

**RESPONSES TO COMMENTS ON THE
INITIAL STUDY/NEGATIVE DECLARATION FOR THE
MT. SAN ANTONIO COLLEGE TRANSIT CENTER PROJECT**

Pursuant to the California Environmental Quality Act (CEQA), the potential environmental effects of the proposed Mt. San Antonio College (Mt. SAC) Transit Center Project (Project) have been analyzed in an Initial Study/Negative Declaration (IS/ND) dated September 2018 (State Clearinghouse No. 2018091026). The public review period extended for 30 days beginning September 13, 2018 and ending on October 12, 2018. Mt. SAC distributed a Notice of Intent (NOI) to adopt an ND along with the IS.

Letters commenting on the information and analysis in the IS/ND were received during the public review period from the following agencies:

- City of Irwindale (September 17, 2018)
- Gabrieleno Band of Mission Indians – Kizh Nation (September 19, 2018)
- California Department of Transportation, District 7 (Caltrans) (September 19, 2018)
- County of Los Angeles Fire Department (October 5, 2018)
- County Sanitation Districts of Los Angeles County (October 12, 2018)
- City of Walnut (October 12, 2018)

CEQA Guidelines Section 15074(b) states that prior to approving a project, the lead agency must consider the proposed IS/ND together with any comments received during the public review process. Written responses to comments are not required; however, Mt. SAC, as lead agency, has prepared written responses to agency comments received for consideration by the Board of Trustees. The comment letters followed by the Mt. SAC's responses are attached. The numbers provided in the right margin of the comment letters correspond to the responses to comments.

Based on the evaluation in the IS/ND and the comments received, Mt. SAC has determined that all potential impacts associated with the proposed project, assuming all applicable mitigation measures identified in the 2016 Mitigation Monitoring Program prepared for the certified 2015 Facilities Master Plan Update (FMPU) and Physical Education Projects (PEP) Final Supplemental Environmental Impact Report (EIR), State Clearinghouse Number SCH 2002041161, are incorporated as part of the project, are less than significant and no mitigation is required. Therefore, Mt. SAC has determined that an ND in accordance with CEQA is the appropriate environmental document for the proposed project.

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Letter 1

From: John Larreta <jlarreta@IrwindaleCA.gov>
Sent: Monday, September 17, 2018 8:52 AM
To: Facilities Planning
Subject: (EFMP) Notice of Preparation of DIER & (Transit Center) Notice of Intent of Neg. Dec.

To Gary Nellesen

The city of Irwindale has no comments.

} 1.1

Thank you,

John Larreta
Planning Technician
jlarreta@IrwindaleCA.gov
Office: (626) 430-2208
Direct: (626) 430-2246



Mailing Address:
5050 N. Irwindale Ave.
Irwindale, CA 91706

Physical Address:
16102 Arrow Highway, 2nd Floor
Irwindale, CA 91706
Office Hours: Monday through Thursday 8 a.m. to 6 p.m.
Closed Fridays

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Response to Comment Letter 1

**City of Irwindale
September 17, 2018**

Response 1.1. The commenter states that they have no comments. No further response is necessary.

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Letter 2



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Notice of Intent to Adopt An Initial Study/ Mitigated Negative Declaration

September 19, 2018

Gary Nellesen, Director,
Facilities Planning & Management
1100 N Grand Avenue,
Walnut, CA 91789

Good afternoon Gary Nellesen,

We have received your Notice of Intent to adopt a Negative Declaration for this project Mt. San Antonio Transit Center in the location of the County of Los Angeles. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project.

