilizers used during the construction and operation of the project site will not be harmful to humans or wildlife consistent with federal and State requirements. Consequently, these state laws regulate the routine transport, use or disposal of hazardous materials and proposed project impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**2) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

**Less than Significant Impact.** The proposed project does not involve the use or transport of hazardous material. In addition, the handling of hazardous materials would be required to adhere to applicable federal, state, and local requirements that regulate work and public safety. The existing Chevy Chase Country Club was constructed in 1927, prior to the 1970 ban on the use of asbestos and lead based paint, and the building may contain asbestos and/or lead based paint. Portions of the existing building would be demolished and renovated in preparation for the project. Any asbestos found would be properly removed and abated as required by State law, specifically Title 22 of the California Code of Regulations (CCR), the California Health and Safety Code including the Hazardous Waste Control Law (HWCL).

Hazardous material impacts typically occur in a local or site-specific context. Although other foreseeable developments within the area will likely increase the potential to disturb existing contamination, the handling of hazardous materials would be required to adhere to applicable federal, state, and local requirements that regulate work and public safety. Therefore, impacts of the proposed project would not have the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**3) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**No Impact.** No school sites are located within one-quarter mile of the project site. The nearest school is the Verdugo Woodlands Elementary School, located approximately 1.3 miles west of the project site. In addition, the project does not include a use that would handle hazardous or acutely hazardous materials, substances, or waste. Consequently, no impacts would occur with the implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

- 
- 4) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

**Less than Significant Impact.** To determine hazardous materials on site, a database search of hazardous materials using EnviroStor, a program that identifies properties in California that have known contamination or properties for which there may be reasons for further investigation, was conducted. EnviroStor includes sites listed under the federal Superfund, state response, and a state voluntary cleanup programs. Based on the EnviroStor map, the project site is not located on any of the sites identified in the database.<sup>8</sup> As such, the project is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No other evidence of recognized environmental conditions (REC) or environmental issues in connection with the project site were identified. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 5) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site?***

**No Impact.** The project site is located approximately 9 miles east of the Bob Hope Airport. The airport flight path and airport noise contours do not extend to the project area. Therefore, the project site is located outside of any airport land use plan or any runway landing/take-off flight paths for this airport. No other public or public use airstrips are located within the vicinity of the project site, and no airport related safety impacts would exist. Consequently, no impacts would occur with the implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

- 6) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site?***

**No Impact.** The project site is not within the vicinity of a private airstrip. The nearest airport is the Bob Hope Airport, which is located approximately 9 miles to the west of the project site and is a public use airport. Consequently, no impacts would occur with the implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

- 7) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Less than Significant Impact.** According to the City of Glendale General Plan Safety Element, E. Chevy Chase Drive, which borders the project site to the east, is a City Disaster Response Route,<sup>9</sup> to be used by emergency response services during an emergency and, if the situation warrants, the evacuation of the area. Implementation of the project would neither result in a reduction of the number of lanes along this roadway in the project area nor result in the placement of an impediment, such as medians, to the flow of traffic. In the event of an emergency, all lanes would be opened to allow traffic flow to move in one direction, and traffic would be controlled by the appropriate agencies, such as the

City of Glendale Police Department. During construction, the construction contractor shall notify the City of Glendale Police and Fire Departments of construction activities that would impede movement (such as movement of equipment) along E. Chevy Chase Drive to allow for these first emergency response teams to reroute traffic, if needed. Further, during construction the applicant would be required to obtain any necessary permits from the City of Glendale Public Works Department for all work occurring within the public right-of-way. Implementation of these requirements would be incorporated as typical condition of approval. Consequently, project impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**8) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

**No Impact.** The project site is located in a designated wildland area that may contain substantial forest fire risks or hazards. The project area is located within a City-designated Fire Hazard Zone, as shown on Plate P-2 in the City of Glendale General Plan Safety Element (August 2003).<sup>10</sup> However, expansion of the clubhouse would not result in exposing people or structures to a greater risk for wildfires. The expansion of the existing Clubhouse would be required to comply with the goals and policies included in the Safety Element in the City's General Plan. The project would also be constructed pursuant to applicable building and fire codes. Therefore, risk of increased fire hazards in areas where flammable brush, grass or trees from future development within the project area is not identified as significant. Consequently, impacts would be less than significant with the implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

## I. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
6. Otherwise substantially degrade water quality?			X	
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
10. Inundation by seiche, tsunami, or mudflow?			X	

### 1) *Violate any water quality standards or waste discharge requirements?*

**Less than Significant Impact.** Grading activities associated with construction will temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. The applicant is required to satisfy all applicable requirements of the National Pollutant Discharge Elimination System (NPDES) Program and Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan (SUSMP) of the Glendale Municipal Code, at the time of construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a SWPPP containing structural treatment and source control measures appropriate and applicable to the proposed project. The SWPPP would incorporate BMPs by requiring controls of pollutant discharges that utilize best available technology economically achievable (BAT) and best conventional pollutant control

technology (BCT) to reduce pollutants. Examples of BAT/BCT that may be implemented during site grading and construction of the proposed project could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences. Preparation of the SWPPP would be incorporated as a condition of approval. Implementation of BMPs would ensure that Los Angeles RWQCB water quality standards are met during construction activities of the proposed project. Therefore, no significant impact during construction would occur.

Following build-out, the proposed project would increase the intensity of activities on the site and would likely result in an increase in pollutant sources. Common concerns include the potential deposition of pollutants generated by motor vehicle use on roadways and parking areas adjacent to the project site, and the maintenance and operation of landscaped areas. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, human/animal littering, careless handling and storage of materials, and poor property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period.

These pollutants have the potential to degrade water quality. However, the quality of runoff from the project site would be subject to Section 402(p) of the CWA under the NPDES program. Under NPDES Municipal Permit No. CAS004001, development projects are responsible for ensuring that their pollutant loads do not exceed total maximum daily loads for downstream receiving waters.

Under Section 401 of the CWA, the RWQCB issues NPDES permits to regulate waste discharged to "waters of the nation," which includes reservoirs, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction surface water runoff from a project.

Development projects are required by the Glendale Municipal Code to submit and then implement a SUSMP containing design features and BMPs appropriate and applicable to the project. The purpose of the SUSMP is to reduce postconstruction pollutants in stormwater discharges. One of the requirements of the SUSMP is that the project would retain on-site water runoff from the first 0.75 inches of a 24-hour rain event. Prior to issuance of any grading or building permits, the City must approve the SUSMP. Preparation of the SUSMP is incorporated as a project design feature. Potential water quality impacts of the project would be less than significant through the preparation of the SUSMP and implementation of the BMPs as specified in the NPDES Permit. Therefore, impacts related to water quality and stormwater discharge would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 2) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

**Less than Significant Impact.** Currently, the City utilizes water from Glendale Water and Power (GWP), which relies on some local groundwater supplies. Consequently, implementation of the proposed project



would result in additional development that could indirectly require a slight increased use of groundwater through the provision of potable water by GWP; however, as discussed in Response Q-4 below, the proposed project's water demand is within water projections. Groundwater to be consumed within Glendale would be utilized according to current plans and projections for GWP groundwater supplies. As a result, implementation of the proposed project would not substantially deplete groundwater supplies. In addition, the groundwater basins are adjudicated and managed by the court-appointed San Fernando Groundwater Basin Watermaster, who is responsible for monitoring and accounting for all groundwater extraction within the groundwater basin, with sustainability as a goal.

The amount of hardscape proposed on the project site would be more than current on-site conditions but not so considerably greater as to result in a significant impact. The proposed project would comply with minimum landscape requirements and, therefore, would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies relative to existing conditions. Furthermore, the project would not utilize groundwater and thus would not deplete groundwater supplies. Consequently, impacts related to groundwater extraction and recharge will be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 3) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

**Less than Significant Impact.** The project site is currently developed, and stormwater runoff sheet flows into existing City streets and drains along Chevy Chase Drive and Golf Club Drive. Construction activity associated with the proposed project development may result in wind- and water-driven erosion of soils due to minor grading activities if soil is stockpiled or exposed during construction. However, this impact is considered short term in nature because the site would expose small amounts of soil during construction activities and would then be covered with pavement and landscaping upon completion of construction activity. Furthermore, as part of the proposed project, the applicant would be required to adhere to conditions under the NPDES Permit set forth by the RWQCB, and to prepare and submit a SWPPP to be administered throughout proposed project construction. The SWPPP would incorporate BMPs to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to a less than significant level. In addition, the applicant would be required to adhere to SCAQMD Rule 403—Fugitive Dust, which would further reduce the impact related to soil erosion to less than significant.

The proposed project will modify the existing drainage pattern of the site and would incrementally increase the runoff, given the expansion of the building pad and the addition of the tennis courts. All subsequent runoff would continue to be conveyed via streets and gutters to storm drain locations around the project site. As a result, the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it affect the capacity of the existing storm drain system. Furthermore, as discussed above, the SWPPP would incorporate BMPs by requiring controls of pollutant discharges that utilize BAT and BCT to reduce pollutants. In addition, in accordance with Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban

Stormwater Mitigation Plan of the Glendale Municipal Code, a SUSMP containing design features and BMPs to reduce postconstruction pollutants from the proposed expansion in stormwater discharges would be submitted and implemented as part of the project. Consequently, impacts are considered to be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 4) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?***

**Less than Significant Impact.** Please refer to Response I-3 above.

**Mitigation Measures:** No mitigation measures are required.

- 5) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**Less than Significant Impact.** Please refer to Response I-3 above.

**Mitigation Measures:** No mitigation measures are required.

- 6) ***Otherwise substantially degrade water quality?***

**Less than Significant Impact.** Please refer to Response I-3 above.

**Mitigation Measures:** No mitigation measures are required.

- 7) ***Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

**No Impact.** The proposed project would not construct any housing or dwelling units nor do any units current exist on-site. According to Federal Emergency Management Agency flood hazard maps,<sup>11</sup> the project site is not located within a 100-year flood zone; therefore, the proposed project would not place housing within a 100-year flood hazard area or result in structures being constructed that would impede or redirect flood flows. The proposed project would not be subject to flooding and, therefore, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 8) ***Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

**No Impact.** The project site is not located within a 100-year floodplain or other flood hazard area, as shown on the latest FEMA Flood Insurance Rate Map,<sup>11</sup> and would not place structures which would impede or redirect flood flows. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

9) ***Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

**Less than Significant Impact.** There are seven dams located within the City of Glendale. The nearest dam to the project site is the Diederich Reservoir, located approximately 2.5 miles west of the project site.<sup>11</sup> According to the City of Glendale General Plan Safety Element, the proposed project is not located within the inundation zone of this reservoir or any other dams located within the City or elsewhere. Furthermore, the drainage pattern of the area would direct released water from the reservoir to the detention basin located south of Golf Club Drive. It should also be noted that the elevation of the project site is higher than the detention basin located to the south. Accordingly, the risk associated with flooding resulting from dam failure is considered less than significant.

**Mitigation Measures:** No mitigation measures are required.

10) ***Inundation by seiche, tsunami, or mudflow?***

**Less than Significant Impact.** The project site is not within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. In addition, the project site is not located downslope of any large bodies of water that could adversely affect the site in the event of earthquake-induced seiches, which are wave oscillations in an enclosed or semi-enclosed body of water. The underground water reservoir tank is located northeast of the existing Clubhouse beneath the proposed tennis courts. The project is not proposing any additional underground water storage tanks. Finally, the project site is generally flat and not located near a large topographic feature that would generate mudflows. Although the San Rafael Hills surround the project site to the west, north, and east, the development of the project site would not introduce any additional risks related to mudflow. Therefore, less than significant impacts related to inundation by seiche, tsunami, or mudflow would result from implementation of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

**J. LAND USE AND PLANNING**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Physically divide an established community?				X
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**1) Physically divide an established community?**

**No Impact.** The proposed project would expand the existing Clubhouse, add four new tennis courts, and restripe the parking lots and make use of Hole 4 for valet parking to provide additional parking spaces. The Chevy Chase Country Club has been in existence since 1927. The design of the proposed project would be consistent with the current architectural style of the existing Clubhouse. Although it is surrounded on the east, south, and west by residential communities, the expansion and upgrades would not physically divide any established community. No established community would be divided as a result of the project. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than Significant Impact.** The project site is located in the San Rafael Hills within the northeast portion of the City of Glendale. The General Plan land use and zoning designations for the site and the surrounding area are Recreation/Open Space and SR (Special Recreation), respectively. The proposed project would be 34 feet in height, which is consistent with the height of the existing Clubhouse. The proposed expansion also would be consistent with the existing architectural style of the existing Clubhouse. Due to the history and age of the existing Chevy Chase Country Club, the existing uses on site do not meet the standards set forth by the City’s Zoning Code for the SR zone. Therefore, as part of the project, a zone change would be requested to ensure that the existing and proposed uses for the project would be consistent with the zoning code for the SR zone and the General Plan.

the applicant is requesting the following discretionary approval: a zone change for a Precise Plan of Design (PPD) overlay to the SR zone and SR Zone Development Review. The PPD Overlay Zone is intended to encourage the development of structures or uses, which are of superior design, appearance and function, by allowing reasonable variations from zoning standards and use restrictions for specific

sites when warranted so that development proposals can take advantage of site characteristics, site location and access points, historic development patterns, land assembly or simple economies of scale in ways which conform with the broad goals of the general plan and provide the protections of the existing zoning designation. The PPD Overlay to the SR zone would permit the existing and proposed uses/improvements described in the Project Description to ensure consistency with the City's current goals, policies, and design guidelines and meet the overall intent and goals of the Zoning Code. A Design Review Approval is required to ensure consistency with the City's goals, policies, and design guidelines.

In accordance with the Glendale Municipal Code for parking (Chapter 30.32.060, Computation of required parking and loading spaces), the parking requirement for golf courses, country clubs, driving ranges, and related facilities were based on a similar use listed in Glendale Municipal Code Chapter 30.32.050 as determined by the director of community development. Additionally, parking requirements calculated for outdoor dining areas that are not located in the public right-of-way apply to golf courses, country clubs, and driving ranges (Chapter 30.32.060).. The surface parking lots would be restriped to accommodate up to 155 standard and valet parking spaces. As discussed in Section P, a valet operations plan would be developed to accommodate up to 239 valet parking spaces during a capacity event at the Clubhouse. Therefore, the project would be consistent with the City's parking requirements and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**3) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The project site and surrounding area have been developed and heavily affected by past activities. The project site and immediate area are not located in an adopted habitat conservation plan or natural community conservation plan area. Consequently, implementation of the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**K. MINERAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** The project site and surrounding area are characterized by features typical of a hillside residential neighborhood. According to Map 4-28 of the City of Glendale General Plan Open Space and Conservation Element, the project site is located within a Mineral Resource Zone-1 (MRZ-1) defined as an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. As a result, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** As indicated in Response K-1 above, there are no significant mineral deposits within the project site. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**L. NOISE**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?				X
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?				X

**1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than Significant Impact.** The existing noise environment in the project vicinity is dominated by traffic noise from nearby roadways, as well as normal residential activities in the surrounding neighborhood. Long-term operation of the proposed project would have a minimal effect on the noise environment in proximity to the project site. Noise generated by the proposed project would result primarily from normal operation of the building mechanical equipment, off-site traffic, and events within the Clubhouse. The proposed project is located approximately 85 feet east of the nearest residential use.

The City of Glendale Noise Element of the General Plan includes community noise equivalent level (CNEL) noise contours along roadways within the City. The project site is located outside of the 60 CNEL noise contour. The project site would be located within a normally acceptable noise level for the nature of the proposed use.<sup>13</sup> On-site noise sources typically consist of arriving cars, traffic to/from the project site, golf activities and golf maintenance activities, event activities from the meeting rooms, and noise from the pool area, including noise from occasional swim meets. Currently, the clubhouse hosts events, and the expansion would accommodate additional events held on site, which would slightly increase noise levels. Events would be held inside, and the building materials would insulate noise within the clubhouse and maintain existing noise levels at the project site. Recreational events would operate between 10:00 AM and 8:00 PM, and vary in length depending on the event (PGA golf tournaments, from 8:00 AM to 1:00 PM, and swim meets, from 10:00 AM to 8:00 PM). Number of events will be limited by the availability of the space within the proposed Clubhouse. Noise levels typically associated with



recreational events from spectators and players during outdoor events can reach an occasional peak of approximately 75 dB(A) at 100 feet. Swim meet noise levels are usually highly random in distribution and frequency similar to existing outdoor events at the existing Clubhouse. For nonrecreational events, the pool area, would operate between 10:00 AM and 8:00 PM, similar to existing operations and consistent with Glendale Municipal Code Section 8.36. Pool equipment would be housed within a small room southeast of the proposed swimming pool. Noise associated with customer arrival/departure would be short term in nature. The net increase of peak-hour trips to/from the project site would be 10 trips during the AM peak hour and 31 trips generated during the PM peak hour (**Appendix D1**). This increase in peak-hour trips would result in a negligible increase in vehicle noise along Parway Drive, Golf Club Drive, and E. Chevy Chase Drive.

The operation of on-site, project-related mechanical equipment, such as air conditioning equipment and exhaust fans, may generate audible noise levels. Mechanical equipment would likely be located on building rooftops, which would be shielded from nearby uses. In addition, the proposed project's mechanical equipment would need to comply with the City's Noise Ordinance, which establishes maximum permitted noise levels from mechanical equipment. Project compliance with the City's Noise Ordinance would ensure that noise levels from building mechanical equipment would not exceed thresholds of significance. Therefore, noise impacts from mechanical equipment would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**2) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

**Less than Significant Impact.** According to the Section 8.36.210 and Section 8.36.020 of the Glendale Noise Ordinance, operating or permitting the operation of any device that creates a vibration, which is above the vibration perception threshold of 0.01 inch-per-second RMS at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way shall be a violation.

The proposed project would be constructed using typical construction techniques and equipment. Construction equipment would generate a limited amount of ground-borne vibration during construction activities at short distances away from the source. An air compressor, pavement breaker, and loaded trucks would generate the highest amount of groundborne vibration to the nearest sensitive receptor. An air compressor would generate the highest groundborne vibration level of 0.004 inch-per-second RMS at the nearest residence. This vibration level would be below the vibration perception threshold. The use of equipment would most likely be limited to a few hours spread over several days during grading activities. No pile driving for construction would be necessary. Thus, significant vibration impacts from pile installation would not occur.

Post-construction on-site activities would be limited to mechanical equipment (e.g., air handling unit and exhaust fans) that would not generate excessive ground-borne vibration or ground-borne noise. As such,

ground-borne vibration and noise levels associated with the proposed project would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** As indicated in Response L-1 above, significant noise impacts are not anticipated to result from the long-term operation of the proposed project. A less than significant impact is anticipated as a result of the project.

**Mitigation Measures:** No mitigation measures are required.

**4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact with Mitigation.** A temporary periodic increase in ambient noise would occur during construction activities associated with the proposed project. Noise from construction activities would be generated by vehicles and equipment involved during various stages of construction operations: site grading, foundation, and building construction. The noise levels created by construction equipment will vary depending on factors such as the type of equipment and the specific model, the mechanical/operational condition of the equipment and the type of operation being performed.

Construction associated with the project will be required to comply with the City of Glendale Noise Ordinance (Municipal Code Chapter 8.36), which prohibits construction activities between the hours of 7:00 PM on one day and 7:00 AM of the next day or from 7:00 PM on Saturday to 7:00 AM on Monday or from 7:00 PM preceding a holiday.

Construction activities associated with the proposed project would occur approximately 85 feet from the nearest existing residential uses. Most construction activities would occur at a distance greater than 85 feet from a sensitive receptor. Noise levels generated during each of the Project phases would range between 77 and 79 dB(A). To reduce potential temporary increases in ambient noise levels during construction, mitigation measures **NOS-1** and **NOS-2** would be implemented. Therefore, temporary or periodic noise impacts would be less than significant.

In addition to equipment-generated noise associated with construction activities, construction traffic would generate noise along access routes to the proposed development areas. The major pieces of equipment would be moved onto the development only one time for each construction activity (i.e., demolition, grading). In addition, daily transportation of construction workers and the hauling of materials both on and off the project site are expected to cause increases in noise levels along study area roadways, although noise levels from such trips would be less than peak-hour noise levels generated by project trips during project operation. Average daily trips associated with construction activities would not result in a doubling of trip volumes along study area roadways. Given that it takes a doubling of average daily trips on roadways to increase noise by 3 dB(A), the noise level increases associated with construction vehicle trips along major arterials in the City of Glendale would be less than 3 dB(A), and potential impacts would be less than significant.

**Mitigation Measures:** The following mitigation measures are required to mitigate the construction noise impacts.

**NOS-1** The following construction best management practices (BMPs) shall be implemented to reduce construction noise levels:

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Schedule high noise-producing activities between the hours of 7:00 AM and 5:00 PM Monday through Friday to minimize disruption on sensitive uses.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

**NOS-2** Construction staging areas along with the operation of earthmoving equipment within the Project area shall be located as far away from vibration-and noise-sensitive sites as possible.

- 5) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?***

**No Impact.** The project site is neither located within an airport land use plan nor is it located within two miles of a public airport or public use airport. The closest public airport or public use airport to the project site is the Bob Hope Airport, located about 9 miles west. Consequently, no impacts associated with excessive airport noise levels would result.

**Mitigation Measures:** No mitigation measures are required.

- 6) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?***

**No Impact.** The project site is not within the vicinity of a private airstrip. Consequently, no impacts associated with noise would result for residents, employees, or patrons of the proposed project.

**Mitigation Measures:** No mitigation measures are required.

**M. POPULATION AND HOUSING**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

- 1) ***Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

**Less than Significant Impact.** The project does not include any residential uses and would not result in new population growth in the City. It is anticipated that project employees would likely be composed of those already working at the existing Clubhouse and already in the local labor force. Any indirect growth occurring as a result of employees relocating to the proposed project would be inconsequential, and impacts would be less than significant.

Since the project site is located within an urban area and is currently served by existing circulation and utility infrastructure, no major extension of infrastructure is required as part of the proposed project. Additionally, no expansion to the existing service area of a public service provider is required. Therefore, development of the project site would not induce population growth, and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 2) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

**No Impact.** No residential dwelling units currently exist on the project site. Therefore, no housing or residential populations would be displaced by development of the proposed project, and the construction of replacement housing elsewhere would not be necessary. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 3) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

**No Impact.** Please refer to Response M-2 above. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**N. PUBLIC SERVICES**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

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

a) ***Fire protection?***

**Less than Significant Impact.** The Glendale Fire Department (GFD) provides comprehensive emergency services for the City of Glendale, including fire, rescue, and emergency medical (paramedic) services, as well as fire prevention and code enforcement functions. Fire Station No. 23, located at 3303 E. Chevy Chase Drive directly north of the golf course, would serve as the first-in station responder in the event of an emergency. It is equipped with two fire engines. Fire Station No. 25, located at 353 Chevy Chase Drive, would provide secondary response for any incident. Fire Station No. 25 is equipped with two fire engines and one basic life support ambulance. In the event that any of the units of Fire Station Nos. 23 or 25 are not available, other units would be available for dispatch from other GFD fire stations or adjacent jurisdictions.

Compliance with the Uniform Fire Code and the applicable building code provisions determines a project's impact on fire services. The project will be required to meet all code provisions. As a result, the project can be adequately served by existing public services and is not anticipated to result in substantial adverse impacts. The overall need for fire protection services is not expected to substantially increase. No significant impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

b) ***Police protection?***

**Less than Significant Impact.** The Glendale Police Department (GPD) provides police protection services to the project site from its station at 131 North Isabel Street, approximately three miles to the

southwest. Given the passive nature of the clubhouse and low level of daily activity, the overall need for police protection services will not increase substantially. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c) Schools?**

**Less than Significant Impact.** Section 65995 of the Government Code provides that school districts can collect a fee on a per-square-foot basis for additions to existing uses to assist in the construction of or additions to schools. Pursuant to Section 65995, the project applicant is required to pay school impact fees to the Glendale Unified School District based on the current fee schedule for commercial developments prior to the issuance of building permits. Payment of the school impact fees would mitigate any indirect impacts to a less than significant level.

**Mitigation Measures:** No mitigation measures are required.

**d) Parks?**

**Less than Significant Impact.** The proposed project would expand the existing Clubhouse, restripe the existing surface parking lots, and renovate the existing swimming pool. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the project applicant will be required to pay the Development Impact Fee to the City based on the current fee schedule for commercial developments prior to the issuance of building permits. No significant increase in demand for existing park or recreational facilities is anticipated due to the negligible increase in employees generated by the project. No Impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**e) Other public facilities?**

**Less than Significant Impact.** The proposed project would expand the existing Chevy Chase Country Club Clubhouse and restripe the existing surface parking lots. As a result, no significant increase in demand for library services is anticipated. However, in accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the project applicant will be required to pay the Development Impact Fee to the City based on the current fee schedule for commercial developments prior to the issuance of building permits. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**O. RECREATION**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

**1) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

**Less than Significant Impact.** The proposed project, which would expand the existing Clubhouse, add four tennis courts, and expand the swimming pool area, is not expected to generate a substantial increase in demand for existing park or recreational facilities. As discussed in Response N-1d, the project applicant will be required to pay the Development Impact Fee to the City based on the current fee schedule for commercial development prior to the issuance of building permits. Payment of the impact fee would result in a less than significant impact to park and recreational facilities.

**Mitigation Measures:** No mitigation measures are required.

**2) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

**Less than Significant Impact.** As discussed above, the project is not anticipated to create a significant demand on parks facilities that would require the construction or expansion at existing public recreational facilities. Therefore, no significant impacts would occur.

**Mitigation Measures:** No mitigation measures are required.



**P. TRANSPORTATION/TRAFFIC**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
2. Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?				X
6. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

**1) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

The following section summarizes and incorporates by reference information from the *Trip Generation Analysis Report for the Chevy Chase Country Club Project, Glendale, California* dated October 29, 2014 (Trip Analysis), prepared by JBA. The Trip Analysis is included as **Appendix D1**. The section also summarizes and incorporates by reference information from the project’s Parking Analysis dated November 10, 2014, prepared by JBA (**Appendix D2**).

**Less than Significant Impact with Mitigation.**

Trip Impact Analysis

The project site is bound by Parway Drive on the west, Golf Club Drive on the south, E. Chevy Chase Drive on the east, and the San Rafael Hills on the north.

The existing Clubhouse consists of the following: meeting room/banquet facility, restaurant, office space, golf shop, swimming pool, two surface parking lots, and a 9-hole golf course (not a part of the project). The country club is restricted to members only and their guests. While the existing meeting room/banquet facility is used by the country club for its functions, it can also be leased out to nonmembers. Currently, the country club has 65 members, with a maximum membership of 250. The trip

generation rates were prepared using values obtained in the Institute of Transportation Engineers' *Trip Generation Manual*, 9th edition.

### **Construction**

Project construction would generate traffic from construction worker travel, the arrival and departure of trucks delivering construction materials, and the removal of debris generated by on-site activities. The number of both construction workers and trucks would vary throughout the construction process to maintain a reasonable schedule of completion.

The maximum number of workers expected to be on site during construction would be between 20 and 40 workers each day. The number of construction worker vehicles is estimated using an average vehicle ridership of 1.135 persons per vehicle. It is estimated that up to 35 inbound and outbound trips would be generated by construction worker traffic, for a total of 70 daily trips. This generation rate is designed to account for all construction workers, even those who may not directly operate equipment. In general, the majority of the construction workers are expected to arrive at the project site during off-peak hours (i.e., arrive prior to 7:00 AM), thereby avoiding the AM commuter peak-hour period, and remain on site throughout the day. It is anticipated that approximately half of the workers would leave the project site prior to the PM peak-hour period. It is estimated that there would be 4 AM peak-hour trips and 18 PM peak-hour trips. Given that a majority of the construction-related traffic generated to and from the project site would occur before and after the AM and PM peak commute hours, it is expected that traffic impacts from construction would be less than significant.

### **Operation**

Currently, the project site generates a total of 178 trips per day. To generate the trips for this project, the trip generation rates for the City-approved *Traffic Impact Study for the Armenian Society of Los Angeles*, completed in 2010, were used to provide the trips for similar uses such as a banquet room, meeting room, and library for its members.

The project includes expanding its meeting rooms/banquet facility, restaurant, office space, and ancillary facilities, such as locker rooms, and adding four tennis courts. As part of the project expansion, the club's parking lots will be redesigned to accommodate the increase in parking needs.

Based on the Trip Analysis (**Appendix D1**), there would be a net change of 332 daily trips, 10 trips in the AM peak hour, and 31 trips in the PM peak hour. Based on the trip generation analysis, the net change in peak-hour trips generated by the proposed project would be less than 50 trips, which is the City's threshold for the preparation of a Traffic Impact Analysis.

As a result, the proposed project would not significantly and adversely impact the public street system; therefore, no significant impacts are anticipated.

### Parking Impact Analysis

The parking demand analysis estimated the parking demand for the proposed project during the peak summer season (May to September) and off-season (September to May). The existing number of parking spaces provided by the two surface parking lots totals 124 spaces. The parking demand was

based on a conservative scenario that assumes four periods where capacity of the lots would be exceeded, that is, when all the proposed uses would operate at the same time. The four periods would be between the hours of 10:00 AM and 2:00 PM (PGA Tournament), 2:00 PM and 4:00 PM (various uses occurring simultaneously), 4:00 PM to 8:00 PM (both dining rooms operational in addition to other uses), and 8:00 PM to 2:00 AM (both dining rooms operational in addition to other uses). The maximum parking demand required for the proposed project would be 228 parking spaces during the 4:00 PM to 8:00 PM period. Based on the existing number of spaces, the potential increase in parking demand would exceed the capacity of the two surface parking lots. Therefore, potentially significant parking impacts would occur.

To ensure enough parking is provided for the proposed project, mitigation measure TRA-1 would require a valet parking operation to reduce potential parking impacts to less than significant. The valet parking operation would provide up to 155 valet parking spaces within the two surface parking lots during the 10:00 AM to 2:00 PM and 2:00 PM to 4:00 PM periods, and up to 239 valet parking spaces between the surface parking lots and the use of the golf course adjacent to the east of the eastern surface parking lot during the 4:00 PM to 8:00 PM and 8:00 PM to 2:00 AM periods. The valet parking plan would accommodate the parking demands for the 2:00 PM to 4:00 PM period within the existing surface parking lots. A deficiency would occur during the 10:00 AM to 2:00 PM period in which a PGA tournament occurs and the dining facilities are fully operational. As part of the valet parking plan, the applicant would not use or lease the second private dining room during this period. A total of 153 valet spaces would be required during the 10:00 AM to 2:00 PM period when a golf tournament occurs at the project site and the second private dining room is not operational. The 155 valet parking spaces within the existing parking lots would therefore be able to accommodate the parking demand. Parking impacts would be mitigated to a less than significant level.

***Mitigation Measures:*** The following mitigation measure is required to mitigate parking impacts to a less than significant level.

**TRA-1** Prior to issuance of building permits, the applicant shall submit a valet parking plan for review and approval to the City of Glendale Department of Public Works—Traffic Section. The valet parking plan shall include the location, configuration, design, hours of operation, and the manner of operation of any on-site valet parking event.

**2) *Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

**Less than Significant Impact.** As discussed above in Response P-1, the proposed project would not result in any significant increase in traffic on the area roadway network. No significant impacts are anticipated. As a result, the proposed project would result in less than significant impacts on congestion management program roads or highways.

**Mitigation Measures:** No mitigation measures are required.

3) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

**No Impact.** The project site is not located near an airport. Consequently, the proposed project would not result in a change in air traffic patterns that would result in safety risks. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

4) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**Less than Significant Impact.** Current access to the parking lots is provided through three driveways on Golf Club Drive, west of Chevy Chase Drive. As discussed previously in the Project Description, access to the project site would be modified to accommodate the higher-capacity events. The main entrance to the project site would be the middle driveway and will be entrance and drop-off only. The easterly driveway will be exit only. The westerly most driveway will be both entry and exit, and would be utilized to accommodate the overflow from the easterly parking lot. To minimize traffic flow backup into Golf Club Drive, the westerly driveway will accommodate the first third of arriving vehicles, and the middle driveway would accommodate the final two thirds of arriving vehicles. The proposed project would not result in an incompatible use because the use incrementally increases in size. As a result, no significant impacts would result.

**Mitigation Measures:** No mitigation measures are required.

5) ***Result in inadequate emergency access?***

**No Impact.** The project does not involve changes to the existing street network or to existing emergency response plans. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

6) ***Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?***

**No Impact.** The Los Angeles County Metropolitan Transportation Authority and Glendale Beeline provide bus service within the City of Glendale. The proposed project would not conflict with any adopted policies, plans, or programs regarding alternative transportation because no changes to the existing transportation policies, plans, or programs would result from project implementation. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**Q. UTILITIES AND SERVICE SYSTEMS**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
7. Comply with federal, state, and local statutes and regulations related to solid waste?			X	

**1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**No Impact.** Under Section 401 of the CWA, the RWQCB issues NPDES permits to regulate waste discharged to “waters of the nation,” which includes reservoirs, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction related discharges. A construction project resulting in the disturbance of more than one acre requires a NPDES Permit. Construction projects are also required to prepare a SWPPP. In addition, the proposed project would be required to submit an SUSMP to mitigate urban stormwater runoff. Prior to the issuance of building permits, the project applicant would be required to satisfy the requirements related to the payment of fees and/or the provisions of adequate wastewater facilities. The proposed project would comply with the RWCQB-established waste discharge prohibitions and water quality objectives, which will be incorporated into the proposed project as a project design feature. Therefore, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than Significant Impact.** No new sources of water supply, such as groundwater, are required to meet the proposed project's water demand. Water serving the proposed project would be treated by existing extraction and treatment facilities. No new facilities or expansion of existing facilities would be

required. Furthermore, sewage from the project site goes to the Hyperion Treatment Plant (HTP), which Glendale has access to through the Amalgamated Agreement. With the HTP currently operating 88 million gallons per day (gpd) below capacity, adequate capacity exists to treat the net increase in project-generated average effluent of 10,831.75 gpd as shown in **Table 5, Projected Sewage Generation**. Therefore, the proposed project would not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects. Therefore, no significant impacts would occur.

**Table 5  
Projected Sewage Generation**

<b>Use</b>	<b>Unit Factor (sq. ft.)</b>	<b>Loading Factor</b>	<b>Daily Demand (Gallons per Day)</b>
Banquet room/Ballroom	5,775	800 gpd/1,000 sq. ft.	4,620.0
Health club <sup>a</sup>	6,680	800 gpd/1,000 sq. ft.	5,344.0
Restaurant <sup>b</sup>	2,240	300 gpd/1,000 sq. ft.	672.0
Office	1,725	150 gpd/1,000 sq. ft.	258.75
Pro shop	-20	150 gpd/1,000 sq. ft.	-3.0
<b>Total</b>	<b>16,400</b>		<b>10,891.75</b>

*Note: Sewage generation rates were based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates Table which was effective June 6, 1996.*

<sup>a</sup> Health Club includes the new gym and recreation area, restrooms, and lockers.

<sup>b</sup> Restaurant includes the kitchen, bar, and dining areas.

sq. ft. = square feet; gpd = gallons per day

**Mitigation Measures:** No mitigation measures are required.

- 3) ***Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Less than Significant Impact.** As described previously in Section I above, the Project would be required to retain on site the first 0.75 inches of rainfall during a 24-hour rain event. All subsequent runoff would continue to be conveyed via streets and gutters to storm drain locations around the project site. As a result, the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it affect the capacity of the existing storm drain system. Therefore, no significant impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- 4) ***Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

**Less than Significant Impact.** Construction activities associated with the proposed project would require the use of water for dust control and cleanup purposes. The use of water during construction

would be short term in nature. Therefore, construction activities are not considered to result in a significant impact on the existing water system or available water supplies.

New development on the project site would result in an increase in demand for operational uses, including landscape irrigation, maintenance, and other activities on the site. The proposed water demand rate is used to determine the project's overall water demand. The water demand rate for the proposed use varies by the type of use (125 percent of the wastewater generation rate) per 1,000 square feet. As indicated in **Table 6, Projected Water Demand**, the proposed project would result in a net increase of 13,615 gallons per day. Therefore, the project water demand would result in a net increase in demand of approximately 15.24 acre-feet per year (afy). Please note that the golf course is not a part of the project, and therefore, would not increase water demand for irrigation associated with the golf course since no changes are proposed.

**Table 6  
Projected Water Demand**

Use	Proposed Demand Factor	Existing Use	Existing Demand (gpd)	Proposed Use	Proposed Demand (gpd)
Banquet room/Ballroom	1,000/1,000 gr. sq. ft. <sup>1</sup>	1,100 sq. ft.	1,100	6,875 sq. ft.	6,875
Health club <sup>a</sup>	1,000/1,000 gr. sq. ft. <sup>1</sup>	1,245 sq. ft.	1,245	7,925 sq. ft.	7,925
Restaurant <sup>b</sup>	375/1,000 gr. sq. ft. <sup>1</sup>	3,860 sq. ft.	1,447.5	6,100 sq. ft.	2,287.5
Pro shop	187.5/1,000 gr. sq. ft. <sup>1</sup>	720 sq. ft.	135.0	700 sq. ft.	1,312.9
Office	187.5/1,000 gr. sq. ft. <sup>1</sup>	2,175 sq. ft.	407.8	3,900 sq. ft.	7,314.5
Daily			4,335.3		17,950
Yearly			1,582,389		6,551,750
<b>Total</b>			<b>4.86 afy</b>		<b>20.1 afy</b>
<b>Net Increase</b>					<b>15.24 afy</b>

*Note: Water demand factor is 125 percent of the sewer demand water provided in the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates Table which was effective June 6, 1996.*

<sup>a</sup> Health club includes the new gym and recreation area, restrooms, and lockers.

<sup>b</sup> Restaurant includes the kitchen, bar, and dining areas.

sq. ft. = square feet; gpd = gallons per day

### Normal Weather Conditions

The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. As indicated in the 2010 Urban Water Management Plan, a surplus exists that provides a reasonable buffer of approximately 1,500 to 2,500 afy of water. Future water demand in the City is based on projected development contained in the General Plan. For purposes of this assessment, the demand of the proposed project was assumed not to have been included in this demand projection. However, even with the addition of 15.24 afy of demand generated by the proposed project, there is ample supply to meet remaining City demand under normal conditions.

### **Dry Weather Conditions**

Water supplies from the San Fernando and Verdugo Basins and recycled water would potentially be affected by drought conditions. If there is a shortage in water supply from the Metropolitan Water District of Southern California (MWD), the City of Glendale's distribution system could be affected. However, MWD's completion of the Diamond Valley Reservoir near Hemet added to the reliability of MWD's supplies. This reservoir plus other MWD storage/banking operations increases the reliability of MWD to meet demands. MWD is also proposing contracts with its member agencies to supply water, including supply during drought conditions. These contracts would define the MWD's obligation to provide "firm" water supply to the City.

It is anticipated that during any three-year drought, the City would have sufficient water supply to meet demand. According to the 2010 Urban Water Management Plan, the City would use less MWD water supplies in the future compared to its current use. With the City's reduction of dependency on imported water from MWD, GWP has a higher level of reliability in meeting water demands during drought conditions.

Even with the implementation of the proposed project, the GWP would continue to have adequate supply to meet citywide demand under drought conditions. Even with the addition of 15.24 afy of demand generated by the proposed project, there is sufficient supply to meet City demand under drought conditions.

As indicated above, the City would continue to have adequate supply to meet citywide demand under normal and drought conditions with the proposed project. As a result, long-term impacts to water supply during operation of the proposed project under both normal and drought conditions would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- 5) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

**Less than Significant Impact.** Sewage from the project site goes to the HTP, which the City of Glendale has access to through the Amalgamated Agreement. The HTP has a dry-weather design capacity of 450 million gpd and is currently operating below that capacity, at 362 million gpd. As a result, adequate capacity exists to treat the net increase in proposed project-generated effluent of approximately 10,892 gpd. Therefore, the proposed project would not require the expansion or construction of sewage treatment facilities. No significant impact would result with regard to impacts to the available sewage treatment capacity.

As indicated above, because the HTP is currently operating at 88 million gpd below capacity, the addition of approximately 10,892 gpd of sewage generated by the proposed project would not cause the plant to exceed capacity. Therefore, adequate capacity exists to treat the sewage increase generated by the proposed project. Therefore, the impact of the proposed project on the sewage treatment system is less than significant.



The City would impose a sewer impact fee on future developments, based on a computer modeling assessment of the sewer system's hydraulic capacity. The fee is charged when development of a parcel leads to an increase in the volume of wastewater discharged to the collection system. The City has elected to calculate these fees based on proportional increases in wastewater flow, in an effort to impose the fee in an equitable manner.

The City's methodology for assessing the fee began with dividing the City of Glendale's sewer system into seven drainage basins and then determining the capital budget required to expand the capacity of each basin over the next 20 years, as well as the corresponding future peak flow for each basin. The proposed project would be responsible for approximately a percentage of the total capital budget for the sewer basin in which it is located, which results in a capital mitigation fee assessed to the proposed project.

The collected fees, which would be charged for each proposed development, would be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin. The City would undertake a new hydraulic analysis of the specific drainage basin every five years from the date of the first deposit into the special account. In the event the City receives proposals for new developments not considered in the current hydraulic analysis, intermediate and more frequent hydraulic analyses would be performed to evaluate capacity in the given drainage basin. As part of the City's annual Capital Improvement Program, the Public Works Director would request consideration from the City Council to budget the funds for the balance of the cost of increasing the sewer capacity for any of the drainage basins. The City's Public Works Engineering Division would then be able to design and construct the necessary improvements. Because the payment of this fee is required to reduce of the impact of the proposed project on sewer line capacity, the impact of the proposed project on the existing sewage conveyance system would be reduced to a less than significant level.<sup>14</sup>

**Mitigation Measures:** No mitigation measures are required.

**6) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

**Less than Significant Impact.** Implementation of the proposed project would result in an increase in commercial development on site. The proposed project would generate approximately 75 tons (5,775 sq. ft. banquet x 31.2 lb./1,000 sq. ft./day; 6,680 sq. ft. health club x 31.2 lb./1,000 sq. ft./day; 2,240 sq. ft. restaurant x 5 lb./1,000 sq. ft./day; 1,725 sq. ft. office x 6 lb./1,000 sq. ft./day; -20 sq. ft. pro shop x 6 lb./1,000 sq. ft./day) of solid waste per year.<sup>15</sup>

Solid waste generated on the project site could be deposited at the Scholl Canyon Landfill (owned by the City of Glendale) or at one of the landfills located within the County of Los Angeles. The annual disposal rate at the Scholl Canyon facility is 200,000 tons per year. Combined with the increase of approximately 75 tons per year in solid waste generated by the proposed project, the annual disposal amount would increase to approximately 200,075 tons per year. With a total annual disposal amount of 200,075 tons and a remaining 3.6 million ton capacity, the Scholl Canyon facility would meet the needs of the City and the proposed project for approximately 17.5 years. Because the proposed project would be required to

implement a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill, the amount of solid waste generated would likely be less than the amount estimated. As a result, no significant impacts are anticipated.

