

State Clearinghouse Number 2002041161

Physical Education Project (Phase 1, 2)

*Draft Subsequent Project EIR to
2015 Facilities Master Plan Update and Physical Education
Projects Final Program/Project EIR (SCH 2002041161)*

Response to Comments

Volume 4: Appendices

MT. SAN ANTONIO COLLEGE

*Facilities Planning & Management
Walnut, California*

*SID LINDMARK, AICP
Planning. Environmental. Policy
July 2017*

Appendices

- A. Notice of Preparation and Public Comments
- B. Other CEQA Notices
- C. 2016 Pomona Comments/Cal Poly MMP
- D. Public Comments on 2017 Draft EIR
- E. Responses to Walnut Comment Attachments B - G
- F. Other Project Information
- G. 2016 Mitigation Monitoring Program (adopted 10/12/16)
- H. 2017 PEP Mitigation Monitoring Program (draft)



TO: Responsible and Concerned Agencies

SUBJECT: Notice of Preparation (NOP) of a Draft Subsequent Project EIR for the Mt. San Antonio College Physical Education Project (Phase 1, 2)

FROM: Rebecca Mitchell, Manager, Facilities Support Services
Facilities Planning & Management
Mt. San Antonio College
1100 North Grand Avenue
Walnut, California 91789-1399

Responsible and Concerned Agencies

The Mt. San Antonio Community College District (District) is the Lead Agency and will prepare a Draft Subsequent Project Environmental Impact Report (Draft SEIR) for the Physical Education Project (Phase 1, 2) and for hosting the 2020 Olympic Track & Field Trials at Hilmer Lodge Stadium.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed update. Your agency will need to use the Draft SEIR prepared by the District when considering your input for the project described in the Draft SEIR.

The prior 2002, 2005, 2008, 2012 and 2015 Facility Master Plans were evaluated in the Final Program EIRs (SCH 2002041161) that were certified in December 2002, January 2006, September 2008, December 2013 and October 2016. The Physical Education Project (PEP) was previously evaluated in the 2015 Facilities Master Plan Update and Physical Education Projects Program/Project Final EIR and the project description is unchanged.

This Draft SEIR will address only those issues needed to make the prior 2002–2015 documentation adequate for the project. The project-specific environmental effects may include additional impacts at the Campus/Temple and Kellogg/Interstate 10 intersection that were not evaluated in the prior Final Program/Project EIR (SCH 2002041161). The Draft SEIR will also evaluate any new impacts, or revisions required to make the prior documentation adequate for the project. The California Division of the State Architect (DSA) submittals for the project remains unchanged, and the plans for hosting the 2020 Olympic Trials remain unchanged.

Prior Document Available for Reference:

The prior document (2015 Facilities Master Plan Update and Physical Education Projects Program/Project Draft and Final EIR) is posted on the District's website for reference. The Draft Subsequent EIR will use tiering, streamlining and focusing from materials in the certified Program/Project EIR:

<http://www.mtsac.edu/construction/reports-and-publications/environmental-impact-reports.html>

The previous documents may also be reviewed at the following locations:

Walnut Public Library
Reference Desk
21155 La Puente Avenue
Walnut, California 91789

Mt. San Antonio College Library
Building 6, Library, 2nd floor, Reference Desk
1100 North Grand Avenue
Walnut, California 91789

Time for Review:

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this Notice. We will also need the name for a contact person in your agency.

Please send your response to Rebecca Mitchell at the address below:

Project Title: Mt. San Antonio College Physical Education Project (Phase 1, 2)
Project Applicant: Mt. San Antonio Community College District
Date: April 14, 2016
Contact: Rebecca Mitchell, Manager, Facilities Support Services
Telephone: (909) 274-5175
Facsimile: (909) 274-2931
E-Mail Address: facilitiesplanning@mtsac.edu

PROJECT DESCRIPTION

Mt. San Antonio College (over 420 acres) is the largest single-campus public community college in California with an estimated 2014–2015 fall enrollment of 35,986 students (headcount). The campus location is shown in Exhibit 1. The Mt. San Antonio Community College District (District) serves sixteen cities and unincorporated areas in the eastern part of Los Angeles County. However, the college's larger effective service area extends beyond the District's boundaries. The District includes ten (10) unified school districts. The District passed a Measure R Bond (\$221 million) in November 2001 and a Measure RR Bond (\$353 million) in November 2008 to fund its facilities programs.

The Mt. San Antonio College Facilities Planning & Management Department (FP&M) projects the campus will have a fall student enrollment of 39,731 (headcount) in 2020. The District certified the 2015 Facilities Master Plan Update Program and Physical Educations Program/Project Final EIR in October 2016.

The Subsequent Project EIR will address any new impact or revised impacts for the project (Exhibit 3). The project-specific environmental effects may include additional impacts at the Campus/Temple and Kellogg/Interstate 10 intersection that were not evaluated in the prior Final Program/Project EIR (SCH 2002041161). The Draft SEIR will also evaluate any new impacts, or revisions required to make the prior documentation adequate for the project. The California Division of the State Architect (DSA) submittals for the project remains unchanged, and the plans for hosting the 2020 Olympic Trials remain unchanged.

Exhibit 4 is the Existing Campus Plan (dated January 7, 2016) and is provided for comparison purposes.

Physical Education Project (Phase 1)

When completed, the 32.2 acre PEP (Phase 1) will include a 9-lane 400 meter track and 10,912 permanent seats, scoreboard, lighting standards, two pedestrian bridges, five athletic fields, 6.90 acres of landscaping and support facilities (i.e. concessions, restrooms, etc.). The track and field lanes will comply with the International Association of Athletic Federations (IAAF) Compliant Track and Field, Competition Category 1 standards. Portions of the structures onsite will be below the existing ground surface. All buildings onsite at buildout will total 91,727 gsf. Existing facilities are 43,240 gsf. At buildout of Phase 1, there will be 1,014 parking spaces onsite (765 temporary spaces and 249 permanent spaces).

Fixed bleachers (10,912 seats) will comply with the American Disabilities Act (ADA) requirements. The new Hilmer Lodge Stadium (HLS) design is open to the north, and additional temporary bleachers may be installed in this area for 8,840 additional seats (a total capacity of 19,752 seats). The temporary bleachers occupy three locations—the turf seating area, the hill east of the Stadium and the immediately area south of the Stadium.

Practice Field A is near the southern end of the new HLS. Approximately 249 parking spaces are located onsite (i.e. PEP (Phase 2), 1,557 spaces in Lot F (i.e. without any new development) and Lot S has 268 spaces. Approximately 8,308 total parking spaces may be available on campus in 2020 without Parking Structure J.

Prior to PEP (Phase 2), the Temporary Parking area in Phase 1 will be graded and stabilized with an acrylic binder. Some adjacent landscaping, hardscape (walkways and curbs) and lighting will be installed in Phase 1 but removed when final Phase 2 improvements are constructed.

The project replaces the existing facilities built in the 1940s and renovated in 1957. The existing facilities have hosted the Mt. SAC Relays since 1959. The 2017 Relays (April 13-15, 2016) will be held offsite.

Five athletic fields will be completed onsite during Phase 1: Main field and 400m Track (i. e. inside the new HLS), Flex Field, Natural Turf Practice Fields and a Synthetic Turf Practice Field & Track. The square footage of each field is shown in Exhibit 2.2. The Natural Turf Practice Field west of the Field House will become tennis courts in Phase 2.

The Field House includes men's and women's locker rooms, offices, restrooms, two weight rooms, two lecture halls, conference/meeting rooms, learning labs, and team/wet rooms, etc. The facilities include a synthetic track and natural turf in-field. The Press Box is located above the western bleachers. The four auxiliary buildings provide ticketing, food service, restrooms, and telecommunications services.

Two interior pedestrian bridges provide safe pedestrian passage across the service road and south of the Flex Field during Relay events. An overpass over Temple Avenue will provide pedestrian access to the project site from Lot F. Facilities that are not identified above are the eight lighting standards for the new HLS. There are currently eight lighting standards onsite.

Physical Education Project (Phase 2)

The PEP (Phase 2) will occupy the northwest parking lot within the PEP (Phase 1) project site. The PEP (Phase 2) has three elements: (1) Physical Education, Kinesiology and Wellness building (117,898 gsf), (2) Rooftop bleachers (2,800 seats) and, (3) a 50-meter Pool and a Diving Pool. All three elements total 87,167 gsf. The parking lot near the tennis courts will have 249 spaces.

When existing physical education buildings on campus north of Temple Avenue are demolished (Buildings 3, 27A-27C) the net increase for the PEP project is 33,541 sf.

With permanent stadium seating (9,321) temporary bleachers (8,840) or turf seating (1,706) and rooftop pool-side bleachers (2,800) the total seating capacity onsite at buildout of Phase 2 is 22,552 seats. However, it is unlikely that a capacity stadium event and an aquatics event would occur simultaneously. Therefore, the total is 19,752 seats for stadium events is available without using the pool-side bleachers.

Phase 2 will house the basketball, volleyball, weight training, adaptive physical education, core training and provide support to a variety of physical education programs. Three recently approved

programs, which currently lack facility space, will also be housed there: men’s volleyball, adaptive wheelchair sports and core training.

Pedestrians would cross Temple Avenue from Lot F to the PEP using the pedestrian bridge. The bridge ends on the second floor of the project. The bridge will be completed currently with Phase 2 construction.

Table 1
PEP Project Statistics (January 2016)

PHYSICAL EDUCATION PROJECT (PHASE 1)	Existing Facilities	Buildout Facilities
Total Site (acres)	32.2	32.2
Athletic Fields (acres)	6.14	7.64
Landscaping (acres)	1.45	6.90
Parking (acres)	6.75	2.47
Field House & Stadium Press Box (gsf.)	24,552	69,183
Auxiliary Buildings (sq. ft.)	4,530	10,200
Bldg 51 to Remain (gsf)	14,158	14,158
All Facilities w/ Bldg 51 (gsf)	43,210	91,727
Track Running Lanes ¹	9	9
Track Distance	400m	400 m
Existing Aluminum/Wood Seats	4,620/7,320	--
Total HLS Permanent Bleachers (seats)	11,940	10,912
Temporary Bleacher (seats)	---	8,840
Alternative Lawn Seating Capacity (persons)	0	1,706
Total Seats w/o Turf Seating (seats)	11,940	19,752 ²
PHYSICAL EDUCATION PROJECT (PHASE 2)	Existing Facilities	Buildout Facilities

Tennis Courts	0 on BCT site	9
PE, Kinesiology & Wellness (gsf)	84,357	117,898 ⁴
PE, Kinesiology & Wellness (ASF))	62,249	87,167
Aquatic Center/Rooftop Bleachers (seats)	800	2,800
PHYSICAL EDUCATON PROJECT (PHASES 1, 2)		
Project w/o Building 51 (gsf)	---	195,467
Project w/Building 51 (gsf)	---	209,625
Total Parking Spaces/ with Lot 50G		401
SPECIAL EVENTS		
2015/20 Number of PEP Events per Year w/o Special Events	9	10
2015/20 Football (home games/largest attendance)	5/5,000	5/5,300
2015/20 Graduation (total attendance)	12,000	13,000
2015/20 Soccer (games/largest attendance)	22/200	22/210
2015/20 CIF XC Preliminary (Saturday)	10,000	10,500
2015/20 CIF XC Final (Saturday)	4,000	4,200
2015/20 Foot Locker XC Championships (Saturday)	6,000	6,300
2015/19 Mt. SAC XC Invitational (daily attendance)	17,000	17,000
2015/19 Mt. SAC XC Invitational (total attendance)	36,000	36,000
2015/19 Brooks/Mt. SAC Relays (max daily attendance)	12,000	13,000
2015/19 Brooks/Mt. SAC Relays (total attendance)	27,000	28,500
2020 Olympic Trials (max daily attendance) 10 day event (Fri –Su, T, W off = 8 days) during Summer Intersession	---	20,000

2020 Olympic Trials (total attendance)	---	112,000
<ol style="list-style-type: none"> 1 IAAF Competition Category 1 - Table 1.3.2, IAAF Track and Field Facilities Manual 2008 2 Temporary bleachers occupy Turf Seating area. 3 HMC Architects: 820 spaces at buildout in Lot F with Zone 5 in 2025 4 Net increase of 33,541 since demolitions of existing facilities occur on campus (Bldg 03, 27A-27C) after 2020 		
<p>Source: Mt. SAC Facilities Division and Marc Ruh (Aquatics), Simon Solis (HMC) , and Joe Jennum (Athletics) , February 2016</p>		

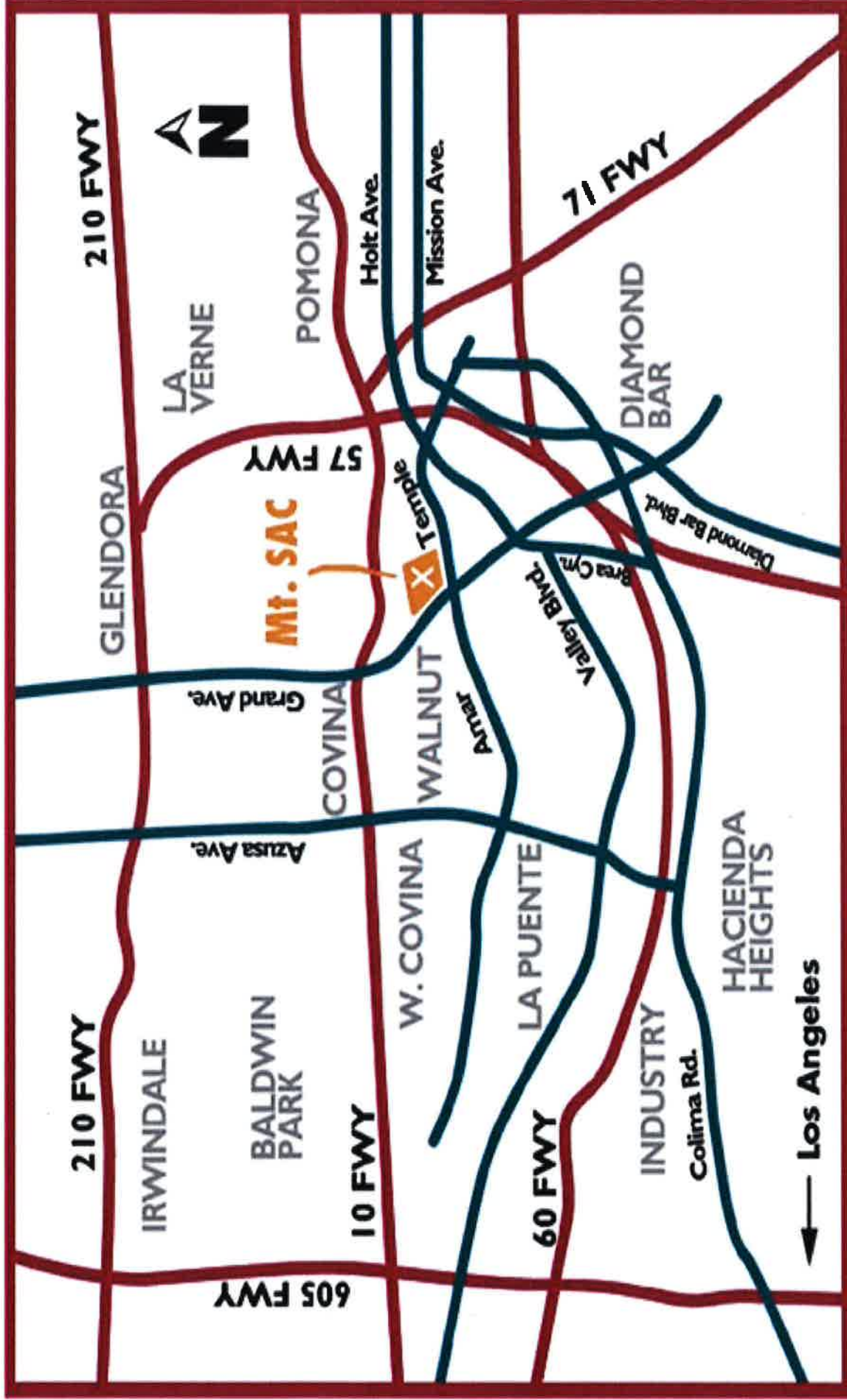
Competition Category 1 conforms to IAAF Rule 1.1 and Rule 2.7 for World Championships and Olympic Games. These events usually comprise 9 days, and include up to 75 athletes, 100 completion officials and 75 auxiliary personnel at any one time (Table 1.3.2, IAAF Track and Facilities Field Manual, 2008 Edition, p. 18).

Special annual events that will continue to be held on campus include the Mt. SAC Relays and the Mt. SAC Cross-Country Invitational (XC Invite). The District is also filing an application to host the 8-day 2020 Olympic Track & Field Trials in late July or August 2020. The maximum daily attendance is projected as 20,000.

An Initial Study checklist for the project is attached. The Draft SEIR will address the potential significant effects that are peculiar to the project or site (Section 15183) and potential significant effects that were not addressed in the previous 2016 Final EIR certified by the District in October 2016.

All of the documents referenced in this report are available for public review during normal business hours at Mt. San Antonio College, Facilities Planning & Management, Facilities Management (Building 47), at 1100 N. Grand Avenue, Walnut, California 91789-1399. For an appointment, please call Rebecca Mitchell at (909) 274-5175 or send an e-mail request to facilitiesplanning@mtsac.edu

Exhibit 1
REGIONAL LOCATION



LEGEND

- PROPERTY LINE
- FUTURE NEW FACILITIES OR EXPANSION ZONE
- LIMIT OF PHYSICAL EDUCATION PROJECTS
- EXISTING FACILITIES - TO BE RENOVATED
- EXISTING FACILITIES - TO REMAIN
- FUTURE PROGRAM ZONE
- FACILITIES TO BE DEMOLISHED
- CROSS COUNTRY COURSE

Exhibit 2

MT. SAN ANTONIO COLLEGE LAND USE PLAN



BUILDING KEY

ID No.	Building Name	ID No.	Building Name	Bond Project Key
1A	Art Center	38A	Community Education Center*	A
1B/C	Art Center/Gallery	38B	Community Education Center	A
2	Performing Arts Center	388	Community Education Center	D1/D2/D3
3	Symposium	40	Building 40*	D4
4	Administration	43	Building 40*	D5
5	Library / Learning Technology Center	44	Vineyard Company	D6
6A	Information Kiosk	44	Athletics Moduler	E
7	Science South	45	Renovation & Expansion	F2
9A	Workshop / The Center for Dual and	46	Emergency Operations Center	G
10	Student Services Center	46A	Document Storage Moduler	H
9B	Student Services Center	47	Facilities Planning + Management	I
9C	Student Services Center	47	(FP+M) and Maintenance + Operations	J
9D	Student Services	48	Receiving / Transportation	L7-A
10	Founders Hall	50F	Stadium Press Box	L7-C15
11	Science North	50G	Physical Education Center Field House	L7-C15
12	Building 12*	50H	Stadium Concessions	1
13	Design Technology	60	Science Laboratories	2
14	Design Technology	61	Math and Science	3
15A	Adaptive Technology	66	Language Center	4
15B	Adaptive Technology	67A	Health Careers Center	5
16	Veterans Resource Center (VRC)	67B	Health Careers Center	5
16C	Veterans Resource Center (VRC)	70-73	Child Development Center	5
16D	High Tech Center (HTC)	80	Aggricultural Science	5
17	Building 17*	104	Bracket Field Off Campus	BCT
18	Building 18*	F1	Horticulture Unit	EC
18A	Building 18*	F1A	Sherman Park Picnic Area / Restrooms	EC
18B	Building 18*	F2	Sain Offices	FS
188	Modular Building 188*	F2A	Horticulture Storage	HH
18C	Technical Education Resource Center (TERC)	F2B	Integration + Landscape Construction	SSC
18D	Instructional Moduler	F2C	Old Dairy Unit	
19A	Building 19A*	F3A	Swine Market Pens	
19B	Building 19B*	F3B	Veterium	
19C	Building 19C*	F3C	Equine Breeding Barn	
20	Building 20*	F3D	Equine Mare Model	
21A-21D	Modular Classroom Buildings*	F7	Equine Management Technology	
21E	Modular Toilet Room Building*	F8	Hay Barn	
21F-21J	Modular Classroom Buildings*	F9	Livestock Pavilion	
23A	Data Center	F10	Greenhouse	
23B	Data Center	G1	Greenhouse	
26A	Humanities / Social Sciences North	G2	Greenhouse	
26B	Humanities / Social Sciences East	G3	Greenhouse	
26C	Panatorium	G4	Greenhouse	
26D	Humanities / Social Sciences South	G5	Greenhouse	
27A	Exercise Science / Wellness Center	BH	Black House	
27B	Physical Education Center	CC1	Chiller/Cooling tower (CCT)	
27C	Physical Education Center	J	North Parking Structure	
28A/B	Technology Center	TES	Thermal Energy System (TES)	
29	Central Plant	WSE	Water Treatment Solar Project	
29B	Central Plant Office	WT	Water Tower	
30	Adult Basic Education Center	WW	Irrigation Water	
31A/B	Continuing Education ESU*			
31C	Continuing Education Toller Room			
32	Continuing Education ESU*			
35	Continuing Education ESU*			
36	Continuing Education ESU*			

* No official building name exists



**Exhibit 3
PHYSICAL EDUCATION PROJECTS (Phases 1, 2)**

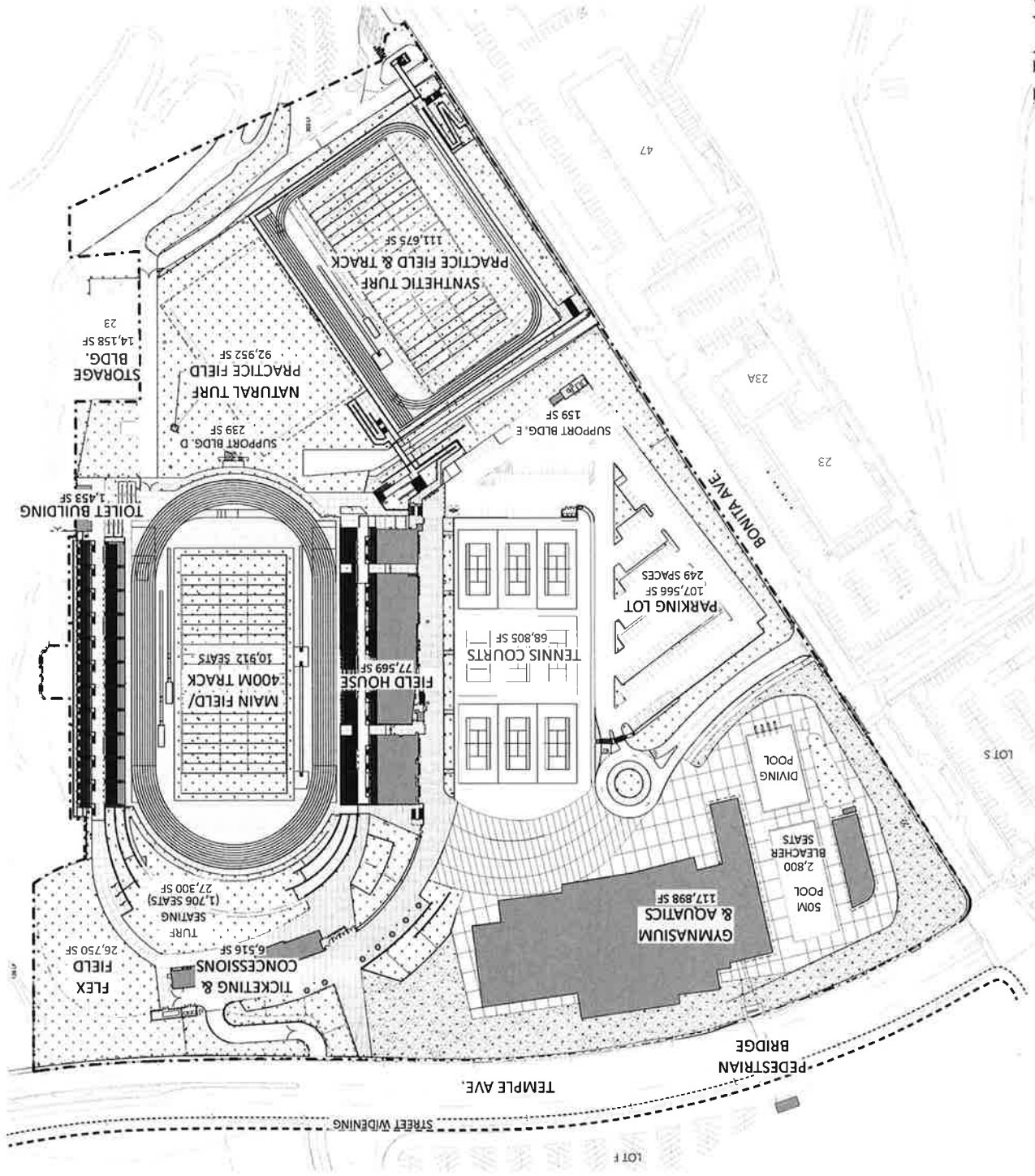


Exhibit 4

MT. SAN ANTONIO COLLEGE EXISTING CAMPUS PLAN



BUILDING KEY

ID No.	Building Name	ID No.	Building Name	ID No.	Building Name
1A	Art Center	268	Humanities / Social Sciences East	61	Math and Science Language Center
1B/C	Art Center/Gallery	26C	Humanities / Social Sciences South	66	Health Careers Center
2	Arts Center	27A	Exercise Science / Wellness Center	67A	Health Careers Center
3	Gymnasium	27B	Pool	69	Health / Heating / Air Conditioning
4	Administration	27C	Physical Education Center	70-73	Child Development Complex
6	Library / Learning Technology Center	28A/B	Technology Center	80	Agricultural Science
6A	Information Kiosk	29	Central Plant	F1	Bracket Field (Off Campus)
7	Science South	29A	Lease Space (to be demolished)	F1A	Horticulture Unit
8	Bookstore / The Center for Dead and	29B	Central Plant Office	F1A	Sherman Park Picnic Area / Restrooms
9A	Bookstore / The Center for Dead and	31A/B	Continuing Education Center	F2B	Horticulture Sprayer
9B	Bookstore / The Center for Dead and	31C	Continuing Education Toilet Room	F2C	Horticulture Sprayer
9C	Student Services Center	32	Continuing Education ESL*	F3	Equipment Barn
9D	Student Services	35	Continuing Education ESL*	F3A	OH Dairy Unit
10	Student Services	36	Continuing Education ESL*	F4A	Some Market Pens
11	Science North	38A	Community Education Center*	F4B	Some Market Pens
12	Building 12*	38B	Community Education Center*	F5A	Veterans Resource Center
12A	Open House (to be demolished)	40	Building 40*	F5B	Veterans Resource Center
13	Open House (to be demolished)	41	Building 41*	F5C	Veterans Resource Center
13A	Open House (to be demolished)	42	Building 42*	F5D	Veterans Resource Center
13B	Open House (to be demolished)	43	Wine and Viticulture (TCC) /	F6B	Equine Breeding Barn
16A	ACES + Arts	44	Athletics Modular	F6C	Equine Hay Barn
16B	Veterans Resource Center (VRC)	45	Athletics Modular	F7	Equipment Technology
16C	Veterans Resource Center (VRC)	46	Kinesiology / Athletics / Dance	F7	Equipment Technology
17	Building 17*	46A	Emergency Operations Center	F8	Livestock Pavilion
18	Building 18*	46B	Emergency Operations Center	F9	Livestock Pavilion
18A	Modular Building 18A*	47	Emergency Operations Center	F10	Livestock Pavilion
18B	Modular Building 18B*	48	Recreation / Transportation	F11	Livestock Pavilion
18C	Modular Building 18C*	49	Recreation / Transportation	F12	Livestock Pavilion
18D	Technical Education Resource Center (TEARC)	50	Recreation / Transportation	F13	Livestock Pavilion
19A	Building 19A*	50A	Recreation / Transportation	F14	Livestock Pavilion
19B	Building 19B*	50B	Recreation / Transportation	F15	Livestock Pavilion
19C	Building 19C*	50C	Recreation / Transportation	F16	Livestock Pavilion
20	Building 20*	50D	Recreation / Transportation	F17	Livestock Pavilion
20A-21D	Modular Classroom Buildings*	50E	Recreation / Transportation	F18	Livestock Pavilion
21E	Modular Classroom Buildings*	50F	Recreation / Transportation	F19	Livestock Pavilion
21F-21J	Modular Classroom Buildings*	50G	Recreation / Transportation	F20	Livestock Pavilion
23	College Services	50H	Recreation / Transportation	F21	Livestock Pavilion
23A	Data Center	50I	Recreation / Transportation	F22	Livestock Pavilion
26A	Humanities / Social Sciences North	51	Athletic Storage Building	F23	Livestock Pavilion
		60	Science Laboratories		

* No official building name exists

LEGEND

- PROPERTY LINE
- EXISTING FACILITIES
- RECENTLY RENOVATED FACILITIES
- PARTIALLY RENOVATED FACILITIES
- FACILITIES UNDER CONSTRUCTION
- FACILITIES TO BE DEMOLISHED
- CROSS COUNTRY COURSE



Exhibit 5
STADIUM PERSPECTIVE



Appendix G

ENVIRONMENTAL CHECKLIST FORM
Revised 2009

1. Project Title: Physical Education Project (Phase 1, 2)
2. Lead Agency Name and Address: Mt. San Antonio College, 1100 North Grand Avenue,
Walnut, California 91789
3. Contact Person and Phone Number: Rebecca Mitchell, Facilities Planning & Management
(909) 274-5175
4. Project Location: City of Walnut, County of Los Angeles
5. Project Sponsor's Name and Address: Mt. San Antonio College, 1100 North Grand Avenue,
Walnut, California 91789
6. General Plan Designation: Schools (City of Walnut)
7. Zoning: Athletics Zone (Mt. SAC)

Residential Plan Development 61,700 (0.6 du) with a
Civic Center Overlay Zone (City of Walnut)

Exempt from City Zoning per California
Government Code 53094: Subdivisions (a), (b)
8. Description of the Projects: (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. (Attach
additional sheets if necessary)

The PEP project includes the removal of the existing Hilmer Lodge Stadium, construction of a new
Stadium, with 10,912 permanent seats, a field house, a new Physical Education Complex (diving pools, and
a 117,898 gsf building), that replaces existing Buildings 03, 27A – 27C) north of Temple Avenue, five
athletics fields, parking and ancillary facilities. The total project (Phase 1, 2) will total 290,625 gsf and 401
parking spaces.
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)

The PEP project site is located south of Temple Avenue and east of Bonita Drive. The 32.2-acre site is
surrounded by Parking S to the west, by non-classroom support buildings west of Bonita Drive, and by open
space (i.e. zoned Land Management) to the east and south. Three additional parking lots (R, R South and
50G) are immediately east of Bonita Drive.