} 2.1

Sincerely Lexie
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

Andrew Salas, Chairman
Albert Perez, treasurer I

Nadine Salas, Vice-Chairman
Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

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Response to Comment Letter 2

Gabrieleno Band of Mission Indians – Kizh Nation September 19, 2018

Response 2.1. The commenter requests to be consulted if any ground disturbance will be conducted for the Project. As indicated in Section XVIII. Tribal Cultural Resources of the IS/ND, Mt. SAC reached out to two tribes who had requested notification through Assembly Bill 52 by sending an information letter on June 18, 2018. The Gabrieleno Band of Mission Indians – Kizh Nation was one of the contacted tribes. Mt. SAC did not receive any responses to these letters; therefore, no consultation was initiated. It should be noted that a Cultural and Tribal Cultural Resources Study was prepared for the proposed project and is included as Appendix B to the IS/ND. According to the study, it was determined that no native sediments would be disturbed; therefore, it was determined that construction monitoring for archaeological and cultural resources is not required.

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Letter 3

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Serious Drought.
Making Conservation
a California Way of Life.*

September 19, 2018

Mr. Gary Nellesen
Mt. San Antonio Community College District
1100 N. Grand Avenue
Walnut, CA 91789

RE: Mt. San Antonio College
Transit Center
SCH # 2018091026
Vic. LA-57 PM 6.17,
LA-10 PM 38.5, LA-60 PM 24.6
GTS # LA-2018-01937AL-MND

Dear Mr. Nellesen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Transit Center project involves the development of four project elements, including the Transit Center Improvements, Bollard Hardscape Improvements, and Driveway Expansion and Pedestrian Circulation Area.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. For future project, you may reference to The Governor's Office of Planning and Research (OPR) for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, future development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

3.1

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Mr. Gary Nellesen
September 19, 2018
Page 2 of 2

Caltrans supports multimodal transportation projects including transit center and supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

} 3.1 cont.

The project is within 3-mile radius to SR-57, SR-60, and I-10. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

} 3.2

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2018-01937AL-MND.

Sincerely,



Miya Edmonson
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Response to Comment Letter 3

**Department of Transportation, District 7
September 19, 2018**

Response 3.1. The commenter states their support of the project as a multi-modal transportation project. No further response is necessary.

Response 3.2. The commenter states that oversized-transport vehicles using Caltrans facilities, including SR-57, SR-60, and I-10 in the vicinity of the project, will require a transportation permit from Caltrans. The comment is noted and the contractor will be responsible to secure all necessary permits from Caltrans. The commenter also recommends that large size truck trips be limited to off-peak commute hours. In support of this comment and in order to limit truck trips during peak hours, MM AQ-03, stated in Section III. Air Quality of the IS/ND and incorporated as part of the proposed project, encourages that receipt of materials occur during non-peak traffic hours.

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Letter 4



**COUNTY OF LOS ANGELES
FIRE DEPARTMENT**

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN



October 5, 2018

Gary Nellesen, Director
Mt. San Antonio College
Facilities Planning and Management Department
1100 North Grand Avenue
Walnut, CA 91789

Dear Mr. Nellesen:

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION, "MT. SAN ANTONIO COLLEGE TRANSIT CENTER," WOULD SERVE TO CENTRALIZE TRANSIT LOCATIONS WITHIN THE CAMPUS AND WOULD SERVE EXISTING USERS AND WOULD NOT RESULT IN AN INCREASE IN TRANSIT SERVICE TO THE CAMPUS, THE 10-BAY TRANSIT CENTER IS CURRENTLY USED AS A SURFACE PARKING LOT, WALNUT, FFER 201800102

The Notice of Intent to Adopt a Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no further comments.

LAND DEVELOPMENT UNIT:

The Land Development Unit is reviewing the proposed "SAN ANTONIO COLLEGE TRANSIT CENTER" project for access and water system requirements. The Land Development Unit comments are only general requirements. Specific fire and life safety requirements will be addressed during the review for building and fire plan check phases. There may be additional requirements during this time.