**Mitigation Measures:** No mitigation measures are required.

**7) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less than Significant Impact.** The project would comply with AB 939, known as the California Integrated Waste Management Act, which requires 50 percent diversion of cities' and counties' solid waste from landfills by 2000; with AB 341, which establishes a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020; and with the City's Construction and Demolition Debris Diversion Program section of the Municipal Code, which states that demolition, construction, and remodeling shall divert 50 percent of waste tonnage from area landfills. Consistent with code requirements, the project would provide a recycling area to reduce the amount of solid waste sent to the landfill.

In addition, the project would be in compliance with federal, state, and local statutes and regulations. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**R. MANDATORY FINDINGS OF SIGNIFICANCE**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

- 1) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

**Less than Significant Impact.** The project site is located within an established community in the foothills of the San Rafael Hills and currently consists of the existing Clubhouse, an area with a City underground water reservoir tank, and two surface parking lots. No biological species or habitat for biological species exists on site or within the project vicinity. In addition, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. As such, the proposed project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, the proposed project would not have the potential to eliminate important examples of major periods of California history or prehistory, including historical, archaeological, or paleontological resources. As identified in the Historic Resource Assessment prepared for the proposed project, the existing Clubhouse was not identified as eligible for the National Register of Historic Places, California Register of Historic Resources, or for the Glendale Register of Historic Resources. Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of the environment. Less than significant impacts would occur.

- 2) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

**Less than Significant Impact.** Cumulative impacts may occur when the proposed project in conjunction with one or more related projects would yield an impact that is greater than what would occur with the development of only the proposed project. With regard to cumulative effects on agricultural, biological, and mineral resources, the project site is located in the foothills of the San Rafael Hills; therefore, other developments occurring in the area of the project would largely occur on previously disturbed land or within identified areas that contain sensitive plant species or within SEAs. However, the significant impacts of individual projects require mitigation measures to reduce the level of significance, which would not result in cumulative impacts when combined with the City’s other related projects. Thus, no cumulative impact to these resources would occur. Impacts related to archaeological resources, paleontological resources, and hazards and hazardous materials are generally confined to a specific site and do not affect off-site areas.

Based on the expansion associated with the project, the small number of calls for service generated by the project would not contribute to a cumulatively considerable impact to fire and police services. Similarly, the small impact to utilities (including water, wastewater, and solid waste) would not be cumulatively considerable. In addition, the City’s development impact fees would be paid to mitigate any impacts to recreational facilities. Noise impacts associated with the increase in events would not be cumulatively considerable. For these reasons, the project would not contribute to cumulatively considerable noise and recreation impacts.

The City’s nearby approved and pending projects combined with the proposed project may result in cumulative effects in other environmental issue areas because of the aggregate development within the residential neighborhood in the foothills of the San Rafael Hills. Development of the proposed project would not substantially increase traffic, nor would it result in an increase in population. Therefore, the proposed project would not contribute to cumulatively considerable effects, and cumulative impacts would be less than significant.

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

**Less than Significant Impact.** Based on the analysis presented above, implementation of the aforementioned mitigation measures would reduce environmental impacts such that no substantial adverse effects on humans would occur.

### 13. Earlier Analyses

None

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#### 14. Project References Used to Prepare Initial Study Checklist

One or more of the following references were incorporated into the Initial Study by reference, and are available for review in the Planning and Neighborhood Services Division Office, 633 E. Broadway, Rm. 103, Glendale, CA 91206-4386. Items used are referred to by number on the Initial Study Checklist.

1. The City of Glendale's *General Plan*, "Open Space and Conservation Element, Land Use Element, and Circulation Element" as amended.
2. California Department of Conservation, *Farmland Mapping and Monitoring Program*, Los Angeles County Important Farmland 2010 (September 2011).
3. South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 2005), p. 2-2.
4. California Institute of Technology, Southern California Earthquake Data Center, "Significant Earthquakes and Faults," <http://www.data.scec.org/significant/index.html>, accessed October 30, 2014.
5. USGS, Southern California Seismic Hazard Zone Maps (February 27, 2008), [http://gmw.consrv.ca.gov/shmp/html/pdf\\_maps\\_so.html](http://gmw.consrv.ca.gov/shmp/html/pdf_maps_so.html).
6. South Coast Air Quality Management District, "Greenhouse Gases (GHG) CEQA Significance Thresholds," <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>. Refer to "Board Letter—Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans" (December 5, 2008), [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2).
7. California Office of the Attorney General, "The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level," 2008.
8. Department of Toxic Control Substances Control (DTSC), EnviroStor Database, <http://www.envirostor.dtsc.ca.gov/public/>.
9. City of Glendale, *General Plan*, "Safety Element" (2003), Plate P-3.
10. City of Glendale, *General Plan*, "Safety Element" (2003), Plate P-2.
11. US Department of Homeland Security, Federal Emergency Management Agency, Map No. 06037C1375F, September 2008.
12. City of Glendale, *General Plan*, "Safety Element" (2003).
13. California Governor's Office of Planning and Research, State of California General Plan Guidelines (October 2003).
14. City of Glendale Municipal Code, as amended.
15. CalRecycle, "Waste Characterization: Estimated Solid Waste Generation Rates," <http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm>, accessed October 28, 2014.

**APPENDIX A**

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**Air Quality and Greenhouse Gas Emissions**

## Chevy Chase Country Club Expansion South Coast Air Basin, Annual

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	8.59	1000sqft	0.20	8,589.00	0
Parking Lot	239.00	Space	2.15	95,600.00	0
Health Club	7.77	1000sqft	0.18	7,769.00	0
Quality Restaurant	3.35	1000sqft	0.08	3,349.00	0
Racquet Club	5.00	1000sqft	0.11	5,089.00	0

#### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2017
<b>Utility Company</b>	Glendale Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	1115.33	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

Project Characteristics -

Land Use - Surface parking lot will from existing (124 parking spaces) to future (239 surface parking spaces)

Construction Phase - Based on construction schedule in traffic study

Demolition -

Grading - Based on study

Vehicle Trips - Per Traffic Study:

Restaurant -  $(119 - 60)/1.32 = 44.7$

Gym -  $(119 - 60)/3.6 = 16.39$

Court -  $(155 - 78)/4 = 19.25$

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Construction Off-road Equipment Mitigation - Construction-Related Fugitive Dust Emissions Control Measures:

Source: SCAQMD

Area Mitigation -

Energy Mitigation -

Trips and VMT - Building construction assumptions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
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tblConstructionPhase	NumDays	220.00	241.00
tblConstructionPhase	NumDays	20.00	14.00
tblConstructionPhase	NumDays	6.00	40.00
tblConstructionPhase	NumDays	3.00	2.00
tblGrading	AcresOfGrading	20.00	2.00
tblGrading	AcresOfGrading	3.00	1.00
tblGrading	MaterialExported	0.00	7,200.00
tblGrading	MaterialExported	0.00	720.00
tblLandUse	LandUseSquareFeet	8,590.00	8,589.00
tblLandUse	LandUseSquareFeet	7,770.00	7,769.00

tblLandUse	LandUseSquareFeet	3,350.00	3,349.00
tblLandUse	LandUseSquareFeet	5,000.00	5,089.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	20.00	14.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	50.00	34.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	7.00
tblVehicleTrips	ST_TR	20.87	16.39
tblVehicleTrips	ST_TR	94.36	44.70
tblVehicleTrips	ST_TR	20.87	19.25
tblVehicleTrips	SU_TR	26.73	16.39
tblVehicleTrips	SU_TR	72.16	44.70
tblVehicleTrips	SU_TR	26.73	19.25
tblVehicleTrips	WD_TR	32.93	16.39
tblVehicleTrips	WD_TR	89.95	44.70
tblVehicleTrips	WD_TR	32.93	19.25

## 2.0 Emissions Summary

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**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	0.4674	3.0000e-005	3.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.5400e-003	6.5400e-003	2.0000e-005	0.0000	6.9300e-003
Energy	6.0200e-003	0.0547	0.0460	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003	0.0000	323.1184	323.1184	7.9900e-003	2.5100e-003	324.0643
Mobile	0.2415	0.5832	2.3665	5.1400e-003	0.3459	7.5800e-003	0.3534	0.0926	6.9700e-003	0.0995	0.0000	397.0599	397.0599	0.0161	0.0000	397.3983
Waste						0.0000	0.0000		0.0000	0.0000	17.0188	0.0000	17.0188	1.0058	0.0000	38.1401
Water						0.0000	0.0000		0.0000	0.0000	1.0466	29.9567	31.0033	0.1083	2.7000e-003	34.1137
<b>Total</b>	<b>0.7150</b>	<b>0.6379</b>	<b>2.4159</b>	<b>5.4700e-003</b>	<b>0.3459</b>	<b>0.0118</b>	<b>0.3576</b>	<b>0.0926</b>	<b>0.0111</b>	<b>0.1037</b>	<b>18.0653</b>	<b>750.1415</b>	<b>768.2068</b>	<b>1.1382</b>	<b>5.2100e-003</b>	<b>793.7234</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4674	3.0000e-005	3.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.5400e-003	6.5400e-003	2.0000e-005	0.0000	6.9300e-003
Energy	6.0200e-003	0.0547	0.0460	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003	0.0000	323.1184	323.1184	7.9900e-003	2.5100e-003	324.0643
Mobile	0.2415	0.5832	2.3665	5.1400e-003	0.3459	7.5800e-003	0.3534	0.0926	6.9700e-003	0.0995	0.0000	397.0599	397.0599	0.0161	0.0000	397.3983
Waste						0.0000	0.0000		0.0000	0.0000	8.5094	0.0000	8.5094	0.5029	0.0000	19.0701
Water						0.0000	0.0000		0.0000	0.0000	0.8373	25.6106	26.4478	0.0866	2.1700e-003	28.9385
<b>Total</b>	<b>0.7150</b>	<b>0.6379</b>	<b>2.4159</b>	<b>5.4700e-003</b>	<b>0.3459</b>	<b>0.0118</b>	<b>0.3576</b>	<b>0.0926</b>	<b>0.0111</b>	<b>0.1037</b>	<b>9.3466</b>	<b>745.7954</b>	<b>755.1420</b>	<b>0.6137</b>	<b>4.6800e-003</b>	<b>769.4781</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>48.26</b>	<b>0.58</b>	<b>1.70</b>	<b>46.08</b>	<b>10.17</b>	<b>3.05</b>

## 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	10/1/2015	10/20/2015	5	14	
2	Site Preparation	Site Preparation	10/21/2015	10/22/2015	5	2	
3	Grading & Excavation	Grading	10/23/2015	12/17/2015	5	40	
4	Building Construction	Building Construction	12/18/2015	11/18/2016	5	241	
5	Paving	Paving	11/19/2016	12/2/2016	5	10	
6	Architectural Coating	Architectural Coating	12/3/2016	12/16/2016	5	10	

**Acres of Grading (Site Preparation Phase): 1**

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

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 41,496; Non-Residential Outdoor: 13,832 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading & Excavation	Graders	1	8.00	174	0.41
Grading & Excavation	Rubber Tired Dozers	1	8.00	255	0.40
Grading & Excavation	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	36.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	90.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading & Excavation	4	8.00	0.00	900.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	34.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	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

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads



### 3.2 Demolition - 2015

#### 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					3.9400e-003	0.0000	3.9400e-003	6.0000e-004	0.0000	6.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0215	0.2077	0.1544	1.7000e-004		0.0131	0.0131		0.0122	0.0122	0.0000	15.9333	15.9333	4.0400e-003	0.0000	16.0181
<b>Total</b>	<b>0.0215</b>	<b>0.2077</b>	<b>0.1544</b>	<b>1.7000e-004</b>	<b>3.9400e-003</b>	<b>0.0131</b>	<b>0.0170</b>	<b>6.0000e-004</b>	<b>0.0122</b>	<b>0.0128</b>	<b>0.0000</b>	<b>15.9333</b>	<b>15.9333</b>	<b>4.0400e-003</b>	<b>0.0000</b>	<b>16.0181</b>

#### 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	3.7000e-004	5.9500e-003	4.2300e-003	1.0000e-005	3.1000e-004	1.0000e-004	4.0000e-004	8.0000e-005	9.0000e-005	1.7000e-004	0.0000	1.2275	1.2275	1.0000e-005	0.0000	1.2277
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	5.9000e-004	6.1700e-003	1.0000e-005	1.0000e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.7000e-004	0.0000	0.9689	0.9689	5.0000e-005	0.0000	0.9700
<b>Total</b>	<b>7.8000e-004</b>	<b>6.5400e-003</b>	<b>0.0104</b>	<b>2.0000e-005</b>	<b>1.3100e-003</b>	<b>1.1000e-004</b>	<b>1.4100e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-004</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>2.1963</b>	<b>2.1963</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.1977</b>

**3.2 Demolition - 2015****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					1.4600e-003	0.0000	1.4600e-003	2.2000e-004	0.0000	2.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0856	0.1089	1.7000e-004		5.0600e-003	5.0600e-003		5.0600e-003	5.0600e-003	0.0000	15.9333	15.9333	4.0400e-003	0.0000	16.0180
<b>Total</b>	<b>3.9800e-003</b>	<b>0.0856</b>	<b>0.1089</b>	<b>1.7000e-004</b>	<b>1.4600e-003</b>	<b>5.0600e-003</b>	<b>6.5200e-003</b>	<b>2.2000e-004</b>	<b>5.0600e-003</b>	<b>5.2800e-003</b>	<b>0.0000</b>	<b>15.9333</b>	<b>15.9333</b>	<b>4.0400e-003</b>	<b>0.0000</b>	<b>16.0180</b>

**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	3.7000e-004	5.9500e-003	4.2300e-003	1.0000e-005	3.1000e-004	1.0000e-004	4.0000e-004	8.0000e-005	9.0000e-005	1.7000e-004	0.0000	1.2275	1.2275	1.0000e-005	0.0000	1.2277
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	5.9000e-004	6.1700e-003	1.0000e-005	1.0000e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.7000e-004	0.0000	0.9689	0.9689	5.0000e-005	0.0000	0.9700
<b>Total</b>	<b>7.8000e-004</b>	<b>6.5400e-003</b>	<b>0.0104</b>	<b>2.0000e-005</b>	<b>1.3100e-003</b>	<b>1.1000e-004</b>	<b>1.4100e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-004</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>2.1963</b>	<b>2.1963</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>2.1977</b>

**3.3 Site Preparation - 2015****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					5.7000e-004	0.0000	5.7000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8200e-003	0.0325	0.0187	2.0000e-005		1.6000e-003	1.6000e-003		1.4700e-003	1.4700e-003	0.0000	2.2754	2.2754	6.8000e-004	0.0000	2.2897
<b>Total</b>	<b>2.8200e-003</b>	<b>0.0325</b>	<b>0.0187</b>	<b>2.0000e-005</b>	<b>5.7000e-004</b>	<b>1.6000e-003</b>	<b>2.1700e-003</b>	<b>6.0000e-005</b>	<b>1.4700e-003</b>	<b>1.5300e-003</b>	<b>0.0000</b>	<b>2.2754</b>	<b>2.2754</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.2897</b>

**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	9.2000e-004	0.0149	0.0106	3.0000e-005	7.7000e-004	2.4000e-004	1.0100e-003	2.1000e-004	2.2000e-004	4.3000e-004	0.0000	3.0686	3.0686	2.0000e-005	0.0000	3.0691
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.4000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0852	0.0852	0.0000	0.0000	0.0853
<b>Total</b>	<b>9.6000e-004</b>	<b>0.0149</b>	<b>0.0111</b>	<b>3.0000e-005</b>	<b>8.6000e-004</b>	<b>2.4000e-004</b>	<b>1.1000e-003</b>	<b>2.3000e-004</b>	<b>2.2000e-004</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>3.1538</b>	<b>3.1538</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>3.1544</b>

**3.3 Site Preparation - 2015****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					2.1000e-004	0.0000	2.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8000e-004	0.0115	0.0147	2.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	2.2754	2.2754	6.8000e-004	0.0000	2.2897
<b>Total</b>	<b>5.8000e-004</b>	<b>0.0115</b>	<b>0.0147</b>	<b>2.0000e-005</b>	<b>2.1000e-004</b>	<b>5.2000e-004</b>	<b>7.3000e-004</b>	<b>2.0000e-005</b>	<b>5.2000e-004</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>2.2754</b>	<b>2.2754</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.2897</b>

**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	9.2000e-004	0.0149	0.0106	3.0000e-005	7.7000e-004	2.4000e-004	1.0100e-003	2.1000e-004	2.2000e-004	4.3000e-004	0.0000	3.0686	3.0686	2.0000e-005	0.0000	3.0691
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.4000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0852	0.0852	0.0000	0.0000	0.0853
<b>Total</b>	<b>9.6000e-004</b>	<b>0.0149</b>	<b>0.0111</b>	<b>3.0000e-005</b>	<b>8.6000e-004</b>	<b>2.4000e-004</b>	<b>1.1000e-003</b>	<b>2.3000e-004</b>	<b>2.2000e-004</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>3.1538</b>	<b>3.1538</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>3.1544</b>

### 3.4 Grading & Excavation - 2015

#### 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					0.1219	0.0000	0.1219	0.0664	0.0000	0.0664	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0593	0.6252	0.4040	4.1000e-004		0.0351	0.0351		0.0322	0.0322	0.0000	39.2648	39.2648	0.0117	0.0000	39.5110
<b>Total</b>	<b>0.0593</b>	<b>0.6252</b>	<b>0.4040</b>	<b>4.1000e-004</b>	<b>0.1219</b>	<b>0.0351</b>	<b>0.1570</b>	<b>0.0664</b>	<b>0.0322</b>	<b>0.0986</b>	<b>0.0000</b>	<b>39.2648</b>	<b>39.2648</b>	<b>0.0117</b>	<b>0.0000</b>	<b>39.5110</b>

#### 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	9.1500e-003	0.1488	0.1056	3.3000e-004	7.7100e-003	2.4100e-003	0.0101	2.1200e-003	2.2200e-003	4.3300e-003	0.0000	30.6863	30.6863	2.4000e-004	0.0000	30.6914
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	7.1000e-004	1.0400e-003	0.0109	2.0000e-005	1.7600e-003	2.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.7035	1.7035	1.0000e-004	0.0000	1.7055
<b>Total</b>	<b>9.8600e-003</b>	<b>0.1498</b>	<b>0.1165</b>	<b>3.5000e-004</b>	<b>9.4700e-003</b>	<b>2.4300e-003</b>	<b>0.0119</b>	<b>2.5900e-003</b>	<b>2.2300e-003</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>32.3898</b>	<b>32.3898</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>32.3970</b>

### 3.4 Grading & Excavation - 2015

#### 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					0.0452	0.0000	0.0452	0.0246	0.0000	0.0246	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0100	0.2026	0.2686	4.1000e-004		0.0102	0.0102		0.0102	0.0102	0.0000	39.2647	39.2647	0.0117	0.0000	39.5109
<b>Total</b>	<b>0.0100</b>	<b>0.2026</b>	<b>0.2686</b>	<b>4.1000e-004</b>	<b>0.0452</b>	<b>0.0102</b>	<b>0.0554</b>	<b>0.0246</b>	<b>0.0102</b>	<b>0.0348</b>	<b>0.0000</b>	<b>39.2647</b>	<b>39.2647</b>	<b>0.0117</b>	<b>0.0000</b>	<b>39.5109</b>

#### 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	9.1500e-003	0.1488	0.1056	3.3000e-004	7.7100e-003	2.4100e-003	0.0101	2.1200e-003	2.2200e-003	4.3300e-003	0.0000	30.6863	30.6863	2.4000e-004	0.0000	30.6914
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	7.1000e-004	1.0400e-003	0.0109	2.0000e-005	1.7600e-003	2.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.7035	1.7035	1.0000e-004	0.0000	1.7055
<b>Total</b>	<b>9.8600e-003</b>	<b>0.1498</b>	<b>0.1165</b>	<b>3.5000e-004</b>	<b>9.4700e-003</b>	<b>2.4300e-003</b>	<b>0.0119</b>	<b>2.5900e-003</b>	<b>2.2300e-003</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>32.3898</b>	<b>32.3898</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>32.3970</b>

### 3.5 Building Construction - 2015

#### 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	0.0201	0.1292	0.0852	1.2000e-004		8.8000e-003	8.8000e-003		8.4400e-003	8.4400e-003	0.0000	10.7233	10.7233	2.5700e-003	0.0000	10.7772
<b>Total</b>	<b>0.0201</b>	<b>0.1292</b>	<b>0.0852</b>	<b>1.2000e-004</b>		<b>8.8000e-003</b>	<b>8.8000e-003</b>		<b>8.4400e-003</b>	<b>8.4400e-003</b>	<b>0.0000</b>	<b>10.7233</b>	<b>10.7233</b>	<b>2.5700e-003</b>	<b>0.0000</b>	<b>10.7772</b>

#### 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	7.1000e-004	7.2000e-003	8.7800e-003	2.0000e-005	4.3000e-004	1.2000e-004	5.5000e-004	1.2000e-004	1.1000e-004	2.3000e-004	0.0000	1.3961	1.3961	1.0000e-005	0.0000	1.3963
Worker	7.6000e-004	1.1100e-003	0.0115	2.0000e-005	1.8700e-003	2.0000e-005	1.8800e-003	5.0000e-004	2.0000e-005	5.1000e-004	0.0000	1.8100	1.8100	1.0000e-004	0.0000	1.8121
<b>Total</b>	<b>1.4700e-003</b>	<b>8.3100e-003</b>	<b>0.0203</b>	<b>4.0000e-005</b>	<b>2.3000e-003</b>	<b>1.4000e-004</b>	<b>2.4300e-003</b>	<b>6.2000e-004</b>	<b>1.3000e-004</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>3.2061</b>	<b>3.2061</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.2085</b>

### 3.5 Building Construction - 2015

#### 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	3.5500e-003	0.0678	0.0767	1.2000e-004		4.0800e-003	4.0800e-003		4.0800e-003	4.0800e-003	0.0000	10.7233	10.7233	2.5700e-003	0.0000	10.7772
<b>Total</b>	<b>3.5500e-003</b>	<b>0.0678</b>	<b>0.0767</b>	<b>1.2000e-004</b>		<b>4.0800e-003</b>	<b>4.0800e-003</b>		<b>4.0800e-003</b>	<b>4.0800e-003</b>	<b>0.0000</b>	<b>10.7233</b>	<b>10.7233</b>	<b>2.5700e-003</b>	<b>0.0000</b>	<b>10.7772</b>

#### 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	7.1000e-004	7.2000e-003	8.7800e-003	2.0000e-005	4.3000e-004	1.2000e-004	5.5000e-004	1.2000e-004	1.1000e-004	2.3000e-004	0.0000	1.3961	1.3961	1.0000e-005	0.0000	1.3963
Worker	7.6000e-004	1.1100e-003	0.0115	2.0000e-005	1.8700e-003	2.0000e-005	1.8800e-003	5.0000e-004	2.0000e-005	5.1000e-004	0.0000	1.8100	1.8100	1.0000e-004	0.0000	1.8121
<b>Total</b>	<b>1.4700e-003</b>	<b>8.3100e-003</b>	<b>0.0203</b>	<b>4.0000e-005</b>	<b>2.3000e-003</b>	<b>1.4000e-004</b>	<b>2.4300e-003</b>	<b>6.2000e-004</b>	<b>1.3000e-004</b>	<b>7.4000e-004</b>	<b>0.0000</b>	<b>3.2061</b>	<b>3.2061</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>3.2085</b>



**3.5 Building Construction - 2016****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	0.4272	2.8450	1.9308	2.8700e-003		0.1878	0.1878		0.1798	0.1798	0.0000	246.4656	246.4656	0.0568	0.0000	247.6582
<b>Total</b>	<b>0.4272</b>	<b>2.8450</b>	<b>1.9308</b>	<b>2.8700e-003</b>		<b>0.1878</b>	<b>0.1878</b>		<b>0.1798</b>	<b>0.1798</b>	<b>0.0000</b>	<b>246.4656</b>	<b>246.4656</b>	<b>0.0568</b>	<b>0.0000</b>	<b>247.6582</b>

**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	0.0144	0.1468	0.1885	3.5000e-004	9.9500e-003	2.2900e-003	0.0122	2.8400e-003	2.1100e-003	4.9500e-003	0.0000	31.8952	31.8952	2.3000e-004	0.0000	31.9001
Worker	0.0158	0.0231	0.2405	5.3000e-004	0.0431	3.7000e-004	0.0435	0.0114	3.4000e-004	0.0118	0.0000	40.3656	40.3656	2.1700e-003	0.0000	40.4112
<b>Total</b>	<b>0.0301</b>	<b>0.1699</b>	<b>0.4290</b>	<b>8.8000e-004</b>	<b>0.0530</b>	<b>2.6600e-003</b>	<b>0.0557</b>	<b>0.0143</b>	<b>2.4500e-003</b>	<b>0.0167</b>	<b>0.0000</b>	<b>72.2607</b>	<b>72.2607</b>	<b>2.4000e-003</b>	<b>0.0000</b>	<b>72.3112</b>

### 3.5 Building Construction - 2016

#### 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	0.0821	1.5665	1.7720	2.8700e-003		0.0942	0.0942		0.0942	0.0942	0.0000	246.4653	246.4653	0.0568	0.0000	247.6579
<b>Total</b>	<b>0.0821</b>	<b>1.5665</b>	<b>1.7720</b>	<b>2.8700e-003</b>		<b>0.0942</b>	<b>0.0942</b>		<b>0.0942</b>	<b>0.0942</b>	<b>0.0000</b>	<b>246.4653</b>	<b>246.4653</b>	<b>0.0568</b>	<b>0.0000</b>	<b>247.6579</b>

#### 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	0.0144	0.1468	0.1885	3.5000e-004	9.9500e-003	2.2900e-003	0.0122	2.8400e-003	2.1100e-003	4.9500e-003	0.0000	31.8952	31.8952	2.3000e-004	0.0000	31.9001
Worker	0.0158	0.0231	0.2405	5.3000e-004	0.0431	3.7000e-004	0.0435	0.0114	3.4000e-004	0.0118	0.0000	40.3656	40.3656	2.1700e-003	0.0000	40.4112
<b>Total</b>	<b>0.0301</b>	<b>0.1699</b>	<b>0.4290</b>	<b>8.8000e-004</b>	<b>0.0530</b>	<b>2.6600e-003</b>	<b>0.0557</b>	<b>0.0143</b>	<b>2.4500e-003</b>	<b>0.0167</b>	<b>0.0000</b>	<b>72.2607</b>	<b>72.2607</b>	<b>2.4000e-003</b>	<b>0.0000</b>	<b>72.3112</b>

### 3.6 Paving - 2016

#### 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	8.9100e-003	0.0897	0.0607	9.0000e-005		5.6300e-003	5.6300e-003		5.1800e-003	5.1800e-003	0.0000	8.1867	8.1867	2.4200e-003	0.0000	8.2376
Paving	2.8200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0117</b>	<b>0.0897</b>	<b>0.0607</b>	<b>9.0000e-005</b>		<b>5.6300e-003</b>	<b>5.6300e-003</b>		<b>5.1800e-003</b>	<b>5.1800e-003</b>	<b>0.0000</b>	<b>8.1867</b>	<b>8.1867</b>	<b>2.4200e-003</b>	<b>0.0000</b>	<b>8.2376</b>

#### 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	2.6000e-004	3.8000e-004	3.9800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6681	0.6681	4.0000e-005	0.0000	0.6689
<b>Total</b>	<b>2.6000e-004</b>	<b>3.8000e-004</b>	<b>3.9800e-003</b>	<b>1.0000e-005</b>	<b>7.1000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>1.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.6681</b>	<b>0.6681</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6689</b>

### 3.6 Paving - 2016

#### 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	2.0700e-003	0.0437	0.0640	9.0000e-005		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003	0.0000	8.1867	8.1867	2.4200e-003	0.0000	8.2376
Paving	2.8200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>4.8900e-003</b>	<b>0.0437</b>	<b>0.0640</b>	<b>9.0000e-005</b>		<b>2.6200e-003</b>	<b>2.6200e-003</b>		<b>2.6200e-003</b>	<b>2.6200e-003</b>	<b>0.0000</b>	<b>8.1867</b>	<b>8.1867</b>	<b>2.4200e-003</b>	<b>0.0000</b>	<b>8.2376</b>

#### 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	2.6000e-004	3.8000e-004	3.9800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6681	0.6681	4.0000e-005	0.0000	0.6689
<b>Total</b>	<b>2.6000e-004</b>	<b>3.8000e-004</b>	<b>3.9800e-003</b>	<b>1.0000e-005</b>	<b>7.1000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>1.9000e-004</b>	<b>1.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>0.6681</b>	<b>0.6681</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.6689</b>

### 3.7 Architectural Coating - 2016

#### 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	0.3206					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
<b>Total</b>	<b>0.3224</b>	<b>0.0119</b>	<b>9.4200e-003</b>	<b>1.0000e-005</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>		<b>9.8000e-004</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.2798</b>

#### 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	1.4000e-004	2.1000e-004	2.1400e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3598	0.3598	2.0000e-005	0.0000	0.3602
<b>Total</b>	<b>1.4000e-004</b>	<b>2.1000e-004</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>3.9000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3598</b>	<b>0.3598</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3602</b>

### 3.7 Architectural Coating - 2016

#### 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	0.3206					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-004	6.7800e-003	9.1600e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
<b>Total</b>	<b>0.3209</b>	<b>6.7800e-003</b>	<b>9.1600e-003</b>	<b>1.0000e-005</b>		<b>4.8000e-004</b>	<b>4.8000e-004</b>		<b>4.8000e-004</b>	<b>4.8000e-004</b>	<b>0.0000</b>	<b>1.2766</b>	<b>1.2766</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.2798</b>

#### 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	1.4000e-004	2.1000e-004	2.1400e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3598	0.3598	2.0000e-005	0.0000	0.3602
<b>Total</b>	<b>1.4000e-004</b>	<b>2.1000e-004</b>	<b>2.1400e-003</b>	<b>0.0000</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>3.9000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3598</b>	<b>0.3598</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3602</b>

### 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	0.2415	0.5832	2.3665	5.1400e-003	0.3459	7.5800e-003	0.3534	0.0926	6.9700e-003	0.0995	0.0000	397.0599	397.0599	0.0161	0.0000	397.3983
Unmitigated	0.2415	0.5832	2.3665	5.1400e-003	0.3459	7.5800e-003	0.3534	0.0926	6.9700e-003	0.0995	0.0000	397.0599	397.0599	0.0161	0.0000	397.3983

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	94.58	20.36	8.42	230,866	230,866
Health Club	127.35	127.35	127.35	272,373	272,373
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	149.75	149.75	149.75	213,182	213,182
Racquet Club	96.25	96.25	96.25	196,277	196,277
<b>Total</b>	<b>467.92</b>	<b>393.70</b>	<b>381.76</b>	<b>912,698</b>	<b>912,698</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Racquet Club	16.60	8.40	6.90	11.50	69.50	19.00	52	39	9

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

## 5.0 Energy Detail

### 5.1 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	263.5597	263.5597	6.8500e-003	1.4200e-003	264.1432
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	263.5597	263.5597	6.8500e-003	1.4200e-003	264.1432
NaturalGas Mitigated	6.0200e-003	0.0547	0.0460	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003	0.0000	59.5587	59.5587	1.1400e-003	1.0900e-003	59.9211
NaturalGas Unmitigated	6.0200e-003	0.0547	0.0460	3.3000e-004		4.1600e-003	4.1600e-003		4.1600e-003	4.1600e-003	0.0000	59.5587	59.5587	1.1400e-003	1.0900e-003	59.9211



### 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					
Health Club	146135	7.9000e-004	7.1600e-003	6.0200e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7983	7.7983	1.5000e-004	1.4000e-004	7.8458
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	780350	4.2100e-003	0.0383	0.0321	2.3000e-004		2.9100e-003	2.9100e-003		2.9100e-003	2.9100e-003	0.0000	41.6425	41.6425	8.0000e-004	7.6000e-004	41.8959
Racquet Club	95724.1	5.2000e-004	4.6900e-003	3.9400e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	5.1082	5.1082	1.0000e-004	9.0000e-005	5.1393
General Office Building	93877.8	5.1000e-004	4.6000e-003	3.8700e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	5.0097	5.0097	1.0000e-004	9.0000e-005	5.0402
<b>Total</b>		<b>6.0300e-003</b>	<b>0.0547</b>	<b>0.0460</b>	<b>3.3000e-004</b>		<b>4.1600e-003</b>	<b>4.1600e-003</b>		<b>4.1600e-003</b>	<b>4.1600e-003</b>	<b>0.0000</b>	<b>59.5587</b>	<b>59.5587</b>	<b>1.1500e-003</b>	<b>1.0800e-003</b>	<b>59.9211</b>

### 5.2 Energy by Land Use - NaturalGas

#### 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						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	780350	4.2100e-003	0.0383	0.0321	2.3000e-004		2.9100e-003	2.9100e-003		2.9100e-003	2.9100e-003	0.0000	41.6425	41.6425	8.0000e-004	7.6000e-004		41.8959
Racquet Club	95724.1	5.2000e-004	4.6900e-003	3.9400e-003	3.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	5.1082	5.1082	1.0000e-004	9.0000e-005		5.1393
General Office Building	93877.8	5.1000e-004	4.6000e-003	3.8700e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	5.0097	5.0097	1.0000e-004	9.0000e-005		5.0402
Health Club	146135	7.9000e-004	7.1600e-003	6.0200e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7983	7.7983	1.5000e-004	1.4000e-004		7.8458
<b>Total</b>		<b>6.0300e-003</b>	<b>0.0547</b>	<b>0.0460</b>	<b>3.3000e-004</b>		<b>4.1600e-003</b>	<b>4.1600e-003</b>		<b>4.1600e-003</b>	<b>4.1600e-003</b>	<b>0.0000</b>	<b>59.5587</b>	<b>59.5587</b>	<b>1.1500e-003</b>	<b>1.0800e-003</b>		<b>59.9211</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	124798	63.1360	1.6400e-003	3.4000e-004	63.2758
Health Club	93616.5	47.3611	1.2300e-003	2.5000e-004	47.4659
Parking Lot	84128	42.5608	1.1100e-003	2.3000e-004	42.6550
Quality Restaurant	157102	79.4785	2.0700e-003	4.3000e-004	79.6545
Racquet Club	61322.5	31.0233	8.1000e-004	1.7000e-004	31.0920
<b>Total</b>		<b>263.5597</b>	<b>6.8600e-003</b>	<b>1.4200e-003</b>	<b>264.1432</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	124798	63.1360	1.6400e-003	3.4000e-004	63.2758
Health Club	93616.5	47.3611	1.2300e-003	2.5000e-004	47.4659
Parking Lot	84128	42.5608	1.1100e-003	2.3000e-004	42.6550
Quality Restaurant	157102	79.4785	2.0700e-003	4.3000e-004	79.6545
Racquet Club	61322.5	31.0233	8.1000e-004	1.7000e-004	31.0920
<b>Total</b>		<b>263.5597</b>	<b>6.8600e-003</b>	<b>1.4200e-003</b>	<b>264.1432</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	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	0.4674	3.0000e-005	3.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.5400e-003	6.5400e-003	2.0000e-005	0.0000	6.9300e-003
Unmitigated	0.4674	3.0000e-005	3.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.5400e-003	6.5400e-003	2.0000e-005	0.0000	6.9300e-003

## 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	0.0321					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	3.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.5400e-003	6.5400e-003	2.0000e-005	0.0000	6.9300e-003
<b>Total</b>	<b>0.4674</b>	<b>3.0000e-005</b>	<b>3.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>6.5400e-003</b>	<b>6.5400e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>6.9300e-003</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0321					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4351					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	3.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.5400e-003	6.5400e-003	2.0000e-005	0.0000	6.9300e-003
<b>Total</b>	<b>0.4674</b>	<b>3.0000e-005</b>	<b>3.4300e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>6.5400e-003</b>	<b>6.5400e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>6.9300e-003</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	26.4478	0.0866	2.1700e-003	28.9385
Unmitigated	31.0033	0.1083	2.7000e-003	34.1137

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.52673 / 0.93574	15.8010	0.0502	1.2600e-003	17.2438
Health Club	0.459542 / 0.281655	4.7561	0.0151	3.8000e-004	5.1903
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.01684 / 0.0649046	7.3857	0.0333	8.2000e-004	8.3397
Racquet Club	0.295716 / 0.181245	3.0605	9.7100e-003	2.4000e-004	3.3400
<b>Total</b>		<b>31.0033</b>	<b>0.1083</b>	<b>2.7000e-003</b>	<b>34.1137</b>

## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.22139 / 0.93574	13.6927	0.0401	1.0100e-003	14.8486
Health Club	0.367634 / 0.281655	4.1215	0.0121	3.0000e-004	4.4694
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.81347 / 0.0649046	5.9815	0.0267	6.6000e-004	6.7445
Racquet Club	0.236573 / 0.181245	2.6522	7.7700e-003	2.0000e-004	2.8761
<b>Total</b>		<b>26.4478</b>	<b>0.0866</b>	<b>2.1700e-003</b>	<b>28.9385</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services



**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.5094	0.5029	0.0000	19.0701
Unmitigated	17.0188	1.0058	0.0000	38.1401

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	7.99	1.6219	0.0959	0.0000	3.6348
Health Club	44.29	8.9905	0.5313	0.0000	20.1482
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3.06	0.6212	0.0367	0.0000	1.3920
Racquet Club	28.5	5.7852	0.3419	0.0000	12.9651
<b>Total</b>		<b>17.0188</b>	<b>1.0058</b>	<b>0.0000</b>	<b>38.1401</b>

## 8.2 Waste by Land Use

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	3.995	0.8110	0.0479	0.0000	1.8174
Health Club	22.145	4.4952	0.2657	0.0000	10.0741
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	1.53	0.3106	0.0184	0.0000	0.6960
Racquet Club	14.25	2.8926	0.1710	0.0000	6.4826
<b>Total</b>		<b>8.5094</b>	<b>0.5029</b>	<b>0.0000</b>	<b>19.0701</b>

## 9.0 Operational Offroad

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

## Chevy Chase Country Club Expansion South Coast Air Basin, Summer

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	8.59	1000sqft	0.20	8,589.00	0
Parking Lot	239.00	Space	2.15	95,600.00	0
Health Club	7.77	1000sqft	0.18	7,769.00	0
Quality Restaurant	3.35	1000sqft	0.08	3,349.00	0
Racquet Club	5.00	1000sqft	0.11	5,089.00	0

#### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2017
<b>Utility Company</b>	Glendale Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	1115.33	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

Project Characteristics -

Land Use - Surface parking lot will from existing (124 parking spaces) to future (239 surface parking spaces)

Construction Phase - Based on construction schedule in traffic study

Demolition -

Grading - Based on study

Vehicle Trips - Per Traffic Study:

Restaurant -  $(119 - 60)/1.32 = 44.7$

Gym -  $(119 - 60)/3.6 = 16.39$

Court -  $(155 - 78)/4 = 19.25$

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Construction Off-road Equipment Mitigation - Construction-Related Fugitive Dust Emissions Control Measures:

Source: SCAQMD

Area Mitigation -

Energy Mitigation -

Trips and VMT - Building construction assumptions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	220.00	241.00
tblConstructionPhase	NumDays	20.00	14.00
tblConstructionPhase	NumDays	6.00	40.00
tblConstructionPhase	NumDays	3.00	2.00
tblGrading	AcresOfGrading	20.00	2.00
tblGrading	AcresOfGrading	3.00	1.00
tblGrading	MaterialExported	0.00	7,200.00
tblGrading	MaterialExported	0.00	720.00
tblLandUse	LandUseSquareFeet	8,590.00	8,589.00
tblLandUse	LandUseSquareFeet	7,770.00	7,769.00

tblLandUse	LandUseSquareFeet	3,350.00	3,349.00
tblLandUse	LandUseSquareFeet	5,000.00	5,089.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	20.00	14.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	50.00	34.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	7.00
tblVehicleTrips	ST_TR	20.87	16.39
tblVehicleTrips	ST_TR	94.36	44.70
tblVehicleTrips	ST_TR	20.87	19.25
tblVehicleTrips	SU_TR	26.73	16.39
tblVehicleTrips	SU_TR	72.16	44.70
tblVehicleTrips	SU_TR	26.73	19.25
tblVehicleTrips	WD_TR	32.93	16.39
tblVehicleTrips	WD_TR	89.95	44.70
tblVehicleTrips	WD_TR	32.93	19.25

## 2.0 Emissions Summary

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## 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	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
Energy	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273
Mobile	1.4302	3.2236	13.6422	0.0317	2.0920	0.0448	2.1368	0.5590	0.0413	0.6002		2,697.5845	2,697.5845	0.1052		2,699.7939
<b>Total</b>	<b>4.0254</b>	<b>3.5236</b>	<b>13.9214</b>	<b>0.0335</b>	<b>2.0920</b>	<b>0.0677</b>	<b>2.1597</b>	<b>0.5590</b>	<b>0.0642</b>	<b>0.6231</b>		<b>3,057.3803</b>	<b>3,057.3803</b>	<b>0.1123</b>	<b>6.6000e-003</b>	<b>3,061.7824</b>

### 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	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
Energy	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273
Mobile	1.4302	3.2236	13.6422	0.0317	2.0920	0.0448	2.1368	0.5590	0.0413	0.6002		2,697.5845	2,697.5845	0.1052		2,699.7939
<b>Total</b>	<b>4.0254</b>	<b>3.5236</b>	<b>13.9214</b>	<b>0.0335</b>	<b>2.0920</b>	<b>0.0677</b>	<b>2.1597</b>	<b>0.5590</b>	<b>0.0642</b>	<b>0.6231</b>		<b>3,057.3803</b>	<b>3,057.3803</b>	<b>0.1123</b>	<b>6.6000e-003</b>	<b>3,061.7824</b>



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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2015	10/20/2015	5	14	
2	Site Preparation	Site Preparation	10/21/2015	10/22/2015	5	2	
3	Grading & Excavation	Grading	10/23/2015	12/17/2015	5	40	
4	Building Construction	Building Construction	12/18/2015	11/18/2016	5	241	
5	Paving	Paving	11/19/2016	12/2/2016	5	10	
6	Architectural Coating	Architectural Coating	12/3/2016	12/16/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 41,496; Non-Residential Outdoor: 13,832 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading & Excavation	Graders	1	8.00	174	0.41
Grading & Excavation	Rubber Tired Dozers	1	8.00	255	0.40
Grading & Excavation	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	36.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	90.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading & Excavation	4	8.00	0.00	900.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	34.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	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