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

City of Walnut (truck hauling and grading permits)
California Department of Fish and Wildlife

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	No
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.	No
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	No
I find that the proposed project MAY have a “potential 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.	Yes
I find that although the proposed projects could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed 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 projects, nothing further is required.	No

Rebecca Mitchell
Signature

APRIL 14, 2017

Date

REBECCA MITCHELL

MT. SAN ANTONIO COLLEGE

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS

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

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
There are no designated scenic vistas in the Project area. The Land Management area south of the stadium is open space but has not protected status or scenic vistas. The views of the stadium area from Temple Avenue are not protected scenic vistas and Temple Avenue is not designated as a scenic highway.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
The Project does damage scenic resources. Temple Avenue is not a scenic highway.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
The Project is part of the Athletics Zone on campus and its design will be distinct, yet harmonious with other campus buildings. Exhibit 3.2.1 in the Draft EIR is a perspective of the completed project. Please refer to the Cultural Resource section for other comments on visual character..				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
New lighting standards for the Stadium will be for the project and field lighting are part of the project. The required mitigation measures and lighting standards will result in a Less than Significant Impact with Mitigation Incorporated. See Table 3.8.20 in the Draft EIR for PEP lighting standards and page 326 ff of the Draft EIR for analysis of stadium light and glare. The <i>Lighting Plan for PEP (Phase 1)</i> , Musco Lighting, Inc., April 2016 for the stadium is posted on the District's website for the 2015 FMPU/PEP Update EIR in the Appendices.				
2. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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 the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project?				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?				X
The Project is located in the Athletic Zone and not the Agricultural Zone (Exhibit 3.1 in the Draft EIR).				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
The Project is not located in the campus Agricultural Zone (Exhibit 3.1 in the Draft EIR).				
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220 (g), timberland (as defined in Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined in Government Code Section 511040 (g))?	X			
The Project does not conflict with the Athletic or Land Management Zoning Districts (Exhibit 3.1 of the Draft EIR). The Project uses are consistent with the Athletic Zone.				
The City of Walnut has a Schools General Plan designation and a zoning designation of Residential Plan Development 61,700 (0.6 du) with a Civic Center Overlay Zone for the Projects site. The General Plan and Zoning are not consistent. This may be considered an adverse impact if the General Plan Update does not rectify the inconsistency. The responsible agency is the City of Walnut and not the District. See the discussion in the Fact & Findings (Significant Effect #13) for the 2015 FMPU/PEP Final EIR.				
d) Result in loss of forestland or conversion of forestland to non-forest use?				X
The Project is not located on forestland.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?				X
The Project is located in the Athletics Zone, not the Agricultural Zone.				

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
The site-specific air quality analysis did not identify any violations of local air quality standards for the Project that cannot be mitigated to Less than Significant (<i>Air Quality Assessment for the Mt. San Antonio College Facilities Mater Plan Update and Physical Education Projects, Report #16-002AQ, Greve and Associates, LLC, April 15, 2011</i>). All mitigation measures for the Project are included in the 2016 Mitigation Monitoring Program (2016 MMP)				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.		X		
Greve & Associates evaluated the Project in relationship to SCAQMD construction thresholds. They also evaluated the Projects in relationship to the SCAQMD Localized Significance Thresholds (LST) requirements. This is a special analysis that estimated air quality emissions on residential areas nearest the Project. No LST thresholds were exceeded. The study also evaluated air quality impacts along area roadways for the 2020 Olympic Trials. All mitigation measures for the Project are included in the 2016 Mitigation Monitoring Program.				
The report, Significant (<i>Air Quality Assessment for the Mt. San Antonio College Facilities Mater Plan Update and Physical Education Projects, Report #16-002AQ, Greve and Associates, LLC, April 15, 2011</i>), is posted on the District's website in the Draft EIR Appendices..				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
The Project's contribution to cumulative regional emission violations is less than cumulatively considerable.				
d) Expose sensitive receptors to substantial pollutant concentrations?				X
The Project does not violate SCAQMD construction LST thresholds of significance offsite. Therefore, it does not expose residents to substantial pollutant concentrations. The PEP site is over 1,600 feet from the Snow Creek residential community.				
e) Create objectionable odors affecting a substantial number of people?				X
The Project does not produce substantial odors. The site requires minimal grading since it was tennis courts.				

4. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?		X		
Helix Environmental Planners completed a biological resource survey for the project (<i>Mt. San Antonio College 2015 Facilities Master Plan Update Biological Technical Report</i> , Helix Environmental Planning, Inc., April 14, 2016). The report is posted on the District's website in the 2016 FMPU/PEP Update EIR Appendices. The Detention Basin area is a potential habitat for Burrowing Owls.				
b) Have a substantially 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. Wildlife Service?		X		
There is no riparian area associated with the Project site. The Detention Basin is not a jurisdictional riparian area.				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
There are no jurisdictional wetlands associated with the Project site.				
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
Some migratory birds may inhabit portions of the Project site. Mitigation Measure BIO-02 in the 2016 MMP requires biologists survey trees for active nesting sites during March – May if trees are being removed.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The campus has no tree preservation ordinance but has a Land Use Management Plan to minimize impacts on California Black Walnuts on campus (Mitigation Measure 9d in the Final EIR). There are no California Black Walnut trees onsite.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X
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The Project will not impact habitat conservation plans. The District policies and regulations for the Land Management Zone are not part of a HCP or NCCP.

5. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X			
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Hilmer Lodge Stadium is a designated historic resource within a designated Historic District. The historic resource study for the Project is posted on the District's website in the 2015 FMPU/PEP Appendices (*Cultural Resource Evaluation Report for Mt. SAC SEIR for 2015 Facilities Master Plan Update and Physical Education Projects, Walnut, Los Angeles County, California, ASM Affiliates, April 2016*). As noted in the Statement of Overriding Considerations for the 2015 FMPU/PEP Update Final EIR, the demolition of Hilmer Lodge Stadium will result in adverse direct and indirect visual impacts to the Mt. SAC Historic District, which is individually eligible for the *California Register of Historical Resources and a contributing resource to the Mt. SAC Historic District*.

b) Cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5?		X		
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Mitigation Measure CR-01 in the 2016 MMP addresses potential paleontological finds when grading occurs for the Project.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
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Mitigation Measure MR-02 in the 2016 MMP adequately addresses potential paleontological finds when grading occurs for the Project

d) Disturb any human remains, including those interred outside of formal cemeteries?				X
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See Items c, d above. There are no known cemeteries on or near campus and the Projects sites have been graded previously.

e) Cause a substantial adverse change in the significance of a tribal cultural resource (TCR) such as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either on, or eligible for inclusion in, the California Historic Register or a local historic register, or is a resource that the Lead Agency, at its discretion and supported by substantial evidence, determines should be treated as a Tribal Cultural Resource (PRC 21074 (a) (1-2)?				X
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The Project area has been previously graded and there is no evidence of tribal cultural resources onsite or in the surrounding area.

6. GEOLOGY AND SOILS. Would the project:

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

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
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The Project is not located within a currently designated State of California Earthquake Fault Zone (formerly Alquist-Priolo Special Studies Zones) for surface rupture. No surface faults are known to extend through or towards the site (Final Geotechnical Study Report , Proposed Athletic Complex East, Mt. San Antonio College, Walnut, California, Converse Consultants, January 23, 2015). The geology report is posted on the District's website in the Appendices for the 2015 FMPU/PEP Update EIR

(ii) Strong seismic ground shaking?			X	
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A Summary of Regional Faults and projection of potential seismic ground shaking on the Project site is included in the geology report. See Item (i) above. All project construction will comply with the 2013 California Building Code to assure seismic safety.

(iii) Seismic-related ground failure, including liquefaction?				X
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The soils at the Projects site are not susceptible to liquefaction (Converse, Ibid)

(iv) Landslides?				X
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The Projects site has no major in elevation changes and is not subject to landslides.

(b) Result in substantial soil erosion or the loss of topsoil?				X
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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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There is no loss of topsoil or substantial soil erosion of the site since it has been previously graded. No substantial erosion or loss of topsoil will occur for the Project.				
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the s, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
The soils at the Project site are not susceptible to liquefaction (Converse, Ibid., p. iiiii)				
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
The soils at the Projects sites have a very low to low expansive potential and mitigation is not required (Converse, Ibid., page iv)				
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
No septic tanks or alternative waste water disposals are proposed. The Projects sites are served by public sewers.				
7. GREENHOUSE GAS EMISSIONS. Would the project?				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?			X	
The project does not generate greenhouse gases during construction or operation in excess of SCAQMD standards (Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-002GHG, Greve and Associates, LLC, April 15, 2016). The report is posted on the District's website in the Appendices for the 2015 FMPU/PEP Update EIR.				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
The Projects do not conflict with any GHG plan or regulation. See Item a above.				
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project?				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?				X
Since the Project site has been previously graded, it is improbable that there are hazardous materials onsite. The building will not have hazardous materials issues and any disposal of building materials (i.e. asbestos or lead paint) will be done in accordance with local and state regulations. The Project is not associated with the transport of hazardous materials.				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?				X
There is no use of hazardous materials onsite other than cleaning supplies. See Item a.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
No public schools are located within one-quarter mile of the Project site. However, the Child Development Complex is located approximately ½ mile north of the Project site. The Project emits no hazardous emissions and store only routine cleaning supplies, which are not hazardous materials.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?				X
The Project site is not located in Section 65962.5 databases.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
The Project sites is not within two miles of an airport.				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
The Projects sites are not within two miles of a private airstrip.				
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project will not interfere with emergency plans. Emergency vehicles have access from Temple Avenue in both directions.. Special traffic management and safety plans will be operational during the 2020 Olympic Trials.				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
There are no wildland areas near the Projects sites.				
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
The hydrology study for the campus is posted on the District's website (<i>Mt. San Antonio College – Measure RR Hydrology Study</i> , Psomas, April 2016) in the Appendices for the 2015 FMPU/PEP Update EIR.				
The District is required to submit a Grading Plan to the City of Walnut for approval.				
No water quality standards will be violated by the Project. The Project will comply with an approved Stormwater Pollution Prevention Plan (SWPPP). (The Projects are not required to complete a Water Quality Management Plan because the California State Water Quality Control Board has not designated community colleges as a non-traditional MS-4 permittee).				
b) Substantially degrade 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	
All water is obtained from the Three Valleys Municipal Water District. The District has ample supplies and facilities to serve the campus.				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
Only minor grade elevation changes are necessary for the Project. The existing drainage pattern is not substantially altered. No streams are impacted by the Project. Landscaping onsite will increase by 5.5 acres.				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate of surface runoff in a manner which would result in flooding on- or off site?				X
No streams are impacted by the Projects.				
e) Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
The Project site is already graded and no major change in drainage occurs with the Project's completion. The Erosion Control Plan for the Project is shown in Exhibit 3.16 of the Draft EIR. Since the Projects will comply with an approved SWPPP, no polluted runoff will occur. Mitigation measure HYD-01 in the 2016 MMP requires the Project install the required infrastructure for drainage.				
f) Otherwise substantially degrade water quality?				X
The Project will comply with an approved SWPPP. There will be no Project impacts on water quality. The Project sites is part of the Campus Master Plan Drainage Study and have no impact on campus area drainage.				
g) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
The Project does not propose new housing.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
The Project area is not located within a flood hazard area.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
The Project is not located near, or exposed to flooding from a dam.				
j) Inundation by seiche, tsunami, or mudflow?				X

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Projects site is not near oceans or subject to landslides and mudflows.

10. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?				X
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The Project is located within the campus and does not divide a community.

b) Conflict with an 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			
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The Project is located in the Athletics Zone. The City of Walnut has retained the zone of Residential Plan Development 61,700 (0.6 du) with a Civic Center Overlay Zone.

The District is not subject to the City’s Zoning Ordinance. Per California Government Code 53094: Subdivision (a): Local zoning ordinances do not apply to school districts unless the City zoning ordinance makes provision for the location of public schools and unless the City has adopted a General Plan. Section 53094: Subdivision (b) states: Notwithstanding Subdivision (a), a school district may exempt local zoning for classroom facilities if by vote of two-thirds of members.

The City of Walnut has designated the campus “Schools” in the General Plan. The City has not designated the campus “public school” in the zoning ordinance but has a designation of Residential Plan Development 61,700 (0.6 du) with a Civic Center Overlay Zone. This inconsistency may be considered an adverse impact if not reconciled in their General Plan Update.

c) Conflict with any applicable habitat conservation plan or natural communities’ conservation plan?				X
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The Project does not impact a conservation plan.

11. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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There are no known mineral resources on the Project site.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
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No plans designate the Project area as a mineral resource recovery site.

12. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
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The construction and operational noise for the Project, including the hosting of the 2012 Olympic Track & Field Trials has been evaluated in two reports: *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-002NZ, Greve and Associates, LLC, April 15, 2016* and *Stadium Noise Measurements – Cerritos College (Report #15-110B), Greve and Associates, October 13, 2015*. The reports are posted on the District’s website and the reports are in the Appendices to the 2015 FMPU/PEP Update EIR.

The District is not subject to the City’s Noise Ordinance or noise standards. Per California Government Code 53094: Subdivision (a): Local zoning ordinances do not apply to school districts unless the City zoning ordinance makes provision for the location of public schools and unless the City has adopted a General Plan. Section 53094: Subdivision (b) states: Notwithstanding Subdivision (a), a school district may exempt local zoning for classroom facilities if by vote of two-thirds of members.

The City of Walnut has designated the campus “Schools” in the General Plan. The City has not designated the campus “public school” in the zoning ordinance but has a designation of Residential Plan Development 61,700 (0.6 du) with a Civic Center Overlay Zone. Since the project will result in non-excepted construction occurring outside the permitted hours of the City’s Noise Ordinance, the project’s construction activities would not be in compliance with the Ordinance.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X
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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The only potential construction noise or vibration exposure is to persons in adjacent campus buildings, not to residential areas offsite.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
Upon buildout, the ambient noise level will not increase substantially. Noise from players or spectators at the Stadium is at least 1,600 feet from residential areas in the Snow Creek neighborhood.				
While construction noise impacts are temporary in nature, the magnitude and duration of the noise impacts are Less than Significant. However, Mitigation Measure NO-01 in the 2016 MMP does regulate the hours of construction. The Project's noise impact during construction is Less than Significant with Mitigation Incorporated.				
d) A substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
Upon buildout, the ambient noise level will not increase substantially. Noise from players or spectators at the Project site will be similar to existing noise levels, except for the hosting of the 2020 Olympic Track & Field Trials. Noise levels for football games is evaluated in Table 3.8.16 and peak noise levels for the Trials for four residential areas was evaluated in Table 3.11.2. No significant noise impacts occurred in either situation. The 2015 FMPU/PEP Update EIR is posted on the District's website.				
Mitigation Measure NO-02 in the 2016 MMP does regulate the noise levels for stadium audio equipment. The most effective means of reducing temporary construction noise impacts during Projects construction on- and off-campus is to minimize the time construction occurs (i.e. complete it quickly to limit the noise duration or limit the hours of construction). Measure Measure NO-01, referenced above, does that.				
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
The Project site is not located within two miles of an airport.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
The Project site is not within two miles of an air strip.				
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
The Project does not induce population growth. Temporary minor increases in employment on campus may due to the Project will occur but do not induce significant population growth.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
The Project does not include housing or displace housing.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
The Project does not displace people.				
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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
Existing County of Los Angeles fire services can protect the Project without new facilities per their review prior to adoption of the 2015 Final EIR.				
b) Police protection?				X
Campus security is responsible for the Project and special security operations will occur for the 2020 Olympic Track & Field Trials. The campus is also served by the County of Los Angeles Sheriff Department.				
c) Schools?				X
The Project has no impact on public schools.				
d) Parks?				X
The Project has no impact on public parks.				

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) Other public facilities?				X
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The Project has no impact on other public facilities (e.g. libraries, community center, etc.)

15. RECREATION.

a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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The Project has no residents and no impacts on parks or recreational facilities.

b) 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
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The Project does not include public recreational facilities (i.e. parks or recreation centers).

16. TRANSPORTATION/TRAFFIC. Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
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The traffic impacts of the Project, including the hosting of the 2020 Olympics Track & Field Trials was evaluated in *the Mt. SAC Facilities Master Plan Update and Physical Education Projects Traffic Impact Study – Draft Report, Iteris, April 1, 2016*. The report is posted on the District’s website in the Appendices for the 2015 FMPU/PEP Update EIR.

As noted in the *Statement of Overriding Considerations* for the 2015 FMPU/PEP Update EIR, Additional lane improvements are not feasible at six (6) locations within the traffic study area for one or more traffic scenarios: (1) Grand Avenue/Mountaineer Road, (2) Grand Avenue/San Jose Hills Road, (3) Valley Boulevard/Temple Avenue, (4) Grand Avenue/Valley Boulevard, (5) Grand Avenue/Temple Avenue and (6) Grand Avenue/Baker Parkway. Locations 1–2 are adverse with the project in 2020, and locations 1–5 in 2025 with the project. With cumulative projects, locations 1–6 are adverse in 2020 and in 2025 (i.e. Tables 10, 15, 17 in Appendix B1).

Although lane and traffic signal improvements are required at nine (9) locations for project buildout of the 2015 FMPU in 2020, additional improvements are not feasible at three (3) locations and the traffic impact will be unavoidably adverse. For cumulative conditions in 2020, improvements are required at thirteen (13) locations, but feasible at only nine (9) locations.

PM peak weekday traffic during the 2020 Olympic Track & Field Trials (OTFT), when event traffic is combined with pm peak commuter traffic, will result in significant traffic impacts at 18 locations for two weekdays. Providing feasible improvements for only two days is not practical or cost effective. The pm peak congestion is limited to two or three hours for two weekday evenings during Session 1. Future schedule event changes may reduce the congestion duration.

Although the shuttle system will reduce event trips near campus, and the required vehicle occupancy minimums will reduce trips and the need for parking, event traffic for hosting the 2020 Olympic Track & Field Trials is adverse for two weekday pm peak periods. Higher patron shuttle participation rates and higher vehicle occupancy limits are not feasible.

The traffic impacts of the Project are summarized in Section 3.8.2 (B) in the 2015 FMPU/PEP Update EIR and the traffic impacts of the 2020 Olympic Trials are included in Section 3.11.

The quantities of earth and concrete for the Project are summarized in Table 3.8.4 of the 2015 FMPU/PEP Update EIR. THE DATA IN TABLE 3.8.4 IS THE FINISH GRADING FOR THE PROJECT AND DOES NOT INCLUDE THE REQUIRED EARTH EXPORT TO THE WEST PARCEL SOLAR PROJECT. Mitigation Measure TR-53 in the 2016 MMP limits the hours for truck hauling FOR PEP (PHASE 2). The District is required to submit a Truck Hauling Plan to the City of Walnut for approval.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated				X
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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
roads or highways?				
The Project have no impact on CMP intersections.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
The Project does not impact air traffic patterns.				
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	X			
The Project has no impact on the design of Temple Avenue near campus but may have an impact on the Campus Drive/Temple Avenue or Kellogg Drive/Inerstate-10 intersections.				
e) Result in inadequate emergency access?				X
The Project will not result in inadequate emergency access. Emergency vehicles have access via Temple Avenue in both directions..				
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?				X
The Project has no impacts on the facilities cited and do not decrease the performance or safety of such facilities.				
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
The Project does not result in exceeding any RWQCB standard. The Project will comply with all recommendations of the <i>Stormwater Pollution Prevention Plan for the Physical Education Projects (Phase 1, 2)</i> , Psomas, September 3, 2015. The report is included in the Appendices of the 2015 FMPU/PEP Update EIR on the District's website.				
b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
No new or expanded water or wastewater treatment facilities are needed for the Project.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
. The Project will comply with the Master Utilities Infrastructure Plan . The new Project drainage faculties will not cause significant effects.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
The Three Valleys Municipal Water District has ample facilities and supplies for the Project. The District has reduced its water use from approximately 598 acre feet of water per year in 2006 by 30 percent in 2015 and may realize a 50 percent reduction in domestic water use in less than ten years. District efforts are implemented through the Water Resource Conservation Program.				
e) Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
The Project produces minimal wastewater and LACSD has ample capacity to serve the Project.				
f)) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?			X	
The increase in solid waste for the Project is not substantial and there is minimal constructions debris that must be disposed of in area landfills. Special operations will be imposed to collect solid waste during the 2020 Olympic Trials.				
g) Comply with federal, state, and local statues and regulations related to solid waste?				X
The Project will comply with all applicable statues and regulations for solid waste.				
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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		

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project have no impact on all issues listed, except for the potential impact on migratory birds, which is reduced to Less than Significant by Mitigation Measure BIO-02.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?				X
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The Project’s incremental impacts are either No Impact or Less than Significant with Mitigation Incorporated. Please note that the issue of cumulatively considerable impacts for the Project (i.e. when a single issue is not significant) is not the same issue of considering cumulative traffic impacts of multiple projects, which is adverse (see Item 17).

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
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The air quality, greenhouse gas and noise studies have not identified any adverse effects on human beings.

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Public Resources Code; Eureka Citizens for Responsible Government v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans’ Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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2012 FINAL EIR APPLICABLE MITIGATION MEASURES

All mitigation measures required for the project re included in the 2016 MMP, which is posted on the District's website.

Notice of Preparation (NOP) of a Draft Subsequent Project EIR for the Mt. San Antonio College Physical Education Project (Phase 1, 2)

Responsible and Concerned Agencies

The Mt. San Antonio Community College District (District) is the Lead Agency and will prepare a Draft Subsequent Project Environmental Impact Report (Draft SEIR) for the Physical Education Project (Phase 1, 2) and hosting the 2020 Olympics Track & Field Trials at Hilmer Lodge Stadium. The project will result in the replacement of the existing Hilmer Lodge Stadium with a new stadium and ancillary facilities.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed update. Your agency will need to use the Draft SEIR prepared by the District when considering your input for the project described in the Draft SEIR.

The project description, location and the probable environmental effects are included in the complete NOP document which is posted on the college's website (see below).

The prior 2002, 2005, 2008, 2012 and 2015 Facility Master Plans were evaluated in the Final Program EIRs (SCH 2002041161) that were certified in December 2002, January 2006, September 2008, December 2013 and October 2016. The Physical Education Project (PEP) was previously evaluated in the 2015 Facilities Master Plan Update and Physical Education Projects Final EIR and the project description is unchanged. The certified 2015 FMPU/PEP Final EIR is posted on the District's website.

This Draft SEIR will address only those issues needed to make the prior 2002–2015 documentation adequate for the project. The project-specific environmental effects may include additional impacts at the Campus/Temple and Kellogg/Interstate 10 intersection that were not evaluated in the prior Final Program/Project EIR (SCH 2002041161). The Draft SEIR will also evaluate any new impacts, or revisions required to make the prior documentation adequate for the project. The California Division of the State Architect (DSA) submittals for the project remains unchanged, and the plans for hosting the 2020 Olympic Trails remain unchanged.

Document Available for Review:

The complete NOP document is posted on the District's website:

<http://www.mtsac.edu/construction/reports-and-publications/environmental-impact-reports.html>

The NOP document may also be reviewed at the following locations:

Walnut Public Library
Reference Desk
21155 La Puente Avenue
Walnut, California 91789

Mt. San Antonio College Library
Building 6, Library, 2nd floor, Reference Desk
1100 North Grand Avenue
Walnut, California 91789

Time for Review:

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this Notice. We will also need the name for a contact person in your agency.

Please send your response to Becky Mitchell, Assistant Director at the address below:

Project Title: Mt. San Antonio College Physical Education Project (Phase 1, 2)
Project Applicant: Mt. San Antonio Community College District
Date: April 14, 2016
Contact: Becky Mitchell, Assistant Director
Telephone: (909) 274-5175
Facsimile: (909) 468-3931
E-Mail Address: facilitiesplanning@mtsac.edu

NEWS PAPER NOTICE – DRAFT 1 – MARCH 31, 2017 – PUBLISH APRIL 7

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2002041161

Project Title: Physical Education Project (Phse 1, 2) Subsequent Project EIR

Lead Agency: Mt. San Antonio Community College District Contact Person: Rebecca Mitchell
 Mailing Address: 1100 North Grand Avenue, Facilities Division Phone: (909) 274-5175
 City: Walnut Zip: 91789 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Walnut/Pomona
 Cross Streets: North Grand Avenue and Temple Avenue Zip Code: 91789
 Longitude/Latitude (degrees, minutes and seconds): 34 ° 44 ' 30 " N / 117 ° 50 ' 45 " W Total Acres: 420 ga
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: 57/60 Waterways: _____
 Airports: _____ Railways: _____ Schools: Westhoff/Collegewood

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational: _____ Waste Treatment: Type _____ MGD _____
 Recreational: _____ Hazardous Waste: Type _____
 Water Facilities: Type _____ MGD _____ Other: New Stadium (11,940 seats) & 2020 Olympic Trials

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

City of Pomona - (O) Publicly Owned Land, General Plan (City of Pomona) - Special Campus

Project Description: (please use a separate page if necessary)

The PEP Subsequent SEIR will study the impact of PEP (Phase 1, 2) and hosting the 2020 Olympics Track & Field Trials on two intersections located in the City of Pomona. The intersections were not previously included in the 2015 Facilities Master Plan and Physical Education Projects Program/Project EIR certified in October 2016. The SEIR will address any revised impacts or new impacts not addressed in the prior document.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|--|---|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>7</u> | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Regional WQCB # _____ |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input checked="" type="checkbox"/> Other: <u>Community College Chancellor's Office</u> |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: <u>SCAQMD</u> |
| <input type="checkbox"/> Housing & Community Development | |
| <input type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date April 14, 2017 Ending Date May 15, 2017

Lead Agency (Complete if applicable):

Consulting Firm: <u>SID LINDMARK, AICP</u>	Applicant: <u>Mt. San Antonio Community College District</u>
Address: <u>10 Aspen Creek Lane</u>	Address: <u>1100 North Grand Avenue</u>
City/State/Zip: <u>Laguna Hills, CA 92653</u>	City/State/Zip: <u>Walnut, California 91789</u>
Contact: <u>Sid Lindmark, AICP</u>	Phone: <u>(909) 274-5175 facilitiesplanning@mtsac.edu</u>
Phone: <u>(949) 855-0416</u>	

Signature of Lead Agency Representative:  Date: April 14, 2017

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



April 18, 2017

Rebecca Mitchell
Mt. San Antonio College
1100 North Grade Avenue
Walnut, CA 91789

sent via e-mail to: facilitiesplanning@mtsac.edu

RE: SCH# 2002041161; Physical Education Project (Phase 1, 2) Subsequent Project EIR Project, Los Angeles County, California

Dear Ms. Mitchell:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



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

cc: State Clearinghouse

P.O. Box 682, Walnut, CA 91788-0682
21201 La Puente Road
Walnut, CA 91789-2018
Telephone (909) 595-7543
FAX (909) 595-6095
www.ci.walnut.ca.us



CITY OF WALNUT

April 25, 2017

Rebecca Mitchell, Manager, Facilities Support Services
Facilities Planning & Management
Mt. San Antonio College
1100 North Grand Avenue
Walnut, California 91789

SUBJECT: Notice of Preparation (NOP) of a Draft Subsequent Project EIR for the Mt. San Antonio College Physical Education Project (Phase 1, 2)

Dear Ms. Mitchell,

The City of Walnut has received (via Certified Mail dated April 18, 2017) the Notice of Preparation (NOP) of a Draft Subsequent Project EIR for the Mt. San Antonio College Physical Education Project (Phase 1 & 2).

In an effort to maintain an open and effective communication between the City of Walnut and Mt. SAC, this letter serves as a response to the NOP. The City of Walnut appreciates the efforts by neighboring public agencies and school districts to disseminate reports and documentation on projects that could have significant impacts to the City and our residents at large. In light of the Court's recent decision in the *United Walnut Taxpayer's v Mt. Sac et. al.* case (Los Angeles County Superior Court Case #BC576587), the City is eager to engage in further discussion of the proposed Physical Education Project (Phase 1, 2).

The City submitted a comment letter dated July 28, 2016 identifying the inadequacies of the Draft Subsequent/Project EIR for the Project. We appreciate Mt. SAC's efforts to address those issues needed to make the prior documentation adequate for the project and look forward to continuing consultation in that regard with Mt. Sac on this NOP and the Draft SEIR for the Physical Education Project (Phase 1, 2) as well as any future documents for projects within our community. Thank you for giving the City of Walnut the opportunity to comment on the NOP for this project. If you have any questions, please feel free to contact me at (909) 505-7543.

Sincerely,

Tom Weiner
Community Development Director

Justin Carlson
City Planner



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR



Notice of Preparation

April 14, 2017

To: Reviewing Agencies

Re: Physical Education Project (Phse 1, 2) Subsequent Project EIR
SCH# 2002041161

Attached for your review and comment is the Notice of Preparation (NOP) for the Physical Education Project (Phse 1, 2) Subsequent Project EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Rebecca Mitchell
Mt. San Antonio College
1100 North Grade Avenue
Walnut, CA 91789

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002041161
Project Title Physical Education Project (Phse 1, 2) Subsequent Project EIR
Lead Agency Mt. San Antonio Community College

Type NOP Notice of Preparation

Description The PEP Subsequent SEIR will study the impact of PEP (Phase 1, 2) and hosting the 2020 Olympics Track & Field Trials on two intersections located in the City of Pomona. The intersections were not previously included in the 2015 Facilities Master Plan and Physical Education Projects Program/Project EIR certified in Oct. 2016. The SEIR will address any revised impacts or new impacts not addressed in the prior document.

Lead Agency Contact

Name Rebecca Mitchell
Agency Mt. San Antonio College
Phone 909-274-5175 **Fax**
email
Address 1100 North Grade Avenue
City Walnut **State** CA **Zip** 91789

Project Location

County Los Angeles
City Walnut
Region
Cross Streets N. Grande Avenue and Temple Avenue
Lat / Long 34° 44' 30" N / 117° 50' 45" W
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways Hwy 57, 60
Airports
Railways
Waterways
Schools Westhoff, Collegewood
Land Use City - School, RPD - 61,700 and 28,500
District - Primary Educational, Athletics and Ag and Open Space

Project Issues Traffic/Circulation; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

Date Received 04/14/2017 **Start of Review** 04/14/2017 **End of Review** 05/15/2017

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2002041161

Project Title: Physical Education Project (Phse 1, 2) Subsequent Project EIR

Lead Agency: Mt. San Antonio Community College District

Contact Person: Rebecca Mitchell

Mailing Address: 1100 North Grand Avenue, Facilities Division

Phone: (909) 274-5175

City: Walnut

Zip: 91789

County: Los Angeles

Project Location: County: Los Angeles

City/Nearest Community: Walnut/Pomona

Cross Streets: North Grand Avenue and Temple Avenue

Zip Code: 91789

Longitude/Latitude (degrees, minutes and seconds): 34 ° 44 ' 30 " N / 117 ° 50 ' 45 " W Total Acres: 420 ga

Assessor's Parcel No.: Section: Twp.: Range: Base:

Within 2 Miles: State Hwy #: 57/60

Waterways:

Airports:

Railways:

Schools: Westhoff/Collegewood

Document Type:

- CEQA: [x] NOP
[] Early Cons
[] Neg Dec
[] Mit Neg Dec

- [] Draft EIR
[] Supplement/Subsequent EIR (Prior SCH No.)
Other:

- NEPA: [] NOI
[] EA
[] Draft EIS
[] FONSI

- Other: [] Joint Document
[] Final Document
[] Other:

APR 13 2017

Local Action Type:

- [] General Plan Update
[] General Plan Amendment
[] General Plan Element
[] Community Plan

- [] Specific Plan
[] Master Plan
[] Planned Unit Development
[] Site Plan

- [] Use Permit
[] Land Division (Subdivision, etc.)