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SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- | | | | | | | |
|--------------|-------------|------------------|----------------------|----------------------|-----------------------|------------------|
| AGOURA HILLS | CALABASAS | EL MONTE | INDUSTRY | LAWNDALE | PARAMOUNT | SIGNAL HILL |
| ARTESIA | CARSON | GARDENA | INGLEWOOD | LOMITA | PICO RIVERA | SOUTH EL MONTE |
| AZUSA | CERRITOS | GLENDORA | IRVINDALE | LYNWOOD | POMONA | SOUTH GATE |
| BALDWIN PARK | CLAREMONT | HAWAIIAN GARDENS | LA CANADA-FLINTRIDGE | MALIBU | RANCHO PALOS VERDES | TEMPLE CITY |
| BELL | COMMERCE | HAWTHORNE | LA HABRA | MAYWOOD | ROLLING HILLS | WALNUT |
| BELL GARDENS | COVINA | HERMOSA BEACH | LA MIRADA | NORWALK | ROLLING HILLS ESTATES | WEST HOLLYWOOD |
| BELLFLOWER | CUDAHY | HIDDEN HILLS | LA PUENTE | PALMDALE | ROSEMEAD | WESTLAKE VILLAGE |
| BRADBURY | DIAMOND BAR | HUNTINGTON PARK | LAKEWOOD | PALOS VERDES ESTATES | SAN DIMAS | WHITTIER |
| | DUARTE | | LANCASTER | | SANTA CLARITA | |

Gary Nellesen, Director
October 5, 2018
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The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

ACCESS REQUIREMENTS:

1. The proposed development will require multiple ingress/egress access for the circulation of traffic and emergency response issues.
2. All on-site Fire Department vehicular access roads shall be labeled as "Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.
 - a. The Fire Apparatus Access Road shall be cross-hatch on the site plan with the width clearly noted on the plan.
3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
4. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction.
5. The edge of the Fire Apparatus Access Road shall be located a minimum of 5 feet from the building or any projections there from.
6. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.
7. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official.
8. Provide a minimum unobstructed width of 28 feet exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Department vehicular access road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial Fire Apparatus Access Road is positioned shall be approved by the fire code official.
9. If the Fire Apparatus Access Road is separated by an island provide a minimum unobstructed width of 20 feet exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all

4.2 cont.

Gary Nellesen, Director
October 5, 2018
Page 3

- portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building.
10. Dead-end Fire Apparatus Access Roads in excess of 150 feet in- length shall be provided with an approved Fire Department turnaround. Include the dimensions of the turnaround with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.
 11. Fire Department Access Roads shall be provided with a 32-foot centerline turning radius. Indicate the centerline, inside, and outside turning radii for each change in direction on the site plan.
 12. Provide approved signs or other approved notices or markings that include the words "NO PARKING - FIRE LANE." Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for Fire Apparatus Access Roads to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector.
 13. A minimum 5-foot wide approved firefighter access walkway leading from the Fire Department Access Road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Clearly identify firefighter walkway access routes on the site plan. Indicate the slope and walking surface material. Clearly show the required width on the site plan.
 14. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Fire Code Section 503.2.1 shall be maintained at all times.
 15. Traffic Calming Devices, including but not limited to, speed bumps and speed humps, bollards shall be prohibited unless approved by the fire code official.
 16. Security barriers, visual screen barriers, or other obstructions shall not be installed on the roof of any building in such a manner as to obstruct firefighter access or egress in the event of fire or other emergency. Parapets shall not exceed 48 inches from the top of the parapet to the roof surface on more than two sides. Clearly indicate the height of all parapets in a section view.
 17. Approved building address numbers, building numbers, or approved building identification shall be provided and maintained so as to be plainly visible and legible from the street fronting the property. The numbers shall contrast with their background, be Arabic numerals or alphabet letters, and be a minimum of 4 inches high with a minimum stroke width of 0.5 inch.
 18. Multiple residential and commercial buildings having entrances to individual units not visible from the street or road shall have unit numbers displayed in groups for all units within each structure. Such numbers may be grouped on the wall of the structure or

4.2 cont.

Gary Nellesen, Director
October 5, 2018
Page 4

mounted on a post independent of the structure and shall be positioned to be plainly visible from the street or road as required by Fire Code 505.3 and in accordance with Fire Code 505.1.