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

### 3.2 Demolition - 2015

#### 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					0.5625	0.0000	0.5625	0.0852	0.0000	0.0852			0.0000			0.0000
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469		2,509.0599	2,509.0599	0.6357		2,522.4104
<b>Total</b>	<b>3.0666</b>	<b>29.6778</b>	<b>22.0566</b>	<b>0.0245</b>	<b>0.5625</b>	<b>1.8651</b>	<b>2.4276</b>	<b>0.0852</b>	<b>1.7469</b>	<b>1.8321</b>		<b>2,509.0599</b>	<b>2,509.0599</b>	<b>0.6357</b>		<b>2,522.4104</b>

#### 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	0.0502	0.8065	0.5410	1.9000e-003	0.0448	0.0138	0.0586	0.0123	0.0127	0.0249		193.4831	193.4831	1.5300e-003		193.5152
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	0.0600	0.0750	0.9312	1.8400e-003	0.1453	1.2800e-003	0.1466	0.0385	1.1700e-003	0.0397		160.1641	160.1641	8.6200e-003		160.3451
<b>Total</b>	<b>0.1102</b>	<b>0.8815</b>	<b>1.4722</b>	<b>3.7400e-003</b>	<b>0.1901</b>	<b>0.0151</b>	<b>0.2052</b>	<b>0.0508</b>	<b>0.0138</b>	<b>0.0646</b>		<b>353.6472</b>	<b>353.6472</b>	<b>0.0102</b>		<b>353.8602</b>

**3.2 Demolition - 2015****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					0.2084	0.0000	0.2084	0.0316	0.0000	0.0316			0.0000			0.0000
Off-Road	0.5689	12.2343	15.5622	0.0245		0.7231	0.7231		0.7231	0.7231	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104
<b>Total</b>	<b>0.5689</b>	<b>12.2343</b>	<b>15.5622</b>	<b>0.0245</b>	<b>0.2084</b>	<b>0.7231</b>	<b>0.9315</b>	<b>0.0316</b>	<b>0.7231</b>	<b>0.7547</b>	<b>0.0000</b>	<b>2,509.0599</b>	<b>2,509.0599</b>	<b>0.6357</b>		<b>2,522.4104</b>

**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	0.0502	0.8065	0.5410	1.9000e-003	0.0448	0.0138	0.0586	0.0123	0.0127	0.0249		193.4831	193.4831	1.5300e-003		193.5152
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	0.0600	0.0750	0.9312	1.8400e-003	0.1453	1.2800e-003	0.1466	0.0385	1.1700e-003	0.0397		160.1641	160.1641	8.6200e-003		160.3451
<b>Total</b>	<b>0.1102</b>	<b>0.8815</b>	<b>1.4722</b>	<b>3.7400e-003</b>	<b>0.1901</b>	<b>0.0151</b>	<b>0.2052</b>	<b>0.0508</b>	<b>0.0138</b>	<b>0.0646</b>		<b>353.6472</b>	<b>353.6472</b>	<b>0.0102</b>		<b>353.8602</b>

### 3.3 Site Preparation - 2015

#### 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					0.5710	0.0000	0.5710	0.0634	0.0000	0.0634			0.0000			0.0000
Off-Road	2.8203	32.4699	18.6797	0.0239		1.5973	1.5973		1.4695	1.4695		2,508.1983	2,508.1983	0.7488		2,523.9231
<b>Total</b>	<b>2.8203</b>	<b>32.4699</b>	<b>18.6797</b>	<b>0.0239</b>	<b>0.5710</b>	<b>1.5973</b>	<b>2.1683</b>	<b>0.0634</b>	<b>1.4695</b>	<b>1.5329</b>		<b>2,508.1983</b>	<b>2,508.1983</b>	<b>0.7488</b>		<b>2,523.9231</b>

#### 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	0.8785	14.1135	9.4678	0.0333	0.7838	0.2410	1.0248	0.2146	0.2217	0.4363		3,385.9543	3,385.9543	0.0268		3,386.5159
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	0.0369	0.0462	0.5731	1.1300e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		98.5625	98.5625	5.3000e-003		98.6739
<b>Total</b>	<b>0.9154</b>	<b>14.1597</b>	<b>10.0409</b>	<b>0.0344</b>	<b>0.8732</b>	<b>0.2418</b>	<b>1.1150</b>	<b>0.2383</b>	<b>0.2224</b>	<b>0.4607</b>		<b>3,484.5168</b>	<b>3,484.5168</b>	<b>0.0321</b>		<b>3,485.1898</b>

**3.3 Site Preparation - 2015****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					0.2115	0.0000	0.2115	0.0235	0.0000	0.0235			0.0000			0.0000
Off-Road	0.5842	11.5269	14.6507	0.0239		0.5162	0.5162		0.5162	0.5162	0.0000	2,508.1983	2,508.1983	0.7488		2,523.9231
<b>Total</b>	<b>0.5842</b>	<b>11.5269</b>	<b>14.6507</b>	<b>0.0239</b>	<b>0.2115</b>	<b>0.5162</b>	<b>0.7277</b>	<b>0.0235</b>	<b>0.5162</b>	<b>0.5397</b>	<b>0.0000</b>	<b>2,508.1983</b>	<b>2,508.1983</b>	<b>0.7488</b>		<b>2,523.9231</b>

**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	0.8785	14.1135	9.4678	0.0333	0.7838	0.2410	1.0248	0.2146	0.2217	0.4363		3,385.9543	3,385.9543	0.0268		3,386.5159
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	0.0369	0.0462	0.5731	1.1300e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		98.5625	98.5625	5.3000e-003		98.6739
<b>Total</b>	<b>0.9154</b>	<b>14.1597</b>	<b>10.0409</b>	<b>0.0344</b>	<b>0.8732</b>	<b>0.2418</b>	<b>1.1150</b>	<b>0.2383</b>	<b>0.2224</b>	<b>0.4607</b>		<b>3,484.5168</b>	<b>3,484.5168</b>	<b>0.0321</b>		<b>3,485.1898</b>

### 3.4 Grading & Excavation - 2015

#### 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					6.0955	0.0000	6.0955	3.3190	0.0000	3.3190			0.0000			0.0000
Off-Road	2.9656	31.2611	20.2019	0.0206		1.7524	1.7524		1.6122	1.6122		2,164.1012	2,164.1012	0.6461		2,177.6687
<b>Total</b>	<b>2.9656</b>	<b>31.2611</b>	<b>20.2019</b>	<b>0.0206</b>	<b>6.0955</b>	<b>1.7524</b>	<b>7.8479</b>	<b>3.3190</b>	<b>1.6122</b>	<b>4.9313</b>		<b>2,164.1012</b>	<b>2,164.1012</b>	<b>0.6461</b>		<b>2,177.6687</b>

#### 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	0.4393	7.0568	4.7339	0.0166	0.3919	0.1205	0.5124	0.1073	0.1108	0.2181		1,692.9771	1,692.9771	0.0134		1,693.2580
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	0.0369	0.0462	0.5731	1.1300e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		98.5625	98.5625	5.3000e-003		98.6739
<b>Total</b>	<b>0.4762</b>	<b>7.1029</b>	<b>5.3070</b>	<b>0.0178</b>	<b>0.4813</b>	<b>0.1213</b>	<b>0.6026</b>	<b>0.1310</b>	<b>0.1116</b>	<b>0.2426</b>		<b>1,791.5397</b>	<b>1,791.5397</b>	<b>0.0187</b>		<b>1,791.9318</b>



### 3.4 Grading & Excavation - 2015

#### 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					2.2584	0.0000	2.2584	1.2297	0.0000	1.2297			0.0000			0.0000
Off-Road	0.4998	10.1279	13.4314	0.0206		0.5119	0.5119		0.5119	0.5119	0.0000	2,164.101 2	2,164.101 2	0.6461		2,177.668 7
<b>Total</b>	<b>0.4998</b>	<b>10.1279</b>	<b>13.4314</b>	<b>0.0206</b>	<b>2.2584</b>	<b>0.5119</b>	<b>2.7703</b>	<b>1.2297</b>	<b>0.5119</b>	<b>1.7416</b>	<b>0.0000</b>	<b>2,164.101 2</b>	<b>2,164.101 2</b>	<b>0.6461</b>		<b>2,177.668 7</b>

#### 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	0.4393	7.0568	4.7339	0.0166	0.3919	0.1205	0.5124	0.1073	0.1108	0.2181		1,692.977 1	1,692.977 1	0.0134		1,693.258 0
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	0.0369	0.0462	0.5731	1.1300e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		98.5625	98.5625	5.3000e-003		98.6739
<b>Total</b>	<b>0.4762</b>	<b>7.1029</b>	<b>5.3070</b>	<b>0.0178</b>	<b>0.4813</b>	<b>0.1213</b>	<b>0.6026</b>	<b>0.1310</b>	<b>0.1116</b>	<b>0.2426</b>		<b>1,791.539 7</b>	<b>1,791.539 7</b>	<b>0.0187</b>		<b>1,791.931 8</b>

### 3.5 Building Construction - 2015

#### 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	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870		2,364.0797	2,364.0797	0.5662		2,375.9701
<b>Total</b>	<b>4.0268</b>	<b>25.8389</b>	<b>17.0465</b>	<b>0.0249</b>		<b>1.7597</b>	<b>1.7597</b>		<b>1.6870</b>	<b>1.6870</b>		<b>2,364.0797</b>	<b>2,364.0797</b>	<b>0.5662</b>		<b>2,375.9701</b>

#### 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	0.1323	1.3757	1.5176	3.0500e-003	0.0875	0.0238	0.1113	0.0249	0.0219	0.0468		308.8717	308.8717	2.4300e-003		308.9227
Worker	0.1568	0.1962	2.4355	4.8200e-003	0.3800	3.3400e-003	0.3834	0.1008	3.0700e-003	0.1039		418.8908	418.8908	0.0225		419.3640
<b>Total</b>	<b>0.2891</b>	<b>1.5720</b>	<b>3.9531</b>	<b>7.8700e-003</b>	<b>0.4675</b>	<b>0.0271</b>	<b>0.4946</b>	<b>0.1257</b>	<b>0.0249</b>	<b>0.1506</b>		<b>727.7625</b>	<b>727.7625</b>	<b>0.0250</b>		<b>728.2866</b>

### 3.5 Building Construction - 2015

#### 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	0.7108	13.5628	15.3416	0.0249		0.8155	0.8155		0.8155	0.8155	0.0000	2,364.0797	2,364.0797	0.5662		2,375.9701
<b>Total</b>	<b>0.7108</b>	<b>13.5628</b>	<b>15.3416</b>	<b>0.0249</b>		<b>0.8155</b>	<b>0.8155</b>		<b>0.8155</b>	<b>0.8155</b>	<b>0.0000</b>	<b>2,364.0797</b>	<b>2,364.0797</b>	<b>0.5662</b>		<b>2,375.9701</b>

#### 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	0.1323	1.3757	1.5176	3.0500e-003	0.0875	0.0238	0.1113	0.0249	0.0219	0.0468		308.8717	308.8717	2.4300e-003		308.9227
Worker	0.1568	0.1962	2.4355	4.8200e-003	0.3800	3.3400e-003	0.3834	0.1008	3.0700e-003	0.1039		418.8908	418.8908	0.0225		419.3640
<b>Total</b>	<b>0.2891</b>	<b>1.5720</b>	<b>3.9531</b>	<b>7.8700e-003</b>	<b>0.4675</b>	<b>0.0271</b>	<b>0.4946</b>	<b>0.1257</b>	<b>0.0249</b>	<b>0.1506</b>		<b>727.7625</b>	<b>727.7625</b>	<b>0.0250</b>		<b>728.2866</b>

**3.5 Building Construction - 2016****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	3.6984	24.6320	16.7166	0.0249		1.6257	1.6257		1.5569	1.5569		2,352.2239	2,352.2239	0.5420		2,363.6057
<b>Total</b>	<b>3.6984</b>	<b>24.6320</b>	<b>16.7166</b>	<b>0.0249</b>		<b>1.6257</b>	<b>1.6257</b>		<b>1.5569</b>	<b>1.5569</b>		<b>2,352.2239</b>	<b>2,352.2239</b>	<b>0.5420</b>		<b>2,363.6057</b>

**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	0.1170	1.2158	1.3964	3.0500e-003	0.0875	0.0197	0.1072	0.0249	0.0182	0.0431		305.4771	305.4771	2.1900e-003		305.5232
Worker	0.1415	0.1770	2.2054	4.8200e-003	0.3800	3.1800e-003	0.3832	0.1008	2.9200e-003	0.1037		404.4581	404.4581	0.0207		404.8935
<b>Total</b>	<b>0.2585</b>	<b>1.3929</b>	<b>3.6018</b>	<b>7.8700e-003</b>	<b>0.4675</b>	<b>0.0229</b>	<b>0.4905</b>	<b>0.1257</b>	<b>0.0211</b>	<b>0.1468</b>		<b>709.9352</b>	<b>709.9352</b>	<b>0.0229</b>		<b>710.4166</b>

### 3.5 Building Construction - 2016

#### 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	0.7108	13.5628	15.3416	0.0249		0.8155	0.8155		0.8155	0.8155	0.0000	2,352.2239	2,352.2239	0.5420		2,363.6057
<b>Total</b>	<b>0.7108</b>	<b>13.5628</b>	<b>15.3416</b>	<b>0.0249</b>		<b>0.8155</b>	<b>0.8155</b>		<b>0.8155</b>	<b>0.8155</b>	<b>0.0000</b>	<b>2,352.2239</b>	<b>2,352.2239</b>	<b>0.5420</b>		<b>2,363.6057</b>

#### 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	0.1170	1.2158	1.3964	3.0500e-003	0.0875	0.0197	0.1072	0.0249	0.0182	0.0431		305.4771	305.4771	2.1900e-003		305.5232
Worker	0.1415	0.1770	2.2054	4.8200e-003	0.3800	3.1800e-003	0.3832	0.1008	2.9200e-003	0.1037		404.4581	404.4581	0.0207		404.8935
<b>Total</b>	<b>0.2585</b>	<b>1.3929</b>	<b>3.6018</b>	<b>7.8700e-003</b>	<b>0.4675</b>	<b>0.0229</b>	<b>0.4905</b>	<b>0.1257</b>	<b>0.0211</b>	<b>0.1468</b>		<b>709.9352</b>	<b>709.9352</b>	<b>0.0229</b>		<b>710.4166</b>

### 3.6 Paving - 2016

#### 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	1.7811	17.9300	12.1433	0.0176		1.1252	1.1252		1.0363	1.0363		1,804.8600	1,804.8600	0.5344		1,816.0828
Paving	0.5633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.3444</b>	<b>17.9300</b>	<b>12.1433</b>	<b>0.0176</b>		<b>1.1252</b>	<b>1.1252</b>		<b>1.0363</b>	<b>1.0363</b>		<b>1,804.8600</b>	<b>1,804.8600</b>	<b>0.5344</b>		<b>1,816.0828</b>

#### Unmitigated Construction Off-Site

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

**3.6 Paving - 2016****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	0.4148	8.7357	12.7897	0.0176		0.5236	0.5236		0.5236	0.5236	0.0000	1,804.8600	1,804.8600	0.5344		1,816.0828
Paving	0.5633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9781</b>	<b>8.7357</b>	<b>12.7897</b>	<b>0.0176</b>		<b>0.5236</b>	<b>0.5236</b>		<b>0.5236</b>	<b>0.5236</b>	<b>0.0000</b>	<b>1,804.8600</b>	<b>1,804.8600</b>	<b>0.5344</b>		<b>1,816.0828</b>

**Mitigated Construction Off-Site**

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

**3.7 Architectural Coating - 2016****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	64.1113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
<b>Total</b>	<b>64.4798</b>	<b>2.3722</b>	<b>1.8839</b>	<b>2.9700e-003</b>		<b>0.1966</b>	<b>0.1966</b>		<b>0.1966</b>	<b>0.1966</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>		<b>282.1449</b>

**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	0.0291	0.0365	0.4540	9.9000e-004	0.0782	6.5000e-004	0.0789	0.0208	6.0000e-004	0.0214		83.2708	83.2708	4.2700e-003		83.3604
<b>Total</b>	<b>0.0291</b>	<b>0.0365</b>	<b>0.4540</b>	<b>9.9000e-004</b>	<b>0.0782</b>	<b>6.5000e-004</b>	<b>0.0789</b>	<b>0.0208</b>	<b>6.0000e-004</b>	<b>0.0214</b>		<b>83.2708</b>	<b>83.2708</b>	<b>4.2700e-003</b>		<b>83.3604</b>



### 3.7 Architectural Coating - 2016

#### 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	64.1113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0332		282.1449
<b>Total</b>	<b>64.1708</b>	<b>1.3570</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>0.0951</b>	<b>0.0951</b>		<b>0.0951</b>	<b>0.0951</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>		<b>282.1449</b>

#### 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	0.0291	0.0365	0.4540	9.9000e-004	0.0782	6.5000e-004	0.0789	0.0208	6.0000e-004	0.0214		83.2708	83.2708	4.2700e-003		83.3604
<b>Total</b>	<b>0.0291</b>	<b>0.0365</b>	<b>0.4540</b>	<b>9.9000e-004</b>	<b>0.0782</b>	<b>6.5000e-004</b>	<b>0.0789</b>	<b>0.0208</b>	<b>6.0000e-004</b>	<b>0.0214</b>		<b>83.2708</b>	<b>83.2708</b>	<b>4.2700e-003</b>		<b>83.3604</b>

### 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	1.4302	3.2236	13.6422	0.0317	2.0920	0.0448	2.1368	0.5590	0.0413	0.6002		2,697.5845	2,697.5845	0.1052		2,699.7939
Unmitigated	1.4302	3.2236	13.6422	0.0317	2.0920	0.0448	2.1368	0.5590	0.0413	0.6002		2,697.5845	2,697.5845	0.1052		2,699.7939

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	94.58	20.36	8.42	230,866	230,866
Health Club	127.35	127.35	127.35	272,373	272,373
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	149.75	149.75	149.75	213,182	213,182
Racquet Club	96.25	96.25	96.25	196,277	196,277
<b>Total</b>	<b>467.92</b>	<b>393.70</b>	<b>381.76</b>	<b>912,698</b>	<b>912,698</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Racquet Club	16.60	8.40	6.90	11.50	69.50	19.00	52	39	9

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

**5.0 Energy Detail**

**5.1 Fleet Mix**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273
NaturalGas Unmitigated	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273

### 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					
Health Club	400.37	4.3200e-003	0.0393	0.0330	2.4000e-004		2.9800e-003	2.9800e-003		2.9800e-003	2.9800e-003		47.1023	47.1023	9.0000e-004	8.6000e-004	47.3890
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2137.95	0.0231	0.2096	0.1761	1.2600e-003		0.0159	0.0159		0.0159	0.0159		251.5231	251.5231	4.8200e-003	4.6100e-003	253.0539
Racquet Club	262.258	2.8300e-003	0.0257	0.0216	1.5000e-004		1.9500e-003	1.9500e-003		1.9500e-003	1.9500e-003		30.8539	30.8539	5.9000e-004	5.7000e-004	31.0416
General Office Building	257.199	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9200e-003	1.9200e-003		1.9200e-003	1.9200e-003		30.2588	30.2588	5.8000e-004	5.5000e-004	30.4429
<b>Total</b>		<b>0.0330</b>	<b>0.2998</b>	<b>0.2518</b>	<b>1.8000e-003</b>		<b>0.0228</b>	<b>0.0228</b>		<b>0.0228</b>	<b>0.0228</b>		<b>359.7380</b>	<b>359.7380</b>	<b>6.8900e-003</b>	<b>6.5900e-003</b>	<b>361.9273</b>

### 5.2 Energy by Land Use - NaturalGas

#### 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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.13795	0.0231	0.2096	0.1761	1.2600e-003		0.0159	0.0159		0.0159	0.0159		251.5231	251.5231	4.8200e-003	4.6100e-003	253.0539
Racquet Club	0.262258	2.8300e-003	0.0257	0.0216	1.5000e-004		1.9500e-003	1.9500e-003		1.9500e-003	1.9500e-003		30.8539	30.8539	5.9000e-004	5.7000e-004	31.0416
General Office Building	0.257199	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9200e-003	1.9200e-003		1.9200e-003	1.9200e-003		30.2588	30.2588	5.8000e-004	5.5000e-004	30.4429
Health Club	0.40037	4.3200e-003	0.0393	0.0330	2.4000e-004		2.9800e-003	2.9800e-003		2.9800e-003	2.9800e-003		47.1023	47.1023	9.0000e-004	8.6000e-004	47.3890
<b>Total</b>		<b>0.0330</b>	<b>0.2998</b>	<b>0.2518</b>	<b>1.8000e-003</b>		<b>0.0228</b>	<b>0.0228</b>		<b>0.0228</b>	<b>0.0228</b>		<b>359.7380</b>	<b>359.7380</b>	<b>6.8900e-003</b>	<b>6.5900e-003</b>	<b>361.9273</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	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	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004			0.0611
Unmitigated	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004			0.0611

## 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	0.1757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	2.3838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	2.6500e-003	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004			0.0611
<b>Total</b>	<b>2.5621</b>	<b>2.6000e-004</b>	<b>0.0274</b>	<b>0.0000</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>0.0577</b>	<b>0.0577</b>	<b>1.6000e-004</b>			<b>0.0611</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6500e-003	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
<b>Total</b>	<b>2.5621</b>	<b>2.6000e-004</b>	<b>0.0274</b>	<b>0.0000</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>0.0577</b>	<b>0.0577</b>	<b>1.6000e-004</b>		<b>0.0611</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

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

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## Chevy Chase Country Club Expansion South Coast Air Basin, Winter

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	8.59	1000sqft	0.20	8,589.00	0
Parking Lot	239.00	Space	2.15	95,600.00	0
Health Club	7.77	1000sqft	0.18	7,769.00	0
Quality Restaurant	3.35	1000sqft	0.08	3,349.00	0
Racquet Club	5.00	1000sqft	0.11	5,089.00	0

#### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	12			<b>Operational Year</b>	2017
<b>Utility Company</b>	Glendale Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	1115.33	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

Project Characteristics -

Land Use - Surface parking lot will from existing (124 parking spaces) to future (239 surface parking spaces)

Construction Phase - Based on construction schedule in traffic study

Demolition -

Grading - Based on study

Vehicle Trips - Per Traffic Study:

Restaurant -  $(119 - 60)/1.32 = 44.7$

Gym -  $(119 - 60)/3.6 = 16.39$

Court -  $(155 - 78)/4 = 19.25$

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Construction Off-road Equipment Mitigation - Construction-Related Fugitive Dust Emissions Control Measures:

Source: SCAQMD

Area Mitigation -

Energy Mitigation -

Trips and VMT - Building construction assumptions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
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tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	220.00	241.00
tblConstructionPhase	NumDays	20.00	14.00
tblConstructionPhase	NumDays	6.00	40.00
tblConstructionPhase	NumDays	3.00	2.00
tblGrading	AcresOfGrading	20.00	2.00
tblGrading	AcresOfGrading	3.00	1.00
tblGrading	MaterialExported	0.00	7,200.00
tblGrading	MaterialExported	0.00	720.00
tblLandUse	LandUseSquareFeet	8,590.00	8,589.00
tblLandUse	LandUseSquareFeet	7,770.00	7,769.00

tblLandUse	LandUseSquareFeet	3,350.00	3,349.00
tblLandUse	LandUseSquareFeet	5,000.00	5,089.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	20.00	14.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	50.00	34.00
tblTripsAndVMT	WorkerTripNumber	15.00	13.00
tblTripsAndVMT	WorkerTripNumber	10.00	7.00
tblVehicleTrips	ST_TR	20.87	16.39
tblVehicleTrips	ST_TR	94.36	44.70
tblVehicleTrips	ST_TR	20.87	19.25
tblVehicleTrips	SU_TR	26.73	16.39
tblVehicleTrips	SU_TR	72.16	44.70
tblVehicleTrips	SU_TR	26.73	19.25
tblVehicleTrips	WD_TR	32.93	16.39
tblVehicleTrips	WD_TR	89.95	44.70
tblVehicleTrips	WD_TR	32.93	19.25

## 2.0 Emissions Summary

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## 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	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
Energy	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273
Mobile	1.4892	3.3797	13.8506	0.0301	2.0920	0.0451	2.1371	0.5590	0.0415	0.6005		2,567.6885	2,567.6885	0.1053		2,569.9005
<b>Total</b>	<b>4.0843</b>	<b>3.6798</b>	<b>14.1298</b>	<b>0.0319</b>	<b>2.0920</b>	<b>0.0680</b>	<b>2.1599</b>	<b>0.5590</b>	<b>0.0644</b>	<b>0.6233</b>		<b>2,927.4842</b>	<b>2,927.4842</b>	<b>0.1124</b>	<b>6.6000e-003</b>	<b>2,931.8890</b>

### 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	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
Energy	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273
Mobile	1.4892	3.3797	13.8506	0.0301	2.0920	0.0451	2.1371	0.5590	0.0415	0.6005		2,567.6885	2,567.6885	0.1053		2,569.9005
<b>Total</b>	<b>4.0843</b>	<b>3.6798</b>	<b>14.1298</b>	<b>0.0319</b>	<b>2.0920</b>	<b>0.0680</b>	<b>2.1599</b>	<b>0.5590</b>	<b>0.0644</b>	<b>0.6233</b>		<b>2,927.4842</b>	<b>2,927.4842</b>	<b>0.1124</b>	<b>6.6000e-003</b>	<b>2,931.8890</b>

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

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2015	10/20/2015	5	14	
2	Site Preparation	Site Preparation	10/21/2015	10/22/2015	5	2	
3	Grading & Excavation	Grading	10/23/2015	12/17/2015	5	40	
4	Building Construction	Building Construction	12/18/2015	11/18/2016	5	241	
5	Paving	Paving	11/19/2016	12/2/2016	5	10	
6	Architectural Coating	Architectural Coating	12/3/2016	12/16/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 41,496; Non-Residential Outdoor: 13,832 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading & Excavation	Graders	1	8.00	174	0.41
Grading & Excavation	Rubber Tired Dozers	1	8.00	255	0.40
Grading & Excavation	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**



Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	36.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	90.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading & Excavation	4	8.00	0.00	900.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	34.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	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

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

### 3.2 Demolition - 2015

#### 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					0.5625	0.0000	0.5625	0.0852	0.0000	0.0852			0.0000			0.0000
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469		2,509.0599	2,509.0599	0.6357		2,522.4104
<b>Total</b>	<b>3.0666</b>	<b>29.6778</b>	<b>22.0566</b>	<b>0.0245</b>	<b>0.5625</b>	<b>1.8651</b>	<b>2.4276</b>	<b>0.0852</b>	<b>1.7469</b>	<b>1.8321</b>		<b>2,509.0599</b>	<b>2,509.0599</b>	<b>0.6357</b>		<b>2,522.4104</b>

#### 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	0.0531	0.8358	0.6136	1.9000e-003	0.0448	0.0138	0.0586	0.0123	0.0127	0.0250		193.0249	193.0249	1.5500e-003		193.0574
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	0.0614	0.0824	0.8613	1.7300e-003	0.1453	1.2800e-003	0.1466	0.0385	1.1700e-003	0.0397		150.2337	150.2337	8.6200e-003		150.4146
<b>Total</b>	<b>0.1146</b>	<b>0.9182</b>	<b>1.4749</b>	<b>3.6300e-003</b>	<b>0.1901</b>	<b>0.0151</b>	<b>0.2052</b>	<b>0.0508</b>	<b>0.0139</b>	<b>0.0647</b>		<b>343.2586</b>	<b>343.2586</b>	<b>0.0102</b>		<b>343.4721</b>

### 3.2 Demolition - 2015

#### 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					0.2084	0.0000	0.2084	0.0316	0.0000	0.0316			0.0000			0.0000
Off-Road	0.5689	12.2343	15.5622	0.0245		0.7231	0.7231		0.7231	0.7231	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104
<b>Total</b>	<b>0.5689</b>	<b>12.2343</b>	<b>15.5622</b>	<b>0.0245</b>	<b>0.2084</b>	<b>0.7231</b>	<b>0.9315</b>	<b>0.0316</b>	<b>0.7231</b>	<b>0.7547</b>	<b>0.0000</b>	<b>2,509.0599</b>	<b>2,509.0599</b>	<b>0.6357</b>		<b>2,522.4104</b>

#### 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	0.0531	0.8358	0.6136	1.9000e-003	0.0448	0.0138	0.0586	0.0123	0.0127	0.0250		193.0249	193.0249	1.5500e-003		193.0574
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	0.0614	0.0824	0.8613	1.7300e-003	0.1453	1.2800e-003	0.1466	0.0385	1.1700e-003	0.0397		150.2337	150.2337	8.6200e-003		150.4146
<b>Total</b>	<b>0.1146</b>	<b>0.9182</b>	<b>1.4749</b>	<b>3.6300e-003</b>	<b>0.1901</b>	<b>0.0151</b>	<b>0.2052</b>	<b>0.0508</b>	<b>0.0139</b>	<b>0.0647</b>		<b>343.2586</b>	<b>343.2586</b>	<b>0.0102</b>		<b>343.4721</b>

**3.3 Site Preparation - 2015****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					0.5710	0.0000	0.5710	0.0634	0.0000	0.0634			0.0000			0.0000
Off-Road	2.8203	32.4699	18.6797	0.0239		1.5973	1.5973		1.4695	1.4695		2,508.1983	2,508.1983	0.7488		2,523.9231
<b>Total</b>	<b>2.8203</b>	<b>32.4699</b>	<b>18.6797</b>	<b>0.0239</b>	<b>0.5710</b>	<b>1.5973</b>	<b>2.1683</b>	<b>0.0634</b>	<b>1.4695</b>	<b>1.5329</b>		<b>2,508.1983</b>	<b>2,508.1983</b>	<b>0.7488</b>		<b>2,523.9231</b>

**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	0.9300	14.6258	10.7384	0.0332	0.7838	0.2418	1.0256	0.2146	0.2224	0.4370		3,377.9365	3,377.9365	0.0271		3,378.5052
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	0.0378	0.0507	0.5300	1.0600e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		92.4515	92.4515	5.3000e-003		92.5628
<b>Total</b>	<b>0.9678</b>	<b>14.6765</b>	<b>11.2685</b>	<b>0.0343</b>	<b>0.8732</b>	<b>0.2426</b>	<b>1.1158</b>	<b>0.2383</b>	<b>0.2232</b>	<b>0.4615</b>		<b>3,470.3880</b>	<b>3,470.3880</b>	<b>0.0324</b>		<b>3,471.0680</b>

### 3.3 Site Preparation - 2015

#### 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					0.2115	0.0000	0.2115	0.0235	0.0000	0.0235			0.0000			0.0000
Off-Road	0.5842	11.5269	14.6507	0.0239		0.5162	0.5162		0.5162	0.5162	0.0000	2,508.1983	2,508.1983	0.7488		2,523.9231
<b>Total</b>	<b>0.5842</b>	<b>11.5269</b>	<b>14.6507</b>	<b>0.0239</b>	<b>0.2115</b>	<b>0.5162</b>	<b>0.7277</b>	<b>0.0235</b>	<b>0.5162</b>	<b>0.5397</b>	<b>0.0000</b>	<b>2,508.1983</b>	<b>2,508.1983</b>	<b>0.7488</b>		<b>2,523.9231</b>

#### 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	0.9300	14.6258	10.7384	0.0332	0.7838	0.2418	1.0256	0.2146	0.2224	0.4370		3,377.9365	3,377.9365	0.0271		3,378.5052
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	0.0378	0.0507	0.5300	1.0600e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		92.4515	92.4515	5.3000e-003		92.5628
<b>Total</b>	<b>0.9678</b>	<b>14.6765</b>	<b>11.2685</b>	<b>0.0343</b>	<b>0.8732</b>	<b>0.2426</b>	<b>1.1158</b>	<b>0.2383</b>	<b>0.2232</b>	<b>0.4615</b>		<b>3,470.3880</b>	<b>3,470.3880</b>	<b>0.0324</b>		<b>3,471.0680</b>

### 3.4 Grading & Excavation - 2015

#### 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					6.0955	0.0000	6.0955	3.3190	0.0000	3.3190			0.0000			0.0000
Off-Road	2.9656	31.2611	20.2019	0.0206		1.7524	1.7524		1.6122	1.6122		2,164.1012	2,164.1012	0.6461		2,177.6687
<b>Total</b>	<b>2.9656</b>	<b>31.2611</b>	<b>20.2019</b>	<b>0.0206</b>	<b>6.0955</b>	<b>1.7524</b>	<b>7.8479</b>	<b>3.3190</b>	<b>1.6122</b>	<b>4.9313</b>		<b>2,164.1012</b>	<b>2,164.1012</b>	<b>0.6461</b>		<b>2,177.6687</b>

#### 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	0.4650	7.3129	5.3692	0.0166	0.3919	0.1209	0.5128	0.1073	0.1112	0.2185		1,688.9683	1,688.9683	0.0135		1,689.2526
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	0.0378	0.0507	0.5300	1.0600e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		92.4515	92.4515	5.3000e-003		92.5628
<b>Total</b>	<b>0.5028</b>	<b>7.3636</b>	<b>5.8992</b>	<b>0.0177</b>	<b>0.4813</b>	<b>0.1217</b>	<b>0.6030</b>	<b>0.1310</b>	<b>0.1119</b>	<b>0.2430</b>		<b>1,781.4198</b>	<b>1,781.4198</b>	<b>0.0188</b>		<b>1,781.8154</b>

### 3.4 Grading & Excavation - 2015

#### 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					2.2584	0.0000	2.2584	1.2297	0.0000	1.2297			0.0000			0.0000
Off-Road	0.4998	10.1279	13.4314	0.0206		0.5119	0.5119		0.5119	0.5119	0.0000	2,164.101 2	2,164.101 2	0.6461		2,177.668 7
<b>Total</b>	<b>0.4998</b>	<b>10.1279</b>	<b>13.4314</b>	<b>0.0206</b>	<b>2.2584</b>	<b>0.5119</b>	<b>2.7703</b>	<b>1.2297</b>	<b>0.5119</b>	<b>1.7416</b>	<b>0.0000</b>	<b>2,164.101 2</b>	<b>2,164.101 2</b>	<b>0.6461</b>		<b>2,177.668 7</b>

#### 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	0.4650	7.3129	5.3692	0.0166	0.3919	0.1209	0.5128	0.1073	0.1112	0.2185		1,688.968 3	1,688.968 3	0.0135		1,689.252 6
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	0.0378	0.0507	0.5300	1.0600e-003	0.0894	7.9000e-004	0.0902	0.0237	7.2000e-004	0.0244		92.4515	92.4515	5.3000e-003		92.5628
<b>Total</b>	<b>0.5028</b>	<b>7.3636</b>	<b>5.8992</b>	<b>0.0177</b>	<b>0.4813</b>	<b>0.1217</b>	<b>0.6030</b>	<b>0.1310</b>	<b>0.1119</b>	<b>0.2430</b>		<b>1,781.419 8</b>	<b>1,781.419 8</b>	<b>0.0188</b>		<b>1,781.815 4</b>

### 3.5 Building Construction - 2015

#### 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	4.0268	25.8389	17.0465	0.0249		1.7597	1.7597		1.6870	1.6870		2,364.0797	2,364.0797	0.5662		2,375.9701
<b>Total</b>	<b>4.0268</b>	<b>25.8389</b>	<b>17.0465</b>	<b>0.0249</b>		<b>1.7597</b>	<b>1.7597</b>		<b>1.6870</b>	<b>1.6870</b>		<b>2,364.0797</b>	<b>2,364.0797</b>	<b>0.5662</b>		<b>2,375.9701</b>

#### 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	0.1453	1.4115	1.8000	3.0300e-003	0.0875	0.0241	0.1116	0.0249	0.0221	0.0471		306.2952	306.2952	2.5000e-003		306.3476
Worker	0.1606	0.2156	2.2527	4.5200e-003	0.3800	3.3400e-003	0.3834	0.1008	3.0700e-003	0.1039		392.9189	392.9189	0.0225		393.3921
<b>Total</b>	<b>0.3060</b>	<b>1.6271</b>	<b>4.0527</b>	<b>7.5500e-003</b>	<b>0.4675</b>	<b>0.0274</b>	<b>0.4949</b>	<b>0.1257</b>	<b>0.0252</b>	<b>0.1509</b>		<b>699.2141</b>	<b>699.2141</b>	<b>0.0250</b>		<b>699.7397</b>



### 3.5 Building Construction - 2015

#### 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	0.7108	13.5628	15.3416	0.0249		0.8155	0.8155		0.8155	0.8155	0.0000	2,364.0797	2,364.0797	0.5662		2,375.9701
<b>Total</b>	<b>0.7108</b>	<b>13.5628</b>	<b>15.3416</b>	<b>0.0249</b>		<b>0.8155</b>	<b>0.8155</b>		<b>0.8155</b>	<b>0.8155</b>	<b>0.0000</b>	<b>2,364.0797</b>	<b>2,364.0797</b>	<b>0.5662</b>		<b>2,375.9701</b>

#### 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	0.1453	1.4115	1.8000	3.0300e-003	0.0875	0.0241	0.1116	0.0249	0.0221	0.0471		306.2952	306.2952	2.5000e-003		306.3476
Worker	0.1606	0.2156	2.2527	4.5200e-003	0.3800	3.3400e-003	0.3834	0.1008	3.0700e-003	0.1039		392.9189	392.9189	0.0225		393.3921
<b>Total</b>	<b>0.3060</b>	<b>1.6271</b>	<b>4.0527</b>	<b>7.5500e-003</b>	<b>0.4675</b>	<b>0.0274</b>	<b>0.4949</b>	<b>0.1257</b>	<b>0.0252</b>	<b>0.1509</b>		<b>699.2141</b>	<b>699.2141</b>	<b>0.0250</b>		<b>699.7397</b>

### 3.5 Building Construction - 2016

#### 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	3.6984	24.6320	16.7166	0.0249		1.6257	1.6257		1.5569	1.5569		2,352.2239	2,352.2239	0.5420		2,363.6057
<b>Total</b>	<b>3.6984</b>	<b>24.6320</b>	<b>16.7166</b>	<b>0.0249</b>		<b>1.6257</b>	<b>1.6257</b>		<b>1.5569</b>	<b>1.5569</b>		<b>2,352.2239</b>	<b>2,352.2239</b>	<b>0.5420</b>		<b>2,363.6057</b>

#### 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	0.1282	1.2466	1.6761	3.0300e-003	0.0875	0.0200	0.1074	0.0249	0.0183	0.0433		302.9172	302.9172	2.2600e-003		302.9646
Worker	0.1447	0.1945	2.0332	4.5100e-003	0.3800	3.1800e-003	0.3832	0.1008	2.9200e-003	0.1037		379.3364	379.3364	0.0207		379.7718
<b>Total</b>	<b>0.2729</b>	<b>1.4410</b>	<b>3.7093</b>	<b>7.5400e-003</b>	<b>0.4675</b>	<b>0.0231</b>	<b>0.4907</b>	<b>0.1257</b>	<b>0.0213</b>	<b>0.1470</b>		<b>682.2536</b>	<b>682.2536</b>	<b>0.0230</b>		<b>682.7364</b>

### 3.5 Building Construction - 2016

#### 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	0.7108	13.5628	15.3416	0.0249		0.8155	0.8155		0.8155	0.8155	0.0000	2,352.2239	2,352.2239	0.5420		2,363.6057
<b>Total</b>	<b>0.7108</b>	<b>13.5628</b>	<b>15.3416</b>	<b>0.0249</b>		<b>0.8155</b>	<b>0.8155</b>		<b>0.8155</b>	<b>0.8155</b>	<b>0.0000</b>	<b>2,352.2239</b>	<b>2,352.2239</b>	<b>0.5420</b>		<b>2,363.6057</b>

#### 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	0.1282	1.2466	1.6761	3.0300e-003	0.0875	0.0200	0.1074	0.0249	0.0183	0.0433		302.9172	302.9172	2.2600e-003		302.9646
Worker	0.1447	0.1945	2.0332	4.5100e-003	0.3800	3.1800e-003	0.3832	0.1008	2.9200e-003	0.1037		379.3364	379.3364	0.0207		379.7718
<b>Total</b>	<b>0.2729</b>	<b>1.4410</b>	<b>3.7093</b>	<b>7.5400e-003</b>	<b>0.4675</b>	<b>0.0231</b>	<b>0.4907</b>	<b>0.1257</b>	<b>0.0213</b>	<b>0.1470</b>		<b>682.2536</b>	<b>682.2536</b>	<b>0.0230</b>		<b>682.7364</b>

### 3.6 Paving - 2016

#### 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	1.7811	17.9300	12.1433	0.0176		1.1252	1.1252		1.0363	1.0363		1,804.8600	1,804.8600	0.5344		1,816.0828
Paving	0.5633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.3444</b>	<b>17.9300</b>	<b>12.1433</b>	<b>0.0176</b>		<b>1.1252</b>	<b>1.1252</b>		<b>1.0363</b>	<b>1.0363</b>		<b>1,804.8600</b>	<b>1,804.8600</b>	<b>0.5344</b>		<b>1,816.0828</b>

#### 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	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		145.0404	145.0404	7.9300e-003		145.2069
<b>Total</b>	<b>0.0553</b>	<b>0.0744</b>	<b>0.7774</b>	<b>1.7300e-003</b>	<b>0.1453</b>	<b>1.2100e-003</b>	<b>0.1465</b>	<b>0.0385</b>	<b>1.1200e-003</b>	<b>0.0397</b>		<b>145.0404</b>	<b>145.0404</b>	<b>7.9300e-003</b>		<b>145.2069</b>

### 3.6 Paving - 2016

#### 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	0.4148	8.7357	12.7897	0.0176		0.5236	0.5236		0.5236	0.5236	0.0000	1,804.8600	1,804.8600	0.5344		1,816.0828
Paving	0.5633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9781</b>	<b>8.7357</b>	<b>12.7897</b>	<b>0.0176</b>		<b>0.5236</b>	<b>0.5236</b>		<b>0.5236</b>	<b>0.5236</b>	<b>0.0000</b>	<b>1,804.8600</b>	<b>1,804.8600</b>	<b>0.5344</b>		<b>1,816.0828</b>

#### 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	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		145.0404	145.0404	7.9300e-003		145.2069
<b>Total</b>	<b>0.0553</b>	<b>0.0744</b>	<b>0.7774</b>	<b>1.7300e-003</b>	<b>0.1453</b>	<b>1.2100e-003</b>	<b>0.1465</b>	<b>0.0385</b>	<b>1.1200e-003</b>	<b>0.0397</b>		<b>145.0404</b>	<b>145.0404</b>	<b>7.9300e-003</b>		<b>145.2069</b>