- [] Annexation
[] Redevelopment
[] Coastal Permit
[] Other:

Development Type:

- [] Residential: Units Acres
[] Office: Sq.ft. Acres Employees
[] Commercial: Sq.ft. Acres Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational:
[] Water Facilities: Type MGD

- [] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[x] Other: New Stadium (11,940 seats) & 2020 Olympic Trials

Project Issues Discussed in Document:

- [] Aesthetic/Visual
[] Agricultural Land
[] Air Quality
[] Archeological/Historical
[] Biological Resources
[] Coastal Zone
[] Drainage/Absorption
[] Economic/Jobs

- [] Fiscal
[] Flood Plain/Flooding
[] Forest Land/Fire Hazard
[] Geologic/Seismic
[] Minerals
[] Noise
[] Population/Housing Balance
[] Public Services/Facilities

- [] Recreation/Parks
[] Schools/Universities
[] Septic Systems
[] Sewer Capacity
[] Soil Erosion/Compaction/Grading
[] Solid Waste
[] Toxic/Hazardous
[] Traffic/Circulation

- [] Vegetation
[] Water Quality
[] Water Supply/Groundwater
[] Wetland/Riparian
[] Growth Inducement
[] Land Use
[x] Cumulative Effects
[] Other:

Present Land Use/Zoning/General Plan Designation:

City of Pomona - (O) Publicly Owned Land, General Plan (City of Pomona) - Special Campus

Project Description: (please use a separate page if necessary)

The PEP Subsequent SEIR will study the impact of PEP (Phase 1, 2) and hosting the 2020 Olympics Track & Field Trials on two intersections located in the City of Pomona. The intersections were not previously included in the 2015 Facilities Master Plan and Physical Education Projects Program/Project EIR certified in October 2016. The SEIR will address any revised impacts or new impacts not addressed in the prior document.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> OES (Office of Emergency Services) Monique Wilber	<input type="checkbox"/> Caltrans, District 8 Mark Roberts	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways Denise Peterson	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Dronngesen	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 3 Craig Weightman	<input type="checkbox"/> Public Utilities Commission Supervisor	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Lisa Johansen	<input checked="" type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Crista Chan	<input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input checked="" type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Cat Fire Dan Foster	<input type="checkbox"/> Fish & Wildlife Region 6 (M) Heidi Calvert Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Cal State Transportation Agency CalSTA	<input type="checkbox"/> Airport & Freight Cathi Slaminski	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> Dept. of Fish & Wildlife M William Paznokas Marine Region	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> State Water Resources Control Board	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input checked="" type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Caltrans - Planning HQ LD-IGR Christian Bushong	<input type="checkbox"/> Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input checked="" type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> State Water Resources Control Board Cindy Forbes - Asst Deputy Division of Drinking Water	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input checked="" type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Cathy Buck Environmental Services Section	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> State Water Resources Control Board Div. Drinking Water # _____	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve Goldbeck	<input type="checkbox"/> Delta Stewardship Council Kevin Samsam	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input checked="" type="checkbox"/> Dept. of Water Resources Agency Nadell Gayou	<input type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> Other _____
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Independent Commissions/Boards	<input type="checkbox"/> Caltrans, District 3 Eric Federicks - South Susan Zanchi - North	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Delta Protection Commission Erik Vink	<input type="checkbox"/> Caltrans, District 4 Patricia Maurice	<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	
<input type="checkbox"/> Fish & Wildlife Region 1 Curt Babcock		<input type="checkbox"/> Caltrans, District 5 Larry Newland		
		<input type="checkbox"/> Caltrans, District 6 Michael Navarro		
		<input checked="" type="checkbox"/> Caltrans, District 7 Dianna Watson		



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

May 5, 2017

facilitiesplanning@mtsac.edu

Rebecca Mitchell, Manager, Facilities Support Services
Facilities Planning & Management
Mt. San Antonio College
100 North Grand Avenue
Walnut, CA 91789-1399

Notice of Preparation of a Draft Subsequent Project Environmental Impact Report for the Mt. San Antonio College Physical Education Project (Phase 1, 2)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Subsequent Project Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft Subsequent Project EIR upon its completion. Note that copies of the Draft Subsequent Project EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft Subsequent Project EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft Subsequent Project EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when

preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant sources related to the proposed project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance¹ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd/technical_advisory_final.PDF.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

¹ In April 2017, ARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement ARB’s Air Quality and Land Use Handbook: A Community Health Perspective. This Technical Advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. Available at: <https://www.arb.ca.gov/ch/landuse.htm>.

- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 AQMP available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines § 15126.6 (d), the Draft Subsequent Project EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at the SCAQMD's webpage (<http://www.aqmd.gov>).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC170413-04

Control Number



BOARD OF DIRECTORS

Brian Bowcock
David D. De Jesus
Carlos Goytia
Dan Horan
Bob Kuhn
John Mendoza
Joseph T. Ruzicka

GENERAL MANAGER/CHIEF ENGINEER

Richard W. Hansen, P.E.

May 8, 2017

VIA E-MAIL

Mt. San Antonio College
Attn: Ms. Rebecca Mitchell
1100 N. Grand Avenue
Walnut, CA 91789-1399

RE: Physical Education Project (Phase 1, 2) Subsequent Project EIR

Dear. Ms. Mitchell:

Pursuant to your letter dated April 24, 2017 and California Water Code Sections 10910-10915 and Sections 79560-79565, Three Valleys Municipal Water District (TVMWD) recognizes the additional supply of water required by the above-referenced project. TVMWD further acknowledges that the amount specified by Mt. SAC in its EIR document can be served by the existing water connection (designated as PM-1) on Metropolitan Water District's (MWD) Orange County Feeder without additional construction or expansion of the connection.

Mt. SAC's current Tier 1 allocation appears sufficient to cover the additional water demand of 48,000 gallons per day and no need for new or expanded entitlements are warranted at this time. It should be noted, however, that during years of drought or limited water availability, all of TVMWD's member agencies (including Mt. SAC) are subject to a decrease in their annual allocations. While these conditional changes in allocation do not necessarily limit the amount of water that an agency can take, exceeding the established amount will result in additional fees and costs to the agency.

Please contact TVMWD if you require any clarifications or have any additional questions.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Mario C. Garcia", is written over a blue ink scribble that extends across the signature line.

Mario C. Garcia
Manager of Engineering & Operations

Response to MT SAC NOP dated April 14, 2017

Responder: United Walnut Taxpayers (UWT)

Date May 14, 2017

- 1) Project submitted to DSA as Application number 03-11612 as ACE (Athletic Complex East), there was no updated submittal for PEP (Physical Education Project).
- 2) An SEIR was prepared on the above mentioned project after obtaining DSA approval. This practice was clearly admonished in judge Chalfant's Preliminary ruling of March 14, 2017.
- 3) The ACE (PEP) is NOT exempt from City zoning under 53094; the ACE or PEP is not a class room facility neither is the 91,727 gsf buildout of supporting buildings.
- 4) Mt SAC needs to apply for a conditional use permit (CUP) prior to proceeding with the project in addition to obtaining all necessary permits including hauling and grading.
- 5) Hilmer Lodge Stadium is designated a historic resource within a designated historic district; the board has waived the historic status of the stadium with a statement of overriding considerations without obtaining the necessary approvals from the State to demolish this historic structure. The stadium is eligible for the California Register of Historical Resources and is a historic landmark in the City of Walnut.
- 6) The project is subject to the City's noise as well as any other City ordinance and standards since it is a non-classroom facility.
- 7) The ACE (PEP) necessarily includes removal and disposal of remaining earthen materials from the stadium hill as an integral component of this project. These required earthmoving activities, including the timing of hauling and disposal in relation to other campus projects must be included, and related environmental impacts addressed as a part the ACE.
- 8) The NOP states that the ACE project is not subject to City zoning ordinances. However, as stated in Judge James Chalfont's Preliminary ruling of March 14. The grading component of such projects would not be exempt from City of Walnut permitting ordinances, and should be so stated in this environmental document.
- 9) UWT strongly objects to the use of approximately \$90 million in taxpayers' money on a project that was not part of the so called 2008 "Master Plan" referenced in Measure RR and approved by voters.

DEPARTMENT OF TRANSPORTATION

District 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0673
FAX (213) 897-1337
www.dot.ca.gov



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

May 15, 2017

Ms. Rebecca Mitchell
Mt. San Antonio College
Facilities Planning & Management
1100 North Grand Avenue
Walnut, CA 91789

RE: Physical Education Project Subsequent
Project EIR - Notice of Preparation
SCH#2002041161
GTS#07-LA-2016-00855-FL
Vic. LA/ 10/ PM 41.85
LA/ 57/ PM R6.489

Dear Ms. Mitchell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project includes the study of the impact of Physical Education Project and hosting the 2020 Olympics Track & Field Trials on two intersections located in the City of the Pomona.

The nearest State facilities to the proposed project is I-10 and SR-57. To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study should be prepared. Please refer the Project's traffic consultant to Caltrans' traffic study guide website: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf. If one has already been prepared for the project, please forward a copy to Caltrans for review and comment.

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip assignments, and choice of travel mode to I-10 and SR-57. An analysis of the freeway mainline, all on/off-ramps, parallel roadways, and freeway connector. Also, specifically as indicated by the proposed project to include additional impacts at Kellogg Drive at I-10 and Temple Avenue at SR-57.
2. Caltrans is concerned that additional traffic existing on the freeway may potentially back into the mainline through lanes if the queue exceeds the storage capacity on the off-ramps. A queuing analysis should be performed using HCM methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor. The queue length should be calculated from the traffic

counts, actual signal timing and the percent of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may determine whether project-related plus cumulative traffic is expected to cause long queues on the on- and off-ramps.

3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without the project. Future conditions including built-out and plan-horizon years. It is also recommended that the report include AM/PM peak hour volumes for bicycle under the existing conditions.
4. A cumulative traffic analysis, which includes existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
5. A discussion of multi-modal mitigation measures, including possible Active Transportation enhancements, appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.
6. Fair share contributions toward pre-established or future improvements on the State Highway System is considered to be an acceptable form of mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to *"provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."*

Good geometric and traffic engineering design to accommodate bicyclists and pedestrians are critical at every on and off ramp and freeway terminus intersection with local streets. Caltrans recommends the traffic study to include the impact of the traffic from pedestrians and bicyclists and will work with the lead agency to look for every opportunity to develop projects that improve safety and connectivity for pedestrians and bicyclists.

In view of SB 743, the Governor's Office of Planning and Research (OPR) is working to develop an alternative to LOS for evaluating transportation impacts pursuant to CEQA. Such as using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. Once OPR provides new guidance, Caltrans hopes to collaborate with the lead agency to adopt methods of traffic analysis and new thresholds that are mutually acceptable.

Ms. Rebecca Mitchell
05/15/2017
Page 3

As a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water and it is not permitted to discharge onto State highway facilities.

If you have any questions or concerns regarding these comments, please feel free to contact the project coordinator, Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov.

Sincerely,



DIANNA WATSON
Branch Chief, LD-IGR/CEQA Review

cc: Scott Morgan, State Clearinghouse



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN



May 16, 2017

Rebecca Mitchell, Manager
Mt. San Antonio College
Facilities Planning and Management
1100 North Grand Avenue
Walnut, CA 91789

Dear Ms. Mitchell:

NOTICE OF PREPARATION OF A DRAFT SUBSEQUENT PROJECT ENVIRONMENTAL IMPACT REPORT, "MT. SAC PHYSICAL EDUCATION PROJECT," WILL INCLUDE A 9-LANE 400 METER TRACK AND 10,912 PERMANENT SEATS, SCOREBOARD, LIGHTING STANDARDS, TWO PEDESTRIAN BRIDGES, FIVE ATHLETIC FIELDS, 6.90 ACRES OF LANDSCAPING AND SUPPORT FACILITIES, FOR HOSTING THE 2020 OLYMPIC TRACK AND FIELD TRIALS, WALNUT, FFER 201700051

The Notice of Preparation of a Draft Subsequent Project Environmental Impact Report 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 comments.

LAND DEVELOPMENT UNIT:

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.

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

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

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 five 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 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 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. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000 pounds and shall be surfaced so as to provide all-weather driving capabilities. Fire Apparatus Access Roads having a grade of 10 percent or greater shall have a paved or concrete surface.
 13. 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.
 14. 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.
 15. 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.

16. Traffic Calming Devices including but not limited to, speed bumps and speed humps shall be prohibited unless approved by the fire code official.
17. 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.
18. 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 four inches high with a minimum stroke width of 0.5 inch.
19. 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 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.

Gate Requirements:

1. The method of gate control shall be subject to review by the Fire Department prior to approval. All gates to control vehicular access shall be in compliance with the following:
 - a. Any single-gated opening used for ingress and egress shall be a minimum of 28 feet in-width clear-to-sky.
 - b. Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used the

50 feet shall be measured from the right-of-way to the intercom control device.

- d. 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.
- e. Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths, and details of the proposed gates.

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 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-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, tested, and accepted prior to beginning construction.

Rebecca Mitchell, Manager
May 16, 2017
Page 6

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.

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

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 in the Draft Subsequent Environmental Impact Report.

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 of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

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

MYT:ac



DATE: May 19, 2017

TO: Responsible and Concerned Agencies

SUBJECT: Notice of Completion (NOC) of the Mt. San Antonio College Physical Education Project (Phase 1, 2) Draft Subsequent Environmental Impact Report (SCH 2002041161)

FROM: Rebecca Mitchell, Assistant Director
Facilities Planning & Management
Mt. San Antonio College
1100 North Grand Avenue
Walnut, California 91789-1399

The Mt. San Antonio Community College District (District) is the Lead Agency and has completed a Draft Subsequent Project Environmental Impact Report (Draft SEIR) for the Physical Education Project (Phase 1, 2) and hosting the 2020 Olympics Track & Field Trials at Hilmer Lodge Stadium. The project will result in the replacement of the existing Hilmer Lodge Stadium with a new stadium and ancillary facilities. The California Division of the State Architect (DSA) submittals for the PEP project remains unchanged, and the plans for hosting the 2020 Olympic Trials and Special Events at the stadium remain unchanged.

The project description, location and the probable environmental effects are included in the Draft SEIR posted on the college's website (see below).

The prior 2002, 2005, 2008, 2012 and 2015 Facility Master Plans were evaluated in the Final Program EIRs (SCH 2002041161) that were certified in December 2002, January 2006, September 2008, December 2013 and October 2016. The Physical Education Project (PEP) was previously evaluated in the 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR and the project description is unchanged. The certified 2015 FMPU/PEP Final Program/Project EIR is posted on the District's website.

This Draft SEIR addresses only those issues needed to make the prior 2002–2015 documentation adequate for the project. The project-specific environmental effects include additional impacts at the Campus/Temple Avenue and Kellogg Drive and Interstate 10 intersections that were not evaluated in the prior Final Program/Project EIR (SCH 2002041161). The Draft SEIR evaluates any new impacts, or revisions required to make the prior documentation adequate for the project.

A Statement of Overriding Considerations (SOC) is recommended for PEP impacts on historic resources, on traffic level of service (i.e. when further improvements are not feasible) and for congestion during two weekday pm peak periods when hosting the 2020 Olympic Trials. The traffic study also evaluates 2015 FMPU impacts due to the student enrollment increases at the two intersections in the City of Pomona.

Document Available for Review:

The complete Draft SEIR document is posted on the District's website:

<http://www.mtsac.edu/construction/reports-and-publications/environmental-impact-reports.html>

The Draft SEIR may also be reviewed at the following locations:

Walnut Public Library
Reference Desk
21155 La Puente Avenue
Walnut, California 91789

Mt. San Antonio College Library
Building 6, Library, 2nd floor, Reference Desk
1100 North Grand Avenue
Walnut, California 91789

Time for Review:

The Draft SEIR is being circulated for a 45-day public review period from May 19 to July 3, 2017. All comments on the Draft SEIR must be received by 5:00 pm on Monday, July 3, 2017.

All public comments should be forwarded as written correspondence or pdf attachments to e-mails. **Freestanding e-mail comments are discouraged.** Please include the name, and full mailing address, of the respondent in all communication and the date the comments are sent. If an agency is responding, please provide a person, e-mail address and phone number.

Please send your comments to Rebecca Mitchell, Manager, Facilities Support Services at the address below:

Project Title: Mt. San Antonio College Physical Education Project (Phase 1, 2)
Project Applicant: Mt. San Antonio Community College District
Date: May 19, 2016

Contact: Rebecca Mitchell
Telephone: (909) 274-5175
Facsimile: (909) 274-2931
E-Mail Address: facilitiesplanning@mtsac.edu

Comments Due: 5:00 pm on Monday, July 3, 2017

Sample Summary for Electronic Document Submittal

15 copies of this document may be included when a Lead Agency is submitting electronic copies of environmental impact reports, negative declarations, mitigated negative declarations, or notices of preparation to the SCH. The SCH will still accept other summaries, such as an EIR summary prepared pursuant to CEQA Guidelines Section 15123, attached to the electronic copies of the document.

SCH # 20020411161

Lead Agency: Mt. San Antonio Community College District

Project Title: Physical Education Projects (Phase 1, 2) SEIR

Project Location: Walnut Los Angeles
City *County*

Please provide a Project Description (Proposed Actions, location, and/or consequences).

The Project EIR is a Subsequent EIR to the 2015 Facilities Master Plan Update Program/Project Final EIR certified in October 12, 2016. The SEIR will address all issues that were not addressed in the previous EIR, including the Physical Education Projects (PEP) impact on two intersections not previously analyzed in the City of Pomona: Campus Drive and Temple Avenue and Kellogg Drive and Interstate 10.

The City of Pomona requested this analysis in the response to comments to the prior EIR. However, the construction of a new parking structure at Cal Poly Pomona located near the Campus/Temple intersection was not complete, so new traffic counts were obtained and the traffic study update completed. The traffic study update also evaluates the impact of hosting the 2020 Olympic Track & Field Trials at the two new intersections.

In addition, previous mitigation measures were included in an Addendum, which was denied by the Superior Court. The Court's ruling also resulted in two new mitigation measures for grading and truck hauling, with the City of Walnut having review authority. The current EIR includes an updated site-specific mitigation monitoring program for the PEP project.

The current EIR incorporates by reference specific material that is unchanged and relevant to the current analysis from the previous Program/Project EIR certified on October 12, 2016.

Please identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The PEP project will have a significant impact at the Campus Drive and Temple Avenue intersection for the Existing Plus Project, and Existing Plus Project Plus Cumulative scenarios during the am peak period. The former impact can be fully mitigated but the latter impact is not feasible.

The PEP project has an 2020 impact at the Kellogg and I-10 intersection for the cumulative scenario only. Adding a traffic signal at this location will mitigate the impact.

The hosting of the 2020 Olympic Trials will have an impact both intersections (with Parking Plan A) during the pm peak period for two weekdays. No additional improvements are required or cost effective at these locations for a single event for two days only.

If applicable, please describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The City of Walnut has objected to the District not complying with their land use regulations and the United Walnut Taxpayers has objected to the use of Bond funds for the PEP project. The issues are being adjudicated in the Superior Court of Los Angeles County (Case BC 576587).

Please provide a list of the responsible or trustee agencies for the project.

California Department of Transportation (Interstate 10)
Community College Chancellor's Office

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2002041161**Project Title:** West Parcel Solar ProjectLead Agency: Mt. San Antonio Community College DistrictContact Person: Rebecca MitchellMailing Address: 1100 North Grand AvenuePhone: (909) 274-5175City: WalnutZip: 91789County: Los Angeles**Project Location:** County: Los Angeles City/Nearest Community: WalnutCross Streets: Temple Avenue and Grand AvenueZip Code: 91789Longitude/Latitude (degrees, minutes and seconds): 34 ° 03 ' 98 " N / 117 ° 84 ' 52 " W Total Acres: 26.75

Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: 57/60

Waterways: _____

Airports: _____ Railways: _____ Schools: Westhoff/Collegewood**Document Type:**

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____ Transportation: Type _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Waste Treatment: Type _____ MGD _____
 Educational: _____ Hazardous Waste: Type _____
 Recreational: _____ Other: 2.2 MW solar panel system
 Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:Retail & Solar (Campus Zoning) Single Family Residential/Residential Planned Development (City of Walnut)**Project Description:** (please use a separate page if necessary)

The project will remove native vegetation on 17.25-acres of the project site and develop a 2.2 MW solar panel system on a 9.9-acre pad with an interconnect to the campus electrical system. Restored and replacement coastal sage habitat will be provided on- and off-site for the coastal California gnatcatcher. Approximately 139,000 cubic yards of earth will be imported to the project site from the stadium area on campus.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans District # _____ | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>4</u> |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: <u>U. S. Fish & Wildlife Service</u> |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: <u>SCAQMD & CC Chancellor's Office</u> |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date July 27, 2017 Ending Date September 12, 2017

Lead Agency (Complete if applicable):

Consulting Firm: <u>SID LINDMARK, AICP</u>	Applicant: <u>Mt. San Antonio Community College District</u>
Address: <u>10 Aspen Creek Lane</u>	Address: <u>1100 North Grand Avenue</u>
City/State/Zip: <u>Laguna Hills, CA 92653</u>	City/State/Zip: <u>Walnut, California 91789</u>
Contact: <u>Sid Lindmark</u>	Phone: <u>(909) 274-5175 or facilitiesplanning@mtsac.edu</u>
Phone: <u>(949) 855-0416</u>	

Signature of Lead Agency Representative:  Date: July 27, 2017

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 5, 2017



Rebecca Mitchell
Mt. San Antonio College
1100 North Grade Avenue
Walnut, CA 91789

Subject: Physical Education Project (Phse 1, 2) Subsequent Project EIR
SCH#: 2002041161

Dear Rebecca Mitchell:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 3, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002041161
Project Title Physical Education Project (Phse 1, 2) Subsequent Project EIR
Lead Agency Mt. San Antonio Community College

Type EIR Draft EIR
Description The PEP Subsequent SEIR will study the impact of PEP (Phase 1, 2) and hosting the 2020 Olympics Track & Field Trials on two intersections located in the City of Pomona. The intersections were not previously included in the 2015 Facilities Master Plan and Physical Education Projects Program/Project EIR certified in Oct. 2016. The SEIR will address any revised impacts or new impacts not addressed in the prior document.

Lead Agency Contact

Name Rebecca Mitchell
Agency Mt. San Antonio College
Phone 909-274-5175 **Fax**
email
Address 1100 North Grade Avenue
City Walnut **State** CA **Zip** 91789

Project Location

County Los Angeles
City Walnut
Region
Lat / Long 34° 44' 30" N / 117° 50' 45" W
Cross Streets N. Grande Avenue and Temple Avenue
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 57, 60
Airports
Railways
Waterways
Schools Westhoff, Collegewood
Land Use City - Publicly owned land
 GP: Special campus

Project Issues Cumulative Effects; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Resources, Recycling and Recovery; Air Resources Board, Transportation Projects; Native American Heritage Commission

Date Received 05/19/2017 **Start of Review** 05/19/2017 **End of Review** 07/03/2017

6-3. City of Pomona (July 28, 2016)

The City of Pomona requests that the traffic study include the following five items, which were also included in Figure 4: Project Trip Distribution (see Appendix A16).

As requested, Deepak Kaushik, PE, Iteris and Mika Klein participated in a phone conference with Pomona staff on August 10 to discuss their concerns.

As stated in Section 15204 of the CEQA Guidelines *“CEQA does not require a lead agency (i.e. District) to conduct every test or perform all research, study and experimentation recommended or demanded by commentators”*.

6-3.1 *“Should include the intersection of South Campus and Temple Avenue as a study intersection.”*

6.3.1 It is not expected that a significant amount of campus traffic would use South Campus Drive to access Temple Avenue, as opposed to alternate routes. Mt. SAC campus bound traffic would more than likely use Grand Avenue from the west and Temple Avenue from the east. Both Grand Avenue and Temple Avenue have a higher speed limit (45 mph) than Campus Drive (35 mph). In addition, Grand Avenue and Temple Avenue (arterial roadways) have higher roadway capacities than Campus Drive (collector).

While some campus bound traffic may still use Campus Drive to access Mt SAC in both directions, it would likely not be a significant amount. As a result, the South Campus and Temple Avenue intersection was not included in the analysis.

In order to assess this intersection thoroughly, it is anticipated that traffic counts during the 2016 fall term school year would need to be collected at this intersection. It is understood that the new parking structure would be opening on September 15, 2016. Thus, new traffic counts at this intersection should not be collected until at least the third week of the fall term, in order to capture a typical school-related Cal Poly and Mt SAC traffic with the new structure in place.

Also, as shown in Appendix A35 (Temple Avenue/South Campus Drive Improvements), an additional southbound right-turn lane and eastbound left-turn lane have been incorporated into the intersection to enhance traffic flow and reduce delay resulting from the new parking structure. These two intersection improvements serve the critical movements that Mt SAC FMPU trips would hypothetically utilize. Thus, with these improvements in place, it is unlikely that this intersection would be impacted by the Mt SAC FMPU traffic if it were to be included in the report.

The 1,500 parking space Parking Structure II (Lot K) at Cal Poly Pomona is located off of Campus Drive north of Temple Avenue. The \$41 million project is scheduled for completion in September 2016.

Other Cal Poly projects under construction include Innovation Village (Phase 5) with 123,000 gsf with completion projected in 2016 and a Student Services Building with completion projected in 2018. The later project includes a new traffic signal on Kellogg Drive and University Avenue. A right-turn only lane will also be added at Temple Avenue to University Avenue.

Future projects include construction of 1,000 bed dormitories, which will replace existing dorms, and a realignment of Kellogg Drive.

Caltrans also is beginning a three-year construction project to add carpool lanes between Citrus Avenue and SR-57. (*Projects to Change Face of Campus*, Poly Centric University News Center, May 20, 2016).

6-3.2 *"Include a percentage of traffic associated with Kellogg Drive as a high percentage of vehicles come exit 10 Fwy eastbound and continue to Kellogg Dr."*

6.3.2 In the eastbound direction from I-10, the use of the I-10 to Kellogg Drive to Campus Drive route to reach Temple Avenue is a slower speed route, as well as a longer distance, than the I-10 to Grand Avenue route. The assumption is campus trips are exiting eastbound on the 10 Freeway, continuing south on Kellogg Drive through Cal Poly Pomona and west to Mt. SAC. The magnitude of this am peak traffic is unknown. The Kellogg Drive exit is 3.6 miles east of the Grand Avenue exit from 10 Freeway. Thus, a route from I-10 Freeway at Citrus Avenue to Grand/Mountaineer compared to the Kellogg exit to Grand/Bonita is 3.9 miles shorter.

Kellogg Drive and Campus Drive have a posted speed limit of 35 mph, include a stop-controlled intersection at University Drive, four signalized intersections, and the streets are adjacent to Cal Poly Pomona. Grand Avenue has a posted speed limit of 45 mph and does not include any stop-controlled intersections. Grand Avenue includes three signalized intersections (Holt Avenue, Cameron Avenue, Shady Mountain Road) before reaching the Mt SAC campus. Thus, our conclusion is that the I-10 to Grand Avenue route would be more attractive to drivers heading to Mt SAC.

In the westbound direction from I-10, the use of the I-10 to Kellogg Drive to Campus Drive route to reach Temple Avenue is a slower speed route than the 57 Freeway to Temple Avenue route. Kellogg Drive and Campus Drive have a posted speed limit of 35

mph, consist of more roadway curvatures than Temple Avenue, include a stop-controlled intersection at University Drive, and are adjacent to Cal Poly Pomona. Temple Avenue has a posted speed limit of 45 mph and does not consist of any stop-controlled intersections. Thus, our conclusion is the 57 Freeway to Temple Avenue route would be more attractive to drivers heading to Mt SAC.

While some campus bound traffic may still use the I-10/Kellogg Drive ramp to access Mt SAC in both directions, it would likely not be a significant amount.

Also, as shown in Appendix A35 (Temple Avenue/South Campus Drive Improvements), an additional southbound right-turn lane and eastbound left-turn lane have been incorporated into the intersection to enhance traffic flow and reduce delay resulting from the new parking structure. These two intersection improvements serve the critical movements that Mt SAC FMPU trips would hypothetically utilize. Thus, with these improvements in place, it is unlikely that this intersection would be impacted by the Mt SAC 2015 FMPU traffic if it were to be included in the report and include an altered trip distribution.

6-3.3 *“South Campus volume percentage distribution appears to be too low and not realistic.”*

6.3.3 The volume percentage distribution in the traffic study was based on routes that were deemed to be generally most attractive to motorists. Temple Avenue has a posted speed limit of 45 mph versus Campus Drive that has a posted speed limit of 35 mph. In addition, westbound/southbound Kellogg Drive reduces to one lane west of Red Gunn Lane for approximately 1,800 feet. Conversely, Temple Avenue consists of three lanes in each direction, consistently, between SR-57 and Campus Drive. Our professional judgment, as traffic engineers, is the distribution is appropriate and realistic.

Also, as shown in Appendix A35 (Temple Avenue/South Campus Drive Improvements), an additional southbound right-turn lane and eastbound left-turn lane have been incorporated into the intersection to enhance traffic flow and reduce delay resulting from the new parking structure. These two intersection improvements serve the critical movements that Mt SAC FMPU trips would hypothetically utilize. Thus, with these improvements in place, it is unlikely that this intersection would be impacted by the Mt SAC FMPU traffic if it were to be included in the report and include an altered trip distribution.

6-3.4 *“Provide data or methodology to justify the percentage trip distribution along 57 Fwy of 10 percent northbound and 10 percent southbound.”*

6.3.4 Detailed origin/destination data was not collected, nor is it appropriate for this

level of planning analysis. However, information used in the 2008 Draft EIR was applied to the current traffic study which was based on existing campus traffic patterns associated with the general locations of student residences provided by Mt. SAC.

Ultimately, a combination of the general student resident locations and engineering judgment, based on the surrounding circulation network, was used to determine project trip distribution.

6-3.5 *“Justify 4 percent distribution from Temple Ave east of 57 Fwy.”*

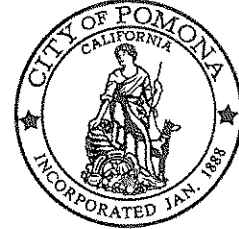
6.3.5 Detailed origin/destination data was not collected, nor is it appropriate for this level of planning analysis. However, information used in the 2008 Draft EIR was applied to the current traffic study which was based on existing campus traffic patterns associated with the general locations of student residences provided by Mt. SAC.