PARKING ON PUBLIC FIRE APPARATUS ACCESS ROADS:

1. Provide a minimum width of 34 feet for parallel parking on one side of the Fire Apparatus Access Road with through access and with one side of the roadway being designated "No Parking – Fire Lane."
2. Provide a minimum width of 34 feet for parallel parking on both sides of the Fire Apparatus Access Road when the street is designed to be a cul-de-sac less than 700 feet in-length.
3. Provide a minimum width of 36 feet for parallel parking on both sides of the Fire Apparatus Access Road and/or on cul-de-sac design with a length of 701 feet to 1,000 feet.

GATES:

1. The security gate shall be provided with an approved means of emergency operation and shall be maintained operational at all times and replaced or repaired when defective. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed, and installed to comply with the requirements of ASTM F220. Gates shall be of the swinging or sliding type. Construction of gates shall be of materials that allow manual operation by one person. Fire Code 503.6.
2. The method of gate control shall be subject to review by the Fire Department prior to clearance to proceed to public hearing. All gates to control vehicular access shall be in compliance with the following:
 - a. The keypad location shall be located a minimum of 50 feet from the public right-of-way.
 - b. Provide a minimum 32-foot turning radius beyond the keypad prior to the gate entrance at a minimum width of 20' for turnaround purposes.
 - c. The gated entrance design with a single access point (ingress and egress) shall provide for a minimum width of 26 feet clear-to-sky with all gate hardware is clear of the access way.
 - d. Gated entrance design with separate access gates for ingress and egress shall provide minimum width of 20 feet clear-to-sky for each side.
 - e. All locking devices shall comply with the County of Los Angeles Fire Department Regulation 5, Compliance for Installation of Emergency Access Devices.

4.2 cont.

Gary Nellesen, Director
October 5, 2018
Page 5

WATER SYSTEM REQUIREMENTS:

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze conforming to current AWWA standard C503 or approved equal and shall be installed in accordance with the County of Los Angeles Fire Department Regulation 8.
2. The development may require fire flows up to 4,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used.
3. The fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants. The fire hydrants shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
 - c. Additional hydrants will be required if hydrant spacing exceeds specified distances.
4. All required public fire hydrants shall be installed and tested prior to beginning construction.
5. All private on-site fire hydrants shall be installed, tested, and approved prior to building occupancy.
 - a. Plans showing underground piping for private on-site fire hydrants shall be submitted to the Sprinkler Plan Check Unit for review and approval prior to installation.
6. An approved automatic fire sprinkler system is required for the proposed buildings within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.

Additional Department requirements will be determined by Fire Prevention Engineering during the Building Plan Check.

For any questions regarding the report, please contact Inspector Claudia Soiza at (323) 890-4243, or Claudia.soiza@fire.lacounty.gov.

4.2 cont.

Gary Nellesen, Director
October 5, 2018
Page 6

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department advises that the project site may need to acquire Certified Unified Program Agency hazardous materials handler and hazardous waste generator permits from HHMD after the proposed transit center is completed if vehicle maintenance services are provided at the center.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

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Response to Comment Letter 4

**County of Los Angeles Fire Department
October 5, 2018**

Response 4.1. The commenter states that they have no comments. No further response is necessary.

Response 4.2. The commenter identifies general requirements related to access, parking on public fire apparatus access roads, gates, and water system requirements, and states that the project must also comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. The project will comply with all applicable requirements as set forth by code and ordinance as well as all additional requirements set forth by the County of Los Angeles Fire Department.

Response 4.3. The commenter states that potential impacts related to erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archaeological and cultural resources and the County Oak Tree Ordinance should be addressed. The commenter is referred to the analysis contained in the IS/ND for a full analysis of potential impacts, and specifically to Section IV. regarding biological resources; Sections V. and XVIII. regarding archaeological and cultural resources (including tribal cultural resources); Section VIII. regarding the lack of area designated as Very High Fire Hazard Severity Zone; and Section IX. regarding erosion control. Further, there are no oak trees located on or proximate to the project area; therefore, no further studies are required.