### 3.7 Architectural Coating - 2016

#### 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	64.1113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
<b>Total</b>	<b>64.4798</b>	<b>2.3722</b>	<b>1.8839</b>	<b>2.9700e-003</b>		<b>0.1966</b>	<b>0.1966</b>		<b>0.1966</b>	<b>0.1966</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>		<b>282.1449</b>

#### 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	0.0298	0.0400	0.4186	9.3000e-004	0.0782	6.5000e-004	0.0789	0.0208	6.0000e-004	0.0214		78.0987	78.0987	4.2700e-003		78.1883
<b>Total</b>	<b>0.0298</b>	<b>0.0400</b>	<b>0.4186</b>	<b>9.3000e-004</b>	<b>0.0782</b>	<b>6.5000e-004</b>	<b>0.0789</b>	<b>0.0208</b>	<b>6.0000e-004</b>	<b>0.0214</b>		<b>78.0987</b>	<b>78.0987</b>	<b>4.2700e-003</b>		<b>78.1883</b>

### 3.7 Architectural Coating - 2016

#### 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	64.1113					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0332		282.1449
<b>Total</b>	<b>64.1708</b>	<b>1.3570</b>	<b>1.8324</b>	<b>2.9700e-003</b>		<b>0.0951</b>	<b>0.0951</b>		<b>0.0951</b>	<b>0.0951</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0332</b>		<b>282.1449</b>

#### 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	0.0298	0.0400	0.4186	9.3000e-004	0.0782	6.5000e-004	0.0789	0.0208	6.0000e-004	0.0214		78.0987	78.0987	4.2700e-003		78.1883
<b>Total</b>	<b>0.0298</b>	<b>0.0400</b>	<b>0.4186</b>	<b>9.3000e-004</b>	<b>0.0782</b>	<b>6.5000e-004</b>	<b>0.0789</b>	<b>0.0208</b>	<b>6.0000e-004</b>	<b>0.0214</b>		<b>78.0987</b>	<b>78.0987</b>	<b>4.2700e-003</b>		<b>78.1883</b>

### 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	1.4892	3.3797	13.8506	0.0301	2.0920	0.0451	2.1371	0.5590	0.0415	0.6005		2,567.6885	2,567.6885	0.1053		2,569.9005
Unmitigated	1.4892	3.3797	13.8506	0.0301	2.0920	0.0451	2.1371	0.5590	0.0415	0.6005		2,567.6885	2,567.6885	0.1053		2,569.9005

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	94.58	20.36	8.42	230,866	230,866
Health Club	127.35	127.35	127.35	272,373	272,373
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	149.75	149.75	149.75	213,182	213,182
Racquet Club	96.25	96.25	96.25	196,277	196,277
<b>Total</b>	<b>467.92</b>	<b>393.70</b>	<b>381.76</b>	<b>912,698</b>	<b>912,698</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Health Club	16.60	8.40	6.90	16.90	64.10	19.00	52	39	9
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Racquet Club	16.60	8.40	6.90	11.50	69.50	19.00	52	39	9



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

**5.0 Energy Detail**

**5.1 Fleet Mix**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273
NaturalGas Unmitigated	0.0330	0.2998	0.2518	1.8000e-003		0.0228	0.0228		0.0228	0.0228		359.7380	359.7380	6.8900e-003	6.6000e-003	361.9273

### 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					
Health Club	400.37	4.3200e-003	0.0393	0.0330	2.4000e-004		2.9800e-003	2.9800e-003		2.9800e-003	2.9800e-003		47.1023	47.1023	9.0000e-004	8.6000e-004	47.3890
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2137.95	0.0231	0.2096	0.1761	1.2600e-003		0.0159	0.0159		0.0159	0.0159		251.5231	251.5231	4.8200e-003	4.6100e-003	253.0539
Racquet Club	262.258	2.8300e-003	0.0257	0.0216	1.5000e-004		1.9500e-003	1.9500e-003		1.9500e-003	1.9500e-003		30.8539	30.8539	5.9000e-004	5.7000e-004	31.0416
General Office Building	257.199	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9200e-003	1.9200e-003		1.9200e-003	1.9200e-003		30.2588	30.2588	5.8000e-004	5.5000e-004	30.4429
<b>Total</b>		<b>0.0330</b>	<b>0.2998</b>	<b>0.2518</b>	<b>1.8000e-003</b>		<b>0.0228</b>	<b>0.0228</b>		<b>0.0228</b>	<b>0.0228</b>		<b>359.7380</b>	<b>359.7380</b>	<b>6.8900e-003</b>	<b>6.5900e-003</b>	<b>361.9273</b>

### 5.2 Energy by Land Use - NaturalGas

#### 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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.13795	0.0231	0.2096	0.1761	1.2600e-003		0.0159	0.0159		0.0159	0.0159		251.5231	251.5231	4.8200e-003	4.6100e-003	253.0539
Racquet Club	0.262258	2.8300e-003	0.0257	0.0216	1.5000e-004		1.9500e-003	1.9500e-003		1.9500e-003	1.9500e-003		30.8539	30.8539	5.9000e-004	5.7000e-004	31.0416
General Office Building	0.257199	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9200e-003	1.9200e-003		1.9200e-003	1.9200e-003		30.2588	30.2588	5.8000e-004	5.5000e-004	30.4429
Health Club	0.40037	4.3200e-003	0.0393	0.0330	2.4000e-004		2.9800e-003	2.9800e-003		2.9800e-003	2.9800e-003		47.1023	47.1023	9.0000e-004	8.6000e-004	47.3890
<b>Total</b>		<b>0.0330</b>	<b>0.2998</b>	<b>0.2518</b>	<b>1.8000e-003</b>		<b>0.0228</b>	<b>0.0228</b>		<b>0.0228</b>	<b>0.0228</b>		<b>359.7380</b>	<b>359.7380</b>	<b>6.8900e-003</b>	<b>6.5900e-003</b>	<b>361.9273</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	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	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
Unmitigated	2.5621	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611

## 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	0.1757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6500e-003	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
<b>Total</b>	<b>2.5621</b>	<b>2.6000e-004</b>	<b>0.0274</b>	<b>0.0000</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>0.0577</b>	<b>0.0577</b>	<b>1.6000e-004</b>		<b>0.0611</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.3838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6500e-003	2.6000e-004	0.0274	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0577	0.0577	1.6000e-004		0.0611
<b>Total</b>	<b>2.5621</b>	<b>2.6000e-004</b>	<b>0.0274</b>	<b>0.0000</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>1.0000e-004</b>	<b>1.0000e-004</b>		<b>0.0577</b>	<b>0.0577</b>	<b>1.6000e-004</b>		<b>0.0611</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

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

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**APPENDIX B**

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**Protected Tree Report**



Protected Tree Report  
Chevy Chase Country Club  
3067 E. Chevy Chase Dr.  
Glendale, CA 91206

Prepared for:

Chevy Chase Country Club  
C/O Mr. Nick Agakanian  
3067 East Chevy Chase Drive  
Glendale, CA 91206  
818-246-0082

Prepared by:

Kerry Norman  
Arbor Essence  
4730 Woodman Ave., Suite 400-H  
Sherman Oaks, CA 91423  
310-592-1104

June 17, 2014



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### **Summary**

A total of (14) fourteen trees are included as part of this study, trees are identified as #82-95. This includes a total of (12) protected trees and (2) under sized oak trees in the vicinity of proposed development. Indigenous trees include (11) coast live oak (*Quercus agrifolia*), and (1) western sycamore (*Platanus racemosa*). Western sycamore #90, which is not show on the site plan, is located on the east side of the course south of the electrical panel/maintenance yard.

Proposed development involves remodeling and addition to existing clubhouse, demolition and construction of new pool and deck, removal and replacement of retaining wall on south side of building, construction of island planters and restriping in east and west parking lots, resurfacing of existing asphalt parking lots with slurry material, and construction of 4 new tennis courts at upper east side of course.

Proposed development will result in minor encroachment of parking lot perimeter trees due to resurfacing. There are no proposed tree removals due to development. Oak tree #86 was found to be hazardous and a permit for removal was obtained from the city.

### **Project/site description and background**

At the request of the property owner/developer, I visited the above referenced site June 12, 2014. The purpose of this visit was to inspect the site and inventory all protected indigenous trees in the vicinity of proposed development, assess potential impacts to in relation to proposed development, and provide recommendations and mitigation measures as needed.

The proposed development site is a golf course located in the city of Glendale. The site is typical of any golf course with a clubhouse, pro-shop, and cart paths.

Primary development involves renovations and additions to the existing clubhouse, and construction of tennis courts.

### **Limitations**

My inspection was visual only and performed from ground level. Trunk diameters are measured at 54 inches above soil grade or at standard height; height and spread are visually estimated. Inventoried trees are identified as #82-95. Trees are physically tagged with numbered metal tags attached to the north side of the trunk. A general evaluation of the current condition of each tree was also performed. Tree location, corresponding number and dripline of protected trees are depicted on provided site plan. This tree report is limited to development as it is illustrated on the provided plan. The purpose of this report is to aid the applicant in obtaining necessary permits to proceed with proposed construction and development.

### **Observations**

The site consists an 18-hole golf course, clubhouse, pool, and parking lots.

The landscape is primarily made up of native and non-native plant material, including several coast live oak and western sycamore trees throughout the course.

Most of the trees are in average health and or structural condition. As with any golf course, maintaining the health of indigenous trees can be a challenge.

Mature oak #86 was found to be in poor structural condition containing advanced decay in 3 of its 4 trunks. The condition of the tree was immediately reported to concerned parties including the city, and a permit to have the tree removed was promptly acquired.

There are 10 existing coast live oak trees located on the slope at east side of overflow parking area; these trees will suffer no encroachment of impact as the result of proposed development.

### **Proposed Development and Potential Tree Impacts**

Proposed development involves remodeling and additions to the existing clubhouse increasing its size by approximately 19,000 sq. ft., and a new pool. Four tennis courts are also to be constructed at the upper east side of the course.

No indigenous trees are proposed for removal due to development. Some trees will incur minor encroachment due to resurfacing of the parking lots but no impacts are anticipated. Tree #89 will be encroached upon due to expansion and redesign of the planting area around the tree; this work, when done properly (by hand) will actually benefit the tree by improving it environment and opening the root zone.

### **Discussion/justification statement**

With the exception of oak #86, which was found to be hazardous, no indigenous protected tree removals are proposed as part of this project.

I believe that the proposed development is reasonable use of the property, will enhance the community, and will not significantly degrade native or existing habitat.

Coast live oaks are indigenous to the area, and are highly drought tolerant. In order to help maintain healthy oaks it is recommended that irrigation be adjusted to minimize water within tree driplines and from wetting trunks of trees.

On the other end are coast redwood (*Sequoia sempervirens*), which are located growing the narrow planter in the east parking lot, these trees are not native to southern California and require regular supplemental water in order to maintain their health and aesthetic quality.

The only area I see where trees will benefit from protective fencing is the perimeter area around tennis court construction. All other trees appear to be a good distance from development areas with existing protection zones such as paved areas.

### **Tree evaluation and rating system**

Please refer to tree evaluation forms and matrix for specific tree information and specifications.

**A** – Outstanding: A healthy, sound and vigorous tree characteristic of its species and reasonably free of any visible signs of stress, structural problems, disease or pest infestation

**B** – Above average: A healthy, sound and vigorous tree with minor signs of stress, disease and or pest infestation

**C** – Average: Although healthy in overall appearance there exists an abnormal amount of stress, pest infestation or visual signs of minor structural problems. Survivability of tree not threatened.

**D** – Below Average/Poor: This tree is characterized by exhibiting a great degree of stress, pests or diseases, and appears to be in a rapid state of decline. The degree of decline can vary greatly and may include dieback or advanced stages of pests or diseases. There may also be visual signs of structural problems such as cavities, decay or damaged roots

**F** – Dead: This tree exhibits no sign of life whatsoever

### **Conclusion**

There are no proposed indigenous tree removals associated with this project except for hazard tree #86. All encroachments are minor and potential impacts minimal.

### **Recommendations and Mitigation Measures**

1. Construction materials or debris shall not be stored or disposed of within the protected zone (dripline) of any protected tree
2. Any work performed within the dripline of any protected tree must be performed using hand tools only and shall be monitored by the project arborist
3. No heavy equipment shall be moved within the dripline of any protected tree except in the permitted area of encroachment
4. No changes in soil grade shall be made within the tree protection zone other than in the permitted work area
5. Where possible, protective fencing shall be installed around indigenous tree, located at the dripline or construction boundary

Chevy Chase Country Club  
Glendale, CA

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It should be noted that the study of trees is not an exact science and arboriculture does not detect or predict with any certainty. The arborist therefore is not responsible for tree defects or soil conditions that cannot be identified by a prudent and reasonable inspection.

If you have any questions or require other services please contact me at the number listed below.

Respectfully,  
Arbor Essence

Kerry Norman  
ASCA, Registered Consulting Arborist #471  
ISA Board-Certified Master Arborist #WE-3643B  
PNW-ISA Certified Tree Risk Assessor, CTRA #1034

Included

Indigenous Tree Report  
Spreadsheet, tree information  
Tree photos  
Site plan/Tree maps (2)

Date: June 12, 2014

Job name: Chevy Chase CC  
Glendale, CA

# Arbor Essence Tree Survey

Tree #	Description	Ht.	Sprd.	Caliper	Condition	Comments/Impact
82	Coast live oak ( <i>Quercus agrifolia</i> )	20'	20'	12"	A	Preserve in place
83	Coast live oak 2 stems	40'	65'	24"/32"	B	Preserve in place
84	Coast live oak	25'	20'	13"	B	Preserve in place
85	Coast live oak	22'	15'	10"	B	Preserve in place
86	Coast live oak 4 stems	50'	50'	18"-23"	C-	Removal due to structural defects
87	Coast live oak 4 stems	40'	30'	16"-21"	B	Preserve in place
88	Coast live oak 2 stems	35'	60'	18"/21"	B	Preserve in place
89	Coast live oak 2 stems	40'	50'	22"/27"	A	Preserve in place
90	Western sycamore ( <i>Platanus racemosa</i> )	40'	60'	38"	B	Preserve in place
91	Coast live oak	15'	10'	7"	B	Preserve in place
92	Coast live oak	15'	10'	8"	B	Preserve in place
93	Coast live oak	18'	12'	8"	B	Preserve in place
94	Coast live oak, undersized tree	14'	10'	5"	B	Preserve in place
95	Coast live oak, undersized tree	12'	8'	5"	B	Preserve in place

Chevy Chase Country Club  
Tree Photos 6/12/14



Oak #82



Oak #83



Chevy Chase Country Club  
Tree Photos 6/12/14



Oak #84



Oak #85



Chevy Chase Country Club  
Tree Photos 6/12/14



Oak #86, to be removed due to hazardous condition



Oak #87



Chevy Chase Country Club  
Tree Photos 6/12/14



Oak #88



Oak #89

Chevy Chase Country Club  
Tree Photos 6/12/14



Sycamore #90



Oak #91



Chevy Chase Country Club  
Tree Photos 6/12/14



Oak #92



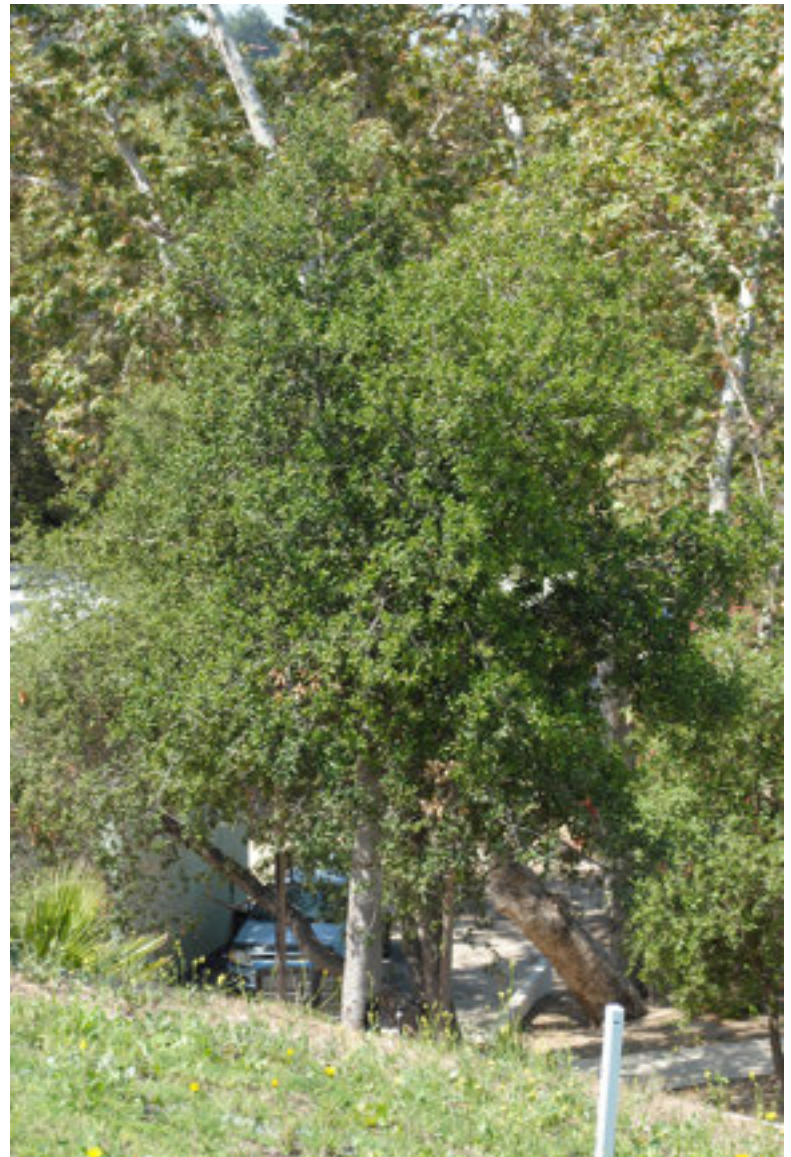
Oak #93



Chevy Chase Country Club  
Tree Photos 6/12/14



Oak #94



Oak #95

**APPENDIX C**

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**Historic Resource Assessment**

## HISTORIC RESOURCE ASSESSMENT

Chevy Chase Country Club  
3067 E. Chevy Chase Drive  
Glendale, CA 91206



*Prepared for:*  
Chevy Chase Country Club, Inc.  
c/o Gourjian Law Group, P.C.

*Prepared by:*  
Chattel, Inc. | Historic Preservation Consultants  
Los Angeles and San Francisco

October 2014





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## **INTRODUCTION**

This report evaluates historic resource eligibility of the Chevy Chase Country Club clubhouse, located at 3067 E. Chevy Chase Drive on Assessor Parcel Number (APN) 5659-022-014 (subject property). For purposes of this report, the larger Chevy Chase Country Club property is referred to as the “Club” and the clubhouse building itself is referred to as the “clubhouse.” The term “country club” was used to refer to a social club with associated sports and recreation facilities. Now most country clubs feature golf courses. The clubhouse is the focus of this report. The golf course itself has not been evaluated in this report, as it is to be found significant in a social context or as a designed landscape.

Bounded by E. Chevy Chase Drive on the east, Golf Club Drive on the south, Parway Drive and residences on the west, and San Rafael Hills on the north, the Club is located at the heart of the Chevy Chase Estates community in Glendale, California and contains a nine-hole golf course. Located at the south end of the Club, the clubhouse is a two-story Spanish Colonial Revival style building that provides common spaces and amenities for the golf course. Constructed in 1927, the clubhouse has suffered fire damage on two occasions and numerous interior alterations and exterior additions over time.

There is a proposed project to increase square footage of the clubhouse, construct several new additions, increase the size of the existing pool, construct an additional secondary pool, and expand existing surface parking lots (proposed project). Chattel, Inc. (Chattel) was engaged to evaluate the subject property for National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and Glendale Register of Historic Resources (Glendale Register) eligibility to determine if historical resources are present and if the proposed project will result in significant historical resources impacts under the California Environmental Quality Act (CEQA).

This report finds that the clubhouse does not meet eligibility criteria for listing in the National, California, or Glendale Registers, and that historical resources are not present. Therefore, evaluation of the proposed project for conformance with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties (Secretary’s Standards)* is not required.

## **QUALIFICATIONS**

Chattel is a full service historic preservation-consulting firm with practice throughout the western United States. With offices in Los Angeles and San Francisco, the firm represents governmental agencies and private ventures, successfully balancing project goals with a myriad of historic preservation regulations without sacrificing principles on either side. Comprised of professionals meeting the Secretary of the Interior’s Professional Qualifications Standards in history, architecture, architectural history, and historic architecture, the firm offers professional services including historical resources evaluation and project effects analysis, in addition to consultation on federal, state, and local historic preservation statutes and regulations.

Staff engage in a collaborative process and work together as a team on individual projects. This historical resource assessment was prepared by firm President Robert Chattel, AIA, and Assistant Erika Trevis, with editorial review by Senior Associate Kathryn McGee. Robert Chattel and Erika Trevis visited the subject property on July 21, 2014.

## **METHODOLOGY**

The subject property has not been previously surveyed; there is no entry for it in the Los Angeles County Historic Property Data File (HPDF). Historic contexts described in this report are drawn from primary and secondary sources accessed through Glendale Central Library, Special Collections Department, University of Southern California (USC) Digital Library, City of Los Angeles Public Library, and National Park Service records. Records consulted include Club scrapbooks, Chevy Chase Estates Association, Inc. (CCHE) written history, City of Glendale building permits, Los Angeles County Assessor's (Assessor) map, The Benjamin and Gladys Thomas Air Photo Archives at University of California, Los Angeles (UCLA), Federal Census records accessed through Ancestry.com, *Los Angeles Times*, *Glendale Evening Press*, and *Glendale News-Press* articles.

## **REGULATORY SETTING**

This report finds the subject property ineligible for listing in the National, California, or Glendale Registers.

### NATIONAL REGISTER OF HISTORIC PLACES (NATIONAL REGISTER)

The National Register is the nation's official list of historic and cultural properties worthy of preservation. Authorized under the National Historic Preservation Act of 1966, as amended, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect the country's historic and archaeological resources. Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by National Park Service (NPS), which is part of the U.S. Department of the Interior.

As defined in National Register Bulletin #15, "How to Apply the National Register Criteria for Evaluation," properties are eligible for the National Register if they:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of significant persons in or past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded or may be likely to yield, information important in history or prehistory.

Once a property has been determined to satisfy one of the above-referenced criteria or criteria considerations, then it must be assessed for "integrity." Integrity refers to the ability of a property to convey its significance, and the degree to which the property retains the identity, including physical and visual attributes, for which it is significant under the four basic criteria. The National Register recognizes seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association. To retain its historic integrity, a property must possess several, and usually most, of these aspects.

The National Register includes only those properties that retain sufficient integrity to accurately convey their physical and visual appearance during their identified period of significance. Integrity is defined in the National Register program as a property's ability to convey its significance. Evaluation of integrity is founded on "an understanding of a property's physical features and how they relate to its significance."<sup>1</sup> Each property type depends on certain aspects of integrity, more than others, to express its historic significance. A property significant under criteria A or B, may still retain sufficient integrity to convey its significance even if it retains a low degree of integrity of design, material or workmanship. Conversely, a property that derives its significance exclusively for its architecture under criterion C, must retain a high degree of integrity of design material, and workmanship. For some properties, comparison with similar properties is considered during the evaluation of integrity, especially when a property type is particularly rare.

While integrity is important in evaluating and determining significance, a property's physical condition, whether it is in a deteriorated or pristine state, has relatively little influence on its significance. A property that is in good condition may lack the requisite level of integrity to convey its

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<sup>1</sup> National Park Service, Department of the Interior, *How to Apply the National Register Criteria for Evaluation* (Washington, DC 1998), 44.

significance due to alterations or other factors. Likewise, a property in extremely poor condition may still retain substantial integrity from its period of significance and clearly convey its significance. Typical methodology for a historic resource assessment is to first establish whether the property is significant and then to evaluate integrity.

### **Relationship to Project**

The subject property is not listed in the National Register, and for reasons stated in this report, does not appear to meet National Register eligibility requirements.

### **CALIFORNIA REGISTER OF HISTORICAL RESOURCES (CALIFORNIA REGISTER)**

The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources (Public Relations Code §5024.1). State law provides that in order for a property to be considered eligible for listing in the California Register, it must be found by the State Historical Resources Commission to be significant under any of the following four criteria; if the resource:

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.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one of the four above criteria, California Register-eligible properties must also retain sufficient integrity to convey historic significance. While the California Register defines integrity as requiring the same seven aspects as federal requirements, California Register regulations contained in Title 14, Chapter 11.5, §4852 (c), provide that "it is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register." The California Office of Historic Preservation (OHP) has consistently interpreted this to mean that a property eligible for listing in the California Register must retain "substantial" integrity.

The California Register also includes properties which: have been formally determined eligible for listing in, or are listed in the National Register of Historic Places (National Register); are registered State Historical Landmark Number 770, and all consecutively numbered landmarks above Number 770; points of historical interest, which have been reviewed and recommended to the State Historical Resources Commission for listing; and city and county-designated landmarks or districts (if criteria for designation are determined by OHP to be consistent with California Register criteria). PRC §5024.1 states:

- g. A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:
  1. The survey has been or will be included in the State Historical Resources Inventory.
  2. The survey and the survey documentation were prepared in accordance with [OHP]... procedures and requirements.
  3. The resource is evaluated and determined by the office to have a significance rating of category 1-5 on DPR [Department of Parks and Recreation] form 523.
  4. If the survey is five or more years old at the time of its nomination for

inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

### **Relationship to Project**

The subject property is not listed in the California Register, and for reasons stated in this report, does not appear to meet California Register eligibility requirements either individually or as a contributor to a potential historic district.

### GLENDALE REGISTER OF HISTORIC RESOURCES (GLENDALE REGISTER)

Chapter 15.20 of the City of Glendale Code of Ordinances, the Glendale Historic Resources Ordinance, was adopted in 1996. It established a local register as well as procedures for landmark designation. A property is eligible for individual local designation if it meets criteria for listing on the National or California Registers or meets one of the following criteria:

1. The proposed historic resource is identified with important events in national, state, or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, or historic heritage of the nation, state, or city;
2. The proposed historic resource is associated with a person, persons, or groups who significantly contributed to the history of the nation, state, region, or city;
3. The proposed historic resource embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her profession; or possesses high artistic values;
4. The proposed historic resource has yielded, or has the potential to yield, information important to archaeological pre-history or history of the nation, state, region, or city;
5. The proposed historic resource exemplifies the early heritage of the city.

### **Relationship to Project**

The subject property is not listed in the Glendale Register, and for reasons stated in this report, does not appear to meet Glendale Register eligibility requirements.

### CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

According to CEQA,

an historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (California Public Resources Code, PRC §21084.1).

If the proposed project were expected to cause *substantial adverse change* in a historical resource, environmental clearance for the project would require mitigation measures to reduce impacts.

“Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (PRC§15064.5 (b)(1)).

PRC §15064.5 (b)(2) describes *material impairment* taking place when a project:

- A. Demolishes or materially alters in an adverse manner those physical characteristics

- of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... or
- B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register... or its identification in an historical resources survey... unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
  - C. Demolishes or materially alters those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register... as determined by a lead agency for the purposes of CEQA.

**Relationship to Project**

As the subject property is found ineligible for listing in the National, California, and Glendale Registers, it is not considered an historical resource under CEQA.



## **PHYSICAL DESCRIPTION**

### SETTING

Chevy Chase Country Club (Club) is bounded by E. Chevy Chase Drive on the east, Golf Club Drive on the south, Parkway Drive and residences on the west, and San Rafael Hills on the north. The Club is located at the heart of the Chevy Chase Estates community in Glendale, California and contains a nine-hole golf course. The Club encompasses three Assessor parcels and a range of addresses.<sup>2</sup> It features a clubhouse, pool, garage, and surface parking lots; driving cage; nine-hole golf course; and maintenance and repair building. There is a City of Glendale-owned reservoir beneath the central east portion of the golf course. The point of entry to the Club is at the south property boundary on Golf Club Drive. The clubhouse itself, located at 3067 E. Chevy Chase Drive (subject property), is the focus of this report. The Image Attachment includes Maps (Exhibit A), Historic Photographs (Exhibit B), Current Photographs (Exhibit C), As-Built Drawings (Exhibit D), Golf Course Figures (Exhibit E), Building Permits (Exhibit F) and Photographs of Like Properties (Exhibit G).

### CLUBHOUSE EXTERIOR

Located at the south end of the Club, the clubhouse is a two-story Spanish Colonial Revival style building that provides common spaces and amenities for the golf course. Situated on a slight hill sloping upward to the north, the clubhouse is located above the road, at the south end of the Club. It is roughly L-shaped, opening up to the southwest onto a lawn and swimming pool that sit below, with surface parking to the east and west. The main entrance has a covered portico on the primary east elevation. The building is two floors above grade, plus a partial basement level. Entrances are provided at the first (ground floor), on all elevations. There are multiple entrances at each elevation, with either single or double swinging doors.

The building is Spanish Colonial Revival in style. Designed for its sloped landscape, it has a series of low, terraced walls, raised patios, and rooflines that step upward toward its center, punctuated by chimneys. Roofs are a combination of front and side gables with red clay tile, and there are some flat areas. There is circular venting under gable peaks. The building is largely clad in painted stucco. Fenestration varies, consisting of mostly non-original sash, including multi-light wood casement windows and French doors, and vertical and horizontal aluminum sliding windows and doors. Some windows are arranged in pairs and set within arched enframements and divided by engaged columns. A garage addition at the basement level extends from the west elevation due to the sloped nature of the site. It has vertical wood siding and a flat rolled asphalt roof. Access is provided through metal roll-up doors at the north and south elevations. The swimming pool is a rectangular, with curved corners and a concrete deck.

### CLUBHOUSE INTERIOR

The partial basement level consists of the garage at the west end of the building and a small, rectangular storage room at the east end of the building. A stair from the storage room provides access up to the ground level (first floor). The first floor is L-shaped; interior circulation is provided through a series of interconnected spaces, rather than off a central hallway. The interior is relatively unadorned with largely contemporary finishes. The main entrance is under a portico at the east elevation, although there are multiple entrances off each elevation. A stoop with three steps provides access to the front door, which leads into a small, rectangular entry lobby with tile floor. From the entry lobby is direct access up a decorative tile stair to the second floor (to the west), as well as access south through the main banquet room. Doorway openings are simple, rectangular openings, with architectural flourishes at corners. The banquet room is a large open space that has a fireplace

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<sup>2</sup> The Chevy Chase Country Club property contains addresses: 3067-3103 E. Chevy Chase Drive and 1500-1526 Golf Club Drive. It includes APNs 5659-022-012, 5659-022-014, and 5659-023-007.

at its east wall and exposed wood ceiling beams and support columns. The fireplace is clad in contemporary cultured and natural stone. The high ceiling east portion appears to be the original banquet room and the low ceiling west portion appears to be an addition. The banquet room provides access north and west through a series of other public and support spaces, including a bar, kitchen, offices, and storage rooms. Both the bar and pro shop to the west provide access to the golf course at the north elevation. There are also locker rooms and restrooms. The second floor is a partial floor, rectangular and centering over the northeast section of the first floor. The stair up from the entry lobby provides access to an open lobby space, massage rooms, small kitchen, restrooms, and an outdoor patio extending across a portion of the north elevation.

#### GOLF COURSE AND MAINTENANCE BUILDING

The nine-hole golf course slopes up to the north from the clubhouse and generally follows the natural grade of the hillside. From its time of construction in 1927, the golf course has been reconfigured at least two times, in 1966 and 2002. A contemporary flat roof, wood frame maintenance building was constructed just north of the east surface parking lot in 1969. The golf course itself has not been evaluated in this report, as it is to be found significant in a social context or as a designed landscape.

**HISTORY OF ALTERATIONS**

The following history of alterations is based on available building permits:

<b>Year</b>	<b>Permit Number</b>	<b>Construction / Alteration</b>
1926-1927	17745	Clubhouse and golf course constructed
1929	00801	Addition to golf shop constructed
1937	10575	Tool shed constructed
1947	27440	Neon post sign constructed
1955	49003	Locker and powder room constructed
1960	06769	Pool constructed
1961	17658	Addition to cocktail lounge constructed (extended north toward terrace)
1961	16702	Wall in men's locker room moved
1964	80577	Repair fire damage to north end of lounge room
1965-1966	02434	Repair fire damage and new men's locker room constructed
1966	05633	Retaining wall constructed at west end of lawn north of pool
1968-1969	39594	Golf driving cage constructed
1969-1970	62150	Maintenance and repair building constructed
1970	58706	Relocated golf driving cage footings
1970	63459	Demolish two storage sheds
1972	85732	Replace broken roof tiles
1978	45351	Additional storage rooms and bathroom constructed
1983	06545	Chain link fence installed along east property line
1985	Illegible	Masonry wall and ground sign constructed at southwest corner of property facing E. Chevy Chase Drive and Golf Club Drive intersection
2001	20011258	Repair fire damage to framing, drywall, doors and windows mainly at kitchen area; remove and replace stairway; relocate second floor locker room and showers to first floor; provide access and exiting; relocate offices and meeting rooms to second floor; provide first floor accessible facilities to match second floor uses; provide access and exiting and renovate existing first floor locker room, shower, and toilet facilities to meet handicap standards
2001	20011970	New deck, front access ramp, walls and trash enclosure, stair, landing extension, first floor balcony, second floor balcony, and walkways constructed at north elevation
2002	20020781	New slump stone wall to match existing at pool east side and connecting to building
2012	49003	New women's locker room and powder room constructed

## **HISTORIC CONTEXT**

This following relevant historic contexts provides a framework in which to evaluate significance of the subject property.

### CITY OF GLENDALE AND CHEVY CHASE ESTATES

The following history of Glendale is excerpted from the City's 1997 Historic Preservation Element:<sup>3</sup>

Glendale was carved from the Rancho San Rafael, originally granted by the Spanish overlords of California to the Verdugo family in the late eighteenth century. Through inheritance, sale, and foreclosure, culminating in the "Great Partition" of 1871, the 36,000 acre rancho was divided among several landholders. A group of these, including Captain C. E. Thorn, judge Erskine M. Ross, B. F. Patterson, H. J. Crow, and E. T. Byram, had a new town, to be called "Glendale," surveyed and recorded in 1887. Around the same time, settlers in the southern end of the valley decided to call their small community "Tropico," after the name chosen by the Southern Pacific Railroad for their depot.

There was a brief flurry of activity during the "boom" years, 1886-1888, the highlight of which was the construction of a grand hotel, the Glendale Hotel. But the boom went bust before either the hotel or the fledgling town could get off the ground. Growth during the 1890s was desultory at best and Glendale had a population of a mere 300 people at the close of the decade.

Everything began to change with the coming of the new century. In 1902 the Improvement Association was formed. One of its most energetic members was Edgar D. Goode, who joined forces with Leslie C. Brand to successfully connect the communities of Glendale and Tropico to Los Angeles with a line of the interurban electric railroad. This was to prove a most important stimulus for growth. The population rose to 2,746 in 1910, 13,536 in 1920, and 62,736 by 1930. Glendale became known as "the fastest growing city in America."

In 1906 Glendale incorporated. Later, its physical expansion from the 2.32 square miles of the original city to 30.6 square miles was accomplished by means of numerous annexations. One of the most significant of these was the merging of Glendale and Tropico in 1917. Tropico had become an independent city in 1911.

By 1945 Glendale was almost entirely developed. Its civic, social, and religious institutions had matured and many were housed in new buildings erected in the 1920s and 1930s. The commercial center, originally at Glendale Avenue and Wilson, had moved to the intersection of Brand and Broadway, and spread from there. An industrial core included health care, transportation, and pottery. Residential building encompassed everything from the farmhouses of the pioneers to bungalows constructed by the thousands in the first quarter of the century to the substantial and often architecturally notable homes of the well-to-do in the hills north of downtown. The stage was set for the next phase of Glendale's growth, post war redevelopment.

While north and central Glendale were experiencing suburban development in the early 1900s, the area of Sicomoro Cañon, where the subject property is located, remained largely undeveloped wilderness. In 1923, a developer from Seattle, Washington, named Bert Farrar purchased the Sicomoro Cañon land tract and constructed the Chevy Chase Estates community. This community comprised of estate-sized homes, each unique in plan, on large forested parcels. Advertisements of

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<sup>3</sup> "North Glendale Historic Context," City of Glendale, 2012.

the Chevy Chase Estates promoted living conveniently near Los Angeles without the feeling of being in a city.<sup>4</sup> The Club, completed in 1927, was promoted as a centerpiece within this community as one of the draws intended to attract wealthy residents.<sup>5</sup>

When the financial crisis of 1929 occurred, Farrar fell into bankruptcy and the Club was taken over by Security First National Bank. The bank did not consider the Club to be profitable, as membership was inconsistent and generally on the low end, so the bank sought to sell the property for subdivision. Members of the local community assembled in opposition to these plans and formed the CCEA in 1937.<sup>6</sup> In response, the bank ultimately abandoned plans to sell the property, which it was now operating as a public facility, and instead started selling parcels at the property edges in 1939, although the land comprising the Club remained intact.<sup>7</sup> In 1940, former horse jockey Charlie Corbett purchased the Club, and he continued ownership for the next 40 years. During the 1940s, the CCEA ceased having regular meetings and went on hiatus as many members became preoccupied with events surrounding World War II.<sup>8</sup> The subject property also fell into a neglected state as usage declined during this period. According to the CCEA written history, it became active again in 1947, and one of their main goals at that time was to organize repairs to the clubhouse. The following year, the CCEA incorporated and the organization became active in voicing their opinion or position on any proposed development project within the Chevy Chase Estates area. The organization established a relationship with City planners and was able to discourage dense development projects in the neighborhood, which largely remains low-density single family residential. The CCEA played a vital role in maintaining the Club, especially when fire damage occurred and membership declined, and is still active today.

## GOLF

Although some European countries historically played similar games, most scholars agree that the sport of golf as we know it today originated in Scotland around the fifteenth century.<sup>9</sup> The earliest written documentation of golf being played appears in a decree made by King James II.<sup>10</sup> The landscape of coastal Scotland where some of the oldest golf courses, such as the famous St. Andrews golf links, are located includes natural sand banks, hollows, and gently rolling topography with flat grass that is ideal for the sport. This became the standard model for golf courses as the sport spread to other countries.

During golf's early development, Scottish courses included various numbers of holes. There was no standard, so a course's total number of holes could range from five to over a dozen. In 1764, the St. Andrews course in Scotland combined two of their four hole courses and added two more holes to make a total of ten. Eight of those holes were played twice, which made this the first course to be played as 18-holes. The St. Andrews course also has the earliest record of having an 18-hole course, which was constructed by adding onto the original course in 1856.<sup>11</sup>

The first recorded game of golf in the United States was played in Yonkers, New York in 1888.<sup>12</sup> As

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<sup>4</sup> "Chevy Chase to Link Four Southland Cities," *Glendale Evening News*, 1925.

<sup>5</sup> "Trees Feature Chevy Chase Tract," *Glendale Evening Press*, 1926.

<sup>6</sup> "History of the Chevy Chase Estates Association, Inc. and the Community it Serves, 1925-1987," Chevy Chase Estates Association, Inc., 1987.

<sup>7</sup> "History of the Chevy Chase Estates Association, Inc. and the Community it Serves, 1925-1987," Chevy Chase Estates Association, Inc., 1987.

<sup>8</sup> "History of the Chevy Chase Estates Association, Inc. and the Community it Serves, 1925-1987," Chevy Chase Estates Association, Inc., 1987.

<sup>9</sup> "Golf – Meaning of Word Golf," Scottish Golf History, accessed September, 2014, <<http://www.scottishgolfhistory.net/origin-of-golf-terms/golf/>>

<sup>10</sup> "Golf – Meaning of Word Golf," Scottish Golf History, accessed September, 2014, <<http://www.scottishgolfhistory.net/origin-of-golf-terms/golf/>>

<sup>11</sup> Scottish Golf History, "18 Hole Round," Scottish Golf History, accessed September, 2014, <<http://www.scottishgolfhistory.org/origin-of-golf-terms/18-hole-round/>>

<sup>12</sup> George Peper, *Golf in America*, NY: Harry N. Abrams, Inc, 1988.

the sport spread in popularity throughout New England and the South, American courses continued to resemble traditional courses seen in Scotland and England, with the exception that the earliest American courses were nine holes or smaller. It wasn't until the 1890s that American courses were being constructed with 18-holes.<sup>13</sup>

Golf courses and their clubhouses would typically be established by a group of golfers wishing to have their own home course to play on. These early golf clubs were private and operated by their memberships. The first municipal golf course in the United States was the Van Cortlandt Park Golf Course in Bronx, New York, which was established in 1895.<sup>14</sup> Municipal courses were less common in the late 1800s and early 1900s, but many private golf courses became public during times when owners experienced financial hardship.

Clubhouses in the United States were slightly different than those in Europe in terms of their purpose. American clubhouses served as a social center rather than simply being dedicated to the sport. It wasn't until the start of the 1920s that golf courses began to take on more complex designs and their clubhouses began to incorporate grander spaces and amenities than earlier clubhouses of the period. Established in 1927, the Chevy Chase Country Club was constructed during a decade known in the golf community as the "Golden Age."<sup>15</sup> The Golden Age coincides with the 1920s during which the United States experienced economic prosperity following World War I. More private golf clubs were established in the United States at this time than in any other decade.<sup>16</sup> According to statistics compiled by George Steiner, author of *Americans at Play*, the total number of public and commercial clubs reached 700 while the private courses totaled about 4,613.

In the 1920s, existing golf clubs expanded and new golf clubs were constructed. Those that were new tended to feature larger and more complex golf courses and elaborate clubhouses than were previously constructed. It was not uncommon for developers to include a country club in community developments in order to better attract new home buyers.<sup>17</sup> The country club would be constructed in conjunction with the new homes, or it was advertised that the country club would be built over the course of the first couple of years after the community was established. In the case of the Chevy Chase Estates, the country club was constructed two years after the initial homes were constructed.

### SOUTHERN CALIFORNIA GOLF ASSOCIATION

Founded in 1889, the Southern California Golf Association (SCGA) provides services such as news updates, sponsorships, tournament administration, and course access for members throughout the Southern California region it serves.<sup>18</sup> The SCGA currently has a membership of over 400 golf courses with about 116 of those golf courses in the Los Angeles area, including the Chevy Chase Country Club.<sup>19</sup> The SCGA Los Angeles membership consists of 54 municipal, 25 public, one government, two resort, two semi-private, and 32 private golf courses. The following is a brief history of the SCGA taken from its website.<sup>20</sup>

The association was founded in 1899 to serve the many golfers and businessmen who were moving to Los Angeles. Representatives from five golf clubs met to form the SCGA, and two

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<sup>13</sup> George Peper, *Golf in America*, NY: Harry N. Abrams, Inc, 1988.