Ultimately, a combination of the general student resident locations and engineering judgment, based on the surrounding circulation network, was used to determine project trip distribution.

THE CITY OF POMONA

Planning Division

Development & Neighborhood
Services Department



July 28, 2016

Mikaela Klein
1100 North Grand Avenue
Walnut, CA 91789-5611

Dear Ms. Klein:

This letter is in response to the Draft EIR for the Mr. San Antonio College 2015 Facilities Master Plan Update and Physical Education Projects SEIR. The City of Pomona would request that the traffic study include the following as outlined on Figure 4 Project Trip Distribution:

- 1) Should include the intersection of South Campus and Temple Avenue as a study intersection.
- 2) Include a percentage of traffic associated with Kellogg Drive as a high percentage of vehicles come exit 10 Fwy eastbound and continue to Kellogg Dr.
- 3) South Campus volume percentage distribution appears to be too low and not realistic.
- 4) Provide data or methodology to justify the percentage trip distribution along 57 Fwy of 10 percent northbound and 10 percent southbound.
- 5) Justify 4 percent distribution from Temple Ave east of 57 Fwy.

We appreciate the opportunity to review the Draft EIR for this project and look forward to discussing with the project traffic engineer the above requested information and how this will effect roadway impacts in the City of Pomona. Please call the Planning Division at (909) 620-2191 to discuss any further questions or issues related to this response to the Draft EIR.

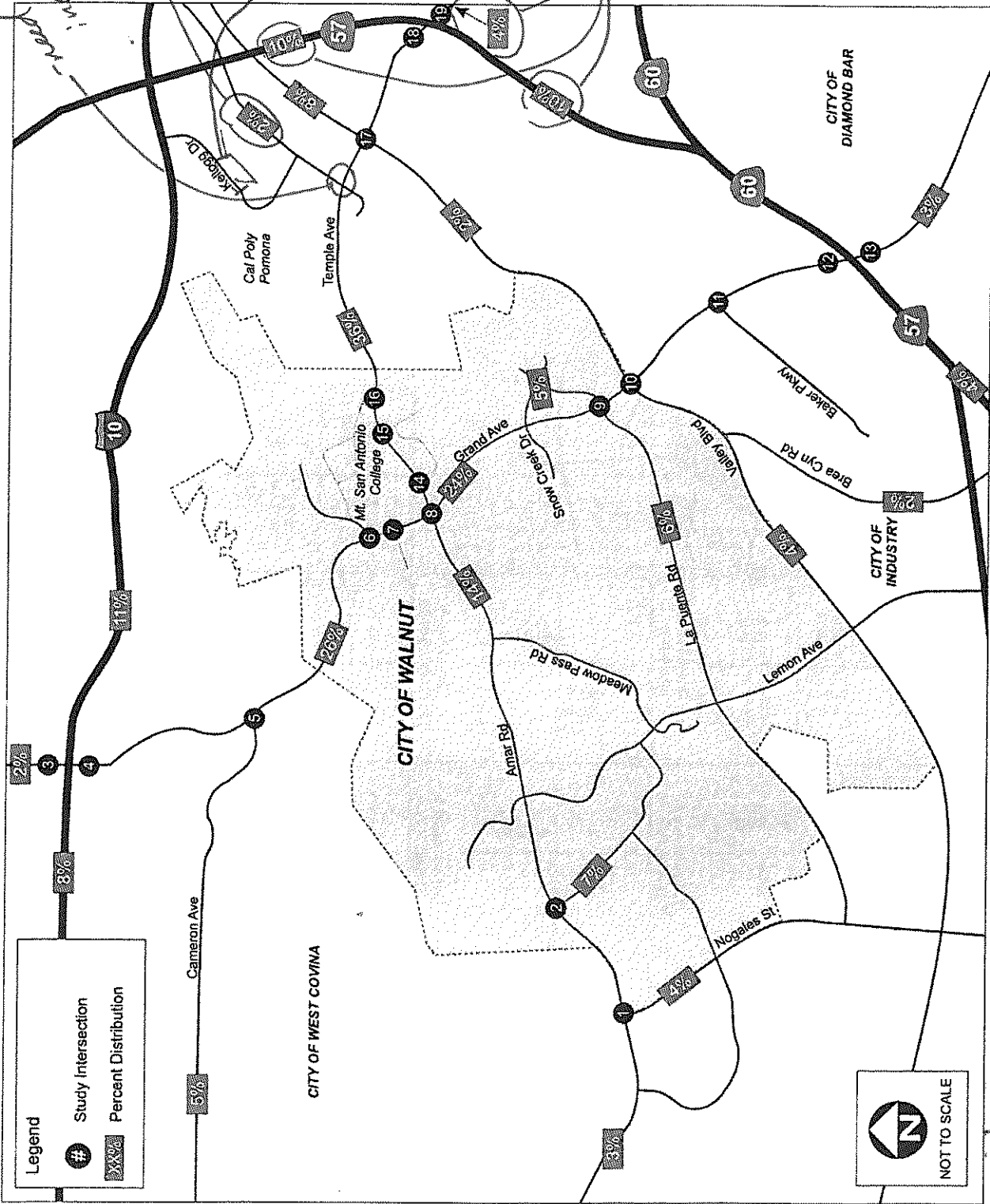
Sincerely,

A handwritten signature in black ink, appearing to be "Brad Johnson", written over a white background.

Brad Johnson
Planning Manager

CC: Rene Guerrero, City Engineer

to S. Highway 10
 too low not realistic.
 high % comes off 10-EB @ Kellogg
 Questioned (too low) to support these %.



Mt San Antonio College
 2015 Facilities Master Plan Update / Physical Education Projects
 Traffic Impact Analysis

FIGURE 4
 Project Trip Distribution

Mitigation Monitoring Program

Parking Structure 2

California State Polytechnic University, Pomona



November 2014

**PARSONS
BRINCKERHOFF**

EXHIBIT A
Environmental Mitigation Monitoring Program
Parking Structure 2
California State Polytechnic University, Pomona

Section 1: Authority

This Environmental Mitigation Monitoring Program has been prepared pursuant to Section 21081.6 of the California Environmental Quality Act, known as CEQA (Public Resources Code Section 21000 et seq.), to provide for the monitoring of mitigation measures required of the Parking Structure 2 project, as set forth in the Environmental Impact Report (EIR) prepared for the project (State Clearinghouse No. 2014051024). This report will be kept on file in the office of the California State Polytechnic University, Pomona, Facilities Planning and Management, 3801 West Temple Avenue, Pomona, CA 91768.

Section 2: Monitoring Schedule

The California State Polytechnic University, Pomona will be responsible for ensuring compliance with mitigation monitoring applicable to implementation of the Project. Staff will prepare or cause to be prepared reports identifying compliance with mitigation measures, as appropriate. Once construction has begun and is underway, monitoring of the mitigation measures associated with construction will be carried out by the California State Polytechnic University, Pomona.

Section 3: Changes to Mitigation Measures

Any substantive change in the monitoring and reporting program made by the Lead Agency will be reported in writing. Modifications to the mitigation measures may be made by the Lead Agency subject to one of the following findings, documented by evidence included in the record:

a. The mitigation measure included in the Mitigated Negative Declaration (MND) and the Mitigation Monitoring Program is no longer required because the significant environmental impact identified in the Mitigated Negative Declaration has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

b. The modified or substitute mitigation measure to be included in the Mitigation Monitoring Program provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Mitigated Negative Declaration and the Mitigation Monitoring Program; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the Board of Trustees and other responsible hearing bodies in their decision on the Mitigated Negative Declaration and the proposed project; and

The modified or substitute mitigation measures are feasible, and the Lead Agency, through measures included in the Mitigation Monitoring Program or other Lead Agency procedures, can assure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures will be maintained in the project file with the Mitigation Monitoring Program and will be made available to the public upon request.

Section 5: Mitigation Monitoring Matrix

The mitigation monitoring matrix identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the time frame for monitoring, and the responsible monitoring agencies.

Mitigation Measures	Time Frame / Monitoring Milestone	Responsible Monitoring Party
<p>Traffic/Circulation</p> <p><i>1. University Drive & Temple Avenue</i> – Convert the westbound right-turn lane into a free-flow right-turn lane.</p> <p>The north side of University Avenue has an additional travel lane to capture the free-flow vehicles. A raised island (“porkchop”) will be necessary to separate westbound right-turn lanes from the eastbound left-turn traffic and northbound through traffic, as well as providing a refuge for pedestrians. Pedestrian crossings from the island may require the installation of call-buttons for north-south and east-west crossings. Modification of the curb return on the northeast corner will be required to install this mitigation.</p> <p><i>2. South Campus Drive & Temple Avenue</i> – Add a second (dual) southbound right-turn lane on South Campus Drive and a second (dual) eastbound left turn lane on Temple Avenue.</p> <p>The additional southbound right-turn lane will require widening of the west side of South Campus Drive. The additional eastbound left-turn lane can be accommodated within the existing curb-to-curb street width and will require restriping and modification to the center median, as well as modification to the traffic signal head to cover both lanes. After the mitigation, the southbound approach would provide one left-turn lane, one shared through/left-turn lane, and two right-turn lanes. The eastbound approach will provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.</p>	Prior to operation	California State Polytechnic University, Pomona
	Prior to operation	California State Polytechnic University, Pomona
<p>Short-term Construction Effects</p> <p>1. During high wind episodes (wind speeds exceeding a sustained rate of 25 miles per hour); grading or other high-dust generating activities will be suspended.</p>	During construction	CSU Pomona and contractor
<p>2. During smog alerts, all construction activities will be suspended.</p>	During	CSU Pomona and

Mitigation Measures	Time Frame / Monitoring Milestone	Responsible Monitoring Party
	construction	contractor
3. All construction equipment will be properly tuned.	During construction	CSU Pomona and contractor
4. Diesel particulate filters are installed on diesel equipment and trucks and low sulfur diesel will be used for construction equipment.	During construction	CSU Pomona and contractor
5. Gasoline, butane, or electric power construction equipment will be used if feasible.	During construction	CSU Pomona and contractor
6. To reduce emissions from idling, the contractor shall ensure that all equipment and vehicles not in use for more than 5 minutes are turned off, whenever feasible.	During construction	CSU Pomona and contractor
7. Low VOC-content asphalt and concrete will be utilized to the extent possible.	During construction	CSU Pomona and contractor
8. All stockpiles will be covered with tarps or plastic sheeting.	During construction	CSU Pomona and contractor
9. Speeds on unpaved roads will be limited to less than 15 miles per hour.	During construction	CSU Pomona and contractor
10. All haul trucks that carry contents subject to airborne dispersal will be covered.	During construction	CSU Pomona and contractor
11. All access points to the site used by haul trucks will be kept clean during site grading.	During construction	CSU Pomona and contractor
12. Exposed surfaces will be watered as needed.	During construction	CSU Pomona and contractor
13. Electricity from power poles rather than temporary diesel or gasoline generators will be used to the extent available.	During construction	CSU Pomona and contractor
14. As needed, outdoor activities in the site vicinity will be limited during high-dust and other heavy construction activities.	During construction	CSU Pomona and contractor
15. Throughout the construction period, the ventilation system in the I-Poly Pomona High School building will be tested and put on a more frequent maintenance schedule to ensure that it is functioning properly and providing proper ventilation.	During construction	CSU Pomona and contractor
16. Construction hours will be restricted per City of Pomona regulations, which limit the hours of construction activity between 7:00 am and 6:00 pm Monday through Friday, and from 8:00 am and 6:00 pm on Saturdays. No construction activity will take place on Sunday or federal holidays.	During construction	CSU Pomona and contractor

Mitigation Measures	Time Frame / Monitoring Milestone	Responsible Monitoring Party
18. Construction staging areas will be located as far as possible from nearby uses.	During construction	CSU Pomona and contractor
19. A flag person will be employed as needed to direct traffic when heavy construction vehicles enter the campus from South University Drive and West Temple Avenue.	During construction	CSU Pomona and contractor
20. Construction and haul trucks will use the City of Pomona designated truck routes to travel to and from the site.	During construction	CSU Pomona and contractor
21. Construction-related truck traffic will be scheduled to avoid peak travel time on the I-10 freeway, and State Route 57, as feasible.	During construction	CSU Pomona and contractor
22. Hauling of equipment and materials and other truck trips during construction will be scheduled during non-peak hours, to the extent feasible.	During construction	CSU Pomona and contractor
23. Construction inert materials, including vegetative matter, asphalt, concrete, and other recyclable materials will be recycled to the extent possible.	During construction	CSU Pomona and contractor

Compliance with Existing Regulations during Construction

For construction, in compliance with the existing regulations and as applicable a Construction Storm Water General Permit will be obtained from the Regional Water Quality Control Board, and Pollution Prevention Plan (SWPPP) will be instituted to reduce the entry of construction debris, sediment, and other material from the construction site into local waterways. The SWPPP may include the following:

- Schedule excavation and grading work for dry weather
- Use as little water as possible for dust control
- Never hose down dirty pavement or impermeable surfaces where fluids have spilled
- Avoid excavation and grading activities during wet weather
- Construct diversion dikes to channel runoff around the site and line channels with grass or roughened pavement to reduce the velocity of runoff
- Install sediment filters and/or debris traps at or near entrances to the storm drain system
- Cover stockpiles and excavated soil with tarps or plastic sheeting
- Plant permanent vegetation as soon as possible

United Walnut Taxpayers

P. O. Box 1665

Walnut, CA 91788

Contact person: Layla Abou-Taleb, President

July 1, 2017

Response to Mt SAC NOC of the Mt San Antonio College Physical Education Project (Phase 1, 2) Draft SEIR Report (SCH 2002041161)

- 1) The proposed deferral of addressing traffic and parking mitigation to a future date pending a future traffic study in 2020 is not allowed under CEQA. As such the SEIR does not present an adequate or complete document and a “good faith effort at full disclosure” as required by CEQA guidelines.
- 2) Table 2.5 of page 43 list the City of Walnut as “Interested” Party, UWT believes and the court affirmed that the City of Walnut is the Primary Agency responsible for the review and approval of grading and truck hauling plans.
- 3) While on page 57 the report states “.. any intersection operating at LOS A-D without project traffic in which project traffic caused the intersection to degrade to LOS E or F must mitigate the impact to bring the intersection back to at least LOS D. Table 5 of page 59 indicates otherwise at three intersections. It is unacceptable that this negative impact can be addressed by the board of trustees overriding consideration as recommended in by the NOC. This negative impact is also shown in Tables 3.17 and 3.18 of Page 75.
- 4) As stated in UWT’s comments on the NOP Draft Subsequent Project and Program EIR for 2015 Master Plan Update and Physical Education Projects (February 10, 2016), Mt. SAC is proceeding with the unlawful use of Measure RR funding for ongoing and proposed activities of the Physical Education (new stadium) Project, because this facility was not explicitly named in Measure RR language made available to voters. This means that voters were unaware when casting their ballots that these significant expenditures of funds would be made by Mt. SAC on the new stadium, which would be repaid through their property taxes for many years. The United Walnut Taxpayers has provided Mt. SAC with formal notice to our objection of this unlawful expenditure of Measure RR funds on the Physical Education (new stadium) Project in our Compliant to the LA Superior Court (March 24, 2015), in our comments on the Notice of Preparation Draft Subsequent Project and Program EIR for 2015 Master Plan Update and Physical Education Projects (February 10, 2016), to the LA Superior Court (June 12, 2017), and again in these comments to the NOP of the Physical Education Project (Phase 1, 2) Draft SEIR Report (July 2017).

Measure RR has been characterized as a “Classroom Repair, Education Improvement, Public Safety/Job Training Measure” supporting educational interests of Mt. San Antonio College by highlighting needs to renovate, construct and update classroom facilities for technology adequacy. Measure RR devotes few words to the notion of renovating or constructing any type of athletic facility with the words, “phase two athletic complex, including hard courts, gym, fields and tracks,” let alone any reference to the subject massive stadium reconstruction project.

Mt. SAC, in the NOP for the SEIR 2015 Master Plan Update, and once again in NOP of the Physical Education Project (Phase 1, 2) Draft SEIR Report, remains resolved to change the objective of Measure RR by characterizing the expensive new stadium reconstruction project as a “Physical Education Project” which changes the name from the previous “Athletic Complex” in an effort to mislead citizens and loosely associate it after-the-fact with the word “education” referenced in Measure RR.

5) Two of the Project alternatives listed on Table 7.1, are no longer available as it is regrettable that the historic stadium and all auxiliary building were demolished /, without any consideration to the historic value of the stadium to the Walnut residence. The fact is that stakeholders are left only with 2 alternatives which amount to the same end result which is a new PEP. As such the SEIR does not present an adequate or complete document and a “good faith effort at full disclosure” as required by CEQA guidelines.

6) Page 15 Addresses Mitigation measures regarding the Biological Resources (BIO-17) and states: “If clearing, grading, or construction will occur from Feb 1 –July 31, pre-construction surveys shall be conducted in the construction area and in appropriate nesting habitat within 500 feet of the construction area.”

The demolition and multiple activities have occurred in the period mentioned above, UWT demands that Mt SAC provides its survey reports to the stakeholders, if conducted, if not then that will be violation of the Biological Study conducted by its own consultants.

7) Proposed Disposal of Excess Dirt from the Stadium Hill to the West Parcel;
Important legal proceedings of the Los Angeles Superior Court in the past several months will prevent Mt. SAC’s ability to dispose of excess dirt from what is commonly known as the stadium hill at the Physical Education Project to its proposed disposal area at the West Parcel because of legally defective CEQA documents cited therein.

On May 4, 2017, Judge James C. Chalfant (Department 85, LA Superior Court) issued a Peremptory Writ of Mandate concerning the West Parcel Solar Project (Attachment 1), which included his Judgment on Consolidated Actions, United Walnut Taxpayers (UWT), City of Walnut and Mt. San Antonio College by incorporation, May 4, 2017 (Attachment 2) and by reference incorporated his March 14, 2017, Decision regarding Petitions for Writs of Mandate by UWT, the City of Walnut and Mt. SAC (Attachment 3).

In his Judgment, Judge Chalfant states:“as to UWT’ s Fifth Cause of Action based on a District pattern and practice of improperly using programmatic EIRs to approve master plan

program projects (2002 to 2012 EIRs) in a legally defective manner, UWT is entitled to judgment for declaratory and injunctive relief”

Specific to the West Parcel Solar Project, Judge Chalfant ruled in his Peremptory Writ of Mandate: “Mt. San Antonio College shall set aside all approvals, including the Addendum for their development of their “West Parcel Solar Project” on undeveloped land south of Temple Avenue/Amar Road and west of Grand Avenue, in the area commonly known as the “West Parcel” (APN 8709-023-917 (the “Project”).”

Judge Chalfont further states in his Writ: “Respondents are further restrained from taking any action in furtherance of the project unless and until they prepare and circulate an initial study for the project and thereafter prepare appropriate CEQA documents and/or make an appropriate CEQA determination and finding.”

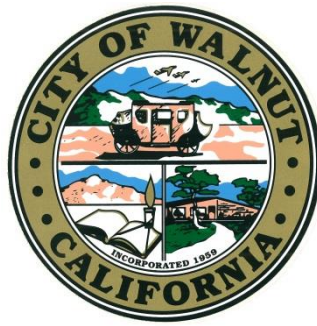
On June 28, 2017, Mt. San Antonio College President Bill Scroggins, consistent with Judge Chalfant’s May 4 Writ of Mandate and Judgment, recommended and the Board of Trustees took action and approved his recommendations (Attachment 4) stating:

“It is recommended the Board of Trustees set aside approvals for the West Parcel Solar Project and the Addendum to the 2012 Master Plan Environmental Impact Report, as presented.”

Judge Chalfont’s Writ of Mandate and Judgment (May 4, 2017), and the Mt. SAC Board of Trustees Action (June 28, 2017) renders invalid the Los Angeles Regional Water Quality Control Board’s Technically Conditioned Water Quality Certification of the Proposed West Parcel Solar Project (May 23, 2016) and the California Department of Fish and Wildlife’s Streambed Alteration Permit for this project. Specifically, Judge Chalfant has “set aside” the fundamental CEQA basis for the Water Quality Certification and Streambed Alteration Permit and now requires Mt. SAC to “prepare and circulate an initial study for the project and thereafter prepare appropriate CEQA documents and/or make an appropriate CEQA determination and finding.” As a result the West Parcel is no longer available as a disposal area for excess dirt from the PEP stadium hill.

Mt. SAC has initiated the new CEQA process for solar generation ordered by Judge Chalfant and consistent the Board of Trustees Action, which has “set aside approvals for the West Parcel Solar Project and the Addendum to the 2012 Master Plan Environmental Impact Report”. The United Walnut Taxpayers will actively participate in Mt. SAC’s preparation of “appropriate CEQA documents” for the proposed solar generation project, and specifically requests Mt. SAC evaluate a suitable array of alternative locations and methods of solar generation, such as solar panels mounted atop parking lot canopies.

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Mayor, Eric Ching
Mayor Pro Tem, Mary Su
Council Member, Robert Pacheco
Council Member, Andrew Rodriguez
Council Member, Nancy Tragarz

CITY OF WALNUT

July 3, 2017

Rebecca Mitchell
Mt. San Antonio Community College
Facilities Planning & Management
1100 North Grand Avenue
Walnut, CA 91789-5611
facilitiesplanning@mtsac.edu
(909) 274-5175

VIA E-MAIL and HAND DELIVERY

Re: *Comments to the Mt. San Antonio College District Physical Education Project (Phase 1, 2) Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR to Final Program EIR (SCH 2002041161)*

Dear Ms. Mitchell,

On behalf of the City of Walnut (the "City"), we appreciate this opportunity to review and provide comments to the District's circulation of its Physical Education Project ("PEP") (Phase 1, 2) (sometimes referred to herein as the "Project") Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR to Final Program EIR (SCH 2002041161) (the "SEIR").

Our comments are provided in several attachments that provide 1) a matrix that provides both general comments and page/section specific comments addressing the adequacy of the SEIR, and 2) letters and memoranda from our technical review team that separately detail issues and comments for Traffic, Noise and Air Quality/Greenhouse Gases (Kunzman Associates), Geotechnical (Group Delta), and Cultural, Historical and Biological Resources (ECORP).

Among our principal concerns with the organization and adequacy of the SEIR are the following:

- **Section 7.0 Alternatives Analysis.** The purpose of an alternatives analysis is to determine whether there is an environmentally superior alternative that will meet most of the Project's objectives. Consequently, a complete list of Project Objectives for the PEP (Phases 1, 2) is needed for analysis of the Project and each alternative. It is unclear from the discussion whether these alternatives 'would feasibly attain most of the basic objectives of the project' (CEQA Guidelines 15126.6).

The analysis in these sections should also specifically address whether the alternatives 'would avoid or substantially lessen' (15126.6) each of the six (6) impacts identified as unavoidable and adverse in Section 7.0. The unavoidable adverse impact associated with Land Use and

Planning, and how the alternative affects Land Use and Planning, should be discussed under each alternative. The conclusion in the SEIR is ambiguous and not adequately supported by substantial evidence as to whether Alternative 1 Revise Physical Education Project 2020 or Alternative 2 No Olympic Trials and Field Training is considered the Environmentally Superior Alternative.

The alternatives analysis should also evaluate whether the alternatives are potentially feasible, reasonable and realistic. The Stadium has been recently demolished. (See Exhibit No. 1, attached.) This means that two of the three alternatives (No Project and Alternative 1) are no longer feasible alternatives. Moreover, in its June 29, 2017 edition the LA Times notes that it has been officially announced that Mt. SAC will host the 2020 Olympic track trials. In effect, this decision removes Alternative 2 as a feasible alternative. Therefore, the SEIR does not consider any feasible alternatives, including potentially Environmentally Superior Alternatives and the No Project Alternative, as required by CEQA. A viable alternative that reduces impacts on surrounding roadways and land use is needed, as well as a No Project Alternative that reflects continuation of current conditions (e.g., no stadium on the campus).

- **Environmental and Project Baseline.** The PEP (Phases 1, 2) Project SEIR fails to establish a current, stable environmental baseline for purposes of identifying significant impacts. Although the baseline for an EIR is typically established under CEQA to coincide with issuance of the NOP, the conditions at the Project site have changed substantially with the demolition of the stadium after the NOP was published (Exhibit No. 1). With the current SEIR, the baseline should be existing site conditions with the demolition of the stadium. In numerous instances, the SEIR refers the reader to any of a series EIRs dating from the Final Program EIR certified in December 2002 with Supplemental or Subsequent EIRs in 2005, 2008, 2012 and 2016¹. The SEIR refers the reader to earlier documents with the assertion that ‘conditions have not changed’, without providing evidence of what those conditions are in 2017. It is obvious that conditions on the site have changed, because the stadium has been demolished. The changing frame of reference throughout this section for dates of relevant plans, projects and enrollments is confusing, as is the true baseline for evaluation of impacts within this SEIR. A consistent baseline is needed for existing conditions, including campus buildings, projected building activity, enrollment, and environmental setting.
- **Construction Impacts.** Additional project-level construction information is needed to adequately assess traffic, noise and air quality impacts to surrounding public roadways and residential neighborhoods. Although actual construction schedules may differ from time frames identified in this SEIR, a project-level analysis of the PEP (Phases 1, 2) requires 1) earthwork quantities, 2) a grading plan 3) an exhibit that provides a timeline (or series of timelines) representing a best current estimate for site preparation, grading and construction for Phases 1 and 2, and the individual projects included within these phases, and 4) current haul plan. These exhibits are needed to provide an adequate project-level assessment of impacts for construction traffic, grading and haul, air quality, noise and other issues.

¹ Although the SEIR refers to the Mt. San Antonio College 2015 Facilities Master Plan Update and Physical Education Projects Subsequent Program and Project DEIR (SCH 2002041161) as the “Final 2015 EIR”, it was circulated for public comment in June 2016 and certified as Final by the Board of Trustees in October 2016 and is referred to herein as the “2015 FMPU EIR” or the “2016 EIR”.

- **Excessive Reliance Upon 2015 FMPU EIR and Other CEQA Documents.** The draft SEIR is described as a ‘unique’ combination of Program EIR, Subsequent EIR and Project EIR in a single document. The SEIR falls short of adequately meeting the purposes of each of these three different types of EIRs as described in CEQA Guidelines Sections 15168, 15162, and 15161. In tiering and streamlining the CEQA review, the document is overly selective and focused in its disclosure of PEP Phase 1 and 2 impacts. The EIR repeatedly references back to the 2015 FMPU Program EIR/Subsequent PEP Project EIR without providing proper context for impact findings. In relying on these earlier documents, the SEIR also fails to provide sufficient project-level information and analysis to be an adequate project-level analysis document (see previous comment). Additionally, because the SEIR references the 2015 FMPU EIR, and the 2015 FMPU EIR references any of a series of EIRs dating back to 2002, the characterization of the baseline for environmental resources as well as the impacts of the PEP Phase 1 and 2 impacts are unclear and confusing. One of the basic purposes of CEQA is to ‘inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities’ (CEQA Guidelines Section 15002). The SEIR fails to provide a clear description of the environmental effects of the PEP Phase 1 and 2 Project.
- **Lack of Comprehensive Summary of Impacts and Mitigation Measures.** The segmentation and partial disclosure of Impacts and Mitigation Measures in Table 1.2 and throughout the SEIR frustrates a clear understanding of all environmental impacts and proposed Mitigation Measures for the PEP (Phases 1, 2). A consolidated summary table is needed that identifies all impacts and proposed mitigation measures. Again, this deficiency in the SEIR does not meet the basic purpose of CEQA to inform decision makers and the public (CEQA Guidelines Section 15002).
- **Limited Geographic Scope of Cumulative Impact Analysis.** The SEIR assertion that the geographical area for analysis of impacts other than traffic (i.e. aesthetics, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gases, historical resources, parking, public services, water quality, etc.) is limited to the College campus is sweeping and made without supporting evidence. The campus is surrounded by residential areas representing sensitive local receptors for air quality, noise, visual impacts on the north, west and south. Air quality impacts are regional in scope.
- **Land Use and Zoning Regulations.** The Mt. SAC campus is located wholly within the City’s boundaries. Nevertheless, the College has demonstrated a pattern of ignoring the City’s zoning, grading, and haul route regulations. The alleged exemption from the City Zoning Ordinances approved by the Board by Resolution No. 16-03 on October 12, 2016 is beyond the scope of Government Code Section 53094 because it relates to nonclassroom facilities. The SEIR’s identification of relevant regulations should include the Walnut General Plan and Walnut Municipal Code. The District should acknowledge that the 2015 FMPU and PEP propose uses that will not be “directly used for or related to student instruction” and are not exempt from the City’s Zoning Ordinance. The College should engage in proper land use regulatory and entitlement processing in compliance with City land use requirements.

In addition, reference in the SEIR Table 1-2 to the “*Preliminary Ruling by the Superior Court upon review of the Final Mt. San Antonio College 2012 Facility Master Plan Final EIR (SCH 2002041161)*” should be revised to acknowledge the final ruling as reflected in the Judgment entered and Writ of Mandate issued on May 4, 2017.

- **Tribal Cultural Resources.** The statement that the PEP site has no established cultural tribal value is apparently based on Native American consultation conducted in 2014 and reported in the 2015 FMPU EIR. However, to properly address Item e, there must be evidence of compliance with AB 52, a formal consultation process requiring notification to Native American tribes who have requested consultation under AB 52. The purpose of the AB 52 consultation process is to identify Tribal Cultural Resources that could be impacted by the Project. AB 52 consultation is required for all CEQA documents for which a notice of preparation (NOP) is filed for an ND, MND, or an EIR after July 1, 2015. Since the NOP for the 2017 EIR was filed in April 2017 (2017 EIR Appendix A), the AB 52 process is required. There is no evidence of compliance with AB 52. It is possible that no tribes requested consultation under AB 52, but if this is the case, this must be stated in the EIR.
- **Draft 2017 Mitigation Monitoring Plan.** This provides a list of mitigation measures only. Where feasible mitigation exists which can substantially lessen the environmental impacts of a project, CEQA requires those feasible mitigation measures be adopted. All mitigation measures required in the SEIR must also be fully enforceable and certain to occur. Here, the SEIR cites only minimal mitigation for the Project's significant impacts, and that mitigation proposed is vague, uncertain to occur, and unenforceable. Assurance of the ability to implement and enforce these measures is needed. Information needs to be added to each of the remaining columns, including Other Agencies/Firm Involved, Timing, Date Completed, and Responsible Party/Signature.
- **Quality Control.** Throughout the Draft EIR document there are numerous instances of sentences with words missing and incomplete sentences that, in some cases, bear on the intent of the authors. A careful proof reading of the document to clarify these sentences is needed with the Final EIR (i.e. Errata). Several of the exhibits are unreadable at their current resolution, format and scale.