Response 4.4. As noted in the IS/ND in Section VIII. Hazards and Hazardous Materials, Question A, construction, operation, and maintenance activities would involve use of hazardous materials comment to typical construction and operational activities. Should it be determined by the County of Los Angeles Fire Department that transport, use or disposal of these materials would require permits such as Certified Unified Program Agency hazardous materials handler and hazardous waste generator permits, Mt. SAC will acquire all appropriate permits.

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COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

Letter 5

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

October 12, 2018

Ref. Doc. No.: 4728727

Mr. Gary Nellesen, Director
Facilities Planning & Management
Mount San Antonio College
1100 North Grand Avenue
Walnut, CA 91789

Dear Mr. Nellesen:

NOI Response for the Mount San Antonio College Transit Center

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on September 13, 2018. The subject site is currently provided sewerage service within the jurisdictional boundaries of District No. 21. We offer the following comments regarding sewerage service:

1. The additional wastewater flow originating from the subject project site will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Mount San Antonio Trunk Sewer, located in Temple Avenue at Mount SAC Way. The Districts' 15-inch diameter trunk sewer has a capacity of 3.6 million gallons per day (mgd) and conveyed a peak flow of 0.8 mgd when last measured in 2014.
2. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 63.8 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.
3. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link for a copy of the Districts' average wastewater generation factors.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System. Although the subject property is currently receiving sewerage service, anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on a parcel already connected to the sewerage system is required to pay a connection fee. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will

5.1

DOC 4768664.D21

Mr. Gary Nellesen

-2-

October 12, 2018

determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

5.1 cont.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

DOC 4768664.D21

Response to Comment Letter 5

**County Sanitation Districts of Los Angeles County
October 12, 2018**

Response 5.1. The commenter correctly states that the project site is currently provided sewerage service within the jurisdictional boundaries of the County Sanitation Districts of Los Angeles County (Sanitation Districts). The commenter goes on to detail information regarding the available capacity of existing Sanitation Districts' facilities serving the project area. As noted in Section XIX. Utilities and Service Systems, of the IS/ND, the addition of a single-use toilet facility for transit bus drivers and authorized Mt. SAC personnel would not substantially increase the volume of wastewater beyond existing conditions and would not require expansion of sewer lines or wastewater treatment facilities.

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PO Box 682
21201 La Puente Road
Walnut, CA 91789-2018
Telephone (909) 595-7543
Fax (909) 595-6095
www.ci.walnut.ca.us



Letter 6

CITY OF WALNUT

October 12, 2018

Gary Nellesen, Director, Facilities Planning & Management
Mt. San Antonio College
1100 North Grand Avenue
Walnut, CA 91789-1399

SUBJECT: Notice of Intent (NOI) to adopt a Negative Declaration (ND) for the Mt. San Antonio College Transit Center

Dear Mr. Nellesen,

The City of Walnut appreciates the opportunity to review Mt. San Antonio College's (Mt. SAC) California Environmental Quality Act (CEQA) required NOI to adopt a Negative Declaration related to the Transit Center project, and have included the below comments as a Responsible Agency for your consideration:

1. **Page 2-6 (Temple Avenue Improvements):** Improvements to Temple Avenue at the driveway entrance of the Transit Center include a new traffic signal, removal of on-street parking spaces, restriping for a dedicated westbound right-turn lane into the transit center, and pedestrian crosswalks at each leg of the intersection. To ensure these improvements within the public right-of-way (ROW) are designed to City approved specifications, the improvement plans within the ROW area(s) should be submitted to the City for review and approval. It is also recommended that Mt. SAC meet and confer with the City and coordinate with the City's Traffic Engineer early in the design process to ensure all improvements in the ROW comply with City specifications.
 - a. **Proposed Traffic Signal:** The proposed traffic signal at the Transit Center site entrance shall be synchronized with existing traffic signals on Temple Avenue at Bonita Avenue and Mt. SAC Way to ensure proper traffic flow and eliminate vehicular backup at the aforementioned intersections.

6.1

Transit Center Comment Letter
October 12, 2018
Page 2 of 2

b. **Pedestrian Crosswalk:** Pedestrian crosswalk(s) across the public ROW shall be designed to City approved specifications.