<sup>14</sup> Van Cortlandt Park Conservancy, "The Official Website of Van Cortlandt Park," Van Cortlandt Park Conservancy, accessed September 2014, <<http://www.vcpark.org/the-park/history.html?showall=&start=1>>.

<sup>15</sup> Richard J. Moss, *Golf and the American Country Club*, Chicago, Illinois: University of Illinois Press, 2001.

<sup>16</sup> Richard J. Moss, *Golf and the American Country Club*, Chicago, Illinois: University of Illinois Press, 2001.

<sup>17</sup> Richard J. Moss, *Golf and the American Country Club*, Chicago, Illinois: University of Illinois Press, 2001.

<sup>18</sup> Southern California Golf Association, "About us, A Century of Service to Southern California Golfers," accessed October, 2014, <<http://www.scga.org/about>>

<sup>19</sup> Southern California Golf Association, "Course Directory," accessed October, 2014, <<http://www.scga.org/courses/county/los-angeles/>>

<sup>20</sup> Southern California Golf Association, "About us, A Century of Service to Southern California Golfers," accessed October, 2014, <<http://www.scga.org/about>>

of those charter clubs—The Los Angeles [Country Club (CC)] and Redlands CC—remain members.

The SCGA has enjoyed expansive growth ever since. By 1925, it had grown to 45 clubs. In 1971, it merged with the San Diego County Golf Association to bring the total membership to 171 clubs. In 1981, affiliate member status was created to include groups that didn't have their own golf courses. That program, the first in the nation, has spread throughout Southern California and become a model for other golf associations.

In 2011, the SCGA consolidated operations with the Public Links Golf Association of Southern California. Currently, the SCGA has approximately 160,000 members and nearly 1,300 clubs.

#### RELEVANT PROPERTY TYPE: COUNTRY CLUB AND CLUBHOUSE

For purposes of this report, the subject property is evaluated as a country club clubhouse. A clubhouse would only exist in the context of its larger country club property; the clubhouse must be evaluated in several ways: both for its own architectural or other merits, and within its larger development context. Thus, it is relevant to consider whether the subject property's Spanish Colonial Revival architecture on its own is significant, whether the larger Club property is significant, and, finally, if the clubhouse building contributes to the significance of the larger property. The comparison with like properties described below illustrates that there is precedent for designating like historic properties in the National Register for a wide range of associations, including importance of clubhouse buildings by themselves, and clubhouse buildings as they contribute to the significance of larger country club properties.

#### COMPARISON WITH LIKE PROPERTIES

Potential significance of the subject property is evaluated in comparison with other similar properties as a means of providing relevant context. There do not appear to be any designated country club or clubhouse properties in California. Sources consulted include the Los Angeles County Historic Property Data File and the National Register database. Neither source contains information on any listed country club properties in the Los Angeles area, indicating there are none locally. Local registers throughout California were not consulted. It is possible that the impermanent nature of the golf courses themselves, which frequently change configuration due to advancement of the sport, coupled with the fact that several of the major local golf clubs have changed locations several times throughout their history, results in the fact that there no known designated examples.

Examples chosen for comparison include the Oakmont Country Club in Glendale. It is uncertain if this is a better local example of the property type, but it is relevant to note that one example exists (potentially with extant buildings from an early period). Also worth mentioning are Los Angeles area examples of existing country clubs with historical associations, including the Los Angeles Country Club, a prominent local golf institution that has been functional since its establishment in 1897. Finally, there are country club properties located outside California that are listed in the National Register, providing examples of what constitutes a listed country club. Review of several such examples, including one clubhouse listed in the National Register for its Spanish Colonial Revival architecture, the Hillcrest Country Club in Indianapolis, Indiana, follows.

#### **Oakmont Country Club, Glendale**

There is another country club in Glendale: the Oakmont Country Club, located at 3100 Country Club Drive. With a clubhouse constructed in 1922, the Oakmont Country Club is a private country club. The clubhouse was designed by British architect Charles Creassy in the English Tudor style does not appear to be extant. The golf course was designed by Max Behr, who also designed several

municipal courses.<sup>21</sup> The Glendale Chamber of Commerce supported the construction of Oakmont Country Club, as it provided a means of attracting wealthy vacationers from the East who were frequenting Pasadena country clubs at the time. Oakmont Country Club does not appear to have been previously surveyed, though it has interesting historical associations warranting further research. These include association with key figures in the club's founding: William S. Sparr, a Southern California citrus grower and developer of the Sparr Heights and Montecito Park neighborhoods; Frank Lanterman, a developer of Montrose and La Canada-Flintridge; and F.P. Newport, a developer of property in Verdugo Woodlands. Another association of interest is with William Crenshaw, who purchased the property and made substantial improvements in 1934. Crenshaw owned a successful banana growing business and invented a means to refrigerate bananas for transportation to the West.<sup>22</sup> Further research is warranted to determine whether Oakmont Country Club is historically significant and/or if it may be a better example of the Golden Age country club property type.

### **Pebble Beach, Monterey County**

In 1897, the nine-hole Del Monte Golf Course opened on the grounds of the Hotel Del Monte at 1300 Sylvan Road in Monterey, California.<sup>23</sup> In 1903, it became an 18-hole golf course. The Del Monte Golf Course is the oldest continuously operating golf course on its original site west of the Mississippi River. It was reconfigured in 1920. The Pebble Beach Company manages Del Monte Golf Course. In 1919, the Pebble Beach Golf Links, a public course, was established along the coast of Pebble Beach in Monterey County, California.<sup>24</sup> The area was considered an ideal location by Samuel F.B. Morse, who intended to create a golf course that would be sure to attract a buyer, but he ended up buying the course himself and establishing Del Monte Properties Company.<sup>25</sup> Pebble Beach Golf Links became an important course in California, as it hosted important tournaments in the history of golf that attracted many known golfers. This course is listed by National Geographic as possibly being the most famous golf course in the United States.<sup>26</sup> Ranked as the number one golf course in the United States by Golf Digest in 2001, Pebble Beach Golf Links has hosted many major golf tournaments that include the following:<sup>27</sup>

- Monterey Peninsula Open in 1926
- U.S. Amateur in 1929, 1947, 1961, and 1999
- California State Open in 1935
- U.S. Women's Amateur in 1940 and 1948
- Bing Crosby National Pro-Am tournament in 1947, 1958, and 1986
- Transcontinental Women's Open in 1950
- U.S. Open in 1972, 1982, 1992, 2000, and 2010
- 59th PGA Championship in 1977

The Pebble Beach Golf Links was designed by amateur golfers Jack Neville and Douglas Grant, who were not known golf architects. The choice of architects was based on the minimal budget available. Despite their lack of experience, Grant and Neville were able to design a course that

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<sup>21</sup> Bob Rector, "History of Oakmont Country Club," Oakmont Country Club, 90<sup>th</sup> Anniversary History, 2012.

<sup>22</sup> Bob Rector, "History of Oakmont Country Club," Oakmont Country Club, 90<sup>th</sup> Anniversary History, 2012.

<sup>23</sup> The Hotel Del Monte and Del Monte Golf Course are separate properties today and the hotel is now the Naval Postgraduate School

<sup>24</sup> Pebble Beach Resorts, "Historic Timelines," Pebble Beach Golf Links, accessed October, 2014  
<<http://www.pebblebeach.com/golf/pebble-beach-golf-links/course-history/historic-timeline>>

<sup>25</sup> Pebble Beach Resorts, "Course Architects," Pebble Beach Golf Links, accessed October, 2014  
<<http://www.pebblebeach.com/golf/pebble-beach-golf-links/course-history/course-architects>>

<sup>26</sup> National Geographic, "Top 10 Golf Courses," accessed October, 2014, <<http://travel.nationalgeographic.com/travel/top-10/golf-courses/>>

<sup>27</sup> Pebble Beach Resorts, "Historic Timelines," Pebble Beach Golf Links, accessed October, 2014  
<<http://www.pebblebeach.com/golf/pebble-beach-golf-links/course-history/historic-timeline>>



became popular for its beauty, size, and dynamic layout.<sup>28</sup> The Del Monte Golf Course, Pebble Beach Golf Links, and other Pebble Beach golf courses do not appear to have been previously evaluated. The Lodge at Pebble Beach was evaluated and found ineligible.

### **Los Angeles Country Club, Los Angeles**

The Los Angeles Country Club (LACC), located at 10101 Wilshire Boulevard in Los Angeles is a good comparison. A private country club, LACC moved to its current location on Wilshire Boulevard in 1920, during the Golden Age. It is unknown what early features, such as a clubhouse building, remain from this early period. However, LACC provides a good example of how requirements for golf courses have changed over time, causing need for physical expansion and new facilities. LACC was established in 1897 at a location near Pico Boulevard and Alvarado Street and at the time known as “Windmill Links” in reference to the windmill in which they stored clubs. Club founders include Ed Tufts, who became known as the ‘father of golf in Southern California’ and was revered for his work in the Southern California Golf Association (SCGA), of which he was president for 16 years.<sup>29</sup> As the sport of golf grew in popularity, and club membership increased, LACC required a larger land area and in 1898 moved to a location near Pico Boulevard and 16<sup>th</sup> Street. A year later, LACC moved again to Pico Boulevard and Western Avenue, establishing the first 18-hole golf course west of the Mississippi.<sup>30</sup> In 1907, LACC purchased thousands of acres in Beverly Hills, constructing a new course known as “Beverly Links.” Finally, the club expanded again in 1920, during the Golden Age, moving to the current Wilshire Boulevard location and constructing a new golf course known as “North Course,” which was designed by G. Herbert Fowler, a renowned golf course architect and the first such architect to base operations in Southern California.<sup>31</sup> Since the 1920s, LACC has served as a popular local golf course and country club. The LACC has figured prominently in local history as a private club, and further research is warranted to determine if it is historically significant for these or other associations.

### **National Register-Listed Country Clubs**

The National Register database has 36 listed properties associated with the search term “country club.”<sup>32</sup> Of those properties, only about eight are both relevant examples and have available digitized registration forms describing them and explaining their significance. Of the other entries, four are significant solely for their information potential (archaeology); four focus on only the residential developments associated with country clubs—rather than the clubs themselves; and the remaining listed properties do not have digitized forms readily available online. While it is outside the scope of this study to obtain all available forms from the National Park Service, following is a discussion of the available information and how it contributes to an understanding of the country club and clubhouse property type and how such properties have been previously evaluated.

In general, country clubs are designated in one of several ways. Most appear to be designated as an entire country club property, including golf course (designed landscape), clubhouse, and ancillary buildings. Some such properties are identified as districts of buildings, while others are classified as sites with contributing and non-contributing features. There are also examples of country clubs listed as part of a much larger district including surrounding residential properties. There are also historic clubhouses that are listed separately, without their surrounding golf courses or other features.

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<sup>28</sup> Pebble Beach Resorts, “Course Architects,” Pebble Beach Golf Links, accessed October, 2014  
<<http://www.pebblebeach.com/golf/pebble-beach-golf-links/course-history/course-architects>>

<sup>29</sup> Robert Z. Chew and David D. Pavoni, *Golf in Hollywood, Where the Stars Come Out to Play*, Santa Monica, CA: Angel City Press, 1998.

<sup>30</sup> Robert Z. Chew and David D. Pavoni, *Golf in Hollywood, Where the Stars Come Out to Play*, Santa Monica, CA: Angel City Press, 1998.

<sup>31</sup> Robert Z. Chew and David D. Pavoni, *Golf in Hollywood, Where the Stars Come Out to Play*, Santa Monica, CA: Angel City Press, 1998.

<sup>32</sup> National Register of Historic Places website, National Park Service, available  
<<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>>, accessed 17 Sept 2014.

Finally, there are properties listed due to significance of the golf course (designed landscape) itself. Periods of significance and reasons for significance appear to vary widely. For example, some country clubs are significant for their architecture, others for their role in local developmental history, and others for their role in social history. Thus, there is not one single, clear context in which to evaluate the country club property type, but many, underscoring the long-time, multi-layered reasons for importance and influence of country clubs throughout the United States.

Notable examples of country club properties listed in the National Register with multiple contributing buildings and landscape features include the Wheeling Country Club in Ohio County, West Virginia, a historic district with four contributing buildings, including the clubhouse.<sup>33</sup> The period of significance is 1902-1936 and the district is significant for its examples of architecture by notable local architects and for its representation of an important period of wealth in Wheeling's history. Another example is Clifton Country Club in Woodford County, Kentucky, a district of 16.1 acres comprising contributing and non-contributing buildings and structures, with the golf course landscape as a contributing feature.<sup>34</sup> Its period of significance is 1921-1930 and it is significant under Criterion A in the area of social history. Denver Country Club in Denver, Colorado, on the other hand, is significant as part of a much larger land area: a historic district consisting of private estate homes surrounding the 142-acre country club property.<sup>35</sup> Its contributing features also include the golf course landscape and clubhouse, and reasons for significance encompass architecture and development of the surrounding community, with a period of significance 1902-1935.

Historic clubhouses listed separately include the Golf, Gun & Country Club, also known as Manning House, in Fairhope, Alabama.<sup>36</sup> This example is a one-story, Craftsman style building listed on its own because the surrounding land previously used as the golf course has been subdivided and sold off for residential development. Its period of significance is 1922-1938 for architecture and reflection of entertainment/recreation values prevalent in Fairhope in the 1920s, and for its role as a social gathering place. It also appears that the Norfolk Country Club House in Norfolk, Connecticut is separately listed, although the available documentation of this property is minimal, and unclear about boundaries.<sup>37</sup> In addition, there is the Paintsville Country Club in Paintsville, Kentucky, a two-story, Colonial Revival stone building significant for its 1930s Works Progress Administration architecture.<sup>38</sup>

An example of a country club property designated for its designed landscape—for the golf course itself—is the Oakmont Country Club in Allegheny County, Pennsylvania. Established around 1903, the club property is designated as a site with contributing elements (rather than as a district), including a roughly 200-acre area with an 18-hole championship golf course as its primary feature, and a historic Tudor Revival clubhouse.<sup>39</sup> The golf course is the oldest top-ranked course in the United States, with many important associations with the history of the sport. It is generally considered one of the most difficult courses in the world.

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<sup>33</sup> National Register of Historic Places Registration Form, Wheeling Country Club, Stratford Springs, West Virginia, prepared by Harette Hopkins, 15 Jan 1990.

<sup>34</sup> National Register of Historic Places Registration Form, Clifton Country Club, prepared by Robert M. Polsgrove, March 1995.

<sup>35</sup> National Register of Historic Places Inventory—Nomination Form, Country Club Historic District, Denver, Colorado, prepared by Sharon Elfenbein, Historic Denver, Inc., certified 10 July 1979.

National Register of Historic Places Inventory—Nomination Form, Country Club Historic District Expanded, Denver, Colorado, prepared by Barbara Norgren and Sally Pearce, 24 June 1985.

<sup>36</sup> Document titled, "Historical Resources within Municipal Limits of Fairhope, AL," Golf, Gun & Country Club (Manning House), 651 Johnson Avenue, available on National Register of Historic Places website, accessed 17 Sept 2014.

<sup>37</sup> State of Connecticut Historical Resources Inventory Form, Norfolk Country Club House, prepared by D. Ransom, Oct 1978.

<sup>38</sup> Kentucky Historic Resources Inventory Form, Paintsville Country Club, prepared by Helen Powell, 1983.

<sup>39</sup> National Register of Historic Places Inventory—Nomination Form, Oakmont Country Club, prepared by Martin Aurand, 5 Jan 1987.

The Hillcrest Country Club in Indianapolis, Indiana is listed in the National Register as a property with five contributing features: two contributing buildings, one contributing site, one contributing structure, and one contributing object. Designed in the Spanish Colonial Revival style in 1930, the clubhouse provides a reasonable point of comparison to the clubhouse at the subject property. It has a similar architectural style with rambling floor plan, although it has sustained alterations over time to both the interior and exterior. While it is called out as a contributing feature, the property itself is not found significant for architecture. Rather, it is primarily found significant for its golf course design. Text in the nomination suggests the positioning of the building is of particular importance:

The 1930 clubhouse stands as the “gateway” to the landscape’s built environment and evokes a sense of permanency for the club members. Notably, the clubhouse’s vista of the golf course is such that upon exiting the clubhouse onto the course, one immediately takes note of the tall trees forming the boundary of the property and separating its fairways. The trees are important elements of the natural landscape, which contribute to the historic ambiance of the course.<sup>40</sup>

The nomination is unclear whether it is lack of architectural significance of the clubhouse or the losses of integrity due to alterations are the reasons why the property is not found significant for architecture. It appears that the focus of this property is on significance of golf course design, the general focus of the nomination. It is unclear from the nomination whether the architectural design is more skilled or more intact than that of the clubhouse at the subject property.

#### SPANISH COLONIAL REVIVAL ARCHITECTURAL STYLE

The 1890s-1930s was a period in which historic eclecticism was the dominant mode of architectural expression. Education of high-style architects in the late 19<sup>th</sup> century shifted from training under apprentices to attendance at the École de Beaux Arts in Paris, resulting in more faithful representations of historical styles. Historic eclectic styles reached broad attention and widespread use after the Chicago Columbian Exposition of 1893. With emphasis on faithful replication, specific historic styles were used to connote particular meanings.

Spanish Colonial Revival style represents the second phase of a larger, more encompassing style from the 1890s and 1900s. Developing alongside a national trend of high style, academic architects employing historic eclectic styles, Spanish Colonial Revival style, in the broadest sense of the term, was an attempt to create and define a prototypical Californian expression of architecture. Based on designs for the California Missions, the aim of the earlier phase of Spanish Colonial Revival style, what is now called Mission Revival style,<sup>41</sup> was to transmit a romantic myth of California’s European origins.

Spanish Colonial Revival emerged as a prolific architectural style following the Panama-California Exposition of 1915 in San Diego.<sup>42</sup> By commemorating the 1914 opening of the Panama Canal, the Exposition served to boost San Diego as the closest American port to the canal. With Bertram Grosvenor Goodhue<sup>43</sup> as chief architect, the Exposition was a “statement of local industry clothed in

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<sup>40</sup> National Register of Historic Places Registration Form, Hillcrest Country Club, 6098 Fall Creek Road, Indianapolis, Indiana, prepared by Linda Weintraut & John Warner, Weintraut & Associates Historians, Inc., 1 March 2004, certified by the National Park Service, 29 Sept 2004.

<sup>41</sup> Borrowing typical forms freely from its colonial past, Mission Revival style is characterized by symmetrical facades and compact rectangular or square plan. Like the later Spanish Colonial Revival Style, the roof is made of red clay tiles and wall surfaces are smooth stucco. However, in contrast with Spanish Colonial Revival style, the eaves are widely overhanging. Other defining characteristics are Mission-like bell towers, quatrefoil windows, and shaped parapets.

<sup>42</sup> David Gebhard, “The Spanish Colonial Revival in Southern California (1895-1930),” *The Journal of the Society of Architectural Historians*, Vol. 26, No. 2 (May, 1967), 136.

<sup>43</sup> Like many architects working at that time, Bertram Goodhue (1869-1924) worked in a myriad of historic revival styles. Prior to working on the Panama-California Exposition, much of his work was executed in the Gothic Revival style as a partner of Ralph Adams Cram in New York City from 1891 until 1914. Bertram Goodhue’s work on the Episcopal Cathedral, Le Santissima

a Southern California architecture”<sup>44</sup> and had as much influence on subsequent use of Spanish Colonial Revival style as the Chicago Columbian Exposition did for historic revival styles in general.<sup>45</sup> Use of Spanish Colonial Revival at the Panama-California Exposition faithfully represented Spanish historical antecedents and “emphasize[d] the richness of Spanish precedents found throughout Latin America.”<sup>46</sup>

Typical characteristics of the Spanish Colonial Revival style include a rambling mass over a site and grouped volumes which result in an asymmetrical composition, often with a tower element. Buildings in this style typically have a low-pitched, red-tile roof and stucco wall surface, sometimes interrupted by arched openings. Other defining decorative elements, which derive from the full range of Spanish history, incorporate Moorish, Byzantine, Gothic, Renaissance, and Latin influences,<sup>47</sup> include elaborated chimney tops, decorative open railings and wooden security grills, and stucco decoration along the cornice.

### HISTORY OF THE SUBJECT PROPERTY

While development was occurring in north and central Glendale, Sicomoro Cañon, which lies within the San Rafael Hills of east Glendale, remained a secluded wilderness and briefly a private game reserve owned by the Doheny family until it was purchased by Bert Farrar in 1923.<sup>48</sup> Farrar had arrived from Seattle, where he previously invested in developments using money earned from a lumber business he had established in Alaska during the gold rush that occurred between 1896 and 1899.<sup>49</sup> Within two years of purchasing the Sicomoro Cañon land tract, Farrar transformed it into a neighborhood called Chevy Chase Estates, which primarily consisted of unique estate properties and the Chevy Chase Country Club.<sup>50</sup> The golf course and reservoir beneath the east section of the course were both still under construction in 1926 when marketing for home sales in the community began.<sup>51</sup> The Club initially opened in 1927 as a private nine-hole golf course designed by noted golf course designer William P. Bell and clubhouse designed by the architectural partnership of Somervell and Putnam and built by contractor William Nicholas.<sup>52</sup> The original homes were built in a scattered fashion around the canyon, while the Club was constructed at the center along the main thoroughfare.

When the Club first opened in September of 1927, it was described as having a nine-hole course 3,125 yards in length.<sup>53</sup> More specifically, the property was described in the following manner: “The land is naturally rolling and each little canyon is heavily wooded with wide-spreading oaks and picturesque sycamores. Two or three streams trickle through the course presenting natural hazards of rare charm. There are but five man-made traps on the course, but it abounds in natural difficulties.”<sup>54</sup> The same article states, “The course is one of the most sporty ones in California and yet there is not an artificial spot on the entire nine holes. Bell himself is particularly proud of his work. He has been tied up on this course for the past two years. The Mediterranean Spanish clubhouse is

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Trinidad, in Havana, Cuba in 1905 and a later trip to Mexico influenced him to such a degree that he wrote a detailed study of Spanish Colonial architecture in Mexico, the principles of which he adapted to his work at the Panama-California Exposition.

<sup>44</sup> Paul Gleye, *The Architecture of Los Angeles* (Los Angeles: Rosebud Books, 1981) 87.

<sup>45</sup> Gebhard, 136.

<sup>46</sup> Virginia and Lee McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 1998) 418.

<sup>47</sup> McAlester, 417.

<sup>48</sup> “Chevy Chase Estates Association,” *Chevy Chase Estates Association*, History and Photos, accessed August, 2014.

<<http://www.chevychaseestates.us>>

<sup>49</sup> Jack Lindsley, “Bert Farrar,” *Glendale News-Press*, 1932.

<sup>50</sup> “History of the Chevy Chase Estates Association, Inc. and the Community it Serves, 1925-1987,” Chevy Chase Estates Association, Inc., 1987.

<sup>51</sup> “Open New Unit in Chevy Chase Tract,” *Glendale Evening News*, 1926.

<sup>52</sup> City of Glendale Building Permit Number 17745, 1927, and, “Trees Feature Chevy Chase Tract,” *Glendale Evening News*, 1926.

<sup>53</sup> “Chevy Chase Opens Today,” *Los Angeles Times*, 14 Sep 1927, B4.

<sup>54</sup> “Open Chevy Chase Course: Von Elm, Seaver, Dr. Hunter, Thompson to Clash on New Nine-Hole Layout Wednesday,” *Los Angeles Times*, 11 Sep 1927.

an architectural masterpiece. It was designed by Sumervelle and Putnam of Los Angeles. It was decorated throughout by Mrs. Bert E. Farrar, an interior decorator of rare taste and ability.”<sup>55</sup> Another article provides that the clubhouse contained: “a general dining room, a men’s grill and an outdoor refreshment service where the golfers may sit beneath a huge oak tree and enjoy their luncheon.”<sup>56</sup>

Financial hardship caused Farrar to lose the Club property in foreclosure to Security First National Bank, and then operated as a public course.<sup>57</sup> Turning country clubs from private to public facilities was a common practice in the United States during periods of financial hardship. The CCEA attempted to purchase the course from the bank in 1938, but was unsuccessful.<sup>58</sup> Former horse jockey Charlie Corbett purchased the Club in 1940 and made it a private country club once again. During Corbett’s ownership, the subject property underwent numerous alterations, including the addition of a lap pool. In 1960, the property once again became a public country club.<sup>59</sup> A fire in 1964 caused severe damage to the cocktail lounge, tea room, kitchen, most of the roof, and second floor.<sup>60</sup> In 1971, Sicomoro Canyon, Inc., purchased the property from Corbett and leased the Club back to its membership, and at this time the Chevy Chase Country Club returned to a private facility once more.<sup>61</sup> In 2001, a second fire damaged the kitchen, dining room, and other rooms.<sup>62</sup> The clubhouse was partially shut down until the fire damage was repaired. The golf course was damaged by a flood in 2009, which had occurred just after the City finished updating the reservoir. The course was closed down for several months until the City was able to repair the damage.<sup>63</sup> The Chevy Chase Country Club is presently operated as a private facility.<sup>64</sup>

Based on a review of newspaper articles and other ephemera, the Club appears to have struggled to maintain membership in support of the golf course and clubhouse facilities, which served as an amenity to the surrounding residential development. The Club was a gathering place for members, their families and friends during times of prosperity; however events were generally internal rather than external and did not appear to enhance the community at large.<sup>65</sup> As the golf course was limited to nine-holes, no significant sporting events can be documented to have occurred there.

#### Bert Farrar, Developer

As noted above, developer Bert Farrar developed the Chevy Chase Estates and Club. His other known work includes the Pico Villa tract, located in Los Angeles near Beverly Hills and Santa Monica, according to the *Los Angeles Times*. Research in online databases such as Ancestry.com did not locate birth or death records for Bert Farrar, but it is noted by the *Glendale News-Press* that Farrar lived in Alaska and Washington prior to relocating to California.<sup>66</sup> In Dawson, Alaska, Farrar ran a lumber business for approximately eight years before moving to Seattle Washington, where he invested in real estate developments, which were unspecified in the article.<sup>67</sup> Although numerous residences were constructed after Farrar’s original homes, approximately sixty were constructed, the

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<sup>55</sup> “Open Chevy Chase Course: Von Elm, Seaver, Dr. Hunter, Thompson to Clash on New Nine-Hole Layout Wednesday,” *Los Angeles Times*, 11 Sep 1927.

<sup>56</sup> “Chevy chase Country Club to Open Wednesday,” *Los Angeles Times*, 10 Sept 1927.

<sup>57</sup> “*History of the Chevy Chase Estates Association, Inc. and the Community it Serves, 1925-1987*,” Chevy Chase Estates Association, Inc., 1987.

<sup>58</sup> John Millrany, “Chevy Chase Country Club Prevails, Reconstruction, Rejuvenation, Resurrection Spell Tranquility,” *Glendale News-Press*, 1966.

<sup>59</sup> “*History of the Chevy Chase Estates Association, Inc. and the Community it Serves, 1925-1987*,” Chevy Chase Estates Association, Inc., 1987.

<sup>60</sup> “5 Hurt in \$150,000 Country Club Fire,” *Glendale News-Press*, 1964.

<sup>61</sup> Buck Wargo, “Chevy Chase Country Club,” *Glendale News-Press*, 1999.

<sup>62</sup> Amber Willard, “Blaze Causes \$500,000 in Damage,” *Glendale News-Press*, 2001.

<sup>63</sup> Melanie Hicken, “Country Club Aims to Recover,” *Glendale News-Press*, 2010.

<sup>64</sup> “Chevy Chase Country Club,” Chevy Chase Country Club, accessed September, 2014, <<http://chevychasecc.com/>>

<sup>65</sup> “Mrs. H. Quigg Tennant President of New League,” 1961, clipping from unknown source, likely *Glendale News-Press*, archival box labeled Chevy Chase Estates, Special Collections Department, Glendale Central Library.

<sup>66</sup> Jack Lindsley, “Bert Farrar,” *Glendale News-Press*, 1932.

<sup>67</sup> Jack Lindsley, “Bert Farrar,” *Glendale News-Press*, 1932.

neighborhood continues to consist of large homes on wooded parcels. Farrar is locally important as the original developer Chevy Chase Estates and the Club.

#### William P. Bell, Golf Course Designer

As noted above, William P. Bell (1886-1953) designed the Club's original golf course. Some of his other known work includes La Jolla Country Club, Brookside Golf Club, San Diego Country Club, Bel-Air Country Club, Altadena Golf Course, and South Hills Country Club. *Southland Golf Magazine* recently published a short history of Bell.<sup>68</sup>

Bell's career straddled the Golden Age, when he worked with Thomas, and into the 1940s and '50s, when a boom in municipal courses allowed he and his son, William F. Bell, to be the most prolific designers in the western United States.

John Harbottle, who refurbished Virginia Country Club in 2002, touts Bell's designs as having "great strategy, deception and variety," and one of his greatest strengths was his "distinctive flash bunkering, which included varied shapes and dramatic edges."

PGA Tour veteran Tom Weiskopf lists Bell (born 1886, died 1953) as one of his favorite designers, and said he was an "old-style builder that excelled in simple, playable, enjoyable, memorable and maintainable golf courses."

What Bell thought comprised a great golf course is open to debate, since he didn't write a great deal about the process. But what isn't in debate is that his golf courses remain heavily played and range from private tracks in the Coachella Valley to public layouts such as Torrey Pines and San Clemente Golf Course.

#### Somervell and Putnam, Clubhouse Architect<sup>69</sup>

The partnership of Somervell and Putnam was responsible for design of the clubhouse at Chevy Chase Country Club. Formed of architects Wodruff Marbury Somervell (1872-1938) and John Luis Putnam,<sup>70</sup> in 1927, the partnership had an office at 416 W 8<sup>th</sup> Street in Los Angeles.<sup>71</sup> The partnership was active from about 1924 through about 1930,<sup>72</sup> although does not appear to have worked extensively in Los Angeles. A search of the historic *Los Angeles Times* finds only one other project with which they are associated: improvements to the City Club Building at 833-837 South Spring Street for a new tenant, the Morris Plan Company.<sup>73</sup> The Pacific Coast Architecture Database provides that the partnership also designed a variety of buildings in Vancouver, the 38<sup>th</sup> Street School in Los Angeles, and the EB Rivers House in Los Angeles. There appears to be more information available on Somervell than Putnam, indicating Somervell may be the more prolific of the partners. A 1928 *Los Angeles Times* article refers to Somervell as "one of the best known architects in the southwest, having designed buildings in Vancouver, the Providence Hospital in Seattle, Washington, the United States National Bank and the Pan American National Bank in Los Angeles, and a long list of others."<sup>74</sup> The unusual spelling of Somervell's last name resulted in several

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<sup>68</sup> Joel Beers, "The Art of Design: Ten Golf Course Architects," *Southland Golf Magazine*, August, 2009., accessed, September, <[http://www.southlandgolfmagazine.com/t-Courses\\_Art\\_Of\\_Design\\_Architecture\\_William\\_P\\_Bell0809.aspx](http://www.southlandgolfmagazine.com/t-Courses_Art_Of_Design_Architecture_William_P_Bell0809.aspx)>

<sup>69</sup> "Open Chevy Chase Course: Von Elm, Seaver, Dr. Hunter, Thompson to Clash on New Nin-Hole Layout Wednesday," *Los Angeles Times*, 11 Sep 1927, A6.

<sup>70</sup> Pacific Coast Architecture Database, entries for Wodruff Marbury Somervell and John L. Putnam, accessed September, 2014, <<https://digital.lib.washington.edu/architect/search/>>. Birth and death dates for Putnam are unknown.

<sup>71</sup> *Los Angeles City Directory*, 1927, p 1835, available online, Rescarta, Los Angeles Public Library, <[http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebImageViewer.jsp?doc\\_id=040428be-8b21-4de1-9b1e-3421068c0f1c%2fLPU00000%2fLL000007%2f00000004](http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebImageViewer.jsp?doc_id=040428be-8b21-4de1-9b1e-3421068c0f1c%2fLPU00000%2fLL000007%2f00000004)>, accessed 23, Sept 2014.

<sup>72</sup> Pacific Coast Architecture Database, entry for Wodruff Marbury Somervell, accessed September, 201, <<https://digital.lib.washington.edu/architect/search/>>, accessed 23 Sept 2014.

<sup>73</sup> "Morris Concern Takes Lease on New Quarters," *Los Angeles Times*, 5 Jul 1925, F7.

<sup>74</sup> "Coast Covered by Architect," *Los Angeles Times*, 21 Oct 1928, F1.

misspellings in *Los Angeles Times* articles, and may be the reason for lack of hits in online searches.<sup>75</sup> It should also be noted that in at least one article, Somervell is referred to by his middle name, Marbury.<sup>76</sup> Somervell was a member of the American Institute of Architects from 1910-1929, and Putnam was a member from 1922-1930.<sup>77</sup> Based on the available information, the partnership of Somervell and Putnam does not appear to have been in existence long enough to have made substantial contributions to architectural history; however, Somervell may be a significant architect, and this topic warrants further research.

William H. Nicholas, Clubhouse Builder

William H. Nicholas (b. 1886) was the contractor responsible for building the clubhouse and the subject property. He was born in 1886 in England according to United States Census records, and moved to the Los Angeles area around 1920.<sup>78</sup> His other known work includes various homes within the Chevy Chase Estates in 1925 and 1926.<sup>79</sup>

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<sup>75</sup> "Developments in Tract Shown: Chevy Chase is Served by New Bus Line," *Los Angeles Times*, 19 Dec 1926.

<sup>76</sup> "Open Chevy Chase Course: Von Elm, Seaver, Dr. Hunter, Thompson to Clash on New Nine-Hole Layout Wednesday," *Los Angeles Times*, 11 Sep 1927, A6.

<sup>77</sup> "Architect Applies for License to Wed," *Los Angeles Times*, 18 Feb 1931, A8.

<sup>78</sup> The AIA Historical Directory of American Architects, entries for W. Marbury Somervell and John Luis Putnam, available <<http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1042211.aspx>>, accessed 24 Sept 2014.

<sup>79</sup> United States Census Records, 1920, Glendale City.

<sup>79</sup> "Open New Unit in Chevy Chase Tract," *Glendale Evening News*, 1926.

## HISTORIC RESOURCE ASSESSMENT

Using the framework established in the historic context above, this assessment includes evaluation of the subject property for listing in the National, California, and Glendale Registers.

### EVALUATION

#### **National and California Registers:**

##### Criterion A/1

*Is associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage.*

The subject property does not meet criterion A/1. It is not associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage. The clubhouse was constructed during the 1920s as an amenity to the golf course and surrounding residential development. It served as a gathering place for members, their families and friends; however events were generally internal rather than external and did not appear to enhance or influence development of the community at large. As the golf course was limited to nine-holes, no significant sporting events can be documented to have occurred there. The larger context of Chevy Chase Estates and the Club also do not appear to have contributed significantly to the social, cultural or recreational history of Glendale.

##### Criterion B/2

*Is associated with the lives of persons important in our past.*

The subject property does not meet criterion B/2 as it is not associated with the lives of persons important in our past. The subject property was evaluated for potential significance for association with developer Bert Farrar. Farrar's work as a developer is somewhat limited, including buildings in Glendale and Los Angeles. It does not appear he had wide-ranging influence as a developer such that subject or any property would be significant for association with him. Finally, research did not reveal important figures in golf history having played at or participated in tournaments at the golf course and it is unlikely the Club in general would be significant for association with any particular golfer or person in golf history.

##### Criterion C/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.*

The subject property does not meet criterion C/3 for 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. The subject property was evaluated for potential significance for association with golf course designer William P. Bell, clubhouse architect Somervell and Putnam, and builder William Nicholas. While he is associated with some notable golf course designs, Bell's design of the golf course does not appear to be an important example of his work. The course has been altered at least twice from its original configuration in the 1920s. Somervell and Putnam had a relatively brief, five year architectural partnership. Research did not reveal known works by the partnership that are historically significant; the clubhouse does not appear to be an important example of their work, it suffered two fires and has numerous alterations and additions. William H. Nicholas, does not appear to have been a particularly important builder; the clubhouse is not significant for his association for association with him.



The architecture of the clubhouse is not significant. While representative of the Spanish Colonial Revival style, it is not a particularly noteworthy example. It is relatively simple and unadorned. Due to sustaining numerous alterations over the years, it does not retain integrity from an early period.

Criterion D/4

*Has yielded, or may be likely to yield, information important in prehistory or history.*

The subject property does not meet criterion D/4. It cannot be reasonably expected to yield information important in prehistory or history.

**Glendale Register:**

The first four Glendale Register criteria closely mimic National and California Register criteria above.

Criteria 1

*The proposed historic resource is identified with important events in national, state, or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, or historic heritage of the nation, state, or city.*

The subject property does not meet criteria 1. It is not associated with events that have made a significant contribution to the broad patterns of our history and cultural heritage. The clubhouse was constructed during the 1920s as an amenity to the golf course and surrounding residential development. It served as a gathering place for members, their families and friends; however events were generally internal rather than external and did not appear to enhance or influence development of the community at large. As the golf course was limited to nine-holes, no significant sporting events can be documented to have occurred there. The larger context of Chevy Chase Estates and the Club also do not appear to have contributed significantly to the social, cultural or recreational history of Glendale.

Criteria 2

*The proposed historic resource is associated with a person, persons, or groups who significantly contributed to the history of the nation, state, region, or city.*

The subject property does not meet criteria 2 as it is not associated with the lives of persons important in our past. The subject property was evaluated for potential significance for association with developer Bert Farrar. Farrar's work as a developer is somewhat limited, including buildings in Glendale and Los Angeles. It does not appear he had wide-ranging influence as a developer such that subject or any property would be significant for association with him. Finally, research did not reveal important figures in golf history having played at or participated in tournaments at the golf course and it is unlikely the Club in general would be significant for association with any particular golfer or person in golf history.

Criteria 3

*The proposed historic resource embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her profession; or possesses high artistic values.*

The subject property does not meet criteria 3 for 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. The subject property was evaluated for potential significance for association with golf course designer William P. Bell, clubhouse architect Somervell and Putnam, and builder William

Nicholas. While he is associated with some notable golf course designs, Bell's design of the golf course does not appear to be an important example of his work. The course has been altered at least twice from its original configuration in the 1920s. Somervell and Putnam had a relatively brief, five year architectural partnership. Research did not reveal known works by the partnership that are historically significant; the clubhouse does not appear to be an important example of their work, it suffered two fires and has numerous alterations and additions. William H. Nicholas, does not appear to have been a particularly important builder; the clubhouse is not significant for his association for association with him.

The architecture of the clubhouse is not significant. While representative of the Spanish Colonial Revival style, it is not a particularly noteworthy example. It is relatively simple and unadorned. Due to sustaining numerous alterations over the years, it does not retain integrity from an early period.

Criteria 4

*The proposed historic resource has yielded, or has the potential to yield, information important to archaeological pre-history or history of the nation, state, region, or city.*

The subject property cannot be reasonably expected to yield information important to archaeological pre-history or history of the nation, state, region, or city.

Criteria 5

*The proposed historic resource exemplifies the early heritage of the city.*

Research did not reveal evidence that the clubhouse or golf course exemplify the early heritage of Glendale under criteria 5. While representative of an early period in the history of the City, particularly 1920s development, the clubhouse does not appear to exemplify this period for the reasons stated above, particularly that no significant event or pattern of events occurred there and the architecture is unremarkable and altered.

**CONCLUSION**

The subject property is ineligible for listing in the National, California and Glendale Registers; therefore, historical resources under CEQA are not present. As a result, the proposed project was not reviewed in detail for conformance with the *Secretary's Standards*, and thus no mitigation measures are recommended. In cursory review, and given the nature of golf courses and country clubs is to be routinely adapted and improved for the contemporary use, the proposed project appears to consist of a reasonable scope that will retain the character of the existing building.

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CHEVY CHASE COUNTRY CLUB  
3067 E. CHEVY CHASE DRIVE  
HISTORIC RESOURCE ASSESSMENT

IMAGE ATTACHMENT

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## EXHIBIT A: MAPS



Fig 1: 3067 E. Chevy Chase Drive, historic aerial, Club property outlined in yellow and clubhouse highlighted in red (UCLA, Benjamin and Gladys Thomas Air Photo Archives, Spence, 1930)



Fig 2: 3067 E. Chevy Chase Drive, historic aerial, Club property outlined in yellow and clubhouse highlighted in red (UCLA, Benjamin and Gladys Thomas Air Photo Archives, Spence, 1931)



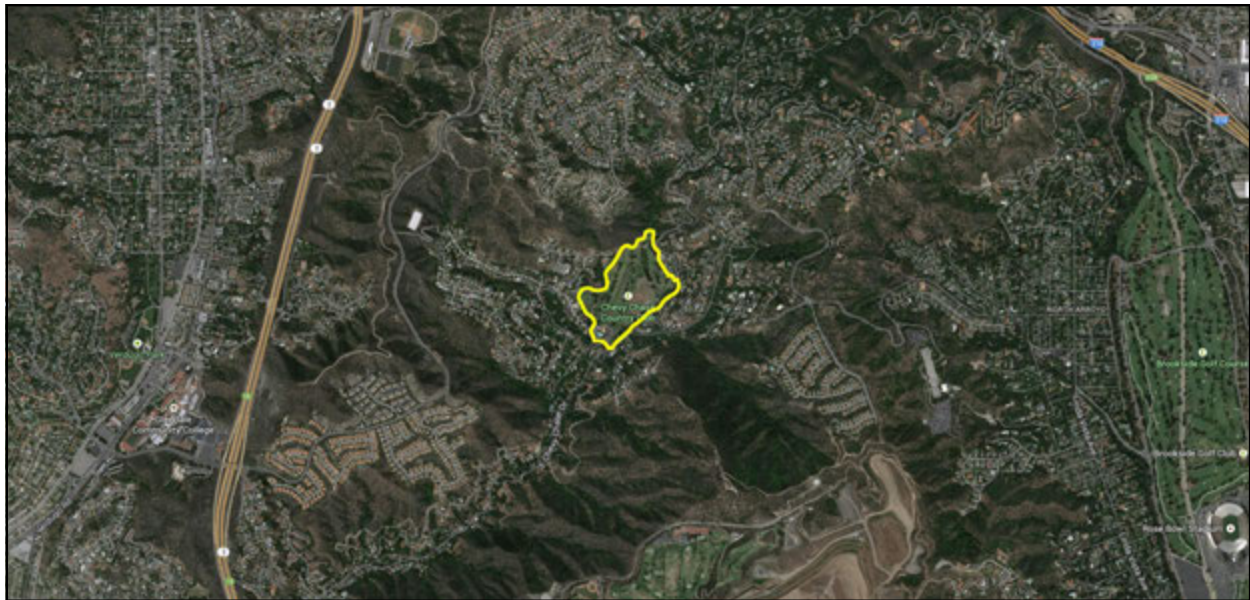


Fig 3: 3067 E. Chevy Chase Drive, vicinity map showing Club property outlined in yellow (Google Earth, 2014)



Fig 4: 3067 E. Chevy Chase Drive, location map showing Club property outlined in yellow and subject property highlighted in red (Google Earth, 2014)



Fig 5: 3067 E. Chevy Chase Drive, aerial map showing Club property outlined in yellow and subject property highlighted in red (Chevy Chase Estates Association, n.d.)