Please see Attachments A through G for the more complete CEQA and technical study reviews.

Please contact Community Development Director Tom Weiner, at (909) 595-7543 ext 402; tweiner@ci.walnut.ca.us if you have any questions.

Sincerely,



Barbara Leibold, City Attorney
Leibold McClendon & Mann, PC

Exhibit No. 1: Hilmer Lodge Stadium

Attachments: A – CEQA Review

B – Traffic Review

C – Noise Review

D – Air Quality Review

E – Geotechnical Review

F – Cultural/Historic Resources Review

G – Biological Resources Review

Comments to May 2017 SEIR

July 3, 2017

Page 5

cc: Walnut City Council
City Manager Rob Wishner
Community Development Director Tom Weiner

EXHIBIT No. 1

Hilmer Lodge Stadium (Condition as depicted in the May 2017 SEIR)



Hilmer Lodge Stadium (Existing Condition July 2017)



ATTACHMENT A

**ECORP CEQA Comments on Draft Subsequent Project (SEIR) for
Mt. SAC Physical Education Project (PEP) (Phase 1,2)**

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
1	General Comment	The PEP and Program/Project SEIR continue to be a moving target, making establishing a stable environmental baseline for purposes of identifying significant impacts difficult. The baseline for an EIR is typically established under CEQA to coincide with issuance of the NOP. With the current SEIR, that is April 2017. However, since publication of the NOP, the stadium has been demolished and significant grading has occurred on the site. In numerous instances, the SEIR refers the reader to any of a series EIRs dating from 2002-2016. The SEIR refers the reader to earlier documents with the assertion that ‘conditions have not changed’, without providing evidence of what those conditions are in 2017. In fact, conditions have changed significantly, because the stadium has been demolished and substantial grading has occurred on the site.
2	General Comment	The site-specific PEP environmental baseline has changed since issuance of the NOP in April 2017 with respect to demolition and grading activities that have since occurred at the Hillman Stadium site. Hillman Lodge Stadium has been demolished. These changed conditions are not clearly identified in the Draft SEIR and project-level impacts associated with these activities (i.e. air quality, noise, haul truck routes, aesthetics) are not specifically addressed. The Final SEIR needs to update this Draft SEIR with respect to existing conditions, and any changes to impact conclusions as a result of changed conditions.
3	General Comment	Throughout the Draft EIR document there are numerous instances of sentences with words missing and incomplete sentences that, in some cases, bear on the intent of the authors. A careful proof reading of the document to clarify these sentences is needed with the Final EIR (i.e. Errata).
4	General Comment	Introduction and Summary. This section indicates “this document is unique in that it includes three types of environmental impact reports (EIR) in one document: (1) Subsequent EIR, (2) Program EIR, and a Project EIR.” While perhaps unique, the draft EIR falls short of adequately meeting the purposes of these three different types of EIRs in a single informational document. The document is highly selective and overly focused in its disclosure of PEP Phase 1 and 2 impacts. The EIR repeatedly references back to the 2015 FMPU Program EIR/Subsequent PEP Project EIR without providing proper context for impact findings. The organization of this EIR frustrates a clear understanding of precisely what aspects of the 2015 FMPU Program EIR and PEP Project EIR are changed with this Subsequent EIR. A consolidated series of tables is recommended that provide side-by-side

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
		comparisons of what specific changes are identified with respect to the FMPU Program and PEP Project Description (Phases 1, 2), Programmatic vs. Project-level Impacts, and Programmatic vs. Project-level Mitigation Measures.
5	General Comment	Thresholds of Significance. For reasons cited in its letters of April 1, 2016, to the District Board of Trustees and May 11, 2016, to Mikaela Klein, Senior Facilities Planner, the City of Walnut objects to the use of numerous imprecise and ambiguous Thresholds of Significance in the 2015 FMPU and PEP Subsequent Program/Project SEIR. As the current SEIR relies almost entirely upon the thresholds, analyses and findings of the 2015 FMPU EIR, its brief summary of impacts is similarly flawed.
6	Introduction and Summary	In describing this document as a Project EIR (p.2), there is reference to additional analysis included for the PEP project (Phases 1 and 2) for a geology/soils study, biological resources study, a structural assessment existing facilities at HLS, and an aesthetic evaluation. These studies are not located in the current SEIR Appendices. Please indicate where the reader can find this information.
7	1.4 Summary of Impacts	Table 1.2 Summary of New or Revised Impacts. The segmentation of Impacts and Mitigation Measures between this table, the reference to lists in individual topic sections, the full 2016 Mitigation Monitoring Program (10/12/2016 in Appendix G), and the complete list of Mitigation Measures recommended for the PEP in Appendix H frustrates a clear understanding of all adopted and proposed Mitigation Measures for the PEP with this SEIR. A consolidated summary table in this section is needed that lists all applicable and proposed measures, using strikethrough and underline (or similar track changes).
8	Table 1.2	Land Use/Planning – The Project requires compliance with City Zoning Ordinances and without Mt. Sac’s compliance with the City’s entitlement process to obtain a Conditional use Permit or revisions to the City of Walnut’s existing Zoning Ordinance, implementation of PEP Phase 1 and 2 would result in a significant and unavoidable conflict with applicable land use plans adopted for the purpose of avoiding or mitigating an environmental effect.
9	Table 1.2	Transportation – The first impact statement is ambiguous with its reference to ‘unusual’ parking demand. At the least, this should be identified as a significant parking demand. With respect to MM TR-20, this should be revised to provide some assurance through a performance standard that parking demand will not exceed parking capacity. The reference to the ‘Planning Plan’ is unclear. As TR-20 references TR-19 (Shuttle Route system) as part of

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
		the parking mitigation, TR-19 should be identified included in Table 1.2.
10	Table 1.2	The second impact statement should identify off-campus spillover parking as a possible significant impact from the lack of parking capacity.
11	Table 1.2	The statement ‘Required Truck Hauling Plans must be reviewed by the City of Walnut’, while true, is not an impact statement per se. Truck Hauling Plans must comply with local City regulations and ordinances to mitigate potentially significant impacts on City streets and neighborhoods. Please show the referenced revisions to MMs TR-28 and TR-50 in this table.
12	Table 1.2	The fourth impact statement indicates that the PEP and 2015 FMPU/PEP will result in a less than cumulatively considerable impact to the Kellogg Drive and Interstate 10 intersection in 2020. The document does not discuss if the combined impacts of the PEP, 2015 FMPU/PEP and Olympic Trials in 2020 would result in a cumulatively considerable impact.
13	Project Description	Location and Setting .1 st paragraph. 1 st sentence should be corrected to indicate Mt. SAC is located <i>south</i> of Interstate 10
14	Project Description	3 rd paragraph. Re: ASF and other abbreviations used in this EIR. Please include a List of Abbreviations.
15	Project History	Table 2.1. Projects Under Construction (May 2017). With demolition of Hilmer Lodge Stadium (D4), unpermitted grading occurred without required City permits pursuant to Mitigation Measure TR-50.
16	Project History	The statement that “Projects occupied in 2020 are considered when future cumulative service demands (i.e. water, wastewater and energy demand) are projected for the campus” needs clarification. If this SEIR focuses on projects occurring between the baseline and projects occupied by December 31, 2020 (SEIR page 10), then future cumulative service demands for these projects should be evaluated in this SEIR (or addressed in an updated Program EIR).
17	2.3 Project Characteristics	Page 22, 2 nd paragraph. Re: reference to Appendix K. There is no Appendix K in this SEIR.
18	2.3 Project Characteristics	5 th paragraph. Reference to 2016 Relays <i>will be held</i> offsite.
19	2.3 Project Characteristics	Page 23, 2 nd paragraph. Please confirm where analysis of visual impacts of these PEP facilities can be found.
20	2.3 Project Characteristics	4 th & 5 th paragraphs. References to ‘PEC’ project. What is this? Also, where are operational

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
		demands for energy, water and wastewater provided?
21	2.3 Project Characteristics	6 th paragraph. Although considered ‘unlikely’, a capacity stadium event and an aquatics event occurring simultaneously should be considered as a worst case scenario for traffic and parking impact analyses.
22	2.3 Project Characteristics	Table 2.2 PEP Statistics. Please confirm these statistics are current for April/May 2017.
23	2.3 Project Characteristics	Page 40. Re: descriptions of 2020 Olympics Track & Fields and Special Events. Though not changed from the prior 2015 Final EIR, these italicized summary descriptions are helpful for reference. It is recommended this format be replicated elsewhere in the SEIR, including the impact analyses.
24	2.3 Project Characteristics	Exhibit 2.5. Hilmer Lodge Stadium Site (2016). Please confirm if this exhibit accurately reflects April/May 2017 baseline conditions.
25	2.3 Project Characteristics	Exhibit 2.8. Erosion Control Plan. This exhibit is unreadable in its current format. There is no apparent reference or discussion in the SEIR of drainage and erosion control measures. Also, please include the current Grading Plan for PEP Phases 1 and 2.
26	2.5 Intended Uses of this EIR	Table 2.5 Responsible and Interested Agencies. Identify City of Walnut as Responsible Agency for Grading and Truck Haul Plans.
27	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	3.1 Thresholds of Significance. The complete list of thresholds being used by the District should be included in this SEIR.
28	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	3.1.1 Existing Conditions for Physical Education Project (Phase 1, 2).
29	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	A. PEP Land Use /Planning. 3 rd paragraph, last sentence. Note that future grading export will be subject to City of Walnut grading and haul requirements.
30	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	B. PEP Traffic/Parking Existing Conditions. Page 49, last paragraph. The truck hauling plan is an area of interest for the City of Walnut. Please include an exhibit of the truck hauling plan.
31	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	Reference to Supplement to an EIR is incorrect. The current SEIR is described as a Subsequent EIR.
32	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	Under the heading PEP Traffic Impact, sections A, B, and C describe at length related projects for cumulative traffic impact analysis at Cal Poly Pomona and the City of Pomona. A clear summary or synthesis as to the implications for PEP traffic and cumulative traffic impacts is needed.
33	3.0 Existing Environmental Conditions,	Figure 2 and Table 5. Existing Plus Project Conditions (Year 2014). Please clarify to which

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
	Impacts and Mitigation Measures	Project these refer and the utility of using year 2014 existing conditions data.
34	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	3.1.5 (A) Cumulative Impact Analysis. 2 nd paragraph. The assertion that the geographical area for analysis of other impacts (i.e. aesthetics, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gases, historical resources, parking, public services, water quality, etc.) is limited to the College campus is sweeping and made without supporting evidence. The campus is surrounded by residential areas representing sensitive local receptors for air quality, noise, visual impacts on the north, west and south. Air quality impacts are regional in scope.
35	3.0 Existing Environmental Conditions, Impacts and Mitigation Measures	3.1.6 Mitigation Measures for Traffic Cumulative Impacts. Mitigation Measure TR-60 does not indicate the status and funding mechanism for this traffic signal. If the traffic signal is not operational by 2020, the cumulative impact may be significant and unavoidable.
36	4.0 Effects Found Not to be Significant	Page 90, 1 st paragraph. Unable to locate referenced Section 3.9.
37	4.0 Effects Found Not to be Significant	Pursuant to 2017 OPR adopted CEQA Environmental Checklist (Appendix G), please add 'Tribal Cultural Resources' to CEQA Environmental Checklist issues. There is no Appendix K included with this SEIR. It is unclear why the CEQA Thresholds of Significance identified in Section 4.0 deviate from the Mt. SAC CEQA Thresholds of Significance adopted via Resolution No. 15-09. To provide adequate support for the Checklist responses in this section, please provide a list of sources of information following each of the Environmental Findings. For responses that rely upon the 2015 FMPU/PEP Final EIR provide section/page reference.
38	4.0 Effects Found Not to be Significant	Page 92. Air Quality. Please include threshold criteria a, b and c and Finding of Effect for each.
39	4.0 Effects Found Not to be Significant	Page 92. Biological Resources. Please include threshold criteria a, b and d and Finding of Effect for each.
40	4.0 Effects Found Not to be Significant	Page 93. Cultural Resources. The cultural resources section of the 2017 EIR (page 93) contains two new cultural resources CEQA checklist items that were not included in the 2015 FMPU EIR. Item d is the checklist item about disturbance of human remains and Item e is the new checklist item about Tribal Cultural Resources (AB 52). The response to Item d says that the PEP site has been graded in the past and there is no potential for human remains. The response for Tribal Cultural Resources (Item e) states that the PEP site has no established cultural tribal value. It is then stated that the PEP has No Impact on Items 5 (d,

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
		e). This is true for Item d (human remains), but is unknown for Item e (Tribal Cultural Resources). The statement that the PEP site has no established cultural tribal value is apparently based on Native American consultation conducted in 2014 and reported in the 2015 FMPU EIR. However, to properly address Item e, there must be evidence of compliance with AB 52, a formal consultation process requiring notification to Native American tribes who have requested consultation under AB 52. The purpose of the AB 52 consultation process is to identify Tribal Cultural Resources that could be impacted by the project. AB 52 consultation is required for all CEQA documents for which a notice of preparation (NOP) is filed for an ND, MND, or an EIR after July 1, 2015. Since the NOP for the 2017 EIR was filed in April 2017 (2017 EIR Appendix A), the AB 52 process is required. There is no evidence of compliance with AB 52. It is possible that no tribes requested consultation under AB 52, but if this is the case, this must be stated in the EIR.
41	4.0 Effects Found Not to be Significant	Page 93. Geology and Soils. Please include threshold criteria a ii) and its Finding of Effect.
42	4.0 Effects Found Not to be Significant	Page 94. Greenhouse Gas Emissions. Please include threshold criteria a) and its Finding of Effect.
43	4.0 Effects Found Not to be Significant	Page 95. Hydrology and Water Quality. Please include threshold criteria a, b and c and Finding of Effect for each.
44	4.0 Effects Found Not to be Significant	Page 95. Land Use and Planning. Please include threshold criteria b) and its Finding of Effect. Note that Land Use and Planning remains an unavoidable adverse impact, as indicated in Section 8.0.
45	4.0 Effects Found Not to be Significant	Page 96. Noise. Please include threshold criteria a) and c), and Finding of Effect for each.
46	4.0 Effects Found Not to be Significant	Page 97. Public Services. Please address effects on municipal police, fire and off-campus parks created by attendees to the OTFT and Specials Events.
47	4.0 Effects Found Not to be Significant	Page 97. Recreation. See comment re: parks under Public Services.
48	4.0 Effects Found Not to be Significant	Page 98. Transportation and Traffic. Please include threshold criteria a) and d), and Finding of Effect for each.
49	4.0 Effects Found Not to be Significant	Page98. Utilities and Service Systems. Please identify the PEP Buildout Year corresponding to PEP serviceability findings and sources of information address ability to serve OTFT and Special Events peaks for water and wastewater.
50	4.0 Effects Found Not to be Significant	Mandatory Findings of Significance. Please include CEQA Checklist criteria b) regarding cumulatively considerable impacts and provide its Finding of Effect.

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
51	5.0 PEP Mitigation Monitoring Program Update	Page 100, 1 st paragraph. Unable to locate Section 3.10 referenced here.
52	5.0 PEP Mitigation Monitoring Program Update	Page 101. Mitigation Measure TR-28. This programmatic measure should also include a requirement for a parking monitoring program with assurances of adequate parking supply to meet demand with buildout of individual projects and campus events.
53	5.0 PEP Mitigation Monitoring Program Update	Page 103. Revised District Threshold of Significance. Re: Haul Routes. It is recommended this be revised as follows: <i>Haul Routes – Does the project result in export of 5,000 cy or more on any public roadway?</i> The mitigation for this potentially significant impact is provided with Mitigation Measure TR-50, as specified in Table 1.2 and Appendix H.
54	5.0 PEP Mitigation Monitoring Program Update	Page 105. In Unavoidable Adverse Impacts on page 105, it says that Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are potentially eligible as historic resources in the California Register of Historic Resources. This should be revised to say Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are eligible as historical resources in the California Register of Historical Resources. The buildings were determined eligible when the 2015 FMPU EIR was certified (no longer potentially eligible; they would now be eligible but for the fact that HLS has recently been demolished). Also, historic resources should be changed to historical resources.
55	6.0 Unavoidable Adverse Impacts	The interspersing of numbered impact statements with background explanations is confusing. Please list all the unavoidable adverse impacts (1-6) in sequence, followed by any necessary explanations of what has been added and deleted.
56	7.0 Alternatives to the Proposed Project	The SEIR evaluates three alternatives: No Project (35,986 fall enrollment headcount), Alternative 1: Revise Physical Education Project, and Alternative 2: No 2020 Olympic Track and Field Trials. The Stadium has been recently demolished. This means that two of the three alternatives (No Project and Alternative 1) are no longer feasible alternatives. Moreover, in its June 29, 2017 edition the LA Times notes that it has been officially announced that Mt. SAC will host the 2020 Olympic track trials. In effect, this decision removes Alternative 2 as a feasible alternative. Therefore, the FEIR does not consider any feasible alternatives, including potentially Environmentally Superior Alternatives and the No Project Alternative, as required by CEQA. A viable alternative that reduces impacts on surrounding roadways and land use is needed, as well as a No Project Alternative that reflects continuation of current conditions (e.g., no stadium on the campus).

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
57	7.0 Alternatives to the Proposed Project	A list of the Project Objectives for the PEP is needed for the analysis of each alternative in this section. As a complete list of Project Objective for the PEP is not included in the SEIR, it is unclear from the discussion whether these alternatives ‘would feasibly attain most of the basic objectives of the project’ (CEQA Guidelines 15126.6). The analysis in these sections should also specifically address whether the alternatives ‘would avoid or substantially lessen’ (15126.6) each of the six (6) impacts identified as unavoidable adverse in Section 7.0. The unavoidable adverse impact associated with Land Use and Planning should be discussed under each alternative.
58	7.0 Alternatives to the Proposed Project	Historic Resources. The No Project should discuss the existing conditions at the time the notice of preparation is published [15126.6 (2)]. Grading activity has already occurred within the PEP. The discussion of No Project and Alternative 1 should describe the timing and extent of grading and demolition that has already occurred, and the impact, such activity has had on the Historic District and historic Hilmer Lodge Stadium.
59	7.0 Alternatives to the Proposed Project	Table 7.1 Project Alternatives Comparisons. This table identifies Alternative 1-Revise Physical Education Project 2020 as the Environmentally Superior Alternative. [15126.6(2)]. Yet, the Preferred Alternatives (page 116) indicates Alternative 1 is not the ‘superior’ alternative. Please explain this apparent discrepancy. There is no prior discussion of the California Black Walnut Management Plan (CBWMP) and Land Use Management Area (LUMA) in Section 7.0 or elsewhere in the SEIR to support the assertion that the benefits of these make Alternative 2 the environmentally superior alternative. Moreover, there is no explanation why the CBWMP and LUMA cannot be implemented with Alternative 1.
60	Appendices	Appendices A through H need to include tabs to identify and separate each Appendix.
61	Appendices	Appendix A – Notice of Preparation and Responses. The NOP dated April 14, 2017, establishes an environmental baseline for evaluation of impacts in this SEIR. The Thresholds of Significance identified in the Initial Study Checklist are appropriate for use in the SEIR.
62	Appendices	Appendix H – Draft 2017 Mitigation Monitoring Plan. This provides a list of mitigation measures only. Assurances of the ability to implement and enforce these measures are needed. Information needs to be added to each of the remaining columns, including Other Agencies/Firm Involved, Timing, Date Completed, and Responsible Party/Signature.
63	Notice of Completion (separately provided May 19, 2017)	The NOC does not fully comply with content requirements of CEQA 15085. The project description is exceedingly brief and unsupported by any tables or exhibits. The NOC merely

ENVIRONMENTAL SUMMARY MATRIX		
Comment Number	Page/Section/Paragraph	Comment
		indicates the “the project remains unchanged.” The NOC fails to include either of the methods prescribed in 15085 for identifying the location of the project (i.e. specific map, street address and cross streets) and refers the reader to the District’s website. The date under Project Title and Applicant is incorrectly shown as May 19, 2016.

ATTACHMENT B

Traffic Review (Kunzman Associates)



June 28, 2017

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
215 North Fifth Street
Redlands, CA 92374

Dear Ms. Surdzial:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this traffic impact analysis peer review of the Mt. San Antonio College – Physical Education Project (Phase I and II) in the City of Walnut.

In a letter dated July 19, 2016, Kunzman Associates, Inc. conducted a peer review of the Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study (Draft Report), Iteris (April 1, 2016). In a subsequent letter dated August 22, 2016, Kunzman Associates, Inc. conducted a peer review of the Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study (Technical Appendix), Iteris (April 1, 2016). Specifically, technical appendices A, B, C, and D to Appendix B.1 were peer reviewed. Iteris provided a responses to the Kunzman Associates, Inc. peer reviews in letters dated August 29, 2016 and August 31, 2016.

The Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study (Final Report and Technical Appendix) was prepared by Iteris (September 1, 2016). In addition, the Traffic Study Updated for PEP Phase I and II (Draft Report) was prepared by Iteris (May 3, 2017). These documents are provided with peer review comments below.

SEPTEMBER 1, 2016 REPORT

COMMENT 1

Page 3. Revise Grand Avenue to have posted speed limits ranging from 40 to 50 miles per hour.

COMMENT 2

Page 3. Revise Amar Road/Temple Avenue to have a posted speed limit of 40 miles per hour.

COMMENT 3

Page 3. Revise to “Lemon Avenue, oriented in a north-south direction, is a two-lane undivided to four-lane divided roadway...”.

COMMENT 4

Page 3. Revise Lemon Avenue to have posted speed limits ranging from 25 to 35 miles per hour.

COMMENT 5

Page 3. Revise to "Cameron Avenue terminates at Grand Avenue on the east end".

COMMENT 6

Page 4. Revise to state that Valley Boulevard allows on-street parking south of Temple Avenue.

COMMENT 7

Page 5. Intersection #6, change Montaineer to Mountaineer throughout report.

COMMENT 8

Page 10. Table 4 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 9

Page 11. Figure 3 should show existing right turn overlap and free right turn lanes at the study area intersections.

COMMENT 10

Page 11. Intersection #1 (Nogales Street & Amar Road) appears to provide sufficient width for a westbound right turn lane (defacto = minimum of 19 feet in width). Please correct in Level of Service calculations.

COMMENT 11

Page 11. Intersection #2 (Lemon Avenue & Amar Road) appears to not provide sufficient width for a westbound right turn lane (defacto = minimum of 19 feet in width). Please correct in Level of Service calculations.

COMMENT 12

Page 11. Intersection #11 (Grand Avenue & Baker Parkway) currently provides a southbound free right turn lane. Please correct in Level of Service calculations.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

COMMENT 13

Page 11. Intersection #13 (Grand Avenue & SR-60 EB Ramps) currently provides a 3rd southbound through lane. Please correct in Level of Service calculations.

COMMENT 14

Page 11. Intersection #16 (Lot F & Temple Avenue) does not provide southbound lanes. Please correct in Level of Service calculations.

COMMENT 15

Page 12. Typically, trip generation for junior/community colleges is based upon student full time equivalents. Please confirm or explain.

COMMENT 16

Page 15. Figure 4 assigns 24% of the project trip distribution to Grand Avenue south of Temple Avenue. However, the remaining project trip distribution south of Temple Avenue only adds to 20%. Explain.

COMMENT 17

Page 18. An areawide growth rate obtained from the latest Congestion Management Program for Los Angeles County should be included for Year 2020 traffic conditions.

COMMENT 18

Page 20. Table 7 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 19

Page 23. Table 8 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 20

Page 24. An areawide growth rate obtained from the latest Congestion Management Program for Los Angeles County should be included for Year 2025 traffic conditions.

COMMENT 21

Page 26. Table 9 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 22

Page 29. Table 10 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 23

Page 29. Table 10 shows that Grand Avenue/Temple Avenue intersection has a significant impact with mitigation. Explain.

COMMENT 24

Page 30. Confirm that Table 11 includes the following cumulative development projects that are under construction/built since 2015 traffic counts were taken:

- New Innovation Village Project, City of Pomona¹
- Tentative Tract Map No. 50867, City of Walnut²
- 20650 San Jose Hills Road Project, City of Walnut³

COMMENT 25

Page 32. Table 11 footnote should include sf = square feet.

COMMENT 26

Page 40. Table 14 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 27

Page 44. Table 15 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 28

Page 44. Table 15 shows that Grand Avenue/Temple Avenue intersection has a significant impact with mitigation. Explain.

¹ Traffic Impact Study for the New Innovation Village Research/Office Building Project, Gibson Transportation Consulting, Inc. (June 2014).

² Trip Generation Assessment associated with an Addendum to the Final Environmental Impact Report (EIR) for the Walnut Hills Development Project – Lot 269 at Walnut Hills, LLG (October 27, 2015).

³ 20650 San Jose Hills Road 26-Unit Residential Development Traffic Impact Study, Crown City Engineers, Inc. (October 2013).

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

COMMENT 29

Page 49. Table 16 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 30

Page 52. Table 17 footnote should include ICU = Intersection Capacity Utilization.

COMMENT 31

Page 52. Table 17 shows that Grand Avenue/Temple Avenue intersection has a significant impact with mitigation. Explain.

COMMENT 32

Page 54. 1st paragraph should reference the latest Congestion Management Program for Los Angeles County.

COMMENT 33

Page 54. Section 13 should include a discussion of current improvements being constructed at the following interchanges:

- Grand Avenue at I-10 Freeway
- Grand Avenue at SR-60 Freeway

COMMENT 34

Appendix B. Intersection # 10 (Grand Avenue & Valley Boulevard) traffic volumes are different from traffic count worksheets. Explain.

COMMENT 35

General. A queuing analysis should be performed to confirm that adequate left turn storage will be provided at the study area intersections for future traffic conditions.

MAY 3, 2016 REPORT

COMMENT 36

General. See Comments 15, 17, 20, and 24 above.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

COMMENT 37

Page 22. The Olympic Track and Field Trails Traffic section should be analyzed at the intersections included within the September 1, 2016 Traffic Impact Study.

COMMENT 38

General. A Traffic Management Plan (TMP) and Parking Management Plan (PMP) should be provided for major events.

CONCLUSION

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Respectfully submitted,

KUNZMAN ASSOCIATES, INC.



Carl Ballard, LEED GA
Principal

JN 7016



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

ATTACHMENT C

Noise Review (Kunzman Associates)



June 26, 2017

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
215 North Fifth Street
Redlands, CA 92374

Dear Ms. Surdzial:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this noise impact analysis peer review of the Mt. San Antonio College Facilities Master Plan Update (FMPU) and Physical Education Projects Draft Subsequent Project EIR (SEIR) in the City of Walnut. Kunzman Associates, Inc. has reviewed the Technical Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects prepared by Greve & Associates, LLC (May 26, 2016).

DRAFT SEIR COMMENTS

COMMENT 1

The noise study published on the mtsac.edu website (Report #16-008NZ May 26, 2016) is different than the noise study listed in the bibliography of the most recent Draft SEIR (Report #16-002NZ April 15, 2016). Also, the bibliography lists a traffic study update, but there was no noise study update to reflect this new information.

COMMENT 2

The Draft SEIR fails to acknowledge construction noise impacts. Furthermore, the Draft SEIR improperly pushes aside any construction noise findings that are outlined within the technical noise study. Table 3.7 of the Draft SEIR says that the FMPU noise impact is less than significant with mitigation. However, the noise study clearly states on pages 44/45 that there are projects with the potential to create a significant construction noise impact; and, therefore the noise impacts associated with these projects must still be considered to be significant (see last paragraph of Section 3.1.1 of the noise study).

The findings within the Draft SEIR should be changed from less than significant with mitigation to Significant and Unavoidable. Furthermore, the Draft SEIR should list indicate the mitigation measures that are outlined within the technical noise study. The technical noise study indicates that for certain phases of construction, construction noise control plans will be required. All of these type of findings need to be identified within the Draft SEIR. The Draft SEIR needs to be revised and updated with the proper findings.

TECHNICAL NOISE ANALYSIS COMMENTS

COMMENT 3

Page 13, Table 1/Page 15 Table 2 – Tables 1 and 2 do not indicate on what days the noise measurements were taken or how long the noise measurements were for. The sources “Ambient Noise Levels” (memo to Ms. Mikaela Klein, Greve & Associates, dated August 23, 2016) and “Stadium Noise Measurements – Hilmer Lodge Stadium were given, but these memos were not found in the public file. These details should be available for review.

COMMENT 4

Page 17, Existing Roadway Noise Levels: The only assumptions listed for the traffic noise report were the ADTs and posted speed limits. There are no indications as to what vehicle mix data or roadway geometry were used in the FHWA Model. There was no source listed to find what these assumptions might have been. Please provide noise output calculations worksheets so that findings can be validated.

COMMENT 5

Page 20, Thresholds of Significance: Threshold 2 states:

*“Site-specific construction projects lasting more than one year, with site preparation, demolition, grading and shell building construction, located within 1,500 feet or less from a sensitive off-site land use have a significant construction noise impact if: (1) Construction occurs outside of permitted construction hours, and (2) Lmax noise levels from 7 a.m. to 7 pm are **less** than 90 dBA and **less** than 65 dBA Leq at any off-site sensitive receptor property line and (3) From 7 p.m. to 7 a.m., the Lmax is **less** than 75 dBA and **less** than 55 dBA Leq offsite at any off-site sensitive property line. Construction hours are defined in Mitigation Measure 5a in the Mitigation Monitoring Program as 7 a.m. to 7 p.m. on Monday through Saturday.”*

Each time that the Threshold says “less”, likely “more” was meant. This typo needs to be revised and the thresholds need to be updated.

COMMENT 6

Page 20, Construction Thresholds of Significance: Threshold #2 – It appears that Threshold #2 requires that all three (3) stipulations must be met in order for construction noise to have a significant impact. This threshold should be described in a more simplistic manner.

For example, Stipulation #1 isn’t necessary because it is covered by Stipulation #3. Stipulation #3 describes the noise limits for construction that occurs during evening/nighttime hours (7:00 PM to 7:00 AM).

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 26, 2017

Further simplification and clarification of the construction threshold is recommended. As it stated currently, it appears that all three (3) stipulations are required in order for the construction noise to be determined to be significant.

COMMENT 7

Page 20, Thresholds of Significance: The Threshold of Significance 4 allows for traffic-related net noise at sensitive receptors such as residences or hospitals to 70 CNEL. While analysis has been done to ensure that levels do not increase more than 3 dBA at 100 feet from the centerline, no analysis has been done to ensure that the off-campus sensitive receptor areas affected by the increased traffic noise are not pushed above 70 CNEL.

COMMENT 8

Page 37, Construction Noise: The technical noise study cites construction noise levels from “Handbook of Noise Control, Cyril Harris, 1979 (see Exhibit 8). The levels provided in this Exhibit range from 68 to 105 dBA. When comparing the construction equipment evaluated to the levels presented within Exhibit 8, the levels do not coincide. The technical noise study states that construction equipment has a range between 70 to 95 dBA at a distance of 50 feet. However, according to Exhibit 8, the peak (Lmax) noise levels for the equipment listed (graders, dozers, scrapers, front loaders, trucks, cranes, concrete mixers, and concrete pumps) are actually louder, 85 dBA to 97 dBA at a distance of 50 feet.