} 6.1 cont.

2. **Page 2-6 (Construction Activities):** Demolition is noted to occur over a four (4) week period. Approximately 2,289 tons of demolition material will be hauled off-site and recycled. Hauling activities to remove the 2,289 tons of material from the site should avoid using Grand Avenue to exit the city. Instead, trucks should exit the construction site and head east towards the city boundary on Temple Avenue.

} 6.2

It is also noted that as part of the work, the existing four (4) bus stops on Temple Avenue serving the campus will be removed. It is recommended that prior to removal, proper signage with advanced notification should be provided to inform the public that these bus stops are to be removed and identify available alternative(s) for bus access.

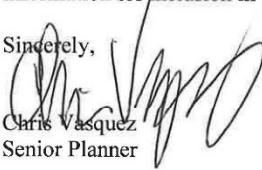
} 6.3

3. **City Approvals Required:** As described in Section 2.1 "Project Location and Setting," the project is located on the Mt. SAC campus surrounded by campus uses and is designated as "School/Public Institution" in the City of Walnut General Plan. The City's draft School and Public Institution Zoning classification includes "Transit Center" as a permitted use and it is anticipated that City land use entitlements will not be required. However, as required by the Settlement Memorandum of Agreement (MOA) entered into between Mt. SAC and the City in April 2018, Mt. SAC will meet and confer with the City to discuss planning and project implementation. As required by state law and the MOA, Mt SAC will submit a complete grading application for review by the City's Building Official pursuant to technical design and constructions standards for on-site improvements which affect grading and draining. No earthwork shall be commenced by Mt. SAC prior to City approval of the grading plans, including Low Impact Development (LID) plans. As stated above in Comment #1, Mt. SAC shall also submit improvement plans to the City for approval of improvements within the public ROW.

} 6.4

Thank you again for providing the City of Walnut with the opportunity to comment on the CEQA required NOI and ND for the Transit Center. If you have any questions or require further information for inclusion in this process, please feel free to contact me at (909) 595-7543.

Sincerely,


Chris Vasquez
Senior Planner

C: Nancy Tragarz, Mayor
City Council
City Manager
Assistant City Manager – Development Services
City Attorney

Response to Comment Letter 6

City of Walnut
October 12, 2018

Response 6.1. The commenter states that improvement plans for improvements along Temple Avenue within the public right-of-way should be submitted to the City of Walnut for review and approval. As discussed in Section 2.3, Discretionary and Nondiscretionary Actions, of the IS/ND, the project would require approval of street improvement plans by the City of Walnut. Additionally, Mt. SAC will coordinate with the City to ensure that these improvement plans comply with all applicable City standards, including pedestrian crosswalks, as well as ensure that the proposed traffic signal be synchronized with existing traffic signals on Temple Avenue at Bonita Drive and Mt. SAC Way.

Response 6.2. The commenter identifies that haul trucks associated with project construction should avoid using Grand Avenue. The IS/ND includes MM TR-32 which is incorporated as part of the proposed project and which requires that contractors submit traffic handling plans for approval, which would include truck haul routes. As part of this approval process, Mt. SAC will ensure that all truck haul routes avoid Grand Avenue.

Response 6.3. The commenter requests that signs be placed at the four existing bus stops proposed for removal offering advanced notification of the bus stop removal and directing riders to available alternatives. Mt. SAC will coordinate with Foothill Transit to advertise changes to the routes associated with the proposed transit center. Notification will include, at a minimum, signs posted at the affected stops.

Response 6.4. As noted by the commenter, the project would not require any City land use entitlements; however, Mt. SAC will meet and confer with the City regarding the project. Further, Mt. SAC will coordinate with the City to obtain grading permit approval and review and approval of low impact development (LID) stormwater mitigation plans, as noted in Section 2.3, Discretionary and Nondiscretionary Actions, of the IS/ND. Additionally, as noted in Response 6.1, and stated in Section 2.3, Discretionary and Nondiscretionary Actions, of the IS/ND, the project would require approval of street improvement plans by the City of Walnut.

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