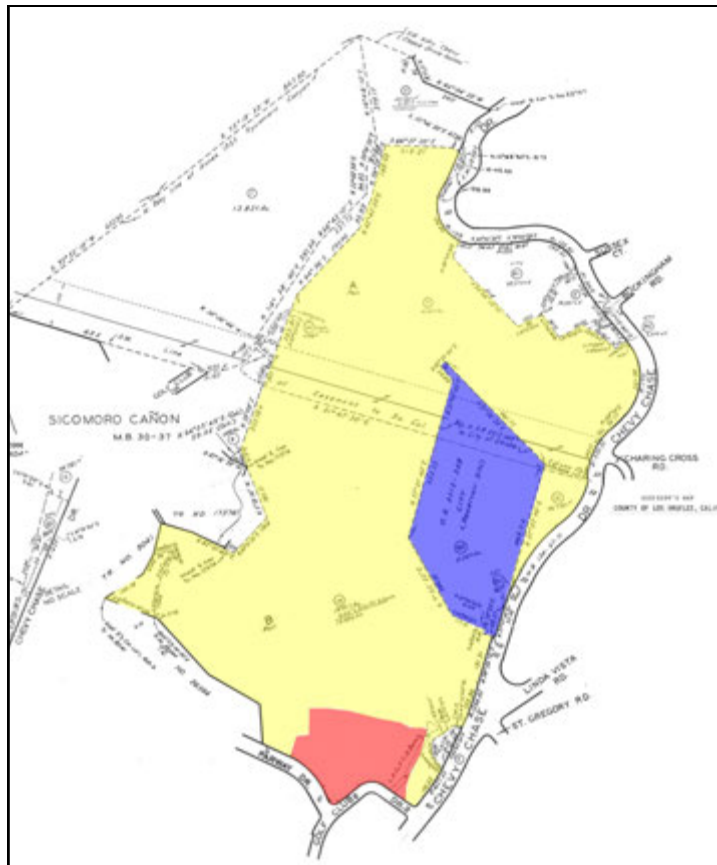


Fig 6: 3067 E. Chevy Chase Drive, assessor map, with Club property highlighted in yellow, City-owned reservoir passing under the Club's golf course highlighted in blue, and subject property highlighted in red (Los Angeles County Assessor)

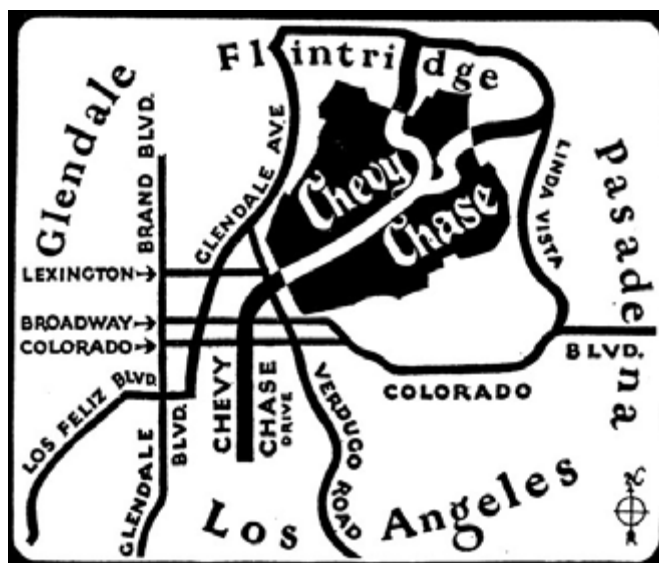


Fig 7: 3067 E. Chevy Chase Drive, map of Chevy Chase Estates location in City of Glendale with respect to Flintridge, Pasadena, and Los Angeles (Bert Farrar community brunch invitation, n.d.)

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## EXHIBIT B: HISTORIC PHOTOGRAPHS



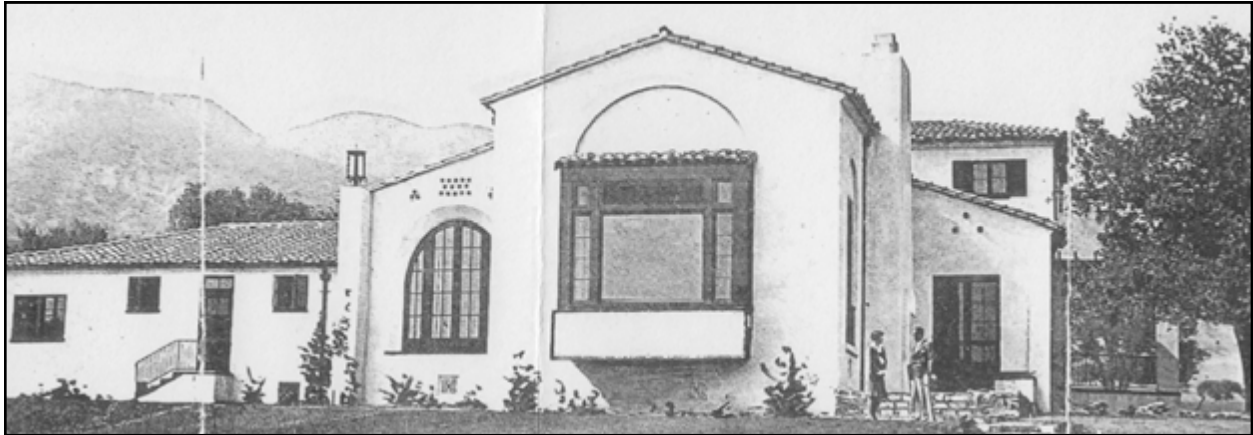


Fig. 8: 3067 E. Chevy Chase Drive, subject property south elevation, view north (Bert Farrar community brunch invitation, n.d.)

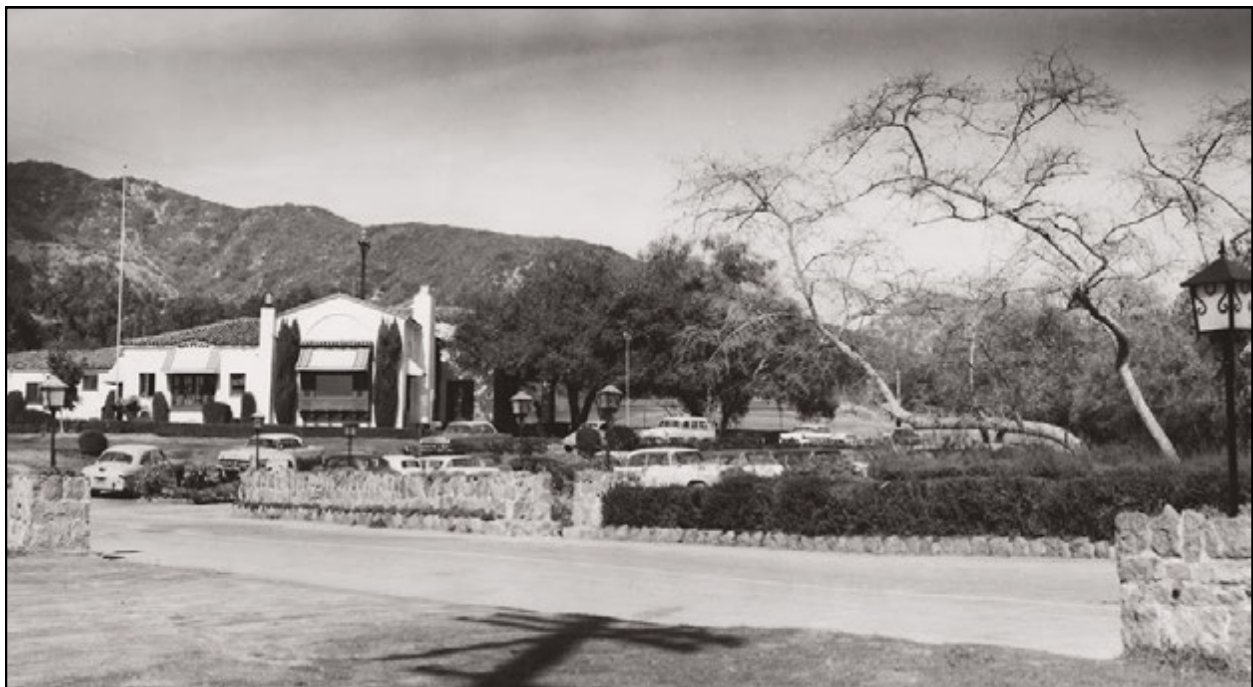


Fig. 9: 3067 E. Chevy Chase Drive, subject property south elevation, view north (Glendale Central Library, Special Collections, 1957)





Fig. 10: 3067 E. Chevy Chase Drive, primary entrances at façade, view north (Glendale Public Library, Special Collections, n.d.)



Fig. 11: 3067 E. Chevy Chase Drive, west banquet hall space, view southwest (Chevy Chase Country Club, 1971)



Fig. 12: 3067 E. Chevy Chase Drive, subject property north elevation, view southwest (Chevy Chase Country Club, 1971)



Fig. 13: 3067 E. Chevy Chase Drive, subject property north elevation, view south (Chevy Chase Country Club, 1975)

## EXHIBIT C: CURRENT PHOTOGRAPHS



Fig. 14: 3067 E. Chevy Chase Drive, primary Club entrance at northwest corner of E. Chevy Chase Drive and Golf Club Drive, view northwest (Chattel, 2014)



Fig. 15: 3067 E. Chevy Chase Drive, main driveway entrances, view north (Chattel, 2014)





Fig. 16: 3067 E. Chevy Chase Drive, primary Club primary driveway entrance, view northwest (Chattel, 2014)



Fig. 17: 3067 E. Chevy Chase Drive, south and east elevations, east parking lot in foreground and subject property in background, view northwest (Chattel, 2014)



Fig. 18: 3067 E. Chevy Chase Drive, south and east elevations, east parking lot and staircase connecting to main driveway in foreground and subject property in background, view northwest (Chattel, 2014)



Fig. 19: 3067 E. Chevy Chase Drive, south and east elevations, stairs to east elevation secondary entrance at right, view northwest (Chattel, 2014)





Fig. 20: 3067 E. Chevy Chase Drive, east elevation, view west (Chattel, 2014)



Fig. 21: 3067 E. Chevy Chase Drive, east elevation primary entrance, view west (Chattel, 2014)

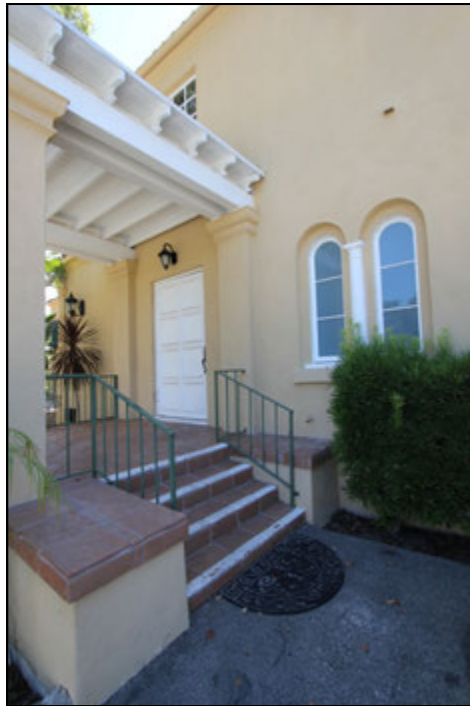


Fig. 22: 3067 E. Chevy Chase Drive, east elevation, primary entrance, view southwest (Chattel, 2014)



Fig. 23: 3067 E. Chevy Chase Drive, east and north elevations, view southwest (Chattel, 2014)





Fig 26: 3067 E. Chevy Chase Drive, north elevation, trash enclosure at left, stairs accessing second floor balcony at center, and bar entrance at right, view southwest (Chattel, 2014)



Fig 27: 3067 E. Chevy Chase Drive, north elevation, view west (Chattel, 2014)



Fig. 28: 3067 E. Chevy Chase Drive, north elevation, first floor terrace, view south (Chattel, 2014)



Fig. 29: 3067 E. Chevy Chase Drive, north elevation, golf course in foreground, subject property in background, view south (Chattel, 2014)



Fig. 30: 3067 E. Chevy Chase Drive, north elevation, garage at right, view south (Chattel, 2014)



Fig. 31: 3067 E. Chevy Chase Drive, north elevation, garage north entrance, view southeast (Chattel, 2014)





Fig. 32: 3067 E. Chevy Chase Drive, west surface parking lot in foreground and garage roof in background, view southeast (Chattel, 2014)



Fig. 33: 3067 E. Chevy Chase Drive, garage south entrance, view north (Chattel, 2014)



Fig. 34: 3067 E. Chevy Chase Drive, west surface parking lot, view east (Chattel, 2014)



Fig. 35: 3067 E. Chevy Chase Drive, south and west elevations, lawn, view northeast (Chattel, 2014)





Fig. 36: 3067 E. Chevy Chase Drive, west elevation, patio, lawn, and pool, view south (Chattel, 2014)



Fig. 37: 3067 E. Chevy Chase Drive, pool, view southwest (Chattel, 2014)



Fig. 38: 3067 E. Chevy Chase Drive, pool, view northeast (Chattel, 2014)



Fig. 39: 3067 E. Chevy Chase Drive, south elevation, view north (Chattel, 2014)





Fig. 40: 3067 E. Chevy Chase Drive, north elevation, second floor patio, view northeast (Chattel, 2014)



Fig. 41: 3067 E. Chevy Chase Drive, west elevation, second floor, patio entrance, view south (Chattel, 2014)





Fig. 42: 3067 E. Chevy Chase Drive, roof, view south (Chattel, 2014)



Fig. 43: 3067 E. Chevy Chase Drive, roof, view west (Chattel, 2014)



Fig. 44: 3067 E. Chevy Chase Drive, golf course first tee, subject property at left, view west (Chattel, 2014)



Fig. 45: 3067 E. Chevy Chase Drive, golf course, view north (Chattel, 2014)





Fig. 46: 3067 E. Chevy Chase Drive, golf course, view northwest (Chattel, 2014)



Fig. 47: 3067 E. Chevy Chase Drive, west parking lot and driving cage, view west (Chattel, 2014)



Fig. 48: 3067 E. Chevy Chase Drive, first floor, entrance lobby, view southeast (Chattel, 2014)



Fig. 49: 3067 E. Chevy Chase Drive, first floor, entrance lobby, view southwest (Chattel, 2014)



Fig. 50: 3067 E. Chevy Chase Drive, first floor, east and west banquet rooms, view southwest (Chattel, 2014)



Fig. 51: 3067 E. Chevy Chase Drive, first floor, east banquet room, view southeast (Chattel, 2014)





Fig. 52: 3067 E. Chevy Chase Drive, first floor, east banquet room fireplace, view southeast (Chattel, 2014)



Fig. 53: 3067 E. Chevy Chase Drive, first floor, east banquet room fireplace footing detail (Chattel, 2014)



Fig. 54: 3067 E. Chevy Chase Drive, first floor, east banquet room, view south (Chattel, 2014)



Fig. 55: 3067 E. Chevy Chase Drive, first floor, east and west banquet rooms, view northeast (Chattel, 2014)



Fig. 56: 3067 E. Chevy Chase Drive, first floor, lounge and bar space, view northwest (Chattel, 2014)



Fig. 57: 3067 E. Chevy Chase Drive, first floor, bar space, view northwest (Chattel, 2014)





Fig. 58: 3067 E. Chevy Chase Drive, first floor, kitchen, view east (Chattel, 2014)



Fig. 59: 3067 E. Chevy Chase Drive, first floor, kitchen, view north (Chattel, 2014)



Fig. 60: 3067 E. Chevy Chase Drive, first floor, kitchen, view south (Chattel, 2014)



Fig. 61: 3067 E. Chevy Chase Drive,  
first floor, kitchen, view north (Chattel,  
2014)



Fig. 62: 3067 E. Chevy Chase Drive, first floor, main corridor, view west (Chattel, 2014)

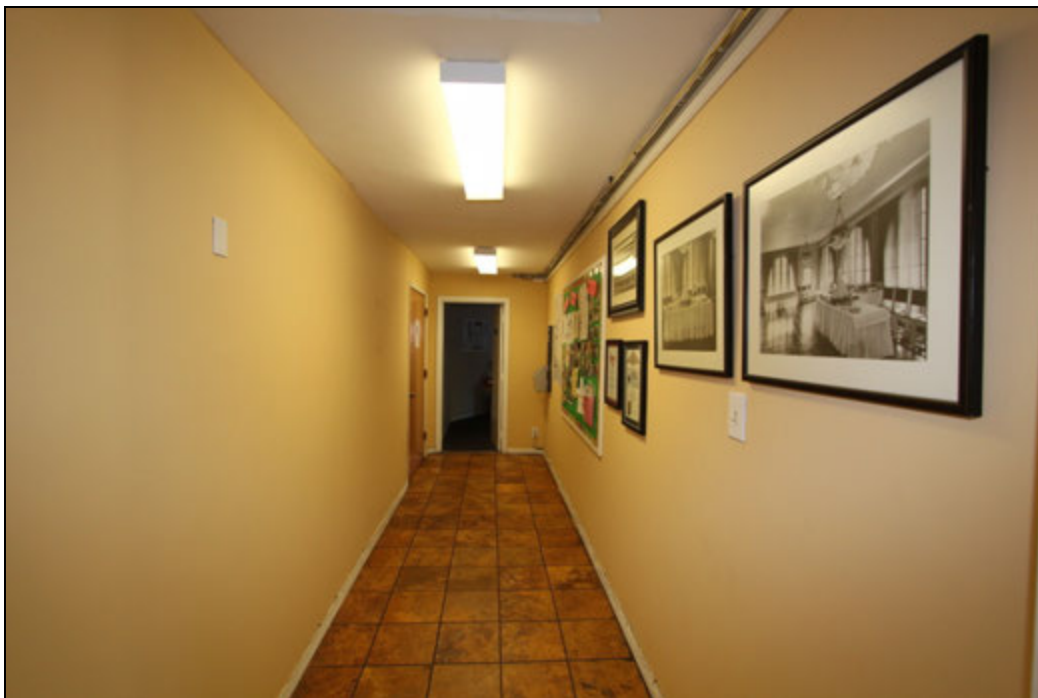


Fig. 63: 3067 E. Chevy Chase Drive, first floor, main corridor, view west (Chattel, 2014)





Fig. 64: 3067 E. Chevy Chase Drive, first floor, golf pro shop, view northeast (Chattel, 2014)



Fig. 65: 3067 E. Chevy Chase Drive, first floor, golf pro shop, view north (Chattel, 2014)



Fig. 66: 3067 E. Chevy Chase Drive, first floor, office, view northeast (Chattel, 2014)



Fig. 67: 3067 E. Chevy Chase Drive, first floor, women's lounge, view southwest (Chattel, 2014)



Fig. 68: 3067 E. Chevy Chase Drive, first floor, men's locker bathroom, view east (Chattel, 2014)



Fig. 69: 3067 E. Chevy Chase Drive, first floor, men's locker room, view northwest (Chattel, 2014)



Fig. 70: 3067 E. Chevy Chase Drive, first floor, stairs to basement, view northeast (Chattel, 2014)



Fig. 71: 3067 E. Chevy Chase Drive, stairs to basement, view east (Chattel, 2014)





Fig. 72: 3067 E. Chevy Chase Drive, basement, view west (Chattel, 2014)



Fig. 73: 3067 E. Chevy Chase Drive, garage, view north (Chattel, 2014)



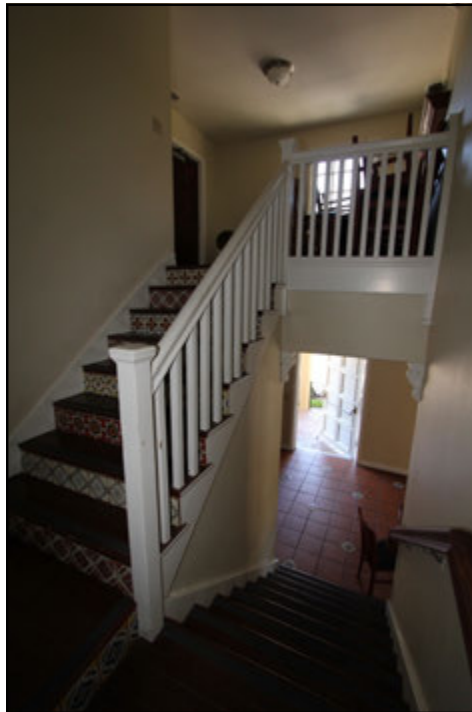


Fig. 74: 3067 E. Chevy Chase Drive, staircase between lobby entrance and second floor landing, view east (Chattel, 2014)

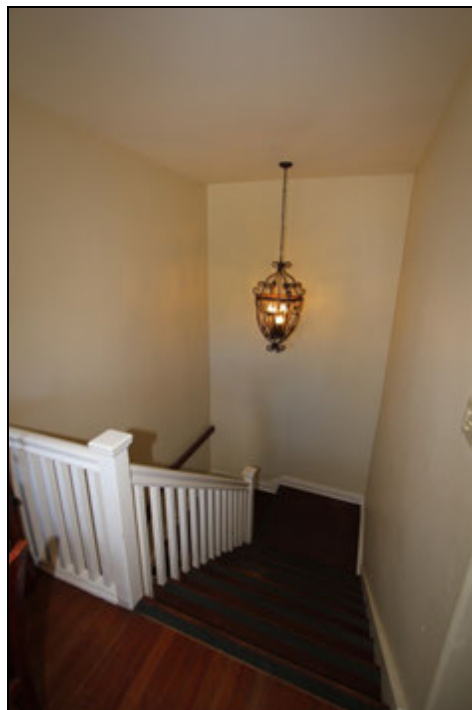


Fig. 75: 3067 E. Chevy Chase Drive, staircase from second floor, view west (Chattel, 2014)



Fig. 76: 3067 E. Chevy Chase Drive, second floor, bathroom entrances, view northeast (Chattel, 2014)



Fig. 77: 3067 E. Chevy Chase Drive, second floor, men's restroom, typical, view north (Chattel, 2014)



Fig. 78: 3067 E. Chevy Chase Drive, second floor, event space, view northwest (Chattel, 2014)



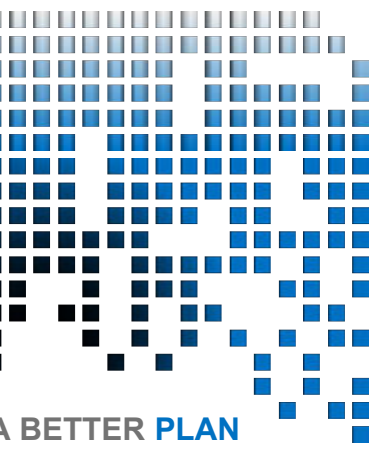
Fig. 79: 3067 E. Chevy Chase Drive, second floor, event space, view southeast (Chattel, 2014)



Fig. 80: 3067 E. Chevy Chase Drive, second floor, storage room view south (Chattel, 2014)

## EXHIBIT D: AS-BUILT DRAWINGS

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PREPARED FOR

**SHERIFF ARCHITECTURE STUDIO**

PROJECT TYPE

**FLOOR PLAN**

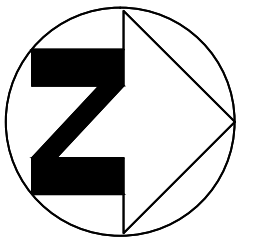
PROJECT NAME

**CHEVY CHASE COUNTRY CLUB**

PROJECT ADDRESS

3067 CHEVY CHASE DRIVE  
GLENDALE, CA 91206

All plans created by Precision Property Measurement Ltd. ("PPM") are made exclusively for landscaping purposes (Cal. Bus. & Prof. Code §8727). All plans created by PPM do not involve the determination of any property line, and as such do not constitute land surveying (Cal. Bus. & Prof. Code §§8726-8727). In addition, PPM services and plans do not constitute civil engineering (Cal. Bus. & Prof. Code §§6700-6704), and thus should not be used for any studies or activities defined as civil engineering (Cal. Bus. & Prof. Code §8721). PPM makes every reasonable effort to ensure the accuracy of the information found in our plans. In the event that our plans are used for reasons other than those for which they are specifically intended, PPM shall not be held liable for any damages or any claims arising out of such use. Furthermore, PPM shall not be held liable for any damages or any claims arising out of the use of our plans unless such damage or claim is caused by our negligence. Measurements should be field confirmed before commencing construction.



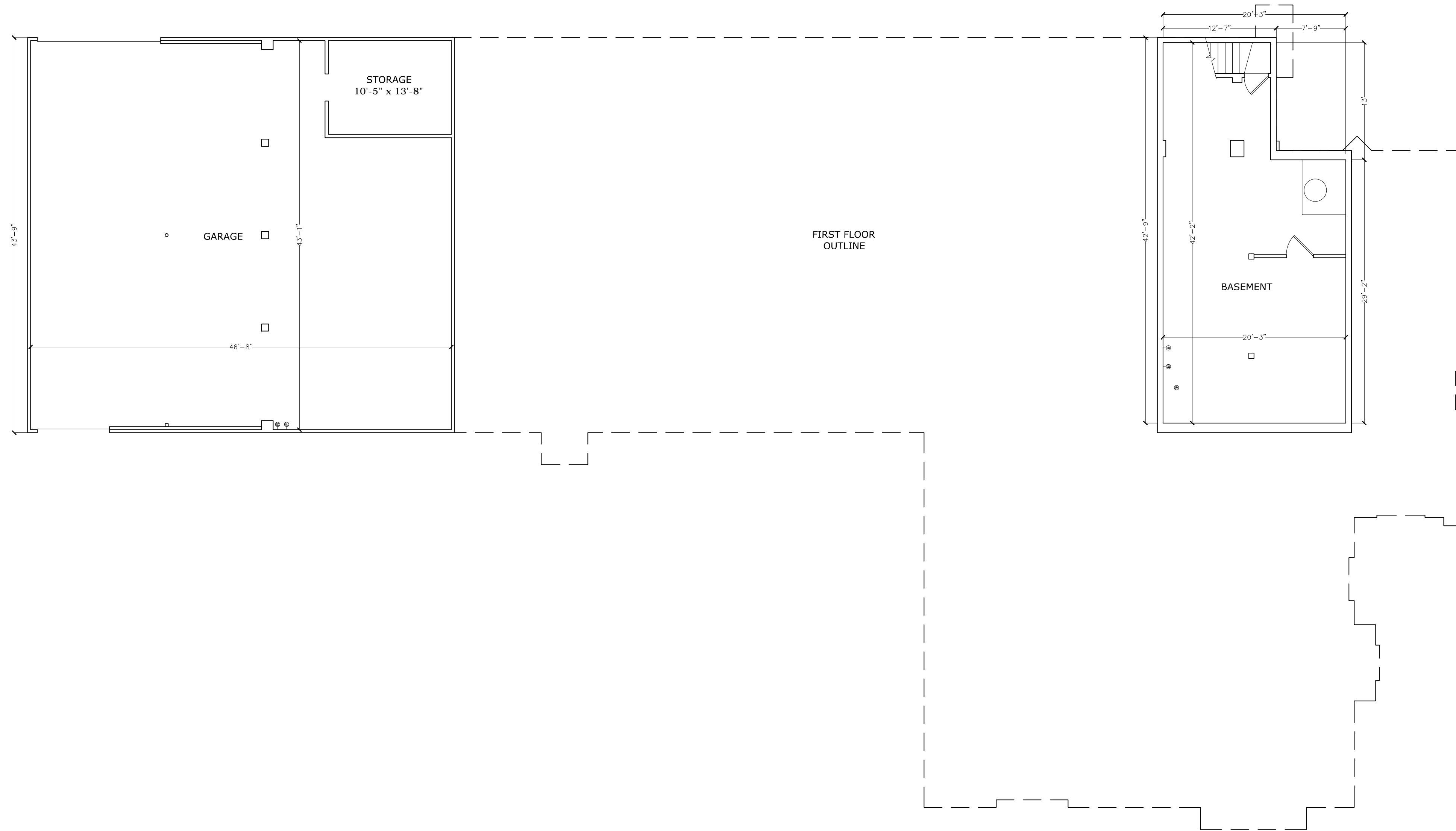
SCALE  
1/8" = 1'-0"

PROJECT  
7427

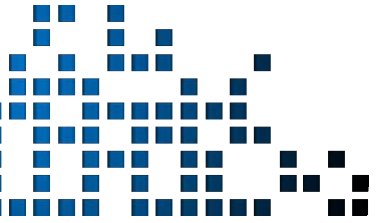
APPROVED BY  
#33

DATE  
5/14/13

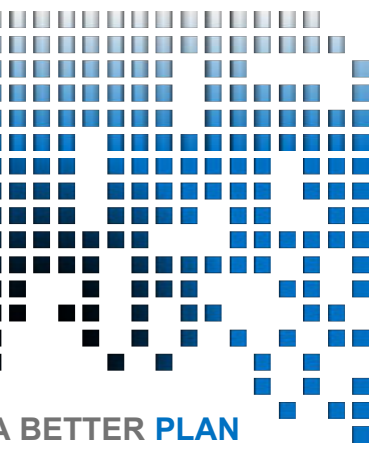
SHEET  
1 of 4



**LOWER FLOOR**







PREPARED FOR

SHERIFF  
ARCHITECTURE  
STUDIO

PROJECT TYPE

FLOOR PLAN

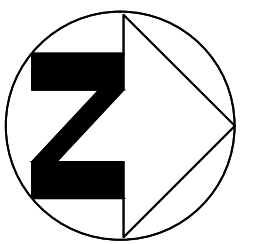
PROJECT NAME

CHEVY CHASE  
COUNTRY CLUB

PROJECT ADDRESS

3067 CHEVY CHASE DRIVE  
GLENDALE, CA 91206

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SCALE  
1/8" = 1'-0"

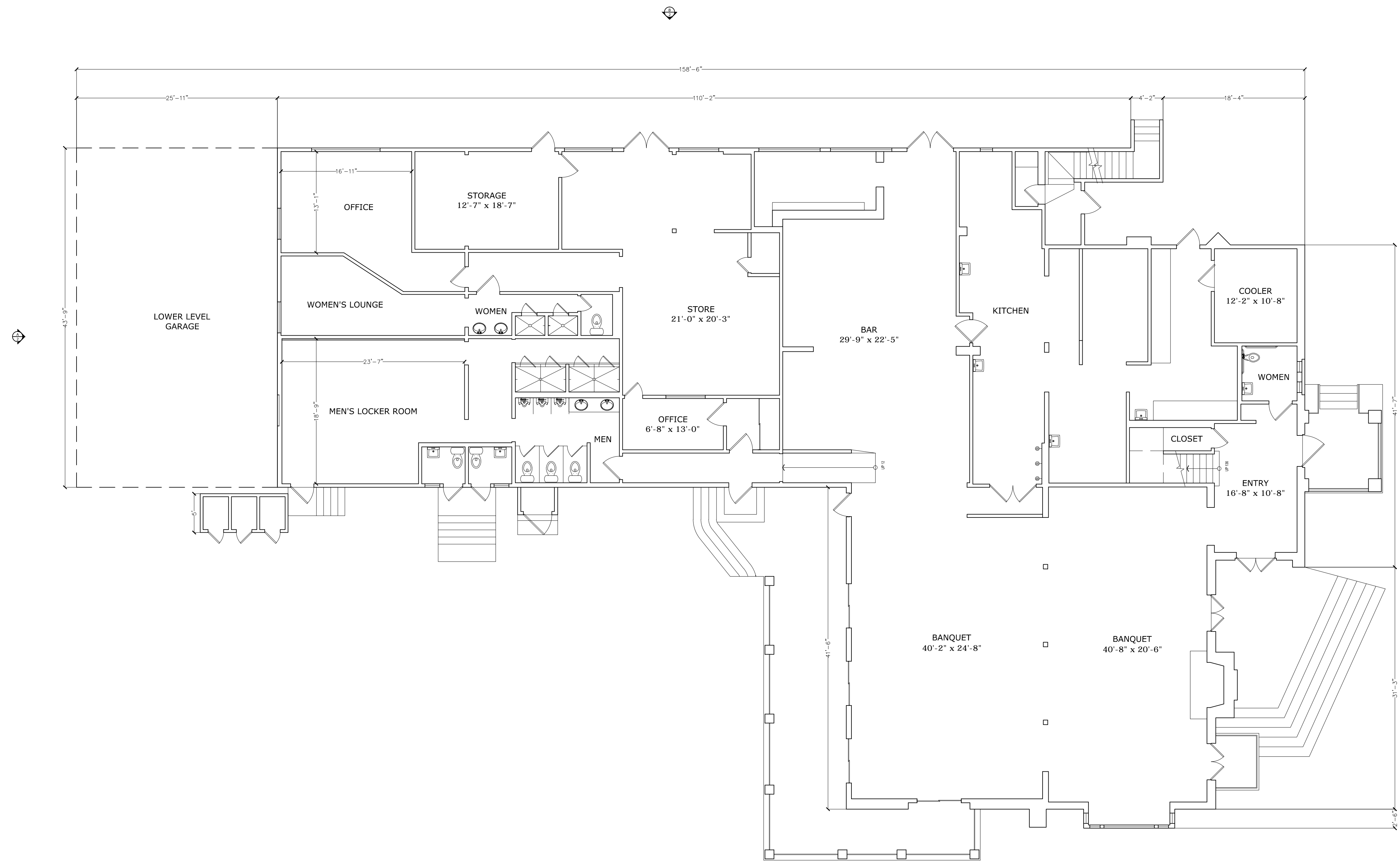
PROJECT  
7427

APPROVED BY  
#33

DATE  
5/14/13

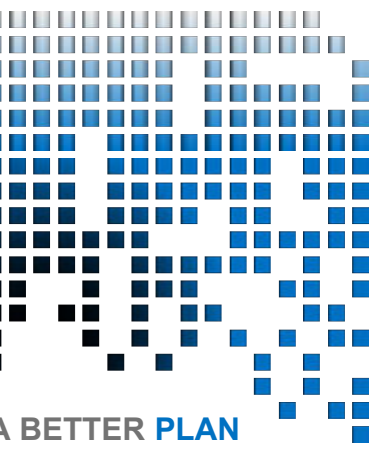
SHEET

2 of 4



FIRST FLOOR





PREPARED FOR

**SHERIFF ARCHITECTURE STUDIO**

PROJECT TYPE

**FLOOR PLAN**

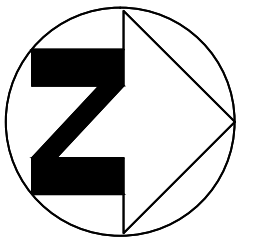
PROJECT NAME

**CHEVY CHASE COUNTRY CLUB**

PROJECT ADDRESS

3067 CHEVY CHASE DRIVE  
GLENDALE, CA 91206

All plans created by Precision Property Measurement Ltd "PPM" are made exclusively for landscaping purposes (Cal. Bus. & Prof. Code §8727). All plans created by PPM do not involve the determination of any property line, and as such do not constitute land surveying (Cal. Bus. & Prof. Code §§8726-8727). In addition, PPM services and plans do not constitute civil engineering (Cal. Bus. & Prof. Code §§6700-6704), and thus should not be used for any studies or activities defined as civil engineering (Cal. Bus. & Prof. Code §6731). PPM makes every reasonable effort to ensure the accuracy of the information found in our plans. In the event that our plans are used for reasons other than those for which they are specifically intended, PPM shall not be held liable for any damages or any claims arising out of such use. Furthermore, PPM shall not be held liable for any damages or any claims arising out of the use of our plans unless such damage or claim is caused by our negligence. Measurements should be field confirmed before commencing construction.



SCALE  
1/8" = 1'-0"

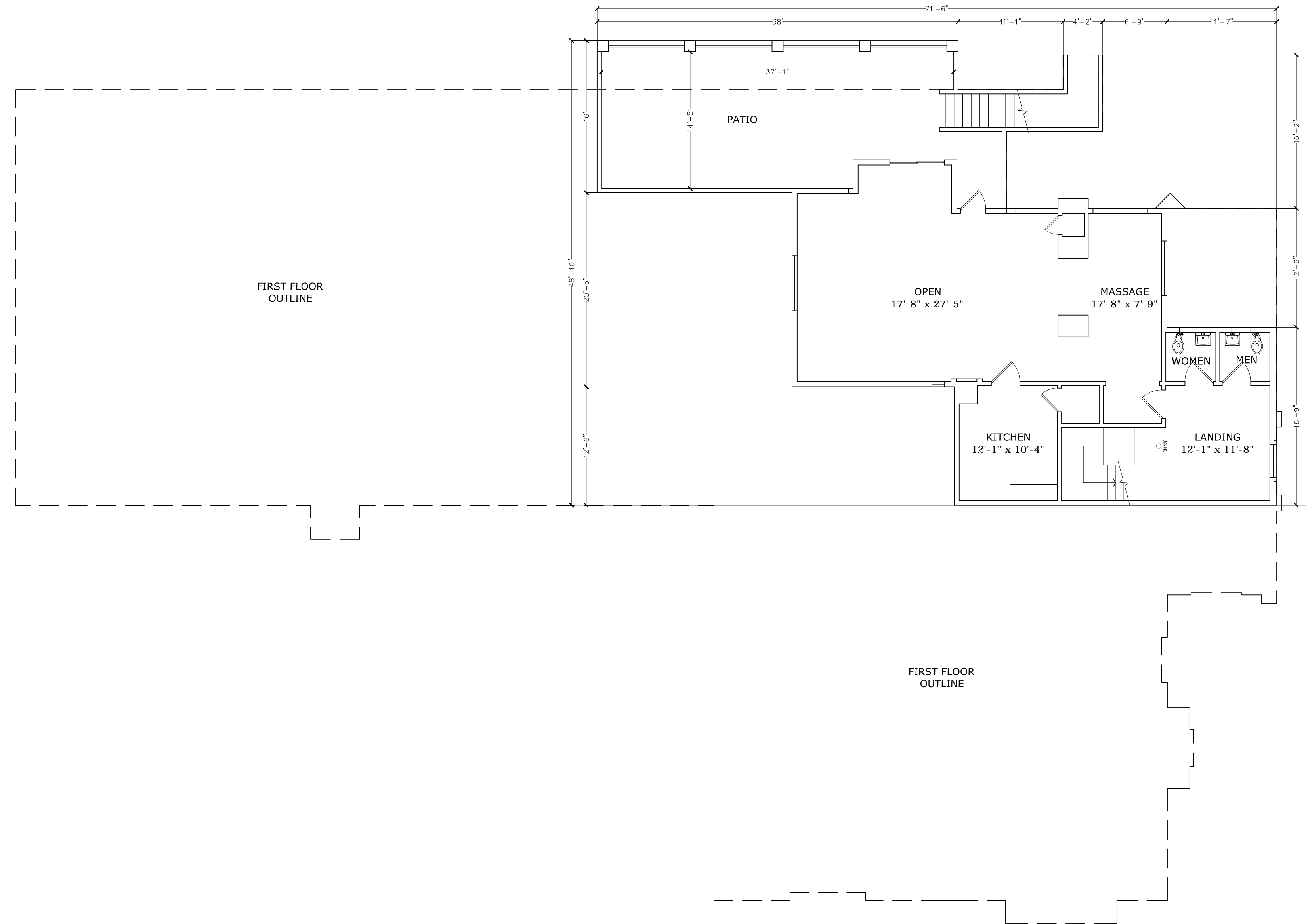
PROJECT  
7427

APPROVED BY  
#33

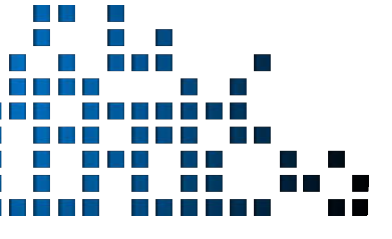
DATE  
5/14/13

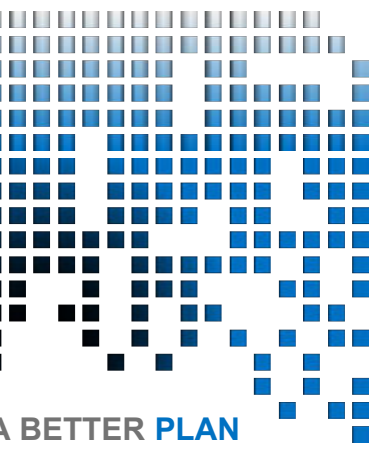
SHEET

3 of 4



**SECOND FLOOR**





PREPARED FOR

SHERIFF  
ARCHITECTURE  
STUDIO

PROJECT TYPE

EXTERIOR  
ELEVATIONS

PROJECT NAME

CHEVY CHASE  
COUNTRY CLUB

PROJECT ADDRESS

3067 CHEVY CHASE DRIVE  
GLENDALE, CA 91206

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SCALE  
1/10" = 1'-0"

PROJECT  
7427

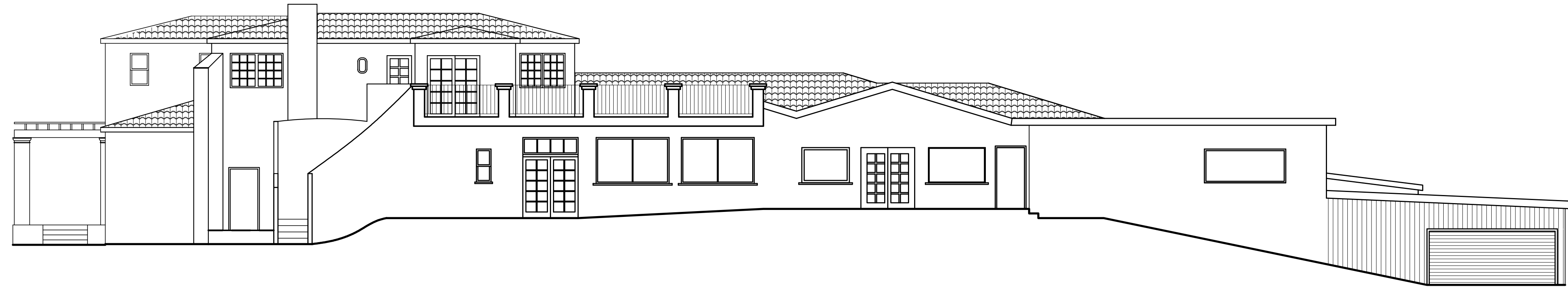
APPROVED BY  
#33

DATE  
5/14/13

SHEET  
4 of 4



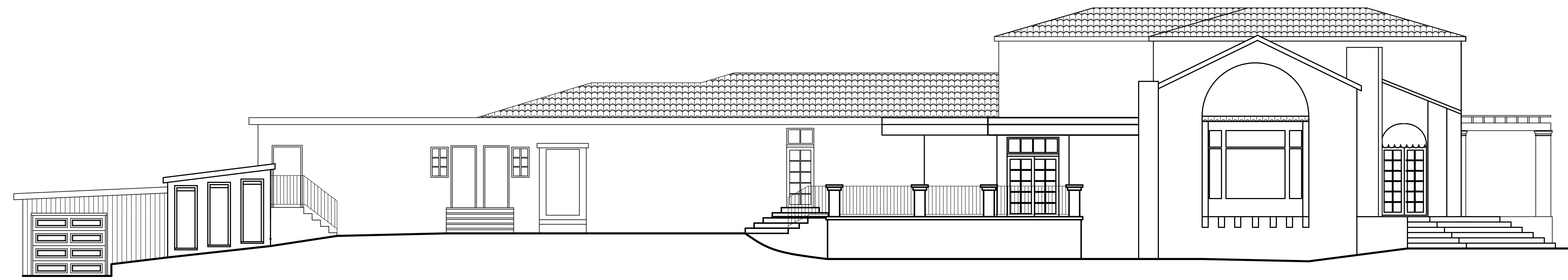
A WEST ELEVATION  
SCALE: 1/8" = 1'-0"



B NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



C EAST ELEVATION  
SCALE: 1/8" = 1'-0"



D SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"

## EXHIBIT E: GOLF COURSE FIGURES

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Fig 81: Golf course configuration, 1927 (Chevy Chase Country Club)



Fig 82: Golf course configuration, 1966 (Chevy Chase Country Club)

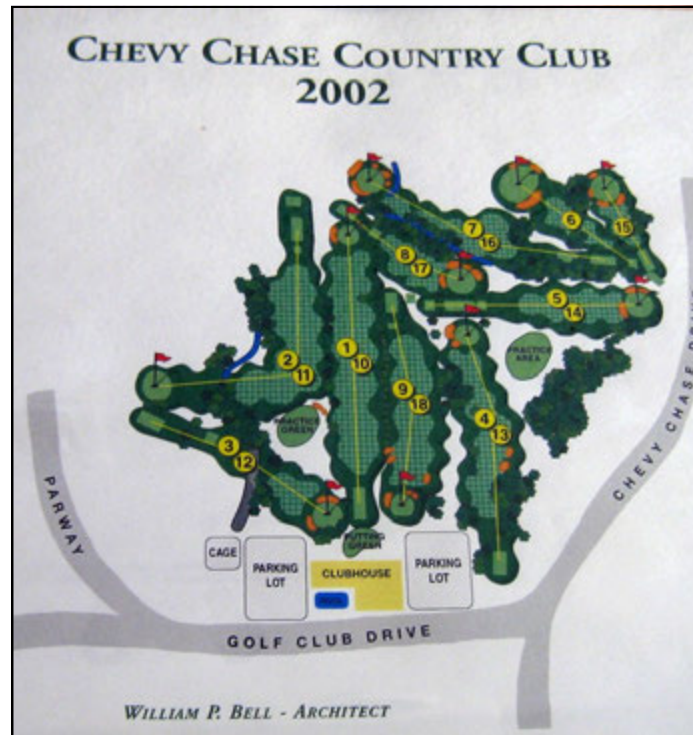


Fig 83: Golf course configuration, 2002 (Chevy Chase Country Club)

## EXHIBIT E: BUILDING PERMITS

2-12880

Owner Pert Tarras Inc Address of Job 1510 ~~East~~ Chevy Chase  
3067 E. Chevy Chase  
 Purpose of Building COUNTRY CLUB Fire District No. \_\_\_\_\_

BUILDING			PLUMBING			WIRING		
Date Issued	<u>11-22-26</u>		Date Issued	<u>12-20-26</u>		Date Issued	<u>1-28-27</u>	
Permit No.	<u>17745</u>	Amt. <u>20000</u>	Permit No.	<u>30689</u>	Amt. <u>2400</u>	Permit No.	<u>26027</u>	Out <u>79</u>
Contractor	<u>Witt Nicholas</u>		Contractor	<u>Cory Wintatalla</u>		Contractor	<u>Nichols Elec Co</u>	Sw <u>33</u>
	Ready for Inspection	Inspection O. K.		Ready for Inspection	Inspection O. K.		Ready for Inspection	Inspection O. K.
Foundation	<u>12-13</u>	<u>OK</u>	Rough	<u>FEB 7 - 1927</u>	<u>OK</u>	Rough	<u>79</u>	
1st Floor	<u>2/23</u>	<u>OK</u>	Gas	<u>MAY 10 1927</u>	<u>OK</u>	Finish	<u>4-23</u>	
2d, 3d Floor			Sewer	<u>MAY 10 1927</u>	<u>OK</u>	Fixtures	<u>7-2</u>	<u>OK</u>
Chimney			Cesspool			Motors		
	Ready for Inspection	Inspection O. K.	PLUMBING			WIRING		
Temporary Wiring			Date Issued	<u>3-15-27</u>		Date Issued	<u>4-25-27</u>	
Rough			Contractor	<u>Harry J. Currier</u>		Contractor	<u>Joe Coats &amp; Sons</u>	
Finish			Cesspool Permit No.	<u>32370</u>		Permit No.	<u>27155</u>	Out _____
Fixtures						Sw		Fix <u>68</u>
Motors								

Fig. 84: 3067 E. Chevy Chase Drive, clubhouse building permit, no. 17745, 1926 (Glendale Community Planning Dept)



OWNER <i>Chas. H. Corbett</i>			ADDRESS <i>3067 E. Chevy Chase</i>		
PURPOSE OF BUILDING <i>locker rm. &amp; powder room</i>					SPECIAL PERMIT NO.
LOT <i>Lot B</i>	BLK	TRACT <i>Siamese Legion</i>	FIRE DISTRICT NO. <i>3 R-1</i>		
BUILDING		PLUMBING		<i>with</i> PLASTERING	
Date <i>3-10-55</i>		Date <i>3-23-55</i>		Date <i>4-6-55</i>	
No. <i>49003</i>		No. <i>26360</i>		No. <i>37330</i>	
Amt. <i>1490.00</i>		Htr. <i>WATER SYSTEM</i>		Range <i>4</i>	
Con. <i>J. Steinbocker &amp; Son</i>		Htr. <i>WATER SOFTENER</i>		Htr. <i>Mot.</i>	
Date		Date		Date	
Insp.		Insp.		Insp.	
Foundation <i>MAR 17 55 RA</i>		Rough <i>MAR 31 55 me</i>		Ext. Lath <i>APR 11 55 LH</i>	
1st Floor Joist <i>MAR 24 55 RA</i>		Gas		In. Lath <i>APR 11 55 LH</i>	
<i>1st Frame</i> <i>APR 1 55 RA</i>		Sewer		Ext. Scratch <i>APR 14 55 "</i>	
Frame <i>MAY 4 55 RA</i>		Cesspool-Tank		In. Brown <i>APR 14 55 "</i>	
Finish <i>MAY 25 55 RA</i>		Heating		Ext. Brown <i>APR 20 55 "</i>	
SEWER		Finish <i>MAY 16 55 me</i>		Finish <i>APR 26 55 LH</i>	
Date		HEATING		LATHING	
No.		Date		Date	
Sewer No.		No.		No.	
Cesspool		Wall		Yds. Int.	
Septic		Floor		Yds. Ext.	
Con.		Con.		Con.	
Power Pole		Rough		Finish Wire	
Htr.		Date		Insp.	
Mot.		Date		Insp.	
Con.		Date		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	
Date		Date		Date	
Insp.		Insp.		Insp.	

Fig. 85: 3067 E. Chevy Chase Drive, locker room and powder room building permit, no. 49003, 1955 (Glendale Community Planning Dept)

*5/29/60 RR*  
*Summit Equip. # materials to be placed on permit property*

JOB ADDRESS *Plan to be changed*  
3067 E Chevy Chase Dr.  
NUMBER STREET

APPLICATION FOR A  
**SWIMMING POOL PERMIT**  
BUILDING SECTION, PUBLIC WORKS DIVISION  
CITY OF GLENDALE, CALIFORNIA

OWNER  
CHEVY CHASE COUNTRY CLUB  
MAILING ADDRESS  
3067 CHEVY CHASE DR.  
ENGINEER  
R.B. PERRY, JR.  
STATE LIC. NO.  
8782  
MAILING ADDRESS  
409 BOLYN PL, ARCADIA  
STATE LIC. NO.  
HI-6-5256  
CONTRACTOR  
R.B. PERRY & ASSOC.  
STATE LIC. NO.  
158769  
MAILING ADDRESS  
409 BOLYN PL,  
ARCADIA  
CITY BUS. LIC. NO.  
1644  
TELEPHONE NO.  
HI-6-5256

NOTE: PROVIDE PLOT PLAN ON BACK OF ORIGINAL COPY ONLY

POOL SIZE: 35X75'  
EST. CAPACITY: 117,000 GALS.  PRIVATE  SEMI-PUBLIC  
TYPE FILTER: DIAT. EARTH BACKWASH: YES  
VALUATION (NOTE: Include Labor, Material, Electrical, Heating, Plumbing) \$20,000

PLUMBING FEES  
POOL HEATER @ \$1.00 GAS SYSTEM @ \$1.00  
POOL PIPING @ \$5.00 DRYWELLS @ \$2.00  
PLUMBING PERMIT FEE 1.00  
TOTAL PLUMBING FEE

INFORMATION PROVIDED BY BUILDING SECTION  
LEGAL DESCRIPTION  
LOT NO. B BLOCK NO. TRACT SECTIONAL SHEET  
52-A

REQUIRED SET BACKS: FRONT 40' RIGHT SIDE LEFT SIDE REAR

APPROVAL BY OTHERS  
ENGINEERING SECTION PUBLIC SERVICE PLANNING DIVISION SPECIAL CASE NO.  
Bo. [Signature] [Signature]  
CHECKERS 10 - [Signature] [Signature]

APPROVAL [Signature] P.C. FEE 31.50  
PERMIT FEE 63.00

I have read and examined the above application and know the same to be true and correct. All provisions of the Laws and Ordinances covering building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California.

[Signature] [Signature]  
SIGNATURE OF OWNER OR AUTHORIZED AGENT  
FORM 8-56 (7) PERMANENT

06769 JUN 8 60 SW 6 30 00  
06768 JUN 8 60 FC 3 15 00  
CK. M.O. CASH PLAN CHECK VALIDATION

**INSPECTION RECORD**

**BASIC INSPECTIONS**

EXCAVATION		
MAIN DRAIN		
REINFORCING	UPW	6-7-60
DECK WALLS 1 1/2" DIA	UPW	6-16-60
REINFORCING TYPE B-BEAM	UPW	6-17-60
ROUGH PLUMBING		
ROUGH GAS		
FINAL PLUMBING	OK?	6-23-60
FINAL GAS		
FENCE		
FINAL	UPW	11-7-60

*6/17/60*

**PARTIAL OR MISC. INSPECTIONS**

Figs + Spec in Equip	UPW	6-15-60
2nd Lift	UPW	6-21-60

*6/17/60*

**UNSUCCESSFUL TRIPS**

TO APPLICANT: DO NOT WRITE ABOVE THIS LINE.

**PLOT PLAN**  
NOTE: LOCATE ALL STRUCTURES ON LOT, MARK BOTTOM OF PAGE THE STREET FRONTAGE.

Fig. 86: 3067 E. Chevy Chase Drive, swimming pool building permit, no. 06769, 1960 (Glendale Community Planning Dept)

JOB ADDRESS  
**3067 E. Chevy Chase DR**

APPLICATION FOR A  
**BUILDING PERMIT**  
BUILDING SECTION, PUBLIC WORKS DIVISION  
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR **A. V. DAHL** STATE LIC. NO. **161223**  
MAILING ADDRESS **2222 MIRA VISTA CH 98030** TEL. NO. **CH 98030**  
 ARCH. **J. SIMISON** STATE LIC. NO. \_\_\_\_\_  
MAILING ADDRESS **VERDUGO RD** TEL. NO. \_\_\_\_\_  
OWNER **CHEVY CHASE COUNTRY CLUB** TEL. NO. \_\_\_\_\_  
MAILING ADDRESS **3067 E. CHEVY CHASE DR**

**DESCRIPTION OF WORK**

NEW  ADD'N  ALTER  REPAIR  DEMOLISH

FLOOR AREA (SQ. FT.) \_\_\_\_\_ NO. OF STORIES \_\_\_\_\_ NO. OF DWELLING UNITS \_\_\_\_\_

PRESENT BLDG. USE \_\_\_\_\_ PROPOSED BLDG. USE **STORAGE CLUB ROOM**

DESCRIPTION OF WORK TO BE DONE **REMOVE WALL MOVE WALL**

NOTE: PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL \_\_\_\_\_ ROOF FRAMING MATERIAL \_\_\_\_\_

PARTITIONING MATERIAL \_\_\_\_\_ ROOF COVERING MATERIAL \_\_\_\_\_

LOT WIDTH \_\_\_\_\_ LOT DEPTH \_\_\_\_\_ NO. OF EXISTING BLDGS. ON LOT \_\_\_\_\_

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. **\$1000.00**

**INFORMATION PROVIDED BY BLDG. SECTION**

LOT NO. **6** BLOCK NO. **1** TRACT **8843**

USE ZONE **R-1-R** FIRE ZONE **3** OCCUPANCY \_\_\_\_\_ SEC. **44A**

REQ'D SET BACKS \_\_\_\_\_ FRONT \_\_\_\_\_ RIGHT SIDE \_\_\_\_\_ LEFT SIDE \_\_\_\_\_ REAR \_\_\_\_\_

TYPE OF CONSTR. \_\_\_\_\_ SPECIAL CASE NO. \_\_\_\_\_ GRADE \_\_\_\_\_

Approval & Information by Others  
CITY ENGINEER \_\_\_\_\_ SEWER EASEMENT \_\_\_\_\_ DRIVE OVER \_\_\_\_\_

PUBLIC SERVICE \_\_\_\_\_ PLANNING \_\_\_\_\_

WATER \_\_\_\_\_ ELECTRIC \_\_\_\_\_

P.C. FEE **3.00** PERM. PLAN APPROVED  CHECKING APPROVAL W/OUT PLAN  **A. V. DAHL**

PERMIT FEE **6.00**

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to accept or allow acceptance of any building authorized by this permit until final building inspection has been received.

**Signature of Owner or Authorized Agent**

**PERMANENT**

**INSPECTION RECORD**

BASIC INSPECTIONS

ITEM	INSPECTOR	DATE
TRENCHES: WIDTH <b>Exp. Depth</b>		
1st. FLOOR JOIST	<b>UPW</b>	<b>1-30-61</b>
FRAMING		
FINAL <b>(See Perm. # 170658)</b>	<b>UPW</b>	<b>4-10-61</b>

PARTIAL OR MISC. INSPECTIONS

ITEM	INSPECTOR	DATE
<b>Part. Frame 3" x 11" East Headers &amp; 13" beam</b>	<b>UPW</b>	<b>9-8-61</b>

UNSUCCESSFUL TRIPS

ITEM	INSP.	DATE	ITEM	INSP.	DATE

SET BACKS	FRONT	R. SIDE	L. SIDE	REAR	INSP.	DATE
FIELD CHECK						

TO APPLICANT: PLEASE DO NOT WRITE ABOVE THIS LINE

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.

<b>In stall 2x12 Header Between Bedroom 2 &amp; 3</b>
<b>Remove &amp; Rebuild wall in Locker Room on 1st Floor</b>

16701 JAN 26 61 PM 3.00

16702 JAN 26 61 AL 6.00

CASH M.O. NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS PERM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

16701 JAN 26 61 PM 3.00

16702 JAN 26 61 AL 6.00

CASH M.O. NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS PERM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

Fig. 87: 3067 E. Chevy Chase Drive, wall removal and conversion of storage room to locker room building permit, no. 16702, 1961 (Glendale Community Planning Dept)

**JOB ADDRESS**  
3067 Chevy Chase Dr.  
NUMBER STREET

**APPLICATION FOR A BUILDING PERMIT**  
BUILDING SECTION, PUBLIC WORKS DIVISION  
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR: OWNER  
MAILING ADDRESS: [blank]  
STATE LIC. NO.: [blank]

ARCH. ENGR. H. H. SIMISON  
MAILING ADDRESS: 3436 Verdugo Rd. 3L CH 93422  
OWNER: Chevy Chase Country Club  
MAILING ADDRESS: 3067 Chevy Chase Drive

**DESCRIPTION OF WORK**  
NEW  ADD'N  ALTER  REPAIR  DEMOLISH   
FLOOR AREA (SQ. FT.): 387 NO. OF STORIES: 1 NO. OF DWELLING UNITS: [blank]  
PRESENT BLDG. USE: Cocktail Lodge  
PROPOSED BLDG. USE: Cocktail Lounge  
DESCRIBE WORK TO BE DONE: addition to cocktail lounge  
Low 4 gq

**VALUATION** NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. \$1000

**INFORMATION PROVIDED BY BLDG. SECTION**  
LOT NO. 6 BLOCK NO. 1 TRACT 8843  
USE ZONE R-1R FIRE ZONE 3 OCC. PANCLY BS-2 SEC. SH. 44A

REQUIREMENTS: FRONT, RIGHT SIDE, LEFT SIDE, REAR, SET BACKS

TYPE OF CONST. SPECIAL CASE NO. GRADE

Approval & Information by Others: CITY ENGINEER, EASEMENT

DIST. FACE OF CURB TO P.U. FT. AVAILABLE SEWER DRIVE OVER

PUBLIC SERVICE: WATER, ELECTRIC, PLANNING

P.C. FEE 300 PERM. PLAN APPROVED W/ PLAN [checked] CHECKED APPROVAL [checked]

PERMIT FEE 100 W/ PLAN [checked]

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to erect or allow occupancy of any building authorized by this permit until final building inspection has been received.

Signature of Owner or Authorized Agent: [Signature]

FORM 9-51 PERMANENT

**INSPECTION RECORD**

**BASIC INSPECTIONS**

ITEM	INSPECTOR	DATE
TRENCHES: WIDTH DEPTH	U.M.W.	2-23-61
1st. FLOOR JOIST		
FRAMING	FINAL	2/24/61
FINAL	U.M.W.	6-28-61

*All inspections after frame erect. FINAL both II 18702 & this pm.*

**PARTIAL OR MISC. INSPECTIONS**

ITEM	INSPECTOR	DATE
Proposed (Auto?)	U.M.W.	3-29-61
2 Piers Under 4x6 Beam	U.M.W.	5-30-61
4x6 Beam & Ext. Stairs	U.M.W.	4-10-61
4x6 2-in. Under Poles, Vents	U.M.W.	5-3-61
Bar & Basement Final	U.M.W.	6-6-61

**UNSUCCESSFUL TRIPS**

ITEM	INSP.	DATE	ITEM	INSP.	DATE
Auto (identified item)					

SET BACKS: FRONT, R. SIDE, L. SIDE, REAR, INSP., DATE

FIELD CHECK

TO APPLICANT: PLEASE DO NOT WRITE ABOVE THIS LINE

**NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.**

Chevy Chase Country Club.

Fig. 88: 3067 E. Chevy Chase Drive, cocktail lounge addition building permit, no. 17658, 1961 (Glendale Community Planning Dept)

**NOTE: Contractor NOT Doing Work  
OWNER/Builder!!**

3067 E CHEVY CHASE DR

Printed On: 24-OCT-2001

Permit Number BB 20011258  
Plan Check Number:

Expiration Date: 12-JAN-2002

CITY OF GLENDALE - BUILDING AND SAFETY  
633 E. Broadway, Sm. 101  
Glendale, CA 91204 - (818)546-3000 (818)546-4830(DOFP)

Permit Status: OPEN  
Status Date: 16-JUL-2001

Building Permit

**Scope of Work**  
FIRE DAMAGE REPAIR INCLUDING FRAMING REPAIR AND REPLACEMENT OF DRYWALLS,  
DOORS & WINDOWS FOR EXISTING COUNTRY CLUB MAINLY AT THE KITCHEN AREA  
-- INTERIOR ONLY WITH EXTERIOR WINDOWS AND DOORS REPLACEMENT --

Individual's / Company Name	Address / City, State / Zip	City, State Lic. / Worker's Comp.	Phone Number
(APP) Runyan, William	437 S. CATARACT AVE, SUITE #6 San Dimas, Ca 91773		
(CON) Don Kyo-Man	14418 Octive St Westminster, Ca 92683		714-892-2743
(CON)			
(ENR) Runyan, William	437 S. Cataract Ave, Suite #6 San Dimas, Ca 91773		909-394-3496

Tract Name / Number	Block(s)	Lot(s)	Assessor's ID
00900		0008	5659022011

Permit Quantities	Qty Comments or Y/N	Permit Quantities	Qty Comments or Y/N
Bldg. Floor Area	Same As Existing	Bldg. Height	Existing
Bldg. No. Of Stories	2	Change In Res. Units	N/A
Existing Use Of Bldg	Country Club	Eq. Of Sprinklers	NO
Proposed Use Of Bldg	Same As Existing	Type Of Const.	Vn
Floor Area For Occup	Same As Exist.	Occupancy Designatio	A3
Occupancy Load For O	Same As Exist.	Section Map Number	44a
Fire Zone 4	Y	Parking Provided	No Change
Special Recreation I	Y	Sealing Floor Area	No Change
Height Of Building	No Change		
Required Parking	No Change		

**Comments**

Fee	Amount	Fee Description	Amount
BUILDING ACCESSIBILITY SUR	\$225.00	BUILDING ENERGY SURCHARGE	\$225.00
BUILDING PERMIT	\$2,250.00	MICROFILM	\$80.00
PLAN CHECK	\$1,460.00	PLAN CHECK - ACCESSIBILITY	\$146.84
PLAN CHECK - ENERGY SURCH	\$146.84		
<b>Total Fees Due:</b>	<b>\$4,081.84</b>	<b>Total Fees Paid:</b>	<b>\$4,081.84</b>

**APPROVALS**

Activity Code	Status	By	Date	Signature	Date
BUILDING	OPEN	ELEE	16-JUL-2001		
ENG	OPEN				
FIRE	DONE	JHALPERT	16-JUL-2001		
FIRE	OPEN				
SOILING	DONE	BCOLLIN	16-JUL-2001		
SOILING	OPEN				

Condition Code	Status	By	Date
ELECTRIC	DONE	JDIAZ	31-MAY-2001
WATER	DONE	JDIAZ	11-JUL-2001
DBS	DONE	JDIAZ	09-MAY-2001

3067 E CHEVY CHASE DR.

Fig. 89: 3067 E. Chevy Chase Drive, fire damage repair building permit, no. 20011258, 2001 (Glendale Community Planning Dept)

01

3067 E CHEVY CHASE DR

(F)

CITY OF GLENDALE

Permit Number: BB 20011970  
Plan Check Number: (F)

Printed On: 24-OCT-2001 Expiration Date: 22-APR-2002

BB3020 CITY OF GLENDALE - BUILDING AND SAFETY Permit Status: OPEN  
COMMERCIAL-ALTERATION/REP Glendale, CA 91205 - (818)542-3100 (818)548-4830(ENR) Status Date: 24-OCT-2001

Building Permit

**Scope of Work**  
EXTERIOR CONSTRUCTION OF A NEW DECK, FRONT ACCESS RAMP, WALLS AND TRASH ENCLOSURE, STAIR, LANDING EXTENSION, FIRST FLOOR BALCONY, SECOND FLOOR BALCONY, WALKWAYS.  
--REFERENCE #820011258 FOR TENANT IMPROVEMENT--

Individual's / Company Name	Address / City, State Zip	City, State Lic. / Worker's Comp.	Phone Number
(AP) Don Kyu-Kan	14418 OLIVE ST Westminster, Ca 92683		
(OW) Don Kyu-Kan	14418 Olive St Westminster, Ca 92683		714-890-2743
(CNT) Runyan Engrg			909-394-3496
(ENG) Runyan, William	437 S. Cataract Pk. Suite #6 San Dimas, Ca 91763	4	909-394-3496

Tract Name / Number	Block(s)	Lot(s)	Assessor's ID
00000		0000	5659022011

Estimated Value: \$150,000 Calculated Value: \$150,000

Permit Quantities	Qty Comments or Y/N	Permit Quantities	Qty Comments or Y/N
Bldg. Floor Area	Same	Bldg. Height	25'
Bldg. No. Of Stories	2 - Basement	Change In Res. Units	N/A
Existing Use Of Bldg	Country Club	Loc. Of Sprinklers	None
Proposed Use Of Bldg	Country Club	Type Of Const.	Vn
Floor Area For Occup	Same	Occupancy Designatio	A3
Fire Zone 4	Y	Section Map Number	S2a
Special Recreation 2	Y		

**Comments**

Fees	Amount	Fees Description	Amount
BEHOLDING ACCESSIBILITY SUR	\$95.00	BUILDING PERMIT	\$990.00
<b>Total Fees Due:</b>	<b>\$9.00</b>	<b>Total Fees Paid:</b>	<b>\$1,089.00</b>

**Clearance Agencies**

Activity Code	Status	By	Date	Signature	Date
BEHOLDING	DONE	ELSE	14-OCT-2001		
ENG	OPEN				
FIRE	DONE	KHIDMER	24-OCT-2001		
WORKING	DONE	SCOLLIN	24-OCT-2001		

Condition Code	Status	By	Date
SRB	DONE	ICAPRA	28-APR-2001

The person signing for this permit acknowledges that there are NO Oak, Bay or Sycamore Trees with trunks larger than an eight inch (8") diameter within a twenty foot (20 ft.) influence of the proposed construction.

At the time of final inspection, the inspector shall verify the installation of smoke detectors in all sleeping rooms and hallways leading thereto. Battery operated smoke detectors are acceptable in existing construction.

3067 E CHEVY CHASE DR.

Fig. 90: 3067 E. Chevy Chase Drive, new deck, access ramp, trash enclosure, first and second floor balconies, stairs, landing extension, and walkway building permit, no. 20011970, 2001 (Glendale Community Planning Dept)

EXHIBIT G: PHOTOGRAPHS OF LIKE PROPERTIES





Fig 91: Los Angeles Country Club, Los Angeles, California (The Daily Truffle, 2012)



Fig 92: Oakmont Country Club, Glendale, California (Oakmont Country Club)



Fig 93: Wheeling Country Club, Wheeling, West Virginia (Wheeling Country Club)





Fig 94: Clifton Country Club, Versailles, Kentucky (National Register Nomination)



Fig 95: Golf, Gun, and Country Club-Manning House, Fairhope, Alabama  
(National Register Nomination, John Sledge, 1987)



Fig 96: Oakmont Country Club, Oakmont Borough and Plum Borough, Pennsylvania (National Register Nomination)



Fig 97: Hillcrest Country Club, Indianapolis, Indiana (National Register Nomination)

**APPENDIX D1**

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**CCCC Trip Generation Analysis**



Traffic, Transportation, and Parking Consultants

750 N. Glendale Ave.

Glendale, CA 91206

[JanoBaghdanian@gmail.com](mailto:JanoBaghdanian@gmail.com)

Ph: 818-694-2880

Fax: 818-888-4541

## CCCC Trip Generation Analysis

City Of Glendale, CA

October 29, 2014



Prepared by:

Jano Baghdanian, P.E.

Jano Baghdanian & Associates

Traffic, Transportation & Parking Consultants

## INTRODUCTION

The Chevy Chase Country Club (CCCC) is a private country club located in the City of Glendale at 3067 E. Chevy Chase Drive. Please refer to **Exhibit 1** for an aerial photograph of the site. The country club consists of the following: meeting room/banquet Facility, restaurant, office space, golf shop, swimming pool, and a 9-hole golf course. The country club is restricted to members only and their guests. While the existing meeting room/banquet facility is used by the country club for its functions, it can also be leased out to non-members.

The Chevy Chase Country Club has a planned expansion project that includes expanding its meeting rooms/banquet facility, restaurant, office space and ancillary facilities such as locker rooms. The Chevy Chase Country Club currently has two surface parking lots with 124 parking spaces. As part of the project expansion, the club's parking lots will be redesigned to adequately accommodate its parking needs.

### [CCCC Project Access](#)

The country club has two off-street parking facilities on the east and west sides of the CCCC as shown in **Exhibit 2**. Current access to the parking lots are provided through three driveways on Chevy Chase Drive. The first two easterly driveways serve as the main access points to the club's entrance while the third driveway provides access to the westerly parking lot.

The proposed expansion project will modify the existing project access points. While continuing to have three driveways to serve the facility, there will be one dedicated easterly entrance to the Club and another dedicated exit point within the same surface lot. The third driveway will remain unchanged and serve the Club's westerly surface lot. The proposed site plan can be seen in **Exhibit 3**.

The access, circulation and the layout of the parking for the CCCC will be analyzed as part of the Parking Analysis Study.

## TRIP GENERATION ANALYSIS

The following trip generation table was prepared for the CCCC Expansion Project. The trip generation values were obtained using the ITE Trip Generation, 9<sup>th</sup> Edition. The values in the chart represent the net change in facility size (square footage) proposed by the expansion and include an addition to the restaurant, meeting room/banquet facility, gym & rec room, office space, and tennis courts.

Currently the CCCC has 65 members with a maximum membership of 250. It's important to note that there will be no change in the size of the golf course (based on PGA regulations) and swimming pool. Therefore, it is assumed there will be no net trip increases from these use. Please refer to **Table 1** for a summary of the land uses and their corresponding proposed development.

**Table 1: Current vs Proposed Development**

	Existing	Proposed	Net Change
<b>Restaurant (Sqft)<sup>1</sup></b>	2975	4975	2000
<b>Private Dining Rooms (Sqft)<sup>2</sup></b>	1000	4035	3035
<b>Gym &amp; Recreation Room (Sqft)<sup>3</sup></b>	1270	3490	2220
<b>Office Space (Sqft)<sup>4</sup></b>	770	2880	2110
<b>Tennis Courts (# of courts)</b>	0	4	4

1. Restaurant includes restaurant, bar/café, and kitchen
2. Private Dining Rooms includes proposed private dining room 1 and private dining room 2
3. Gym & Recreation Room includes gym/exercise room, recreation room, and lockers/restrooms not associated with the swimming pool.
4. Office Space includes administrative and conference areas, offices, Reception, and Lobby

The ITE Trip Generation 9<sup>th</sup> edition does not have a trip generation rate for private dining rooms. To generate the trips for this CCCC expansion project, the trip generation rates for the City approved Traffic Impact Study for the Armenian Society of Los Angeles (ASLA) completed in 2010, were used to provide the trips for similar uses such as a banquet room/private dining room, meeting room, and library for its members. Furthermore, to take into account the forecast trip generation for the mixed-use nature of the various uses in the proposed development, internal capture rates were applied to the restaurant, gym/recreation room, and tennis courts.

For the purpose of this trip generation analysis the following assumptions were made:

1. The restaurant will be open to members and to the public. A 50% internal capture rate was applied to the trips generated by the restaurant because most of the members that will use the restaurant will already be at the CCCC using the other amenities such as the golf course, gym & exercise room, and swimming pool. Therefore, it was estimated that 50% of the trip generated by the restaurant will be from patrons (non-members).
2. The meeting room/banquet facility will not be operational during normal AM Peak hours. Therefore no trips will be generated during the AM peak hours.
3. The gym/recreation room will only be used by the members. A 50% capture rate was applied to the trips generated because most of the members will already be at the CCCC using other amenities such as the golf course, restaurant and swimming pool. We assume the remaining 50% of the trips will be generated by members making trips just for the purpose of using the gym/recreation room.
4. The CCCC will provide 4 tennis courts that will be used for members only. The tennis courts will only be available daylight hours as the courts will not be lit. A 50% internal capture rate was applied to the trips generated by the tennis courts because most of the members that will use the tennis courts will already



be at the CCCC using the other amenities such as the golf course, gym & exercise room, and swimming pool. Therefore, it was estimated that 50% of the trip generated by the tennis courts will be by members making trips just for the purpose of using the tennis courts.

**Table 2: Net Trip Generation Table<sup>1</sup>**

Land Use (ITE Code)	Net Change in Size	Units	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
<b>New Project Land Use Added</b>												
Restaurant (931)	2.0	tsf	0.81	1	1	0	7.49	15	10	5	89.95	180
50% Internal Capture <sup>2</sup>				-	-	-	-	-7	-5	-2	-	-90
Private Dining Room/Recreational Center (495)	3.04	tsf	N/A	N/A	N/A	N/A	2.74	8	4	4	33.82	103
Gym & Rec Room (492)	2.22	tsf	1.41	3	2	1	3.53	8	5	3	32.93	73
50% Internal Capture <sup>2</sup>				-1	-1	0	-	-4	-2	-2	-	-36
Single Tenant Office Space (715)	2.11	tsf	1.8	4	4	0	1.74	4	1	3	11.65	25
Members-Only Tennis Courts (491)	4	Courts	1.31	5	3	2	3.35	13	7	6	38.7	155
50% Internal Capture <sup>2</sup>				-2	-1	-1		-6	-3	-3	-	-78
<b>Net Trip Generation</b>				<b>10</b>	<b>9</b>	<b>3</b>		<b>31</b>	<b>17</b>	<b>14</b>		<b>332</b>

<sup>1</sup>Source: ITE "Trip Generation" Manual, 9<sup>th</sup> Edition, 2012

<sup>2</sup>Internal Capture Rate was applied to account for the mixed-use characteristic of the development

## CONSTRUCTION TRAFFIC ANALYSIS

The construction of the CCCC will generate traffic from construction workers to and from the project site and truck traffic serving the project during construction. The number of workers and trucks expected to travel to and from the project site would vary throughout the construction phasing in order to maintain a reasonable schedule of completion.

### Construction Phasing

The construction of the CCCC will consist of the following key stages:

**Phase I (Demolition):** This phase will consist of the demolition of the existing structures and the hauling away of material/debris from the project site. Heavy equipment and machinery used during this phase will most likely consist of a single move-in day and a single move-out day to reduce any construction related impacts.

**Phase II (Grading & Excavation):** The majority of operations for grading/excavation and retaining wall construction will take place on-site and there will be limited import/export of material, as a majority of the soil will be redistributed on site during this phase. Heavy equipment and machinery used during this phase will most likely consist of a single move-in day and a single move-out day to reduce any construction related impacts.

**Phase III (Construction):** This phase will consist of the construction activities necessary for the remodel of the existing buildings and the new additions to the CCCC.

A summary of the construction activities, along with their expected duration and construction trips is summarized below. As can be seen in the table, the peak construction period will be during phase III.

**Table 3: Summary of Construction Activities**

Phase #	Activity	Duration	Number of Trucks (per day)	Number of Workers (per day)
1	Demolition	2 weeks	2 to 4	8
2	Grading & Excavation	6-8 weeks	2	12
3	Construction <sup>1</sup>	12 months	3 to 5	20-40

<sup>1</sup>This activity also includes the construction of the pool deck.

### Construction Traffic Impacts

The maximum number of workers expected to be on site during construction is approximately 20-40 workers/day (which occurs during Phase III). According to the *CEQA Air Quality Handbook*, South Coast Air Quality Management District, the number of construction worker vehicles is estimated using an average vehicle ridership (AVR) of 1.135 person per vehicle. Using the described AVR, it is estimated that up to 35 inbound and outbound trips would be generated by construction worker traffic resulting in a total of 70 daily trips.

Per the developer, the construction workers will work normal shift hours from 7:00 A.M. and 3:30 P.M. Therefore the inbound construction worker trips would occur before the A.M. commuter peak hour periods. However given that the typical work shift would end at 3:30 P.M. it is anticipated that approximately half of the workers would leave the site before the P.M. peak period. As a result, it is estimated that half of the outbound trips (35) would occur during the P.M. commuter peak hour. Also it is important to note that the direction of travel of the construction workers in the A.M. and the P.M. would be the opposite of the peak hour traffic flow in these periods.

To estimate the construction traffic impacts, the total daily truck trips were converted to passenger car equivalent using a factor of 2.0. Analyzing the construction impacts during the worst case scenario (Phase III),



results in a truck trip equivalent of 10 trips (5 truck trips x 2.0). The following table shows the total trip generation of the project during its construction.

**Table 4: Construction Trip Generation**

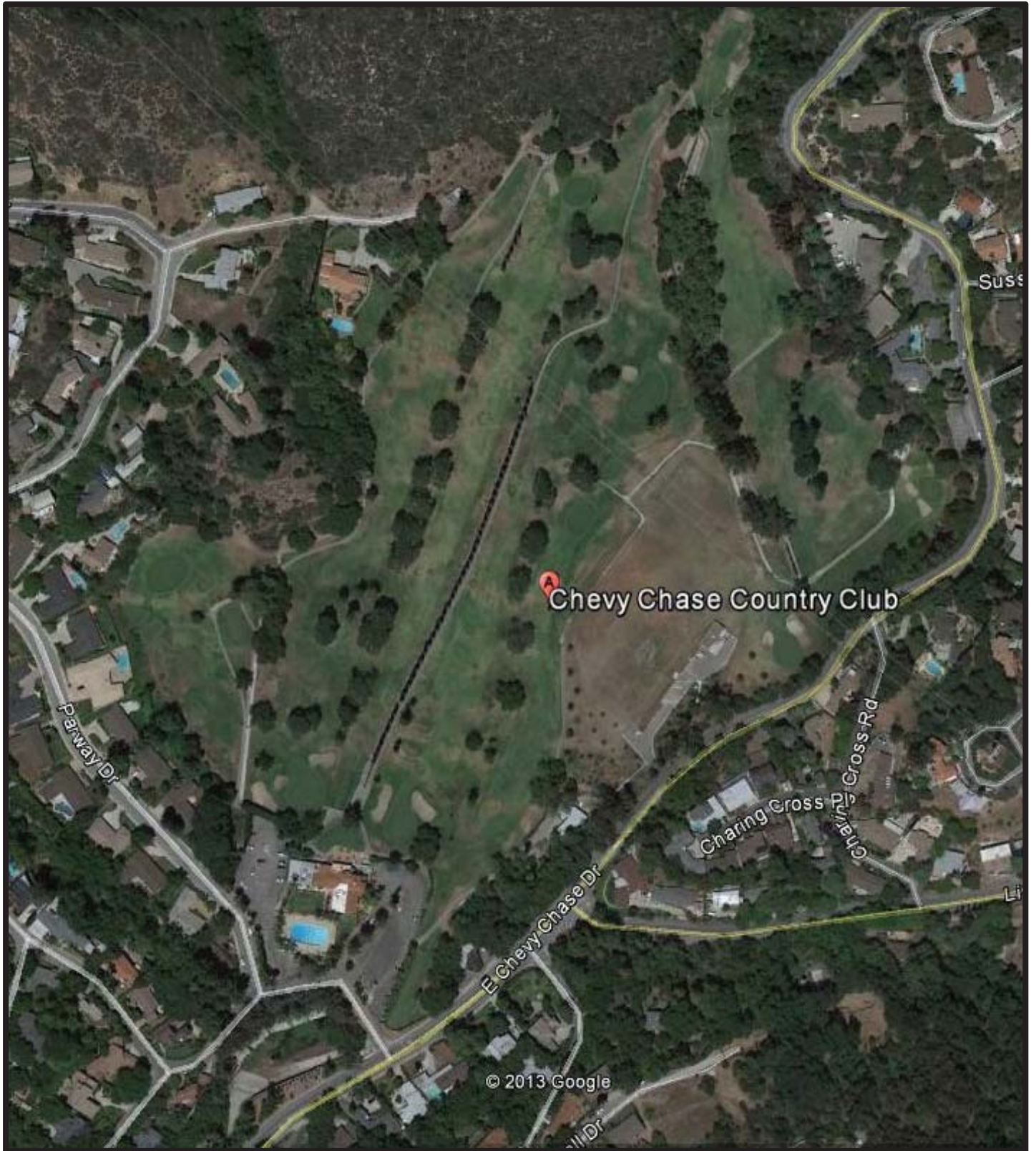
Time		Employees Traffic		Truck Traffic		Total (including 2.0 passenger car equivalent factor for truck traffic)
From	To	Inbound	Outbound	Inbound	Outbound	
6:00 AM	7:00 AM	35	0	0	0	35
7:00 AM	8:00 AM	0	0	1	0	2
8:00 AM	9:00 AM	0	0	1	1	4
9:00 AM	10:00 AM	0	0	1	1	4
10:00 AM	11:00 AM	0	0	1	1	4
11:00 AM	12:00 PM	0	0	1	1	4
12:00 PM	1:00 PM	0	0	0	1	2
1:00 PM	2:00 PM	0	0	0	0	0
2:00 PM	3:00 PM	0	0	0	0	0
3:00 PM	4:00 PM	0	17	0	0	17
4:00 PM	5:00 PM	0	18	0	0	18
5:00 PM	6:00 PM	0	0	0	0	0
		35	35	5	5	90

 Commuter Peak Hours

Given that a majority of the construction related traffic generated to and from the project site would occur before and after the A.M. and P.M. peak commute hours respectively, it is expected that traffic impacts from construction activity would be less than significant as can be seen in the following table. As can be seen in the above table, it is expected that there will be 4 and 18 A.M. and P.M. Peak Hour trips respectively. Please note that both of these values are less than that expected to be generated by the analyzed expansion of the CCCC itself.

## CONCLUSION

As can be seen in **Table 2**, there will only be a net change of 332 daily trips, 10 trips in the A.M. peak hour, and 31 trips in the P.M. peak hour. Based on the above trip generation analysis, the net change in trips generated by the proposed club expansion is less than 50 trips. Therefore this project does not exceed the City’s thresholds for the preparation of a Traffic Impact Analysis. Access and circulation to and from the CCCC driveways will be evaluated as part of the project’s parking analysis.