Furthermore, the generalized statement that Leq levels are typically 15 dB lower than Lmax (peak) levels is incorrect. For example, if a sensitive receptor is located 50 feet from the noise source, then the Leq and the Lmax would be very similar in noise reading.

The technical noise study does not adequately evaluate nor provide output construction noise calculations. It is difficult to understand what assumptions, equipment, locations are used within the construction noise evaluation. Instead, the study suggests that most of the construction will occur over 1,500 feet away from any sensitive uses and therefore the impact would be considered less than significant.

For areas where construction would occur closer to sensitive receptors there is no quantitative evaluation. At no point does the assessment evaluate the combined noise level of multiple pieces of construction equipment operating simultaneously. Instead, the technical noise study describes that there **would** be a significant impact and further evaluation would be required when more information is available.

Although a list of construction equipment may not be readily available at this time, the technical noise study could utilize the construction equipment within the air quality study and utilize either the FHWA’s construction noise model or the FTA’s construction noise methodologies to calculate the potential impact.

COMMENT 9

Page 37, Construction Noise: The technical noise study states that “The average noise levels (Leq) are typically 15 dB lower than the peak (Lmax) noise levels,” where average levels were defined as typical levels in the same paragraph. This implies that the Leq levels of the equipment are 55 to 70 dBA at a distance of 50 feet. According to Exhibit 8 (and the 2006 FTA Transit Noise and Vibration Impact Assessment), the typical noise levels of the construction equipment listed actually vary between 82 dBA and 89 dBA at 50 feet, not 55 dBA and 80 dBA as implied. While the technical noise study lists these as worst-case examples, the FTA manual lists them as typical.

COMMENT 10

Page 37, Construction Noise: The quantitative analysis also only accounted for one piece of equipment at a time. Multiple pieces of equipment are generally in operation at any given time, so their operational levels should be combined appropriately. The 2006 FTA Transit Noise and Vibration Impact Assessment provides a generally well-accepted estimation methodology for construction noise. Furthermore, the FTA manual provides the calculations to determine how much noise reduction is achieved using various mitigation measures (e.g., temporary barriers). Generalization suggestions are even provided for projects such as these, early in development.

COMMENT 11

Page 37, Construction Noise: The ambient levels from Site 7 were used as a comparison when in fact, Site 6 is closer to the stadium construction, had lower measured ambient levels, and had a more direct line-of-site to the stadium, meaning it would be more impacted than Site 7. Site 6 should have been used for comparison.

COMMENT 12

Page 38 Table 10 – The method of calculating the football stadium noise is not presented. The technical noise study simply states that noise measurements were taken at 3 stadiums, and the documentation has been provided. None of this documentation is available for viewing. The only data available is that presented in Table 2. The levels in Table 10 do not match any levels presented in Table 2. The Lmax values given in Table 2 are up to 27.7 dBA higher than the levels listed in Table 10. These levels are also lower than the Leq values given in Table 2. Using Table 2, both Site 1 and Site 2 have the potential for Leq levels up to or louder than 50 dBA Leq, which would have significant impact for games going past 10:00 PM according to Threshold of Significance 6.

Furthermore, it is difficult to understand the calculations between the reference measured levels and the projected levels. It is requested that the additional measurements and calculation worksheets be included to determine proper evaluations. Note, there is no information on the duration of the measurement.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 26, 2017

COMMENT 13

Page 38, Parking Lot F: It is stated that “traffic associated with parking lots is not of sufficient volume to exceed community noise standards”, but there is no evidence/ evaluation to back up this claim.

COMMENT 14

Page 38 Table 11 – There is no source associated with the parking lot noise levels. The tables sources Site 1 from Table 1 of the study...however this measurement was performed at a residence and describes that the dominant source was traffic noise.

COMMENT 15

Page 41 Table 14 – Comment 12 applies here also. The technical noise study says the event will be well under the significance thresholds without any restrictions, yet the only significance thresholds given are the Lmax thresholds, and the levels in the table still fall below the Lmax levels presented in Table 2, even though Table 2 represents noise levels of at receivers during a game with 4500 people and Table 14 represents noise levels of 17,000 people and 20,000 people. For instance, at Site 1, Lmax levels of stadium with an attendance of about 4500 people reached 68.8 dBA during the first measurement. The predicted noise level of the 2020 Olympic Trials with an attendance of 20,000 people is predicted to have peak noise levels of 47.5 dBA.

CONCLUSION

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

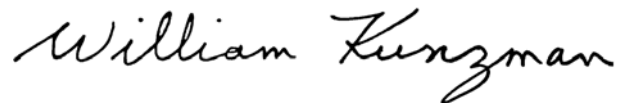
Respectfully submitted,

KUNZMAN ASSOCIATES, INC.



Mike Dickerson, INCE
Senior Associate

KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

JN 7016a

ATTACHMENT D

Air Quality/GHG Review (Kunzman Associates)



KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

June 28, 2017

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
215 North Fifth Street
Redlands, CA 92374

Dear Ms. Surdzial:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this air quality impact analysis peer review of the Mt. San Antonio College Facilities Master Plan Update (FMPU) and Physical Education Projects Draft Subsequent Project EIR (SEIR). Kunzman Associates, Inc. has reviewed the Technical Air Quality and Greenhouse Gas Analyses for the Mt. San Antonio College Facilities Master Plan Update and Physics Education Projects prepared by Greve & Associates, LLC (April 15, 2016) (hereinafter referred to as the AQR and GHG).

AQR and AQ-RELATED DRAFT SEIR COMMENTS

GLOBAL COMMENT:

Both the AQR and GHG report analyses are poorly organized, with inadequate descriptions of what exactly is being analyzed for construction and operation of the project. It is difficult to ascertain how whatever is being analyzed relates exactly to the project as described on page 1 of the AQR, which is as follows:

Mt. San Antonio College is located in the City of Walnut on over 420 acres. It has an estimated 2014-2015 fall enrollment of 35,986 students (headcount). The college has proposed a 2015 Facilities Master Plan Update (FMPU), and the corresponding Land Use Plan is shown as in Exhibit 1. The major change from the 2012 FMP is the re-design of the athletic facilities south of Temple Avenue and east of Bonita Avenue as shown in Exhibit 2. The existing stadium will be demolished and a new stadium built on-site. Other changes for the 2015 FMPU include the relocation of the Public Transportation Center to Lot D3, and expanded Wildlife Sanctuary and Open Space area, and a pedestrian bridge across Temple Avenue connecting the Physical Education Complex to Lot F. The net increase in square footage at 2015 FMPU buildout is approximately 500,000 gross square feet. Special annual events will continue to be held on campus that include the Mt. SAC/Brooks Relays and the Mt. SAC Cross-Country Invitational (XC Invite). The District is also filing an application to host the 8-day 2020 Olympic Track & Field Trials in late July or August 2020.

The methodology is flawed, and as a result, it is difficult to determine what the impacts may actually be. It is unknown from the description given above, how many acres the improvements actually represent. Details and examples are given in the comments below.

COMMENT 1

The air quality study and greenhouse gas study published to the www.mtsac.edu website (Reports #16-008AQ April 15, 2016 and #16-008GHG April 15, 2016) are different than the AQR and GHG reports listed in the bibliography of the most recent Draft SEIR). Also, there was a Traffic Impact Study update in September 2016, but there was no indication that either the AQR and GHG reports were updated (or whether they needed to be updated) to reflect this new information; furthermore, text in the second paragraph on page 19 of the AQR cites the Traffic Impact Study as "(Iteris, January 2016)". Both the AQR and GHG report should have used (or at least refer to) the latest version of the project-specific Traffic Impact Study.

Additionally, there were no AQ or GHG technical reports available on the Mt. SAC website (<http://www.mtsac.edu/construction/reports-and-publications/environmental-impact-reports.html>) for review of the West Parcel Solar (WPS) Project.

COMMENT 2

According to the CalEEMod output in the appendices, the AQR analyzed existing emissions from a 35,986 student junior college on 420 acres. Those daily criteria pollutant emissions were reported in Table 3 on page 10 of the AQR, and also Table 3.3.4 on page 149 of the Draft SEIR.

The CalEEMod output (all winter outputs, no summer emissions provided) of the AQR also showed that analysis was performed for the following:

1. *FMPU Buildout including demolition and excluding PEP.* This analysis was done for 259.02 TSF of junior college land use on 5.95 acres, operational in 2025, with construction from 1/1/2017 to 3/23/2018.
2. *FMPU - Building G construction and demolition.* This analysis was done for 50 TSF of junior college land use on 5 acres, operational in 2021, with construction from 1/1/2019 to 2/24/2020.
3. *FMPU - Building A construction (No demolition).* This analysis was done for 50 TSF on 1.15 acres, operational in 2025, with construction from 1/1/2025 to 12/11/2025 (construction output includes demolition, even though it should not [according to the title]).
4. *FMPU - 2020.* This analysis is for a 39,731 student junior college land use (1,734,347.04 of floor surface area) on 39.82 acres. Operational in 2020. No construction emissions report is included with this output, so it is assumed that this CalEEMod run represents operational emissions only.
5. *FMPU - 2025.* This analysis is for a 46,139 student junior college land use (1,883,113.86 of floor surface area) on 43.23 acres. Operational in 2025. Again no construction emissions report, so it is assumed that this CalEEMod run represents operational emissions only.
6. *PEP - Phase 1 - Construction Only.* This analysis is for a 91.73 TSF junior college land use on 2.11 acres, general light industry of 79.40 TSF on 1.82 acres, 174.43 TSF of other non-asphalt surfaces on 4 acres, 107.57 TSF of parking lot land uses on 2.47 acres, and 21.80 acres of city park land uses, operational in 2019, with construction from 10-3-2016 to 8-16-2018.
7. *PEP - Phase 2 - Construction Only.* This analysis is for a 117.90 TSF junior college land use on 2.71 acres, enclosed parking structure (to simulate pool area) of 23.09 TSF on 0.53 acres, and 68.81

TSF of other non-asphalt surfaces (to simulated tennis courts) on 1.58 acres, operational in 2021, with construction from 2/1/18 to 9/28/2020.

On page 12 of the AQR under subheading 2.2.1.1 Overall Construction Emissions, it states that the "long-term buildout of the 2015 FMPU will result in new construction of 454,485 square feet (including PEP). To make room for some of the new construction, demolition of some existing buildings is necessary. The FMPU indicates that approximately 122,976 square feet will be demolished." When the square footage for "FMPU Buildout including demolition and excluding PEP" for the junior college land use of 259.02 TSF is added to PEP Phase 1 JC land use of 91.73 TSF and PEP Phase 2 JC land use of 117.90 TSF, the total is 468,650 SF, which is a smaller amount from the "500,000 gross square feet" detailed in the project description, and a larger amount from the "454,485 square feet (including PEP)" given both in the report and above. Page 146 of the Draft SEIR, third paragraph down, has a different number again (454,906 SF). Which is the correct square footage? The largest square footage possible needs to be analyzed to calculate the project's potential "worst-case" construction-related impacts.

The analysis needs to be revised with the correct square footage using the latest version of CalEEMod (version 2016.3.1) and the findings within the Draft SEIR should be revised as needed, with the proper results.

COMMENT 3

Several areas in the CalEEMod output conflict with the information provided in the text of the AQR. For example:

- a) On page 15 of the AQR under the subheading 2.2.1.3 *Construction Emissions for Building A*, it states there that Building A will be 167,200 gsf by 2025. Whereas the CalEEMod output shows that the analysis of Building A (No Demolition) is for a 50.00 TSF junior college on 1.15 acres; therefore, emissions for Building A are under-reported and the emissions need to be revised and re-analyzed for inclusion in Tables 8 and 9 of the AQR. Furthermore, according to the output header and the text on page 15, "Demolition will be required to clear the site for Building A, but this was assumed to occur during the construction of Building G." However, demolition was analyzed for this part of the project, and the demolition emissions were reported under the Demolition Activity in Table 8 on page 16 and Table 9 for the LST analysis on page 17 of the AQR. It is unknown how many SF of existing buildings (16, 18, 18, 19 and 21) were analyzed as being demo'd, as there are no details in the report or CalEEMod output regarding what the building square footage is for the buildings being demo'd. Therefore, those details need to be made clear and described in the text of the revised AQR and Draft SEIR.
- b) The CalEEMod Output with the heading PEP - Phase 1 - Construction Only, shows an analysis for a 91.73 TSF junior college land use on 2.11 acres, general light industry of 79.40 TSF on 1.82 acres, 174.43 TSF of other non-asphalt surfaces on 4 acres, 107.57 TSF of parking lot land uses on 2.47 acres, and 21.80 acres of city park land uses. It is unknown what part of PEP Phase 1 is represented by the general light industrial land uses, other non-asphalt surfaces use and the 21.80 acres of City park uses. These details need to be included, in a similar manner as they were for PEP - Phase 2.

- c) On page 13 of the AQR, 1st paragraph, it states "It was also assumed that the overlap between construction phases would be minimal." However, although the construction for the portions of each phase of the FMPU may not overlap, as shown by the construction timing given in the CalEEMod output, portions of the construction FMPU overlap with the construction of the PEP; therefore, those overlapping construction emissions for the FMPU and the PEP need to be added together and compared against the regional daily thresholds. Furthermore, as shown above (taken from the CalEEMod output), PEP phase 1 overlaps with PEP phase 2 in 2018, as construction of PEP phase 1 is from 10-3-2016 to 8-16-2018 and construction of PEP phase 2 goes from 2/1/18 to 9/28/2020. Therefore, the overlapping portions of PEP phase 1 and 2 construction should to be added together, then added to the overlapping portion of the FMPU, for a combined total for maximum daily construction emissions that can be compared against daily regional construction thresholds.

COMMENT 4

The values reported in Table 5 on page 13 of the AQR and also Table 3.3.9 on page 156 of the Draft SEIR incorporates flawed methodology. In Table 5, the total emissions for FMPU (excluding PEP), PEP phase and PEP phase 2 were added together and the values shown in the Total Construction row. Those emissions were then divided by either 5 years or 10 years, then those emissions were then compared to the SCAQMD daily construction emissions thresholds. This methodology is incorrect, as the SCAQMD requires that the project's maximum daily emissions be compared to the mass daily significance thresholds.

It is understandable that, for a Master Plan, precise construction timing may not available; however, the most conservative, worst-case scenario should be ascertained and analyzed, then those resultant emissions can then be compared to the mass daily significance thresholds. It is incorrect to average criteria pollutant emissions over the 5 or 10 years of potential project construction to then compare those average values to the thresholds. This type of analysis completely under-estimates the project's maximum daily emissions. The construction activities during the 5 or 10 year duration of construction should be accurately modeled in CalEEMod, using those time frames (as applicable) to the extent feasible.

Construction emissions need to be re-modeled using correct methodology and the latest version of CalEEMod. It is likely that construction-related emissions will be significant. Furthermore, it is unknown whether the construction and operation of the West Parcel Solar (WPS) Project will overlap this project, as details and technical AQ-GHG reports were not available for review. This information would need to be verified and included as part of the cumulative impact review.

COMMENT 5

Operational emissions were reported in Table 10 for Existing, Year 2020 and Year 2025. Per the Traffic Impact Study, the project is expected to grow by an additional 3,745 students by 2020 and then by a total of 7,153 students by 2025. As the majority of project-related emissions are sourced from vehicles, and the project will adding 4,606 daily vehicle trips in 2020 and a total of 8,798 vehicle trips by 2025.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

The operational analysis needs to be consistent with the project as analyzed in the Iteris Traffic Impact Study, which does not discount any project-related trips by subtracting existing trips. Existing emissions values should only be subtracted from project emissions values if the existing operational portion of the site will no longer be operational (and generating emissions) once the project becomes fully operational in 2025. This is not the case, and the added trips from new students will only increase the overall regional operational emissions sourced from the Mt. SAC campus.

Per SCAQMD recommendations, when measuring project emissions, it is appropriate to include regulatory requirements, such as the federal and state regulations that require vehicles to be more efficient and lower-emitting. However, "the proposed Project's emissions themselves should not be masked by comparing it to an existing condition baseline where air quality is worse than what it will be when the proposed Project is operational¹" It is appropriate to assume that vehicles will comply with existing regulatory requirements; however their increase in activity and the additional 8,798 trips needs to be accounted for and shouldn't be masked by improvements brought on by those regulations. Therefore, the analysis of the project-related operational emissions should be remodeled using 3,745 additional students for year 2025 and a total of 7,153 additional students for 2025 buildout (as detailed in the Traffic Impact Study). Those emissions then need to be compared to the regional mass daily operational thresholds to ascertain whether just the project-related increase in student vehicular traffic volumes exceed SCAQMD operational thresholds.

COMMENT 6

CO Hot Spot analysis on pages 18 and 19 of the AQR cited the Iteris January 2016 Traffic Impact Study. The latest (final) Traffic Impact Study is dated September 1, 2016. Please verify that no changes to intersection volume data are needed due to changes in the final Traffic Impact Study.

COMMENT 7

According to page 11 of the Draft SEIR, "(18) All Special Events maximum daily attendance increases for 2015 – 2020 will be evaluated with specific focus on hosting the 10-day 2020 Olympic Track & Field Trials (i.e., air quality, noise, traffic, parking)."

In Section 2.2.4 Local Air Quality During Olympic Trials, the only pollutant examined was CO at intersections within the project vicinity. According to the Iteris 2020 Olympic Track and Field Trials Focused Traffic Study, there is a projected maximum event attendance of 20,000 guests. Analysis of the additional mobile source criteria pollutant emissions should also be conducted to evaluate the increase in project-related operational emissions due to hosting the Olympic Trials at the Mt. SAC campus. There is no trip generation data available in the Iteris 2020 Olympic Track and Field Trials Focused Traffic Study; therefore, that information would need to be generated by the traffic analysts, in order for the AQ-GHG analysts to model the AQ-GHG emissions impacts for all criteria pollutants and GHGs for the duration of the Olympic Trials.

¹ SCAQMD Comment Letter on the Recirculated Draft Environmental Impact Report (RDEIR) for the Proposed General Plan Amendment No. 960: General Plan Update Project, April 3 2015, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2015/april/deirno960.pdf?sfvrsn=2>.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

Analysis and discussion of all of the criteria pollutant emissions sourced from the additional traffic due to the 2020 Olympic Track and Field Trials need to be included in the AQR.

COMMENT 8

Section 2.2.5 Compliance with Air Quality Planning, the revised report will need to reference the latest, approved, 2016 version of the AQMP.

COMMENT 9

Section 2.3.3 Diesel Particulate Matter Emissions During Construction. Please update this section to reflect the latest OEHA and SCAQMD-preferred methodology which uses a 30-year exposure instead of 70-year. As SCAQMD does not currently require construction-based HRAs, a discussion of the localized construction-sourced PM emissions should be included, to show that construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local thresholds. Therefore, no significant short-term toxic air contaminant impacts are anticipated during construction of the proposed project. This statement could vary, depending on the results of the revised construction analysis.

COMMENT 10

Section 2.4 Cumulative Impacts only addresses local CO impacts from CO hot spots. The potential cumulative impacts of the other criteria pollutants (VOC, NOx, SOx, PM10 and PM2.5) also need to be addressed/analyzed within this section.

COMMENT 11

Section 3.2 Short-Term Impacts, under 3.0 Mitigation Measures on page 30 of the AQR states that the NOx emissions during grading of PEP Phase 1 exceed SCAQMD Thresholds. Mitigation Measure AQ-1 requires the use of Tier 4 engines in equipment greater than 50 hp. This mitigation measure is supposed to reduce the NOx emissions during grading from 147.2 lbs per day down to 75.7 lbs per day, and references the CalEEMod output in the appendix. However, when the CalEEMod for PEP Phase 1 (dated 3/24/2016 @ 9:58 AM) is reviewed, the mitigated portion of the grading output shows onsite grading emissions of 74.8137 lbs and offsite grading emissions to be 72.4028 lbs, which give a total mitigated grading emissions value of 147.2165 lbs. Therefore, it is unclear where the mitigated value of 75.7 lbs per day, as reported above, came from, as it is not included in the CalEEMod Appendix.

An additional Table showing the mitigated construction results for comparison to SCAQMD construction thresholds for PEP Phase 1 should be included in the report. Furthermore, the discussion of the efficacy of the mitigation measure should be separate and not included as part of the mitigation measure.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

COMMENT 12

Section 4.0 Unavoidable Significant Impacts will potentially need to be revised for both short-term and long-term impacts pending revisions based on previous comments.

COMMENT 13

The air quality section of the Draft SEIR will also need to be revised, as needed, based on the revisions to the AQR.

GHG and GHG-RELATED DRAFT SEIR COMMENTS

COMMENT 14

On page 33 of the GHG report, the operational GHG emissions were handled in a manner similar to the way the operational criteria pollutant emissions were handled. Similar to what was discussed in comment 5 above, subtracting the existing emissions of 56,762 MTCO₂e/year from either the year 2020 GHG emissions of 55,764 MTCO₂e/year or year 2025 GHG emissions of 59,006 MTCO₂e/year is not correct and does not account for the increase of 4,606 daily vehicle trips from additional students in 2020 and a total of 8,798 vehicle trips from the total increase in students by 2025.

The operational GHG analysis needs to be revised as detailed in comment 5 above. It is anticipated that the project will exceed the SCAQMD and Mt. SAC-adopted GHG threshold of 3,000 MTCO₂e/year; therefore, as stated on page 25 of the GHG report, "the annual emissions per service population (the number of students and persons employed by the college complex in this case) should not exceed 4.6 MTCO₂EQ/yr, or a significant impact will be determined." As the GHG emissions will be based on the increase in the number of students, the service population used to determine significance should also be based on that same number of students (plus any additional staff anticipated to be employed by 2025 to meet the needs of these additional students).

COMMENT 15

Similar to what was stated above in comment 3 a), Section 2.2.2 Construction Emissions for Building A on page 27 of the GHG report states that Building A will be 167,200 gsf by 2025. Whereas the CalEEMod Annual output shows that the analysis of Building A (No Demolition) is for a 50.00 TSF junior college on 1.15 acres; therefore, GHG emissions for Building A are under-reported and the emissions need to be revised and re-analyzed for inclusion in Tables 5 and 9 of the GHG report. Furthermore, according to the output header and the text on page 27 of the GHG Report, "Demolition will be required to clear the site for Building A, but this was assumed to occur during the construction of Building G." However, demolition was analyzed for this part of the project, and the demolition emissions were likely included in construction totals in both Table 4 and 8.

Ms. Anne Surdzial, Director of CEQA/NEPA Services
ECORP CONSULTING, INC.
June 28, 2017

COMMENT 16

Similar to as stated above in comment 7, analysis and discussion of all of the GHG emissions sourced from the additional traffic due to the 2020 Olympic Track and Field Trials need to be included in the revised GHG report.

COMMENT 17

Conclusions drawn on page 35 of the GHG Report regarding the significance of the GHG emissions will need to be revised based on the aforementioned comments and mitigation measures will likely be required.

Furthermore, the GHG section of the Draft SEIR will also need to be revised based on the requisite revisions to the GHG Report.

CONCLUSION

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Respectfully submitted,

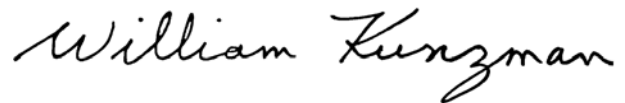
KUNZMAN ASSOCIATES, INC.



Katie Wilson, M.S.
Senior Associate

JN 7016b

KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

ATTACHMENT E

Geologic Review (Group Delta)



GROUP DELTA

June 26, 2017

Mr. Thomas F. Holm
Senior Environmental Manager
ECORP Consulting, Inc.
1801 Park Court Place, B-103
Santa Ana, California, 92701

Subject: City of Walnut Third Party Review of
Geotechnical Study Report
City of Walnut, Mount San Antonio College
Physical Education Project (PEP)
Walnut, California

Reference: Converse Consultants, Geotechnical Study Report (Final), Proposed Athletic Complex
East, Mount San Antonio College, Walnut, California, January 23, 2015.

Dear Mr. Holm,

Group Delta is pleased to present this letter report summarizing the findings of our third-party review of the referenced report in support of the preparation of Environmental Impact Report (EIR) documentation for the proposed City of Walnut Mount San Antonio College (Mt. SAC) Physical Education Project (PEP).

Project Understanding

We understand that the referenced report is intended to be used as technical background for preparation of CEQA-related geologic/geotechnical hazards sections of the Environmental Impact Report (EIR) documentation for the proposed City of Walnut Mt. SAC Physical Education Project (PEP). The proposed PEP is in planning phase and consists of a new athletic complex within the southeast portion of the Mt. SAC campus. New multi-level structures, bleachers, bridges, pavements, and retaining walls are included in the proposed athletic complex development.

Our review scope of work included the following items.

- Review of preliminary project plans or other information which provides a description of the proposed project.
- Review of the geologic/geotechnical report by Converse Consultants, including:
 - Review that CEQA geologic hazards have been addressed in the report.
 - Review that geotechnical design recommendations have been performed in accordance with the 2016 California Building Code.
 - Review public sources of information that identify geologic hazards, such as Alquist-Priolo fault maps and State of California Earthquake Hazard Zones.
 - Review geologic/geotechnical data presented in the report.
 - Review the analyses and results presented in the geologic/geotechnical report.

- Assess the need for additional geotechnical work.
- Review measures presented in the geologic/geotechnical report to mitigate geologic hazards.
- Preparing this letter report with review comments, including observations on the need for additional geotechnical investigation.
- Review the responses to review comments by the preparer of the geologic/geotechnical report for the project. Our scope includes one round of review comments and review of responses to those comments.

Review Comments

The following is a list of our third-party review comments for the referenced report.

1. No site plans which included proposed grades were available for review at the time of this letter.
2. Include a site plan with current and proposed grades as well as geology. Define maximum cuts and fills.
3. CEQA Check list items for geologic hazards at the site including: fault rupture, strong ground shaking, lateral spreading, inundation, seiche, tsunami, volcanic eruption, and expansive soils; have been adequately addressed.
4. CEQA Check list items for geologic hazards at the site including: seismic history, liquefaction, landsliding, soil erosion/debris flow, flooding, and hazardous minerals; need to be further addressed as follows.
 - a) Discuss any historical earthquake related impacts at the campus.
 - b) Discuss historical high ground water at the site and relate to liquefaction analysis performed. Provide a discussion of liquefiable/dry seismic settlement layers and how it relates to stratigraphy encountered across the site.
 - c) Extend cross sections to include the perimeters of the site. Include significant slopes onsite and adjacent to the site. Discuss stability of proposed slopes and neighboring natural slopes and potential impacts to the proposed development. Provide a recommendation to address potential hazards.
 - d) Identify surface drainage pathways onto and across the site and discuss potential impacts to the proposed development. Provide a recommendation to address potential flood hazard.
 - e) The California Geological Survey (CGS), Radon Potential Zone Map for Southern Los Angeles County, California, dated January 2005 (available online), indicates the site is located within an area with a moderate potential for indoor-radon levels above 4.0 Picocuries per Liter, the Environmental Health Division action level. Discuss the potential hazard and impacts to the proposed project. Provide a recommendation.
 - f) Discuss potential methane, oil and gas hazard and impacts to the proposed project. Include proximity to nearby landfills and active wells within 0.25 miles. Provide a recommendation.
5. Identify the general location and depth of buried canyon drain in relation to proposed buildings. Show on plan and cross sections. Discuss potential project impacts and provide a recommendation.
6. Seismic parameters are calculated using the United States Geological Survey U.S. Seismic Design Maps website application. While the site coordinates (latitude and longitude) stated in Section 6.1 of the subject report appear to be incorrect (inconsistent with site coordinates noted in

Section 2.1), based on our independent check, the values provided in Table No. 3 are in fact correct for the subject site. Update the table with appropriate coordinates.

7. The report also includes a site-specific hazard analyses as required by Section 1616A.1.3 of 2016 CBC, in accordance with Section 21.2 of ASCE 7-10. The site-specific response spectrum data, and seismic design parameters presented in Tables No. 5, and 6, respectively appear to be correctly evaluated, and adequately addressed.
8. The field exploration, laboratory testing, and analyses of subsurface conditions, appear to be adequate per Section 1803 of 2016 CBC, and meet the current local standard of care in geotechnical practice.
9. The report adequately provides grading recommendations per Section 1804 including need for over-excavation, and removal of unsuitable soils, canyon bottom subdrains, site drainage, subgrade preparation, re-use of on-site materials, compaction of fill material, cut/fill transitions, and trench backfill requirements.
10. The report provides adequate and generally reasonable recommendations regarding vertical and lateral capacity, and the anticipated static and seismic settlement of shallow foundations, and relatively short caisson foundations, as well as vertical and lateral capacity recommendations for cast-in-drilled-hole (CIDH) piles. The recommendations are generally in accordance with Section 1808, 1809, and 1810 of 2016 CBC.
11. The report provides lateral earth pressures for cantilever and restrained retaining walls with a level backfill, and additional surcharge for inclined backfill, as well as includes recommendations for retaining wall drainage. The report also provides seismic earth pressures for walls taller than 6 feet, as required by Section 1615A.1.6 of 2016 CBC.
12. A limited screening of soil corrosivity was included in the subject report. The report includes some preliminary corrosion mitigation measures, but recommend that a corrosion consultant be consulted for appropriate mitigation procedures and construction design. A more comprehensive corrosion evaluation should be performed as recommended in the subject report.
13. The report also includes adequate recommendations for temporary sloped and shored excavations. The recommendations for shored excavations include lateral earth pressures for cantileveled shoring, and braced shoring, recommendations for the design of soldier piles, recommendations for allowable capacity of drilled anchors, and surcharge pressures on the shoring.

If you have any questions, please feel free to contact the undersigned.

Sincerely,
GROUP DELTA CONSULTANTS, INC.