**Exhibit 1**  
**Chevy Chase Country Club Location Map**



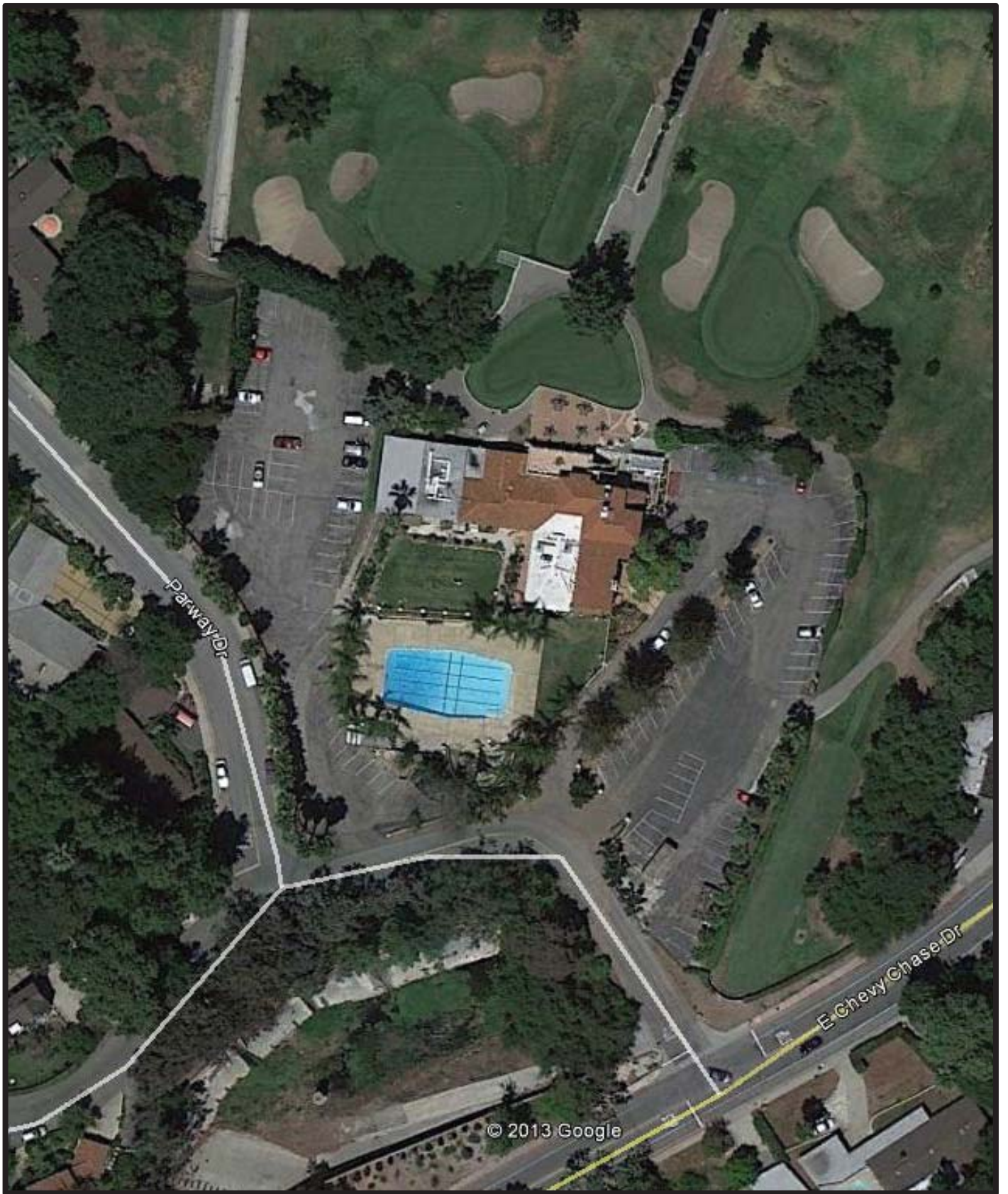


Exhibit 2  
Existing On-Site Amenities



GOLF COURSE

PARWAY DR.

GOLF CLUB DR.

GOLF CLUB DR.

CHEVY CHASE DR.

CHEVY CHASE COUNTRY CLUB

EAST PARKING  
60 SPACES  
[SPACES 1-60]

WEST PARKING  
64 SPACES  
[SPACES 61-123]

VALET OVERFLOW PARKING  
[4TH HOLE]  
84 SPACES  
[SPACES V1 - V84]

POOL DECK  
RELAXATION POOL  
LAP POOL

PARKING ENTRY  
TWO (2) 12' GATES

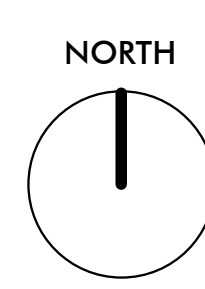
1 HC VAN  
2 HC  
3 HC  
4 HC  
5 HC

PORTE COCHERE

MONUMENT SIGN

SELF PARKING	
STANDARD SPACES	124
VALET OVERFLOW	84
<b>TOTAL</b>	<b>208</b>

1 SITE PLAN  
SCALE: 1"=20'-0"



**CHEVY CHASE CC**  
3067 E. Chevy Chase Dr., Glendale, CA 91206

**RALPH GENTILE • ARCHITECTS**  
7250 Melrose Avenue, Suite 5, Los Angeles, CA 90046  
Tel: 323-954-8291 FAX: 323-954-0248 www.rgstudio.com  
ISSUED 29 August 2014

**APPENDIX D2**

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**CCCC Parking Analysis**



Traffic, Transportation, and Parking Consultants

750 N. Glendale Ave.

Glendale, CA 91206

[JanoBaghdanian@gmail.com](mailto:JanoBaghdanian@gmail.com)

Ph: 818-694-2880

Fax: 818-888-4541

## CCCC Parking Analysis

City Of Glendale, CA

November 10, 2014



Prepared by:

Jano Baghdanian, P.E.

Jano Baghdanian & Associates

Traffic, Transportation & Parking Consultants

## INTRODUCTION

The Chevy Chase Country Club (CCCC) is a private country club located in the City of Glendale at 3067 E. Chevy Chase Drive. Please refer to **Exhibit 1** for an aerial photograph of the site. The country club consists of the following: a private dining room, restaurant, office space, golf shop, swimming pool, and a 9-hole golf course. The country club is restricted to members only and their guests. While the existing private dining room is used by the country club for its functions, it can also be leased out to non-members.

The Chevy Chase Country Club has a planned expansion project that includes expanding its reception/lobby area, restaurant, bar/café, private dining room, office space, pool and ancillary facilities such as locker rooms. The expansion will also introduce the following land uses to the project site: a gym/exercise room, a recreation room, and four tennis courts. The Chevy Chase Country Club currently has two surface parking lots with a total of 124 parking spaces. As part of the project expansion, the club's parking lots will be redesigned to adequately accommodate its parking needs.

## CCCC PROJECT ACCESS

The country club has two off-street parking facilities on the east and west sides of the CCCC as shown in **Exhibit 2**. Access to the parking lots is provided from three driveways on Chevy Chase Drive. The first two easterly driveways serve as the main access points to the club's easterly parking lot while the third driveway provides access to the westerly parking lot.

## CCCC PARKING LOT AND ACCESS REDESIGN

### Parking Lot Redesign

As shown in **Exhibit 3**, the easterly and westerly parking lots will be redesigned to meet the City's landscaping requirements, while still maintaining 124 parking spaces. The easterly and westerly lots will have a total of 60 and 64 parking spaces respectively. In order to provide additional overflow parking during the peak occupancy of all uses, both parking lots will be used for valet parking operations in addition to the southeast end of the golf course to provide additional parking.

### Access Driveways

As shown in **Exhibit 3**, access to the project driveways will be modified as follows: Easterly parking lot will have one dedicated driveway for entering the CCCC and drop-off area. The second driveway will be further to the east as an "exit only" driveway. The third driveway will provide entry/exit to the westerly parking lot

## PARKING ANALYSIS METHODOLOGY

To analyze the parking demand for the Chevy Chase Country Club expansion, the existing and proposed parking demand for the expansion were analyzed based on the City of Glendale Municipal Code Chapter 30.32, Parking and Loading. **Table 1** provides a summary of the City code vs. proposed parking demand based on the total square footage of different uses of the CCCC and its operational requirements.

For the purpose of this parking analysis, the following assumptions were made based on the planned operation of the various facilities of the CCCC:

1. The private dining room (PDR) component will consist of two separate rooms, PDR 1 & PDR 2. The smaller PDR 2 facility will be operational from 10:00 a.m. to 2:00 a.m. for uses such as meeting, conferences, and smaller events (parties). The larger PDR 1 facility will be operational from 4:00 p.m. to 2:00 a.m. and be used for special events such as wedding parties, bar mitzvahs, and birthday parties.
2. Normal office hours will be 8:00 a.m. to 5:00 p.m.
3. The golf facility consists of a 9 hole course. The maximum capacity for the golf course will occur during tournaments that are in accordance with PGA rules as follows:
  - a. Up to of 36 golfers participate in the tournament
  - b. 10 to 14 event staff will be accounted for
  - c. 10 to 15 spectators will be accounted for
  - d. Tournament duration is approximately 4.5 hours
  - e. Tournament hours: 8:00 a.m. to 1:00 p.m.

Therefore the maximum parking demand is assumed to be 65 parking spaces from the hours of 8:00 a.m. to 2:00 p.m. This assumption does not take into account the potential for carpooling to and from the golf tournament by participants. In rare occasions, there is a potential that a number of the members will use the golf course from 2:00 p.m. to 5:00 p.m. after the tournament. It is assumed based on past usage of the golf course, that no more than 8 golfers will use the golf course during these hours. Therefore to be conservative, 10 parking spaces will be allocated between the hours of 2:00 p.m. to 5:00 p.m.

4. The retail pro shop hours will be from 7:00 a.m. to 5:00 p.m. The pro shop will be used to sell golf products and provide reservations for the golf course.
5. The swimming pool will be accessible during the hours of 10:00 a.m. to 8:00 p.m. The swimming pool area will also consist of a snack shop that will serve the swimming pool users during the same hours of operation. The CCCC's pool will also consist of its own locker rooms/restrooms.
6. The restaurant will be open to members and to the public. The restaurant will operate starting at 10:00 a.m. A 50% internal capture rate was applied to the parking requirements of the



restaurant because most of the members that will use the restaurant will already be at the CCCC using other amenities such as the golf course, swimming pool, and gym. Therefore, it was estimated that 50% of the parking generated by the restaurant will be from patrons (non-members).

7. The bar/cafe will be open to members and to the public. The bar/cafe will operate starting at 7:00 a.m. to 11:00 p.m. A 50% internal capture rate was applied to the parking requirements of the bar/cafe because most of the members that will use the restaurant will already be at the CCCC using other amenities such as the golf course, swimming pool, gym, and restaurant. Therefore, it was estimated that 50% of the parking generated by the bar/café will be from patrons (non-members).
8. The gym/exercise room will only be used by the members. The gym/exercise room will be operation between the hours of 7:00 a.m. to 8:00 p.m. A 50% capture rate was applied to the parking requirements because most of the members will already be at the CCCC using other amenities such as the golf course and swimming pool. Therefore, it was estimated that the remaining 50% of the parking demand generated will be generated by members making trips just for the purpose of using the gym/exercise room. For the purpose of this study, the CCCC's locker rooms (not associated with the swimming pool) will be considered a part of this facility.
9. The recreation room will consist of amenities such as ping pong tables, pool tables, and foosball tables and will primarily serve as a gaming room for the members and their children. The hours of operation for the recreation room will be from 10:00 a.m. to 10:00 p.m. There is no capture rate applied to the recreation room. For the purpose of this study, the CCCC's restrooms (not associated with the swimming pool), will be considered a part of this facility.
10. The CCCC will provide 4 tennis courts that will be used by members only and will operate between 8:00 a.m. and 7:00 p.m. The tennis courts will only be available daylight hours as the courts will not be lit. Therefore with 4 tennis courts, it is assumed that 8 parking spaces (2 players per court) will be needed.

**Table 1: Summary of Code Parking Requirements (Existing & Future)**

	Parking Category	Existing			Proposed		
		Size	Code Requirement	Provided Parking	Size	Code Parking Requirement	Adjusted Parking
<b>Restaurant/Kitchen</b>	Resaurant, Full Service (10 spaces per 1000 Sqft)	1935 Sqft	19	124	3710 Sqft	37	19 <sup>1</sup>
<b>Bar/Café</b>	Resaurant, Full Service (10 spaces per 1000 Sqft)	1040 Sqft	10		1265 Sqft	13	7 <sup>1</sup>
<b>Pro Shop</b>	Retail and service activities, general (4 spaces/1000 Sqft)	810 Sqft	3		695 Sqft	3	3
<b>PDR 1</b>	Private Clubs/Banquet Halls (28.6 spaces per 1000 Sqft)	1000 Sqft	29		2810 Sqft	80	90 <sup>2</sup>
<b>PDR 2</b>	Private Clubs/Banquet Halls (28.6 spaces per 1000 Sqft)	-	-		1225 Sqft	35	40 <sup>2</sup>
<b>Gym/Exercise Room</b>	Gym and Health Clubs (10 spaces per 1000 Sqft)	860 Sqft	9		2000 Sqft	20	10 <sup>1</sup>
<b>Rec Room</b>	Retail and service activities, general (4 spaces/1000 Sqft)	410 Sqft	2		1490 Sqft	6	6
<b>Pool</b>	Gym and Health Clubs (10 spaces per 1000 Sqft)	2730 Sqft	27		2715 Sqft	27	27
<b>Admin/Exec Office/Reception</b>	Offices, general (2.7 spaces per 1000 Sqft)	770 Sqft	2		2880 Sqft	8	8
<b>Golf</b>	Based on PGA Tournament Rules (Up to 36 golfers + Up to 14 tournament officials/event staff + Up to 10-15 spectators)	9 Hole	65		9 Hole	65	65
<b>Tennis</b>	2 Spaces/Court	-	-		4 Courts	8	8

<sup>1</sup> Includes a 50% internal capture rate

<sup>2</sup> Based on the Banquet Parking Survey to provide a conservative estimate of parking demand needs

## Banquet Parking Survey

The City's parking code requirement (Section 30.32.040) takes into account the parking demand needed for both business' employees and customers. To compare the Private Dining Room parking needs to the City's parking code requirement, a parking survey was performed for an event at the CCCC on December 15, 2013. The event at the CCCC had a total of 165 guests that arrived in 79 vehicles, which included 11 employee vehicles. Therefore an average vehicle ridership of 2.4 persons/vehicle was calculated based on 165 guests in attendance arriving in 68 guest vehicles. Given that the proposed expansion will accommodate up to 250 guests, only 105 guest parking spaces would be needed. Additionally, to address the increase in potential guests, we have assumed that up to 15 employee parking spaces would also be needed to adequately accommodate the expansion of the CCCC Private Dining Room facility. Therefore, while the City's parking code requirement of 115 spaces includes both employees and customers, this study conservatively uses a 130 parking space demand for Private Dining Rooms 1 (90 spaces) & 2 (40 spaces) at maximum capacity. A summary of the field notes for the survey can be seen in **Exhibit 4**.

## CCCC PARKING DEMAND ANALYSIS

To determine the overall parking demand for the CCCC expansion, the parking requirements were distributed throughout the day based on the typical hours of each one of the CCCC uses. This methodology provides an accurate way to forecast the expected parking demand when all proposed uses are at full capacity during the same hours. In order to provide a conservative analysis and determine a worst case scenario, the parking demand was evaluated for a typical Saturday in summer (May to September) in which multiple uses were operational during the same time (**Exhibit 5a**). The parking demand for off-season use, September to May, is also shown in **Exhibit 5b**.

As can be seen in **Exhibit 5a**, the peak hour parking demand for the critical Summer Season occurs between the hours of 4:00 p.m. and 5:00 p.m. when 213 parking spaces may be needed. The exhibit also shows that the two parking lot capacity may be exceeded during the hours of 10:00 a.m. to 10:00 p.m. It is important to note that this is a very conservative estimate as it assumes that all of the uses of the CCCC are operating simultaneously at 100% of their capacity.

Based on the proposed parking lot redesign, the CCCC will provide a total of 124 spaces in the two surface parking lots (**Exhibit 3**). As summarized in **Table 2**, there are four periods where the capacity of the lots may be exceeded when all uses are operational simultaneously at full capacity:

**Table 2: Summary of Parking Demand vs Capacity**

Period #	Time		Available Spaces	Maximum Estimated Demand	Parking Deficiency	Special Conditions
	From	To				
1	7:00 AM	10:00 AM	124	101	-	None
2	10:00 AM	2:00 PM		193	69	PGA Tournament
3	2:00 PM	4:00 PM		138	14	None
4	4:00 PM	8:00 PM		228	104	Both Dining Rooms Operational in addition to all other uses.
5	8:00 PM	2:00 AM		162	38	None

In order to address the parking deficiency during these periods, a valet parking operation will be provided as shown below.

### VALET OPERATIONS PLAN

The CCCC will provide valet services on a complimentary basis to their guests during the above periods when it is expected that parking demand will exceed the availability of parking in the two surface lots. During these events, patrons will enter the easterly surface lot (main entrance) where they will be greeted by valet staff. During Periods 2 & 3, in particular when a PGA tournament is in session during Period 2, the valet operators will park the vehicles in the easterly and westerly surface lots to extend the available capacity to 155 spaces as shown in **Exhibit 6a**. During Periods 4 & 5, when both dining rooms are operational in addition to all other uses, the valet staff can use the southeastern grassy area to extend the available capacity to 239 spaces to meet the demand (**Exhibit 6b**). A summary of the expected demand during these periods compared to their mitigated capacities is shown below in **Table 3**:

**Table 3: Summary of Parking Demand vs Capacity (Valet Operations)**

Period #	Time		Maximum Estimated Demand	Maximum Capacity with Valet Operations	Surplus (Deficiency)	Exhibit #
	From	To				
1	7:00 AM	10:00 AM	101	N/A	23	3
2	10:00 AM	2:00 PM	193	155	(38)	6a
3	2:00 PM	4:00 PM	138	155	17	6a
4	4:00 PM	7:00 PM	228	239	11	6b
5	8:00 PM	2:00 AM	162	239	77	6b

As can be seen in the above table, the specific valet operations will provide adequate parking to meet the maximum parking demands during Periods 1, 3, 4 and 5. To address the deficiency of 38 spaces during period 2, in which a PGA Tournament occurs in the peak summer season assuming all other facilities are fully operational, the Private Dining Room 2 (which has a parking demand of 40 spaces) will not be used (leased)

during this overlap period. This will result in a maximum parking demand of 153 spaces, which can be accommodated by the valet operations.

Upon completion of the project, a valet parking plan will be submitted to be reviewed and approved by the City of Glendale Public Works Department.

## COMPARISON TO SIMILAR FACILITIES

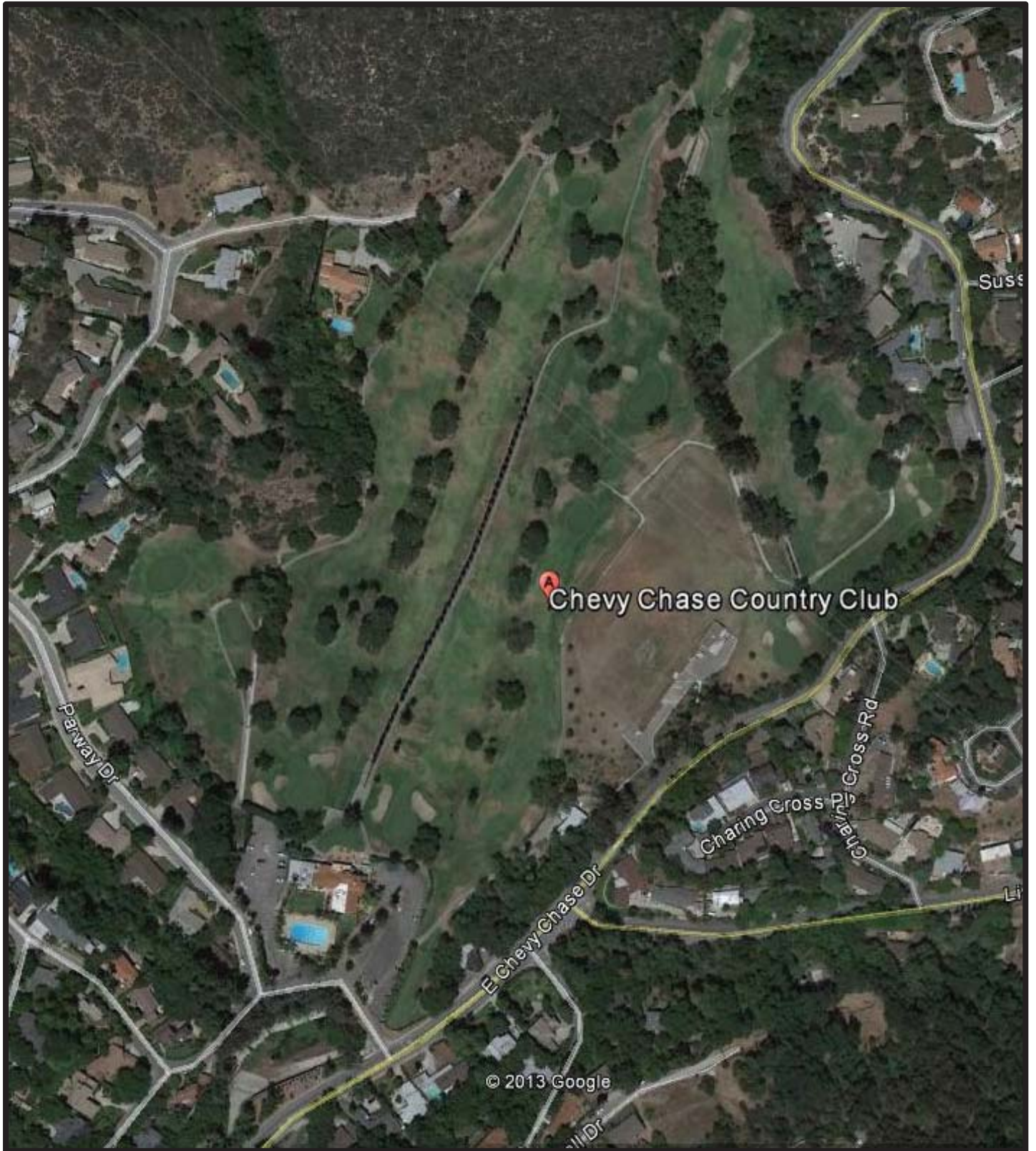
A survey of similar Country Clubs was conducted to compare the CCCC expansion to six other country clubs with similar land uses: golf course, private dining room facility, restaurant/bar, swimming pool, gym & rec room, and spas. Please refer to **Exhibit 7** for a summary of the survey findings. The number of spaces ranges from 105 parking spaces (Oakmont Country Club) to 200 parking spaces (Sherwood Country Club). It is important to note that both of these facilities have 18 hole golf courses and banquet rooms that far exceed the capacities of the CCCC.

## CONCLUSION

This parking analysis has estimated the parking demand for the CCCC proposed uses during the peak summer season (May to September) and off-season (September to May). The parking demand is estimated conservatively assuming that all of the proposed uses will be operating as shown in **Exhibits 5a** and **5b**. The parking demand analysis shows that the potential demand exceeds the capacity of the two surface parking lots as shown in **Table 2**. To mitigate the parking deficiency, a valet parking operation is recommended to adequately accommodate the parking demand as shown in **Table 3** and **Exhibits 6a/6b**.

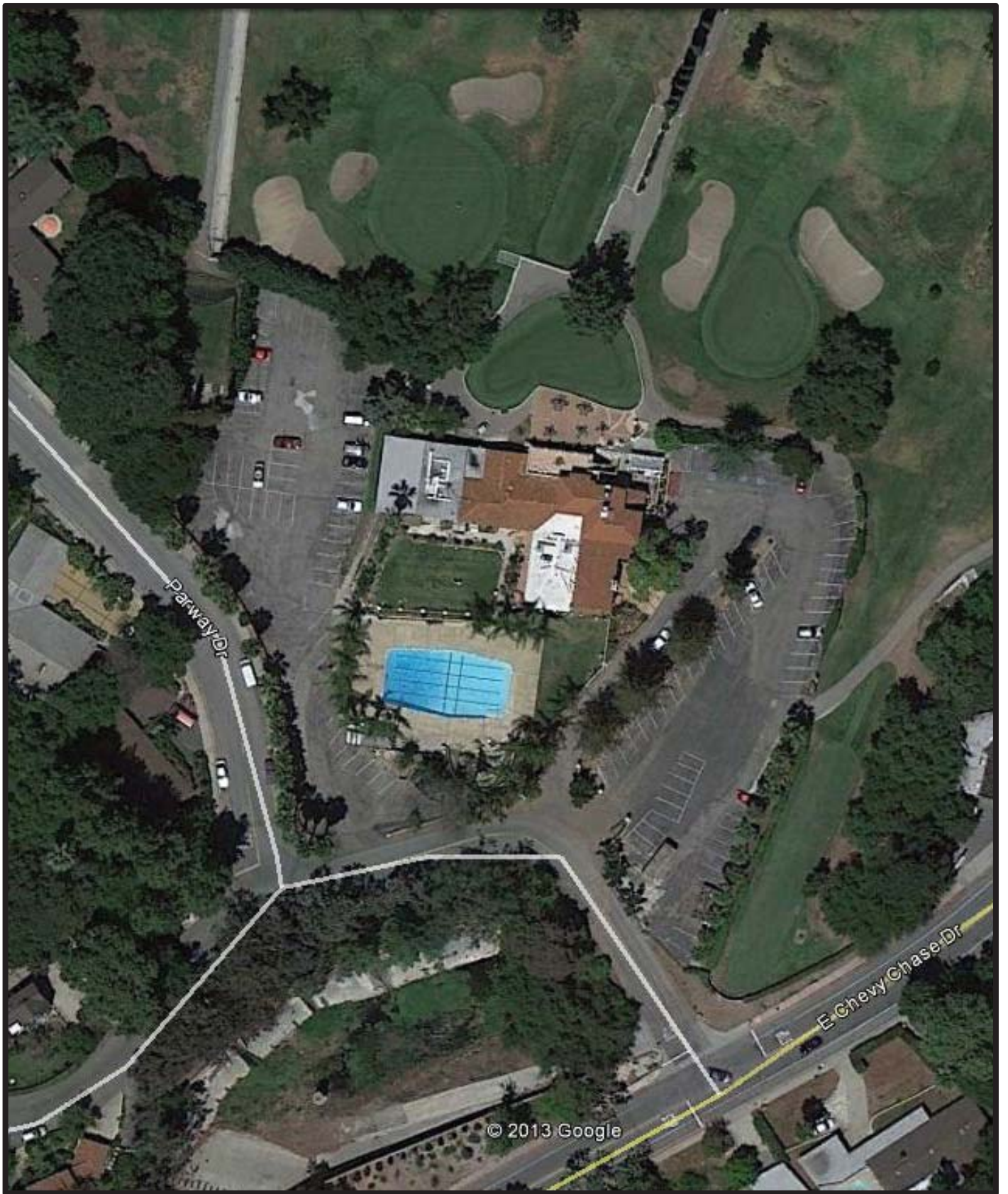
Upon completion of the project, a valet parking plan will be submitted to be reviewed and approved by the City of Glendale Public Works Department. Based on the above analysis, the projected demand will be adequately met by providing complimentary valet operations in the two parking lots in addition to the grassy area.





**Exhibit 1**  
**Chevy Chase Country Club Location Map**





**Exhibit 2**  
**Existing On-Site Amenities**



GOLF COURSE

CHEVY CHASE COUNTRY CLUB

WEST PARKING  
64 SPACES  
[SPACES 61-123]

EAST PARKING  
60 SPACES  
[SPACES 1-60]

VALET OVERFLOW PARKING  
[4TH HOLE]  
84 SPACES  
[SPACES V1 - V84]

POOL DECK

RELAXATION POOL

LAP POOL

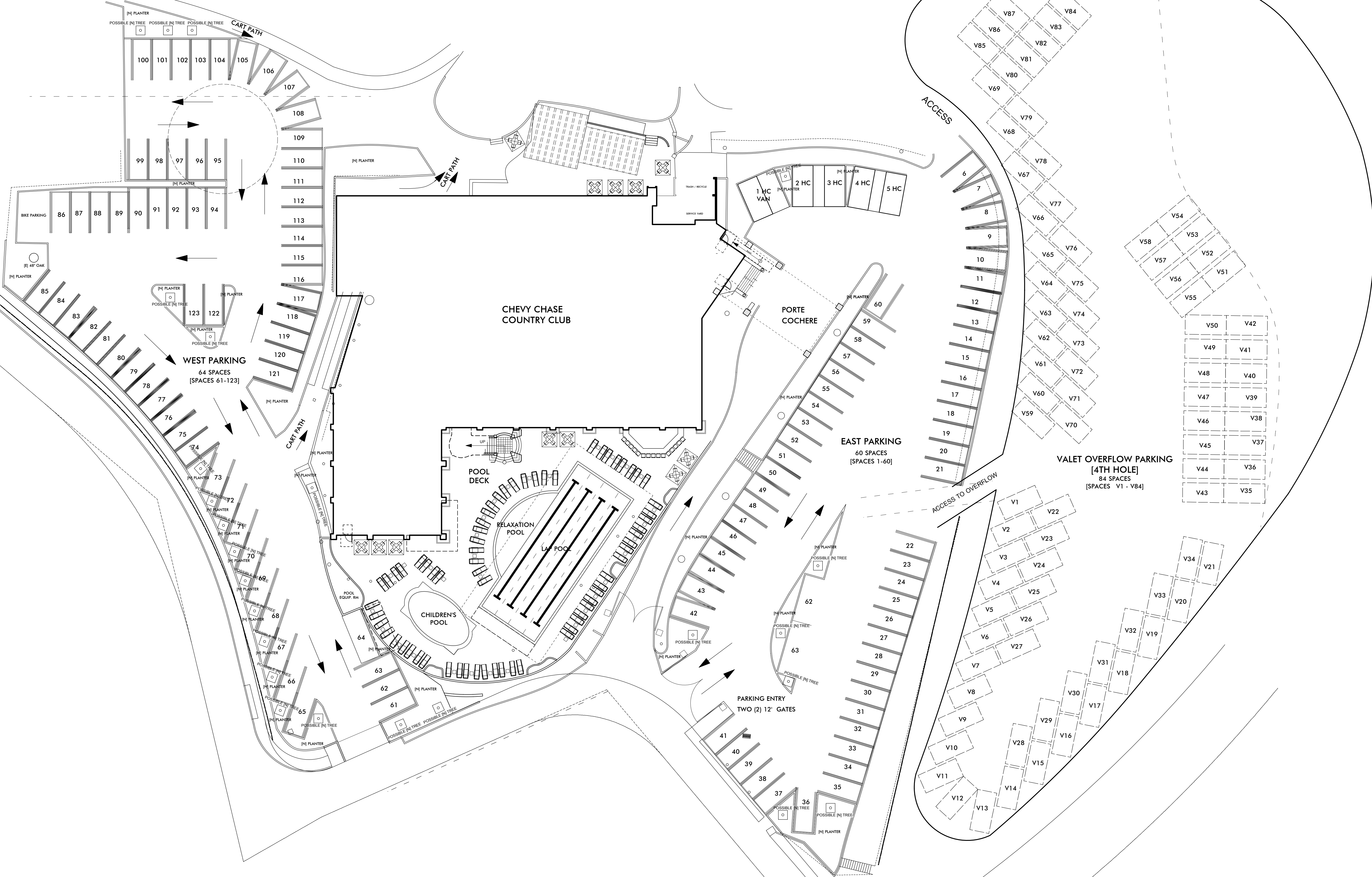
CHILDREN'S POOL

PARKING ENTRY  
TWO (2) 12' GATES

MONUMENT SIGN

PORTE COCHERE

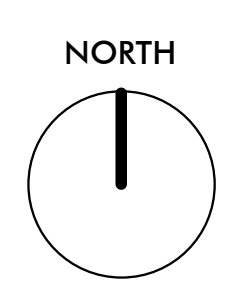
1 HC VAN  
2 HC  
3 HC  
4 HC  
5 HC



**EXHIBIT 3  
SELF PARKING**

STANDARD SPACES	124
VALET OVERFLOW	84
<b>TOTAL</b>	<b>208</b>

1 **SITE PLAN**  
SCALE: 1"=20'-0"



**CHEVY CHASE CC**  
3067 E. Chevy Chase Dr., Glendale, CA 91206

**RALPH GENTILE • ARCHITECTS**  
7250 Melrose Avenue, Suite 5, Los Angeles, CA 90046  
Tel: 323-954-8291 FAX: 323-954-0248 www.rgstudio.com  
ISSUED 29 August 2014



EXHIBIT 4: Chevy Chase Parking Count (December 15, 2013)

Time		Vehicles Arrived	Drop Offs	Total Parked in Lot 1	Total Parked in Lot 2
6:30		11 (Employee)	2	0	11
6:30	6:45	2	1	2	11
6:45	7:00	5	0	7	11
7:00	7:15	11	1	18	11
7:15	7:30	10	0	28	11
7:30	7:45	10	1	38	11
7:45	8:00	9	2	47	11
8:00	8:15	9	1	56	11
8:15	8:30	8	0	64	11
8:30	8:45	4	0	68	11
8:45	9:00	0	0	68	11
Total Cars Parked in Both Lots				79	

**EXHIBIT 5a: SUMMER SEASON (MAY TO SEPTEMBER)**

PERIOD	HOURS OF OPERATION	RESTAURANT <sup>1</sup>	BAR/CAFÉ <sup>1</sup>	PRO SHOP	PDR 1	PDR 2	GYM/EXCERC <sup>1</sup>	REC. ROOM <sup>1</sup>	POOL/SNACK	ADMIN/OFFICES/RECEPTION	GOLF	TENNIS	TOTALS
1	7:00 - 8:00 AM		7	3			10						20
	8:00 - 9:00 AM		7	3			10			8	65	8	101
	9:00 - 10:00 AM		7	3			10			8	65	8	101
2	10:00 - 11:00 AM	19	7	3		40	10	6	27	8	65	8	193
	11:00 - 12:00 PM	19	7	3		40	10	6	27	8	65	8	193
	12:00 - 1:00 PM	19	7	3		40	10	6	27	8	65	8	193
	1:00 - 2:00 PM	19	7	3		40	10	6	27	8	65	8	193
3	2:00 - 3:00 PM	19	7	3		40	10	6	27	8	10	8	138
	3:00 - 4:00 PM	19	7	3		40	10	6	27	8	10	8	138
4	4:00 - 5:00 PM	19	7	3	90	40	10	6	27	8	10	8	228
	5:00 - 6:00 PM	19	7		90	40	10	6	27		10	8	217
	6:00 - 7:00 PM	19	7		90	40	10	6	27		10	8	217
	7:00 - 8:00 PM	19	7		90	40	10	6	27				199
5	8:00 - 9:00 PM	19	7		90	40		6					162
	9:00 - 10:00 PM	19	7		90	40		6					162
	10:00 - 11:00 PM		7		90	40							137
	11:00 - 12:00 AM				90	40							130
	12:00 to 1:00 AM				90	40							130
	1:00 - 2:00 AM				90	40							130

<sup>1</sup> Includes a 50% trip reduction to account for the mixed-use characteristic of the CCCC

### **EXHIBIT 5b: OFF SEASON (SEPTEMBER TO MAY)**

PERIOD	HOURS OF OPERATION	RESTAURANT <sup>1</sup>	BAR/CAFE <sup>1</sup>	PRO SHOP	PDR 1	PDR 2	GYM/EXCERC <sup>1</sup>	REC. ROOM <sup>1</sup>	POOL/SNACK	ADMIN/OFFICES/RECEPTION	GOLF	TENNIS	TOTALS
1	7:00 - 8:00 AM		7	3			10						20
	8:00 - 9:00 AM		7	3			10			8	65	8	101
	9:00 - 10:00 AM		7	3			10			8	65	8	101
2	10:00 - 11:00 AM	19	7	3		40	10	6		8	65	8	166
	11:00 - 12:00 PM	19	7	3		40	10	6		8	65	8	166
	12:00 - 1:00 PM	19	7	3		40	10	6		8	65	8	166
	1:00 - 2:00 PM	19	7	3		40	10	6		8	65	8	166
3	2:00 - 3:00 PM	19	7	3		40	10	6		8	10	8	111
	3:00 - 4:00 PM	19	7	3		40	10	6		8	10	8	111
4	4:00 - 5:00 PM	19	7	3	90	40	10	6		8	10	8	201
	5:00 - 6:00 PM	19	7		90	40	10	6			10		182
	6:00 - 7:00 PM	19	7		90	40	10	6			10		182
	7:00 - 8:00 PM	19	7		90	40	10	6					172
5	8:00 - 9:00 PM	19	7		90	40		6					162
	9:00 - 10:00 PM	19	7		90	40		6					162
	10:00 - 11:00 PM		7		90	40							137
	11:00 - 12:00 AM				90	40							130
	12:00 to 1:00 AM				90	40							130
	1:00 - 2:00 AM				90	40							130

<sup>1</sup> Includes a 50% trip reduction to account for the mixed-use characteristic of the CCCC

GOLF COURSE

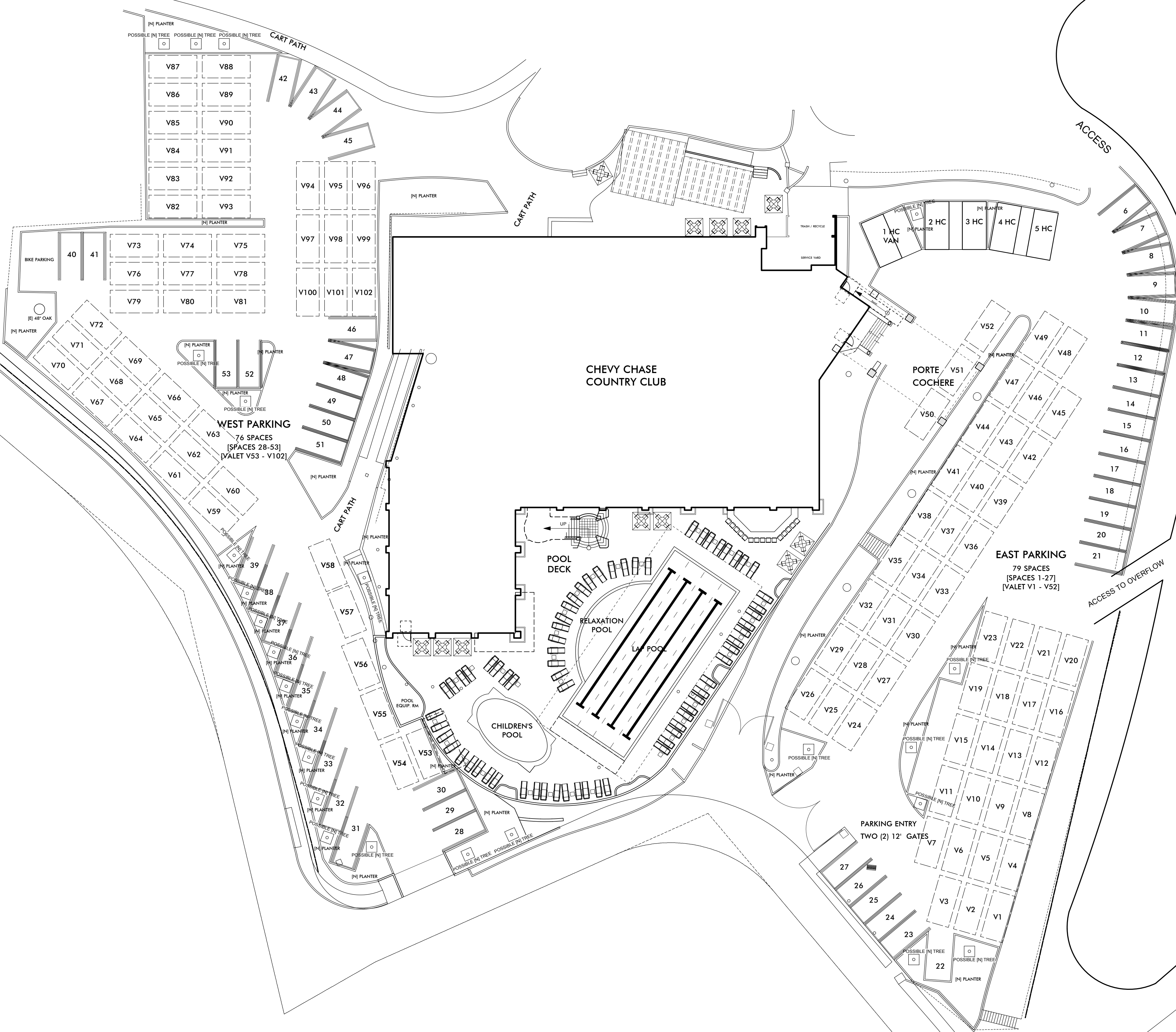


EXHIBIT 6A  
TOURNAMENT PARKING

STANDARD SPACES	53
VALET PARKING	102
TOTAL	155

1 SITE PLAN  
SCALE: 1"=20'-0"

NORTH

**CHEVY CHASE CC**  
3067 E. Chevy Chase Dr., Glendale, CA 91206

**RALPH GENTILE • ARCHITECTS**  
7250 Melrose Avenue, Suite 5, Los Angeles, CA 90046  
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ISSUED 29 August 2014

GOLF COURSE

CHEVY CHASE COUNTRY CLUB

WEST PARKING  
76 SPACES  
[SPACES 210-53]  
[VALET V53 - V102]

EAST PARKING  
79 SPACES  
[SPACES 1-27]  
[VALET V1 - V52]

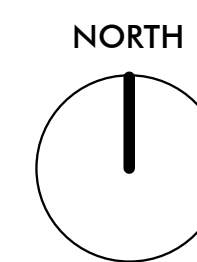
VALET OVERFLOW PARKING  
[4TH HOLE]  
84 SPACES  
[SPACES V1 - V84]

**CHEVY CHASE CC**  
3067 E. Chevy Chase Dr., Glendale, CA 91206

**EXHIBIT 6B**  
**VALET PARKING**

STANDARD SPACES	53
VALET PARKING	102
VALET OVERFLOW	84
<b>TOTAL</b>	<b>239</b>

1 **SITE PLAN**  
SCALE: 1"=20'-0"



### EXHIBIT 7: Similar Facility Comparison

Name	Event Capacity (Largest Room)	Ammenities								Parking (Approx)
		Golf Holes	Club House	Restaurant	Bar/Pub	Banquet Room	Meeting Room	Swimming Pool	Other Ammenities	
Chevy Chase Country Club 3067 E. Chevy Chase Drive, Glendale	300	9	X	X	X	X	X	X	Locker Rooms, Gym, Spa, Tennis Courts	179
Oakmont Country Club 3100 Country Club Dr, Glendale	300	18	X	X	X	X	X	X	Card Room, Excercise Room, Barbershop, Masseur	105
La Canada Flintridge Country Club 5500 Goodbey Drive, La Canada Flintridge	300 (Dance Floor), 400 Without	18	X	X	X	X	X	X	6 Tennis Courts	200
Altadena Town & Country Club 22900 Country Club Drive, Altadena	240 (Banquet), 200 (Banquet/Dance), 280 (Cocktail)	9	X	X	X	X	X	X	Adjacent Golf Course, 7 Tennis Courts	140
Sherwood Country Club 320 W Stafford Rd, Thousand Oaks	500	18	X	X	X	X	X	X	14 Tennis Courts, Fitness Facility, Full Service Spa	200
North Ranch Country Club 4761 Valley Spring Drive, Westlake Village	300	27	X	X	X	X	X		12 Tennis Courts	256 Paved/125 Unpaved