Piroot Kashighandi, Ph.D., P.E.
Senior Engineer



Michelle A. Sutherland, CEG #2577
Senior Engineering Geologist

Distribution: Addressee (1 PDF file via email)

ATTACHMENT F

Cultural Resources Review (ECORP)



June 27, 2017
(2017-140)

Barbara Liebold, City Attorney
c/o Liebold McClendon & Mann
9841 Irvine Center Drive
Irvine, CA 92618

Subject: CONFIDENTIAL AND PRIVILEGED INFORMATION -- Review of Cultural Resources Technical Reports and Cultural Resources Sections of Environmental Documents for Mount San Antonio College 2015 Facilities Master Plan and Physical Education Projects, Walnut, Los Angeles County, California

Dear Ms. Liebold:

I have reviewed the cultural resources technical report and the cultural resources EIR sections prepared for the Mount San Antonio College Master Plan Update and Physical Education Projects, Walnut, Los Angeles County. The reviewed reports/sections are:

Appendix H – Cultural Resources, in 2015 Facilities Master Plan Update and Physical Education Projects: Draft Subsequent Program/Project EIR to Final Program EIR (SCH 2002041161), Appendices, Volume 2 of 2

Cultural Resources Sections 3.6, 3.7.1 I, 3.7.2 I, 3.8.1 I, 3.8.2 I, 3.8.3, 4.2 in 2015 Facilities Master Plan Update and Physical Education Projects: Draft Subsequent Program/Project EIR to Final Program EIR (SCH 2002041161) (2016), Volume 1 of 2

Cultural Resources Mitigation Measures in Appendices G (2016) and H (2017) in Physical Education Project (Phase 1, 2) Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161), Volume 2

Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161): Physical Education Project (Phase 1, 2) (2017)

Appendix H is the evaluation report for additional buildings, including the stadium and associated buildings, that will be impacted by the project at Mount San Antonio College (SAC). The Mount SAC Historic District (District) was previously evaluated as eligible in a technical report prepared in 2012. The current technical report (Appendix H) evaluates the Hilmer Lodge Stadium (Stadium) and associated buildings as individual properties and as contributing elements to the District. The District was evaluated as eligible for the CRHR under Criterion 1 (association with important historical events) in 2012. Appendix H summarizes the District's eligibility under Criterion 1 and states again that the District is recommended as eligible. The District retains integrity because 33 of 44 (75 percent) contributing elements remain. The Stadium (and associated facilities) is evaluated as individually eligible and as a contributor to the District. I agree with these evaluations. Appendix H also correctly states that the District and the Stadium, as resources eligible for the CRHR, are historical resources as defined by CEQA.

The Stadium is proposed for demolition as part of the project. Appendix H correctly states that demolition of the Stadium will result in a substantial adverse change in the significance of a historical resource. Renovation is proposed for the Library, Bookstore, and Technology Center, which are contributing elements to the District and, therefore, historical resources under CEQA. However, if the Secretary of the Interior's Standards for Rehabilitation are followed during renovation, the project will not result in a significant direct impact to a historical resource, as correctly stated in Appendix H. It is also correctly stated in Appendix H that demolition of the Stadium will result in an adverse visual impact on the District.

Appendix H contains recommended mitigation measures including standard measures for unanticipated discovery of archaeological material and human remains. For the historic period buildings that are contributing elements to the District and individually eligible properties, it is recommended that the project be redesigned to avoid demolition of them. If redesign to avoid demolition is not feasible, other measures to document and interpret the historical resources are recommended. These measures include a HABS Level II narrative report, large format photos, and reproduction of as-built drawings; establishment of Heritage Hall with interpretive panels in the new stadium; and providing a history of Mount SAC on the school's website. These mitigation are appropriate.

Appendix H correctly states that demolition of a historical resource cannot be mitigated to less than significant using the recommended mitigation measures. Even with the mitigation measures applied, there would still be a substantial adverse change in the significance of a historical resource.

I agree with the evaluation, analysis of impacts, and recommended mitigation measures in Appendix H. However, there is a repeated use of improper terminology. The correct term for a significant cultural resource as defined by CEQA is "historical resource" [CCR Title 14, Section 15064.5(a)]. However, the incorrect term "historic resource" is used in several places in the document. Instances of this occur in the third paragraph of the Executive Summary, the second paragraph of the Introduction, the first paragraph on page 65, and on pages 69, 71, 73, and 75. In addition, the Area of Potential Effects (APE) is used in the Executive Summary and in the Introduction. The term APE is used only in Section 106 (federal projects subject to NEPA) documents. For CEQA documents, the term project area or study area should be used.

The cultural resources sections of the 2016 EIR are well written and follow the CEQA Guidelines for cultural resources. The evaluation recommendations from the technical report are correctly stated as determinations. Cultural resources that are recommended as eligible in a technical report are determined to be eligible when the EIR is certified and therefore are Historical Resources. The impacts analysis from Appendix H is correctly repeated and the mitigation measures recommended in Appendix H are now required in the EIR. There is a minor issue with the mitigation measures. In Appendix H there was a summary paragraph for the measures for buildings to be demolished. This was followed by details of each measure contained in the summary paragraph. In the EIR, the summary paragraph has become CR-04 and the details of each measure are in CR-05 through CR-09. I don't think CR-04 should be a mitigation measure since it is only a summary of the rest of the mitigation measures.

The EIR correctly states that even with the mitigation measures applied, there would still be a substantial adverse change in the significance of a historical resource and therefore, an unmitigated significant impact because documentation and recording of historic-period buildings that are Historical

Resources and that will be demolished will not reduce impacts to less than significant, as found in the Oakland Montgomery Ward case (which is cited in the EIR). A Statement of Overriding Considerations (SOC) is required for unmitigated significant impacts. The 2015 EIR refers to an SOC prepared for the 2012 EIR, but I do not see a reference to an SOC for the unmitigated significant impact resulting from demolition of the Stadium which was only analyzed in the 2015 EIR.

There is also an instance of the use of historic resource rather than historical resource on page 261 of the EIR.

The mitigation measures are repeated in the Cultural Resources Mitigation Measures in Appendices G (2016) and H (2017).

The 2017 PEP EIR incorporates the 2016 EIR by reference. Thus, the same impacts analysis and mitigation measures for the District are included by reference. The cultural resources section of the 2017 EIR (page 93) contains two new cultural resources CEQA checklist items that were not included in the 2016 EIR. Item d is the checklist item about disturbance of human remains and Item e is the new checklist item about Tribal Cultural Resources (AB 52). The response to Item d says that the PEP site has been graded in the past and there is no potential for human remains. The response for Tribal Cultural Resources (Item e) states that the PEP site has no established cultural tribal value. It is then stated that the PEP has No Impact on Items 5 (d, e). This is true for Item d (human remains), but is unknown for Item e (Tribal Cultural Resources). The statement that the PEP site has no established cultural tribal value is apparently based on Native American consultation conducted in 2014 and reported in the 2016 EIR. However, to properly address Item e, there must be evidence of compliance with AB 52, a formal consultation process requiring notification to Native American tribes who have requested consultation under AB 52. The purpose of the AB 52 consultation process is to identify Tribal Cultural Resources that could be impacted by the project. AB 52 consultation is required for all CEQA documents for which a notice of preparation (NOP) is filed for an ND, MND, or an EIR after July 1, 2015. Since the NOP for the 2017 EIR was filed in April 2016 (2017 EIR Appendix A), the AB 52 process is required. There is no evidence of compliance with AB 52. It is possible that no tribes requested consultation under AB 52, but if this is the case, this must be stated in the EIR.

In Unavoidable Adverse Impacts on page 105, it says that Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are potentially eligible as historic resources in the California Register of Historic Resources. This should be revised to say Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are eligible as historical resources in the California Register of Historical Resources. The buildings were determined eligible when the 2016 EIR was certified (no longer potentially eligible; they are now eligible). Also, historic resources should be changed to historical resources.

In the Alternatives Analysis (Section 7) Alternative 1 includes renovation of the Aquatic Center and renovation of Hilmer Lodge Stadium, rather than demolition. The Aquatic Center is a contributing element of the District and the Hilmer Lodge Stadium is individually eligible as well as a contributing element of the District. Renovation of the Hilmer Lodge Stadium apparently cannot be done using the Secretary of the Interior's Standards for Rehabilitation because it is stated that Alternative 1 would still result in a significant adverse impact to Hilmer Lodge Stadium. Renovation of the Aquatic Center would result in less impacts to a Historical Resource (the Aquatic Center), but it is not stated whether these impacts would still be significant. The Alternatives Analysis notes that a Statement of Overriding Considerations (SOC) would be required for all alternatives except the no-project alternative.

Ms. Barbara Liebold
Page 4 of 4

If you have any questions regarding this review, please contact me at (714) 648-0630 or rmason@ecorpconsulting.com.

Sincerely,

ECORP Consulting, Inc.

A handwritten signature in black ink that reads "Roger D. Mason". The signature is written in a cursive style with a large, prominent "R" and "M".

Roger D. Mason, Ph.D., RPA
Director of Cultural Resources

Cc: Tom Holm

ATTACHMENT G

Biological Resources Review (ECORP)



June 28, 2017
(2017-140)

Barbara Liebold, City Attorney
c/o Liebold McClendon & Mann
9841 Irvine Center Drive
Irvine, CA 92618

Subject: CONFIDENTIAL AND PRIVILEGED INFORMATION -- Review of Biological Resources Technical Reports and Biological Resources Sections of Environmental Documents for Mount San Antonio College 2015 Facilities Master Plan and Physical Education Projects, Walnut, Los Angeles County, California

Dear Ms. Liebold:

I have reviewed the Biological Technical Report (April 14, 2016) and the biological resources EIR sections prepared for the Mount San Antonio College Master Plan Update and Physical Education Projects, Walnut, Los Angeles County. In the order in which they are discussed, the reviewed reports/sections are:

- Appendix G – Biological Resources, in 2015 Facilities Master Plan Update and Physical Education Projects: Draft Subsequent Program/Project EIR to Final Program EIR (SCH 2002041161), Appendices, Volume 2 of 2
- Biological Resources Sections 3.7.1 H, 3.7.2 H, 3.8.1 H, 3.8.2 H, 3.9, 3.10, 3.11, 3.12, 3.13, and 5.5 in 2015 Facilities Master Plan Update and Physical Education Projects: Draft Subsequent Program/Project EIR to Final Program EIR (SCH 2002041161) (2016), Volume 1 of 2
- Biological Resources Mitigation Measures in Appendices G (2016) and H (2017) in Physical Education Project (Phase 1, 2) Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161), Volume 2
- Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161): Physical Education Project (Phase 1, 2) (2017)

The review does not include several documents which are referred to within the EIR, including previous technical studies from 2008 and 2012, or permits issued for previous projects by state or federal agencies. Below is a discussion of the materials reviewed, by report/section.

Additionally, it should be noted that the above documents no longer reflect the existing conditions at the site. The stadium has been demolished and significant grading has occurred, which have changed biological conditions on the site. The SEIR should be revised to reflect the actual conditions on the site.

Appendix G is the Biological Technical Report for the Mount San Antonio College (SAC) 2015 Facilities Master Plan Update.

This report was based upon a field survey conducted during March 2016 and review of the biological findings in previous analyses of the 2008 and 2012 Master Plan Updates. The biological field work conducted served to update the vegetation mapping, provide general zoological and botanical surveys, and to provide a protocol burrowing owl habitat assessment and burrow survey.

According to the results of this study, there were four native or "naturalized" vegetation communities present that were mostly associated with the southern half of the property. These communities were mule fat scrub, California walnut woodland, non-native grassland, and Venturan coastal sage scrub. Other areas mapped included extensive agriculture, non-native vegetation, disturbed habitat and developed areas. Vegetation community mapping followed Holland (1986). For the most part I agree with the vegetation mapping, however this area is not known to be within the typical range of the Venturan association of coastal sage scrub. Notable vegetative elements of Venturan coastal sage scrub recorded by Holland (1986), such as purple sage (*Salvia leucophylla*), are absent and the site is located within the range where the Riversidean sub-association is more to be expected. Further, although the description of this plant community within the report is accurate, the plant list of what was actually observed does not contain most of the species described. This, however, is a minor discrepancy that would not affect the findings.

There is only a single mention of jurisdictional resources, including those regulated by the U.S. Army Corps (USACE), within the document, under the section describing the mule fat scrub. The report does not include a method for the evaluation of areas regulated by the USACE. The conclusion is that there is no USACE jurisdiction present based on the landscape position of the mule fat scrub. For the mule fat scrub located within a clear upland area, this conclusion seems reasonable. For the mule fat scrub within the stormwater facility/detention basin, no evaluation of vegetative, soil or hydrologic characteristics was included as is customary in following the USACE guidelines for evaluating wetlands in such a location. It is also possible for wetlands to be isolated, occurring outside of a lake or stream. Further, some artificial features can function like a stream and be thus considered jurisdictional by the state. Although I concur that a wetland or jurisdictional feature seems unlikely at this location, for the reasons stated, I would prefer more data upon which to base the conclusion.

I concur with the conclusions based on the evaluation of common plant and wildlife species that could be present on this property, the evaluation of potentially-occurring sensitive plant species, and the evaluation of potentially-occurring sensitive animal species. However, there are several of the individual potential-to-occur conclusions for sensitive plant species (Table 2) that are errant. For instance, slender-horned spinyflower (*Dodecahema leptoceras*) is given a "low" designation when it should be "none" because suitable habitat (Riversidean alluvial fan sage scrub) is not present. Nevin's barberry (*Berberis nevinii*) should also be "none" because, as the report concludes, this plant would have been observed if present. Many of the conclusions provided are similarly listed as "low" when they probably should be "none" because of lack of habitat or other factors.

Sensitive animal species that were previously observed in or near the study area include coastal California gnatcatcher (*Polioptila californica californica*), coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*), and least Bell's vireo (*Vireo bellii pusillus*). The report concludes that sage scrub on site could be potentially occupied by the gnatcatcher and cactus wren but that the least Bell's vireo is likely absent from the site. I concur with these findings. The potential-to-occur conclusions (Table 3) seem accurate to me, except for the conclusion of "low" for the coast range newt (*Taricha torosa*). This species is only found within larger, interconnected riparian systems with nearly perennial flows and should be "not expected" for this site.

Appendix E of the report contains a burrowing owl habitat assessment and burrow survey report. I reviewed this report and the survey methods, results, and conclusions are accurate and logical in my opinion and they meet the evaluation standard currently accepted for this species.

The report correctly identifies sensitive riparian habitat (mule fat scrub), the sage scrub, and the California walnut woodland. However, I do not concur that non-native grassland should be considered a sensitive habitat under CEQA, as is stated in the report. Non-native grassland has been listed by some local jurisdictions elsewhere as a sensitive habitat, but not by the State of California, Los Angeles County or the City of Walnut. In the context of this site and its known resources, the non-native grassland plant community would not be considered sensitive.

The Regional and Regulatory Context section of the report provides an overview of federal and state regulatory frameworks applicable to the project and a discussion of wildlife corridors. The report correctly summarizes the federal and state regulatory framework. The wildlife corridor discussion correctly describes the understood functions of wildlife corridors and their use by animal species. The conclusion is that, due to topographic and other physical factors, no portions of the site are expected to function as wildlife corridors. While this is true for larger and less urban-adapted animals, such as mountain lion (*Felis concolor*), it is not true for more urban-associated animals such as the coyote (*Canis latrans*) and opossum (*Didelphius virginiana*) and several common bird species.

Within the impact section of the document, there is a discussion of the thresholds of significance, a discussion of the direct impacts of the project, and a discussion of the indirect impacts of the project. The significance thresholds correctly summarize those found within CEQA. Within the direct and indirect impact sections, I concur with the findings. The mitigation section of the report identifies mitigation measures for direct impacts to individual California black walnut trees and nesting birds/raptors, while also addressing indirect impacts due to the potential spread of non-native plant species, night lighting of the campus, and errant construction activities. The report concludes that implementation of the aforementioned mitigation measures will reduce all project impacts to below a level of significance. These mitigation measures are appropriate and the final conclusion is accurate.

Biological resources sections of the 2016 EIR

The biological sections reflect the same information as is found within the Technical Appendix G, Biological Technical Report. There are minor spelling errors (top of page 300, it refers to the 20154 FMPU and PEP), but otherwise the sections are well written and follow the CEQA Guidelines for biological resources. The impacts analysis from Appendix G is correctly repeated and the mitigation measures recommended in Appendix G are now required in the EIR.

Biological Resources Mitigation Measures in Appendices G (2016) and H (2017) in Physical Education Project (Phase 1, 2) Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161), Volume 2

The mitigation measures contained within the 2016 EIR are repeated in the Biological Resources Mitigation Measures in Appendices G (2016) and H (2017).

Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161): Physical Education Project (Phase 1, 2) (2017)

The 2017 PEP EIR incorporates the 2016 EIR by reference. Thus, the same impacts analysis and mitigation measures for the District are included by reference. The biological resources section of the 2017 EIR (page 92) contains one new biological resources CEQA checklist item that was not included in the 2016 EIR. Item c is the checklist item about substantially adverse effects on federal wetlands under the Clean Water Act Section 404. The response to Item c says that there are no federal wetlands or Section 404 resources located on the PEP site, a conclusion that is supported by the conclusions found within the Biological Technical Report included within the 2016 EIR (Appendix G).

If you have any questions regarding this review, please contact me at (909) 307-0046 or staylor@ecorpconsulting.com.

Sincerely,

ECORP Consulting, Inc.



Scott I. Taylor
Senior Biological Program Manager

Cc: Tom Holm



July 19, 2017

Ms. Rebecca Mitchell
 Mt. San Antonio College
 Facilities Planning and Management
 1100 North Grand Avenue
 Walnut, CA 91789

RE: Responses to Comments in Attachment B: Traffic Review (Kunzman Associates) from the City of Walnut, July 3, 2017

Dear Ms. Mitchell:

I have reviewed the comments provided by Kunzman Associates in Attachment B the City of Walnut letter dated July 3, 2017. The responses are provided in the following table.

City of Walnut (Kunzman letter)		
	Comment	Response
6-8.1	Page 3. Revise Grand Avenue to have posted speed limits ranging from 40 to 50 miles per hour.	Comment is noted, but is not relevant to LOS and significant impact analysis. xxx expand once only xxx. The posted speed limit does not impact the level of service, which is dependent on trips and signalization timing.
6-8.2	Page 3. Revise Amar Road/Temple Avenue to have a posted speed limit of 40 miles per hour.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.3	Page 3. Revise to "Lemon Avenue, oriented in a north-south direction, is a two-lane undivided to fourlane divided roadway...".	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.4	Page 3. Revise Lemon Avenue to have posted speed limits ranging from 25 to 35 miles per hour.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.5	Page 3. Revise to "Cameron Avenue terminates at Grand Avenue on the east end".	Comment is noted, but is not relevant to LOS and significant impact analysis.

6-8.6	Page 4. Revise to state that Valley Boulevard allows on-street parking south of Temple Avenue.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.7	Page 5. Intersection #6, change Montaineer to Mountaineer throughout report.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.8	Page 10. Table 4 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.9	Page 11. Figure 3 should show existing right turn overlap and free right turn lanes at the study area intersections.	Comment is noted, but is not relevant to LOS and significant impact analysis. xxx expand once xxx The intersection characteristics were identified in xxxx date for all intersections except the Campus Drive/Temple and Kellogg/I-10 intersection. The identification coincides with the traffic study in the 2015 FMPU/PEP. See Response 6-8.10.
6-8.10	Page 11. Intersection #1 (Nogales Street & Amar Road) appears to provide sufficient width for a westbound right turn lane (defacto = minimum of 19 feet in width). Please correct in Level of Service calculations.	Comment is noted. The recommended adjustment would either improve or have no effect on the intersection LOS, thus the traffic study presents a conservative analysis.
6-8.11	Page 11. Intersection #2 (Lemon Avenue & Amar Road) appears to not provide sufficient width for a westbound right turn lane (defacto = minimum of 19 feet in width). Please correct in Level of Service calculations.	Based on evaluation in Google Earth, the #2 westbound through lane is measured to be between 19 and 20 feet, which should provide adequate width for a de-factor right-turn lane.
6-8.12	Page 11. Intersection #11 (Grand Avenue & Baker Parkway) currently provides a southbound free right turn lane. Please correct in Level of Service calculations.	Comment noted. The recommended adjustment would either improve or have no effect on the intersection LOS, thus the traffic study presents a conservative analysis.
6-8.13	Page 11. Intersection #13 (Grand Avenue & SR-60 EB Ramps) currently provides a 3rd southbound through lane. Please correct in Level of Service calculations.	The analysis and EIR reflects the configurations at the time that the traffic study was prepared (2015). The recommended adjustment would either improve or have no effect on the intersection LOS, thus the traffic study presents a conservative analysis.
6-8.14	Page 11. Intersection #16 (Lot F & Temple Avenue) does not provide southbound lanes. Please correct in Level of Service calculations.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.15	Page 12. Typically, trip generation for junior/community colleges is based upon student full time equivalents. Please confirm or explain.	Comment is noted. ITE specifies the trip rate for students, not the method by which students are projected. ITE rates are based on surveys of sites that have both full-time and part-time students. Assuming all new students as full-time enrollment is a worst-case projection of trips and parking demand for any given weekday when campus is full session.
6-8.16	Page 15. Figure 4 assigns 24% of the project trip distribution to Grand Avenue south of Temple Avenue. However, the remaining project trip distribution south of Temple Avenue only adds to 20%. Explain.	Comment is noted. While some smaller trip percentages are not directly shown on the Figure, 24% of the project trip distribution is destined for or originates from south of Temple Avenue.

6-8.17	Page 18. An areawide growth rate obtained from the latest Congestion Management Program for Los Angeles County should be included for Year 2020 traffic conditions.	Comment is noted. An areawide growth rate was not used for this analysis, as a 2020 No Project baseline scenario was not the intent of this section. Rather, an E + P scenario that compares the project's trip generation impact in 2020 to Existing conditions is the purpose of this section.
6-8.18	Page 20. Table 7 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.19	Page 23. Table 8 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.20	Page 24. An areawide growth rate obtained from the latest Congestion Management Program for Los Angeles County should be included for Year 2025 traffic conditions.	Comment is noted. An areawide growth rate was not used for this analysis, as a 2025 No Project baseline scenario was not the intent of this section. Rather, an E + P scenario that compares the project's trip generation impact in 2020 to Existing conditions is the purpose of this section.
6-8.21	Page 26. Table 9 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.22	Page 29. Table 10 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.23	Page 29. Table 10 shows that Grand Avenue/Temple Avenue intersection has a significant impact with mitigation. Explain.	At this intersection, no feasible mitigation measure was recommended. Thus, the intersection remains significantly impacted. As stated in the first sentence on Page 30, project impacts are reduced to less than significant only at locations where improvements were considered feasible.
6-8.24	Page 30. Confirm that Table 11 includes the following cumulative development projects that are under construction/built since 2015 traffic counts were taken: - New Innovation Village Project, City of Pomona ¹ - Tentative Tract Map No. 50867, City of Walnut ² - 20650 San Jose Hills Road Project, City of Walnut ³	Cumulative project lists were provided by each individual jurisdiction best knowledge at the time. When the traffic study was prepared in month/year.
6-8.25	Page 32. Table 11 footnote should include sf = square feet.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.26	Page 40. Table 14 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.27	Page 44. Table 15 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.

6-8.28	Page 44. Table 15 shows that Grand Avenue/Temple Avenue intersection has a significant impact with mitigation. Explain.	At this intersection, no feasible mitigation measure was Available. Thus, the intersection remains significantly impacted. As stated in the first sentence on Page 45, project impacts are reduced to less than significant only at locations where improvements were considered feasible.
6-8.29	Page 49. Table 16 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.30	Page 52. Table 17 footnote should include ICU = Intersection Capacity Utilization.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.31	Page 52. Table 17 shows that Grand Avenue/Temple Avenue intersection has a significant impact with mitigation. Explain.	At this intersection, no feasible mitigation measure was available. Thus, the intersection remains significantly impacted. As stated in the first sentence on Page 53, project impacts are reduced to less than significant only at locations where improvements were considered feasible.
6-8.32	Page 54. 1st paragraph should reference the latest Congestion Management Program for Los Angeles County.	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.33	Page 54. Section 13 should include a discussion of current improvements being constructed at the following interchanges: - Grand Avenue at I-10 Freeway - Grand Avenue at SR-60 Freeway	Comment is noted, but is not relevant to LOS and significant impact analysis.
6-8.34	Appendix B. Intersection # 10 (Grand Avenue & Valley Boulevard) traffic volumes are different from traffic count worksheets. Explain.	After further review, the Existing Conditions LOS output sheets "Base Vol" row volumes correctly match the traffic count sheets for the am & pm peak hours. In the pm peak hour, the U-turn volumes from the traffic count sheets are considered as part of the left-turn movement in the LOS output sheets.
6-8.35	General. A queuing analysis should be performed to confirm that adequate left turn storage will be provided at the study area intersections for future traffic conditions.	The traffic study conforms to the Los Angeles County traffic impact review guidelines. A queuing analysis is not considered a requirement of these guidelines.
6-8.36	General. See Comments 15, 17, 20, and 24 above.	Comment noted.
6-8.37	Page 22. The Olympic Track and Field Trails Traffic section should be analyzed at the intersections included within the September 1, 2016 Traffic Impact Study.	??? A Olympic Track and Field Trials (OTFT) analysis was prepared for these intersections in the 2015 FMPU/PEP Draft EIR. Xxxx now sure I get this comment xxx.
6-8.38	General. A Traffic Management Plan (TMP) and Parking Management Plan (PMP) should be provided for major events.	Comment noted. Preparation of a TMP and PMP are not considered relevant to LOS and significant impact analysis. See Mitigation Measures TR-16, 20, 25 in Appendix H1.

If any additional information is required, please feel free to contact me at 213.802.1715.

Iteris, Inc.
Los Angeles, CA 90017-4633

Page 5

Sincerely,

Iteris, Inc.

Deepak Kaushik
Senior Transportation Engineer



Memorandum

Date: July 13, 2017

To: Rebecca Mitchell, MtSAC
Sean Absher
Sid Lindmark, Lindmark and Associates

From: Fred Greve, Greve & Associates, LLC

Subject: Response to Noise Comments

Please find responses to noise comments submitted by the City of Walnut. These are the comments found in Attachment C of the comment letter.

DRAFT SEIR COMMENTS

COMMENT 1

The noise study published on the mtsac.edu website (Report #16-008NZ May 26, 2016) is different than the noise study listed in the bibliography of the most recent Draft SEIR (Report #16-002NZ April 15, 2016). Also, the bibliography lists a traffic study update, but there was no noise study update to reflect this new information.

Response 1

Mt. SAC staff occasionally completes minor edits in sub-consultants reports prior to posting the final report on the campus website and changing the date. There are no significant changes between the two 2015 FMPU/PEP noise reports. Appendix D1 of the Draft EIR included an earlier report.

Since there are no sensitive noise receptors close to the Campus/Temple and Kellogg Drive/I-10 interchange, no new noise study was required. The noise studies in the certified 2015 FMPU/PEP Final EIR remain relevant for the PEP (Phase 1, 2) project. The enrollment projections have not changed, which determine trips on the area circulation network.

COMMENT 2

The Draft SEIR fails to acknowledge construction noise impacts. Furthermore, the Draft SEIR improperly pushes aside any construction noise findings that are outlined within the technical noise study. Table 3.7 of the Draft SEIR says that the FMPU noise impact is less than significant with mitigation. However, the noise study clearly states on pages 44/45 that there are projects with the potential to create a significant construction noise impact; and, therefore the noise impacts associated with these projects must still be considered to be significant (see last paragraph of Section 3.1.1 of the noise study).

The findings within the Draft SEIR should be changed from less than significant with mitigation to Significant and Unavoidable. Furthermore, the Draft SEIR should list indicate the mitigation measures that are outlined within the technical noise study. The technical noise study indicates that for certain phases of construction, construction noise control plans will be required. All of these type of findings need to be identified within the Draft SEIR. The Draft SEIR needs to be revised and updated with the proper findings.

Response 2

The comments do not reflect the context in which they are written. The projects being discussed on pp. 44 - 45 in Appendix D1 (noise study) do not occur until after 2020 (Appendix K1). The mitigation measure described on p. 44 is applicable in the future when more detailed plans for the projects are available. Therefore, the current CEQA documentation does not provide CEQA clearances for these projects and additional documentation will be completed when project-specific plans are available.

Table 3.7 in the 2017 EIR is an accurate duplicate of Table 3.8.23 and Table 3.11.11 in the 2015 FMPU/PEP DEIR. No further response is required.

TECHNICAL NOISE ANALYSIS COMMENTS

COMMENT 3

Page 13, Table 1/Page 15 Table 2 – Tables 1 and 2 do not indicate on what days the noise measurements were taken or how long the noise measurements were for. The sources “Ambient Noise Levels” (memo to Ms. Mikaela Klein, Greve & Associates, dated August 23, 2016) and “Stadium Noise Measurements – Hilmer Lodge Stadium were given, but these memos were not found in the public file. These details should be available for review.

Response 3

Ambient measurements were taken on August 17, 2015, and each site was measured for 15 minutes. The report is attached. Stadium noise measurements around Hilmer Lodge Stadium were made October 24, 2015. Two 15-minute measurements were made at each site. The report is attached.

COMMENT 4

Page 17, Existing Roadway Noise Levels: The only assumptions listed for the traffic noise report were the ADTs and posted speed limits. There are no indications as to what vehicle mix data or roadway geometry were used in the FHWA Model. There was no source listed to find what these assumptions might have been. Please provide noise output calculations worksheets so that findings can be validated.

Response 4

The vehicle mix and time distribution is provided below. For this analysis it was assumed that the roadway was straight and level. With this data the commenter should be able to confirm the noise outputs if desired.

The traffic distributions that were used in the CNEL calculations are presented below. The arterial traffic distribution estimate used for the roadways was compiled by the Orange County Environmental Management Agency, and is based on traffic counts at 31 intersections throughout the Orange County area. Arterial traffic distribution estimates can be considered typical for arterials in Southern California.

Traffic Distribution by Time of Day

Vehicle Type	Percent of ADT		
	Day	Evening	Night
Automobile	75.51%	12.57%	9.34%
Medium Truck	1.56%	0.09%	0.19%
Heavy Truck	0.64%	0.02%	0.08%

COMMENT 5

Page 20, Thresholds of Significance: Threshold 2 states: “**Site-specific construction projects lasting more than one year, with site preparation, demolition, grading and shell building construction, located within 1,500 feet or less from a sensitive off-site land use have a significant construction noise impact if: (1) Construction occurs outside of permitted construction hours, and (2) Lmax noise levels from 7 a.m. to 7 pm are less than 90 dBA and less than 65 dBA Leq at any offsite sensitive receptor property line and (3) From 7 p.m. to 7 a.m., the Lmax is less than 75 dBA and less than 55 dBA Leq offsite at any off-site sensitive property line. Construction hours are defined in Mitigation Measure 5a in the Mitigation Monitoring Program as 7 a.m. to 7 p.m. on Monday through Saturday.**” Each time that the Threshold says “less”, likely “more” was meant. This typo needs to be revised and the thresholds need to be updated.

Response 5

The commentator is correct. The corrected language without typos should read:

Site-specific construction projects lasting more than one year, with site preparation, demolition, grading and shell building construction, located within 1,500 feet or less from a sensitive off-site land use have a significant construction noise impact if: (1) Construction occurs outside of permitted construction hours, and (2) Lmax noise levels from 7 a.m. to 7 pm are more than 90 dBA and more than 65 dBA Leq at any offsite sensitive receptor property line and (3) From 7 p.m. to 7 a.m., the Lmax is more than 75 dBA and more than 55 dBA Leq offsite at any off-site sensitive property line. Construction hours are defined in Mitigation Measure 5a in the Mitigation Monitoring Program as 7 a.m. to 7 p.m. on Monday through Saturday.

It should be noted that the analysis already is based on the correct language, and therefore, no changes to the analysis or determination of impacts needs to made.

COMMENT 6

Page 20, Construction Thresholds of Significance: Threshold #2 – It appears that Threshold #2 requires that all three (3) stipulations must be met in order for construction noise to have a significant impact. This threshold should be described in a more simplistic manner.

For example, Stipulation #1 isn't necessary because it is covered by Stipulation #3. Stipulation #3 describes the noise limits for construction that occurs during evening/nighttime hours (7:00 PM to 7:00 AM).

Further simplification and clarification of the construction threshold is recommended. As it stated currently, it appears that all three (3) stipulations are required in order for the construction noise to be determined to be significant.

Response 6

The use of the word “and” between the three stipulations make it clear that all conditions must be met for an impact to occur. Stipulation #1 is needed to cover a Sunday situation. No change to the significance threshold is needed other than those identified in Response 5.

COMMENT 7

Page 20, Thresholds of Significance: The Threshold of Significance 4 allows for traffic-related net noise at sensitive receptors such as residences or hospitals to 70 CNEL. While analysis has been done to ensure that levels do not increase more than 3 dBA at 100 feet from the centerline, no analysis has been done to ensure that the off-campus sensitive receptor areas affected by the increased traffic noise are not pushed above 70 CNEL.

Response 7

The comment is incorrect. If the noise increase is less than or equal to 3 dB, then no noise impact will occur. Only if a noise increase greater than 3 dB occurs and the noise level exceeds 65 CNEL for residences and hospitals or 70 CNEL for commercial areas does an impact occur. As shown in Table 5 of the noise report there were no increases greater than 3 dB, therefore, no additional analysis was needed.

COMMENT 8

Page 37, Construction Noise: The technical noise study cites construction noise levels from “Handbook of Noise Control, Cyril Harris, 1979 (see Exhibit 8). The levels provided in this Exhibit range from 68 to 105 dBA. When comparing the construction equipment evaluated to the levels presented within Exhibit 8, the levels do not coincide. The technical noise study states that construction equipment has a range between 70 to 95 dBA at a distance of 50 feet. However, according to Exhibit 8, the peak (Lmax) noise levels for the equipment listed (graders, dozers, scrapers, front loaders, trucks, cranes, concrete mixers, and concrete pumps) are actually louder, 85 dBA to 97 dBA at a distance of 50 feet.

Furthermore, the generalized statement that Leq levels are typically 15 dB lower than Lmax (peak) levels is incorrect. For example, if a sensitive receptor is located 50 feet from the noise source, then the Leq and the Lmax would be very similar in noise reading.

The technical noise study does not adequately evaluate nor provide output construction noise calculations. It is difficult to understand what assumptions, equipment, locations are used within the construction noise evaluation. Instead, the study suggests that most of the construction will occur over 1,500 feet away from any sensitive uses and therefore the impact would be considered less than significant.

For areas where construction would occur closer to sensitive receptors there is no quantitative evaluation. At no point does the assessment evaluate the combined noise level of multiple pieces of construction equipment operating simultaneously. Instead, the technical noise study describes that there would be a significant impact and further evaluation would be required when more information is available. Although a list of construction equipment may not be readily available at this time, the technical noise study could utilize the construction equipment within the air quality study and utilize either the FHWA’s construction noise model or the FTA’s construction noise methodologies to calculate the potential impact.

Response 8

The range of noise that is being quoted in the report is for equipment that will likely be used for construction. The “105 dBA” figure quoted in the comment is for pile driving which is not planned for use (refer to Section 2.2.2). The comment that Lmax and Leq are “very similar” at distances 50 feet is wrong. Leq is an average noise level while Lmax is the maximum noise level. The noise level would have to be constant at the Lmax level for the Leq to be equal to the Leq irregardless of distance.

The methodology used for the calculations is straightforward. The noise levels are presented in the text, an exhibit is presented showing the location of the residents to the various projects, and a standard 6 dB per doubling of the distance was used for the drop-off rate. No

adjustments were made for intervening buildings or topography unless noted. The comment is incorrect, the analysis clearly shows that most of the construction would occur at distances less than 1,500 feet. Of the 26 projects listed in Table 4, all but 2 are listed as being closer than 1,500 feet. This is also shown in Exhibit 9.

The equipment used for critical projects is not known at this time, and 6 projects were identified as needing additional analysis with a corresponding mitigation measure (see Section 3.1.1). The equipment list in the air quality analysis may not be suitable for the noise analysis since the two assessments have vastly different purposes.

COMMENT 9

Page 37, Construction Noise: The technical noise study states that “The average noise levels (Leq) are typically 15 dB lower than the peak (Lmax) noise levels,” where average levels were defined as typical levels in the same paragraph. This implies that the Leq levels of the equipment are 55 to 70 dBA at a distance of 50 feet. According to Exhibit 8 (and the 2006 FTA Transit Noise and Vibration Impact Assessment), the typical noise levels of the construction equipment listed actually vary between 82 dBA and 89 dBA at 50 feet, not 55 dBA and 80 dBA as implied. While the technical noise study lists these as worst-case examples, the FTA manual lists them as typical.

Response 9

The noise levels in Exhibit 8 and the FTA study are maximum sound levels (Lmax). Our comment in the report that Leq noise levels are typically 15 dB less than Leq noise levels is based on our general observations/measurements of construction noise. This may not line up exactly with the “typical” Lmax levels shown in Exhibit 8 but it is generally consistent with the levels indicated in Exhibit 8.

COMMENT 10

Page 37, Construction Noise: The quantitative analysis also only accounted for one piece of equipment at a time. Multiple pieces of equipment are generally in operation at any given time, so their operational levels should be combined appropriately. The 2006 FTA Transit Noise and Vibration Impact Assessment provides a generally well-accepted estimation methodology for construction noise. Furthermore, the FTA manual provides the calculations to determine how much noise reduction is achieved using various mitigation measures (e.g., temporary barriers). Generalization suggestions are even provided for projects such as these, early in development.

Response 10

The Lmax levels are due to one piece of equipment. The Lmax levels of 2 and more pieces of equipment rarely occur at the same exact time and rarely add together in the field. The FTA methodology is good, but does have flaws, and it is not required for this analysis.

COMMENT 11

Page 37, Construction Noise: The ambient levels from Site 7 were used as a comparison when in fact, Site 6 is closer to the stadium construction, had lower measured ambient levels, and had a more direct line of sight to the stadium, meaning it would be more impacted than Site 7. Site 6 should have been used for comparison.

Response 11

The distance to the closest residence was used for the analysis. This location is not at Site 6 or at Site 7. However, it is on the same street as Site 7, and Site 7 was chosen for comparison with ambient noise levels because our opinion is that it is more representative of the residence assessed.

COMMENT 12

Page 38 Table 10 – The method of calculating the football stadium noise is not presented. The technical noise study simply states that noise measurements were taken at 3 stadiums, and the documentation has been provided. None of this documentation is available for viewing. The only data available is that presented in Table 2. The levels in Table 10 do not match any levels presented in Table 2. The Lmax values given in Table 2 are up to 27.7 dBA higher than the levels listed in Table 10. These levels are also lower than the Leq values given in Table 2. Using Table 2, both Site 1 and Site 2 have the potential for Leq levels up to or louder than 50 dBA Leq, which would have significant impact for games going past 10:00 PM according to Threshold of Significance 6.

Furthermore, it is difficult to understand the calculations between the reference measured levels and the projected levels. It is requested that the additional measurements and calculation worksheets be included to determine proper evaluations. Note, there is no information on the duration of the measurement.

Response 12

The three stadium measurement reports are attached to these responses. A spreadsheet is also attached which shows the stadium calculation noise. Basically the Hilmer Stadium noise measurements were normalized as best as possible. Event noise was then adjusted based on crowd size. The noise levels presented in Table 10 are peak noise levels, and comparing them to the Leq criteria is inappropriate. They should be compared against the Lmax criteria which is clearly identified.

COMMENT 13

Page 38, Parking Lot F: It is stated that “traffic associated with parking lots is not of sufficient volume to exceed community noise standards”, but there is no evidence/ evaluation to back up this claim.

Response 13

Parking lots do not generate significant noise levels based on the CNEL noise scale for several reasons. The traffic volumes are low compared to arterial roadways which do generate significant CNEL noise levels. Additionally, the speeds in parking lots are very slow which leads to low noise generation. And finally, the lots at MtSAC have essentially no nighttime traffic which leads to low CNEL noise levels.

COMMENT 14

Page 38 Table 11 – There is no source associated with the parking lot noise levels. The tables sources Site 1 from Table 1 of the study...however this measurement was performed at a residence and describes that the dominant source was traffic noise.

Response 14

Parking lot noise measurements were made by Mestre Greve Associates at a distance of 50 feet. The noise levels were then extrapolated using a 6 dB per doubling distance to obtain the noise levels presented in Table 11. Table 1 is not sourced for the noise levels in Table 11. Site 1 in Table 1 was only referred to for ambient noise levels.

COMMENT 15

Page 41 Table 14 – Comment 12 applies here also. The technical noise study says the event will be well under the significance thresholds without any restrictions, yet the only significance thresholds given are the Lmax thresholds, and the levels in the table still fall below the Lmax levels presented in Table 2, even though Table 2 represents noise levels of at receivers during a game with 4500 people and Table 14 represents noise levels of 17,000 people and 20,000 people. For instance, at Site 1, Lmax levels of stadium with an attendance of about 4500 people reached 68.8 dBA during the first measurement. The predicted noise level of the 2020 Olympic Trials with an attendance of 20,000 people is predicted to have peak noise levels of 47.5 dBA.

Response 15

See Response 12. The Lmax noise level of 68.8 dBA was not caused by crowd, PA system, or any other event associated with the football game.



Memorandum

Date: August 23, 2015

To: Ms. Mikaela Klein, Mt. San Antonio College

From: Fred Greve, Greve & Associates, LLC

Subject: Ambient Noise Measurements (Report #15-104B)

This memo presents the results of a noise measurement survey around Mt. San Antonio College. The ambient noise level measurements were needed for the West Parcel Solar project and other upcoming projects. The measurements were made before school was back in session to insure that ambient levels were at low point so that any comparisons with ambient noise levels would represent a worst-case approach.

BACKGROUND ON NOISE SCALES

The description, analysis and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the myriad of noise scales that have been developed for describing noise impacts. Each of these scales attempts to quantify noise levels with respect to community response. Most of the scales use the A-weighted decibel (dBA) noise level to quantify noise impacts on humans. A-weighting is a frequency weighting that accounts for human sensitivity to different frequencies.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. Two of the predominate noise scales used are the: Equivalent Noise Level (Leq) and percentile noise levels (L%). These scales are described in the following paragraphs.

Leq is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the

"energy" average noise level during the time period of the sample. Leq is the energy sum of all the events and background noise levels that occur during the time period.

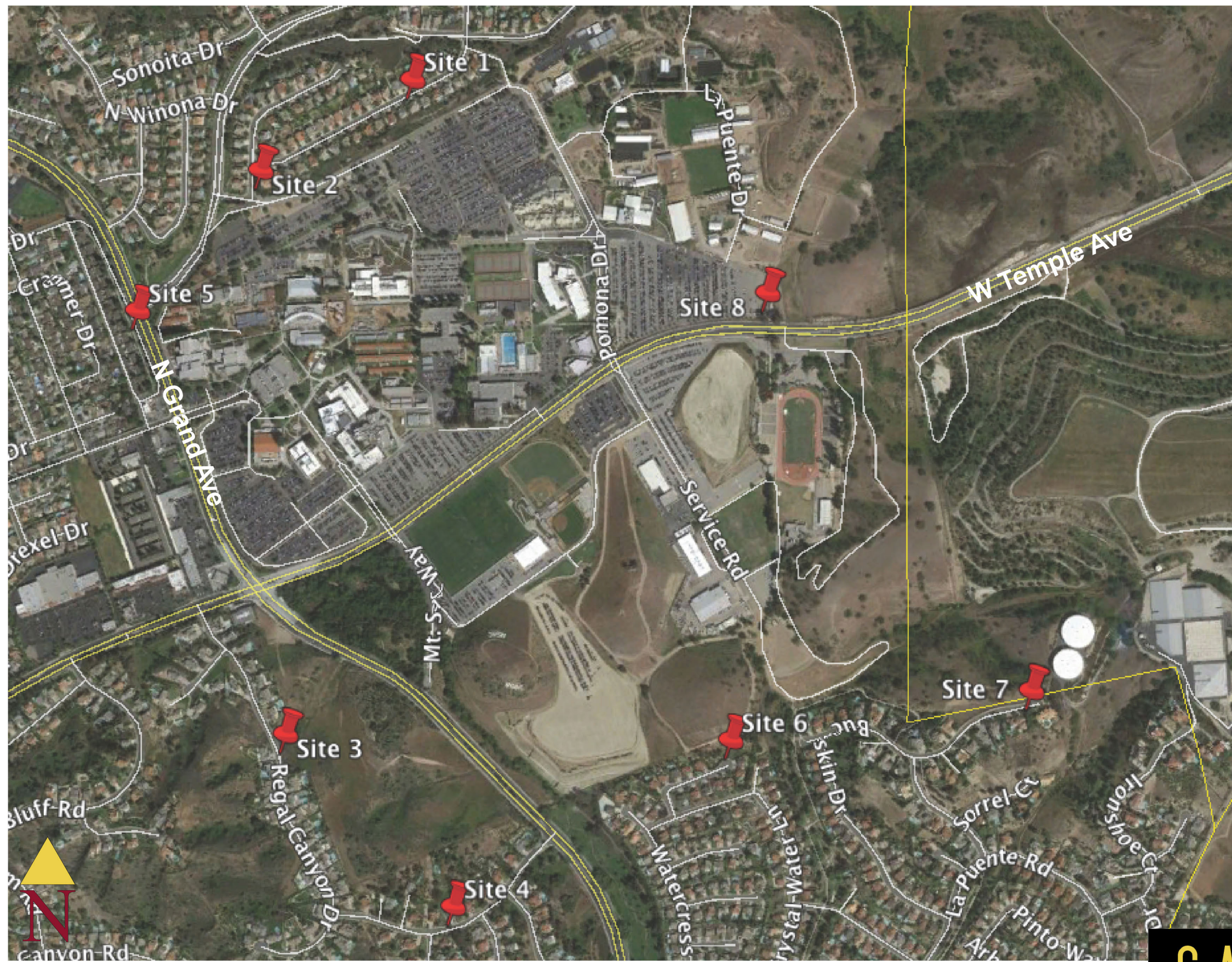
L(%) is a statistical method of describing noise which accounts for the variance in noise levels throughout a given measurement period. This noise scale is used in many noise ordinances, including the City of Walnut's Noise Ordinance. L(%) is a way of expressing the noise level exceeded for a percentage of time. For example since 15 minutes is 25% of 1 hour, L(25) is the noise level that is equal to or exceeded for 15 minutes in a one-hour period. The percentile levels used in the City of Walnut ordinance include the noise level not to be exceeded for more than 30 minutes in an hour (L50), 15 minutes in an hour (L25), 5 minutes in an hour (L8.3), 1 minute in an hour (L1.7), and never to be exceeded or the maximum sound level (Lmax).

METHODOLOGY

Noise level measurements in the vicinity of the college campus were made to establish current baseline noise levels. A survey of the area was conducted to determine the location of the noise measurement sites. Sites were selected around the perimeter of the campus area with an emphasis on the residential areas. Residential areas are the most noise sensitive land uses in the area. To provide noise measurement coverage of the area, eight measurement sites were chosen. A series of short-term noise measurements were taken at the chosen sites. All eight of the short-term measurements were taken on August 17, 2015. The site locations are illustrated in Exhibit 1.

Noise measurements at all sites were performed using a Reed Instruments SD-4023 sound level meter with data logging. During the measurements a large windscreen covered the sound meter's microphone to dampen-out any unwanted wind-generated noise. The meter was located on a tripod so that the microphone was at the typical ear level height of 5 feet. For each measurement site, 15 minutes of data were collected. Both before and after the set of measurements were taken, a Reed Instruments SC-05 sound level calibrator was used to calibrate the sound meter to ensure that the measured sound levels readings were accurate.

Exhibit 1 - Measurement Sites



NOISE MEASUREMENT RESULTS

At the conclusion of each set of measurements the data was downloaded from the meter and the Leq, Lmin, Lmax, L1.7, L8.3, L25, L50 and L90 values for the full time period were determined. Prevailing weather conditions were noted along with any other factors that might adversely affect the noise measurements. Table 1 shows the results of the measurements.

Table 1 Noise Measurement Results (dBA)

	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
Start Time	10:22a	10:52a	1:35p	2:10p	11:24a	12:33p	12:59p	2:40p
Leq	52.7	55.7	46.9	51.8	61.6	43.7	50.1	59.2
Lmax	73.6	72.4	66.5	70.9	71.4	56.9	68.1	68.7
L1.7	63.3	67.8	57.4	64.5	68.6	50.8	62.3	65.9
L8.3	53.1	57.6	47.6	51.2	66.0	46.5	50.4	64.0
L25	46.0	51.2	43.1	45.9	62.5	43.6	45.4	60.8
L50	42.2	46.7	41.3	44.2	59.8	41.7	42.5	56.4
L90	39.2	44.2	38.9	40.1	52.6	39.2	38.8	46.3
Lmin	37.4	42.4	37.4	37.6	45.5	36.4	37.7	42.6

The noise levels for all sites were typical of urban and suburban areas. None of the sites had excessively high noise levels or exceptional low noise levels. The average noise levels (Leq) ranged from 47 dBA to 62 dBA. The noise was mainly generated by traffic on the local roadways. Maximum noise levels were usually caused by a louder vehicle (e.g., trucks) or an aircraft overflight. Specific notes for each site are presented below.

Site 1: Residence at 21034 Granite Wells Road.

Site 1 is located in front of the residence at 21034 Granite Wells Road. (The rear yard of this site was measurement Site 1 for the 2008 noise study for the Master Plan Update EIR.) The dominant source of noise at this site was traffic on Granite Wells Road. The Lmax at Site 1 was 73.6 dBA and was due to a loud truck. The Leq at this site was 52.7 dBA, which is typical

for a suburban area. Other sources of noise in the area included jet aircraft high overhead, birds in nearby trees, and low general aviation aircraft associated with Brackett Field Airport.

Site 2: Residence at 20905 Granite Wells Road.

Site 2 is located in line with the rear yard of the residence at 20905 Granite Wells Road along Stoddard Wells Road. (The rear yard of this site was measurement Site 2 for the 2008 noise study for the Master Plan Update EIR.) The dominant source of noise at this site was traffic on the local roadways. The L_{max} at Site 1 was 72.4 dBA and was due to a loud vehicle. The Leq at this site was 55.7 dBA, which is typical for a suburban area. Other sources of noise in the area included jet aircraft high overhead, birds in nearby trees, a helicopter, and low general aviation aircraft associated with Brackett Field Airport.

Site 3: Residence at 1131 Regal Canyon Drive.

Site 3 is located across the street from the residence at 1131 Regal Canyon Drive. This site is next to the West Parcel Solar site. A portion of North Grand Avenue can be seen from this site, which is typical for many homes along the West Parcel Solar site. The traffic noise from North Grand Avenue was very faint. This site had an average noise level (Leq) of 46.9 dBA, which is typical for a quiet suburban area. High jet aircraft, cars on Regal Canyon Drive, and low levels of noise from North Grand Avenue were the primary sources of noise.

Site 4: Residence at 21107 Stonybrook Drive.

Site 4 is located in front of the residence at 21107 Stonybrook Drive. This area is also next to the West Parcel Solar site. The small amount of traffic on Stonybrook Drive was the most significant source of noise in the area. This site had an average noise level (Leq) of 51.8 dBA. Other sources of noise experienced in the area included high jet aircraft, wind in the trees, birds, and air conditioners.

Site 5: Residence at 1433 Kem Way.

Site 5 is located in front of the residence at 1433 Kem Way. Kem Way is a frontage road that runs parallel to North Grand Avenue. The dominant source of noise at this site was traffic, including buses, on North Grand Avenue. This was the loudest site measured with an Leq 61.6 dBA, which is typical for an urban area. Other sources of noise in the area were very minor compared to the traffic on North Grand Avenue.

Site 6: Residence at 21647 Sleepy Hollow Court.

Site 6 is located in front of the residence at 21647 Sleepy Hollow Court. This area backs up to Mt. San Antonio College. Sleepy Hollow Court is a dead-end road that has very little traffic. This site had the lowest noise level and the Leq at this site was 43.7 dBA, which is typical for a quiet suburban area. A car on Sleepy Hollow Court, minor construction at a residence a few houses away, and birds were the main sources of noise. No noise from the college campus was heard.

Site 7: Residence at 21880 Buckskin Drive.

Site 7 is located in front of the residence at 21880 Buckskin Drive. This area also is adjacent to Mt. San Antonio College. Buckskin Drive is a dead-end road. This site had an average noise level (Leq) of 50.1 dBA, which is typical for a suburban area. High jet aircraft, distant traffic, a low general aviation aircraft, and a residential air conditioner were heard during the measurements. No noise from the college campus was heard.

Site 8: Stadium Parking Lot.

Site 8 was the only site monitored that was not representative of a residential neighborhood. Site 8 is located in the southeast corner of the parking lot across West Temple Avenue from the existing stadium. The site is dominated by traffic noise from West Temple Avenue. The site had an average (Leq) noise level of 59.2 dBA. Some low flying general aviation aircraft were also heard during the measurements.



Memorandum

Date: October 13, 2015

To: Ms. Mikaela Klein, Mt. San Antonio College

From: Fred Greve, Greve & Associates, LLC

Subject: Stadium Noise Measurements – Cerritos College (Report #15-110B)

This memo presents the results of a noise measurement survey around Cerritos College stadium. The noise level measurements were needed to develop a database of football stadium noise levels to be used for the anticipated Athletic Complex East development. The measurements were made during the Cerritos College homecoming game in the hopes of monitoring one of the louder games.

METHODOLOGY

A survey of the area around Cerritos College was conducted to determine the location of the noise measurement sites. Sites were selected around the perimeter of the stadium area with an emphasis on the residential areas. Residential areas are the most noise sensitive land uses in the area. Also we wanted to have measurements in all directions around the stadium. To provide noise measurement coverage of the area, four measurement sites were chosen. A series of short-term noise measurements were taken at the chosen sites. All four of the short-term measurements were taken on Saturday, October 10, 2015. The site locations are illustrated in Exhibit 1. It should be noted that there is a Site 4A and a Site 4B. Site 4A was the preferred site, however, it could not be accessed for the first round of measurements. Instead, Site 4B was monitored during the first round and Site 4A was monitored during the second round.

Exhibit 1 - Noise Measurement Sites



Noise measurements at all sites were performed using a Rion NL-52 sound level meter. This is a Type 1 meter with current certification traceable to the National Institute of Standards and Technology. The sound meter was calibrated at the beginning of the measurements and again at the end with no significant change. During the measurements a large windscreen covered the sound meter's microphone to dampen-out any unwanted wind-generated noise. The meter was located on a tripod so that the microphone was at the typical ear level height of about 5 feet. For each measurement site, 15 minutes of data were collected. All sites were measured, and then the measurements were repeated so that each site was monitored twice.

NOISE MEASUREMENT RESULTS

At the conclusion of each set of measurements the data was downloaded from the meter and the Leq, Lmin, Lmax, L1.7, L8.3, L25, L50 and L90 values for the full time period were determined. Prevailing weather conditions were noted along with any other factors that might adversely affect the noise measurements. Table 1 shows the results of the measurements.

Table 1 Noise Measurement Results (dBA)

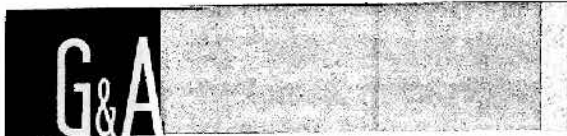
	Site 1	Site 2	Site 3	Site 4B	Site 1	Site 2	Site 3	Site 4A
Start Time	7:07p	7:37p	8:00p	8:28p	8:51p	9:11p	9:32p	9:56p
Leq	54.4	61.5	53.5	71.3	59.6	58.3	61.1	72.6
Lmax	69.0	72.2	67.2	93.7	73.2	74.6	80.7	85.8
L1.7	62.4	68.2	59.4	78.9	68.1	67.1	71.8	82.5
L8.3	56.9	65.7	56.0	71.9	63.8	60.3	62.4	78.2
L25	54.2	62.8	53.6	67.5	59.0	57.5	57.2	70.9
L50	52.3	58.3	52.0	62.7	56.3	55.2	55.5	66.2
L90	49.2	54.8	50.0	55.8	53.4	52.7	52.8	62.1
Lmin	47.3	53.1	48.7	51.8	51.0	51.3	51.5	60.7

During the measurements significant noise from the stadium was observed. Generally the loudest noise was from the crowd followed by the public address (PA) system and the band.

The monitoring logs are provided in the appendix and provide additional information on the sources of noise at each site.

Appendix

Noise Measurement Logs



Project: FOOTBALL STADIUM Site #: 1 Date: 10/16/15
 Description of Site: CUL DE SAC, NEIGHBORHOOD,
SIDEWALK

Start Cal: 93.8 End Cal: 93.8 Meter/Calib.: RON NL-52
 Weather: CLEAR, NO WIND, WARM F.T.: LVG
 Time Start: 7.07P Duration: 15

General Sources of Noise: CROWD, PA, MARCHING BAND
CRICKETS, BARKING DOGS

Leq: 54.4
 Lmax: 64.0
 L1.7: 62.4
 L8.3: 56.9
 L25: 54.2
 L50: 52.3
 L90: 49.2
 Lmin: 47.3

4.23 56.2 DB BAND + PA
~~54~~
6.11 60.8 DB CROWD
6.50 60.7 DB CROWD
8.50 56.6 DB NEIGHBOR KIDS
9.40 64.4 SAME
10-12 MIN MOSTLY SKATEBOARDERS,
56.0 @ 12.50 PA LITTLE FOOTBALL
56.3 @ 14.12 MARCHING BAND



Project: FOOTBALL STADIUM Site #: 2 Date: 10/10/15
Description of Site: END OF NEIGHBORHOOD STREET,
DRIVEWAY TO FIELD

Start Cal: 93.8 End Cal: _____ Meter/Calib.: RION NL-52
Weather: CLEAR, NO WIND, WARM F.T.: CVG
Time Start: 7.37P Duration: 15

General Sources of Noise: HELICOPTER, CRICKETS, CROWD,
BAND

Leq: 61.5
Lmax: 72.2
L1.7: 68.2
L8.3: 65.7
L25: 62.8
L50: 58.3
L90: 54.8
Lmin: 53.1

65.7 @ 1.15 HORN
67.1 @ 2.30 BAND + CROWD
72.2 @ 2.35 BAND
66.7 @ 4.23 PA + BAND
66.0 @ 4.58 BAND
61.2 @ 5.45 PA
68.4 @ 6.20 BAND (DRUMS) + PA (MOSTLY DRUMS)
70.0 @ 12.20 CROWD
70.7 @ 14.21 CROWD



Project: FOOTBALL STADIUM Site #: 3 Date: 10/10/15
 Description of Site: END OF NEIGHBORHOOD STREET, BEHIND
PARKING LOT, SIDEWALK END

Start Cal: 93.8 End Cal: _____ Meter/Calib.: ELON NL-52
 Weather: NO CLOUDS, NO WIND, WARM F.T.: CV6
 Time Start: 8.00 PM Duration: 15

General Sources of Noise: CROWD, PA, WHISTLES, PLANE,
A FEW CARS IN THE LOT, DOGS, BAND

Leq: 53.5
 Lmax: 67.2
 L1.7: 59.4
 L8.3: 56.0
 L25: 53.6
 L50: 52.0
 L90: 50.0
 Lmin: 48.7

55.2 @ 2.45 PA
59.5 @ 4.40 CROWD
55.2 @ 9.28 CROWD
57.8 @ 9.49 PLANE
55.8 @ 11.22 CROWD
65 @ 13.15-13.30 NEIGHBORS TALKING TO ME
59.2 @ 13.58 CROWD



Project: FOOTBALL STADIUM Site #: 4B Date: 10/10/15

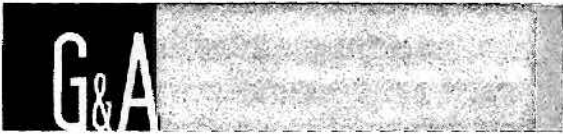
Description of Site: EDGE OF NEIGHBORHOOD, ON
CORNER OF 2 LANE ST + 4 LANE ROAD, SIDEWALK

Start Cal: 93.8 End Cal: _____ Meter/Calib.: RION NL-52
 Weather: CLEAR, WARM, V. LIGHT BREEZE F.T.: CV4
 Time Start: 8.28 P Duration: 15

General Sources of Noise: TRAFFIC, CRICKETS, PA, DRUMS

Leq: 71.3
 Lmax: 93.7
 L1.7: 78.9
 L8.3: 71.9
 L25: 67.5
 L50: 62.7
 L90: 55.8
 Lmin: 51.8

66.7 @ 1.03 TRUCK + PA
74.0 @ 1.20 FAILING CAR + PA
67.8 @ 6.65 CAR
~~66~~ 6.55-7.05 FIRE ENGINE
76.6 @ 7.29 TRUCK
71.6 @ 12.12 CAR
 * PA ANNOUNCEMENTS MAINLY - 1/2 TIME
13.43 - 13.58 FIRE ENGINE
75.1 @ 14.33 CAR



Project: FOOTBALL STADIUM Site #: 1 Date: 10/10/15
Description of Site: SIDEWALK

Start Cal: 93.8 End Cal: _____ Meter/Calib.: RION NL-52
Weather: CALM, CLEAR, WARM F.T.: CVC
Time Start: 8.51 P Duration: 15

General Sources of Noise: PA, WHISTLES, CROWD, THE SOUND OF STUFF (FLOATS) BEING RIPPED APART & THROWN AWAY B/W BACK OF STADIUM & NEIGHBORHOOD FENCES

Leq: 59.6
Lmax: 73.2
L1.7: 68.1
L8.3: 63.8
L25: 59.0
L50: 56.3
L90: 53.4
Lmin: 51.0

67.9 e 1.15 FLOATS?
68.4 e 1.43 FLOATS?
72.3 e 3.32 DUMPSTER-FLOATS
63.2 e 6.35 CROWD
57.4 e 8.20 PA
63.1 e 13.13 WRECKING FLOATS
70.3 e 1340 SAME



Project: FOOTBALL STADIUM Site #: 2 Date: 10/10/15
 Description of Site: DRIVEWAY TO FIELD

Start Cal: 93.8 End Cal: _____ Meter/Calib.: RION NL-52
 Weather: CALM, CLEAR, WARM F.T.: CVG
 Time Start: 9:11 P Duration: 15

General Sources of Noise: CROWD, PA, WHISTLES, NOT
MUCH BAND

Leq: 58.3
 Lmax: 74.6
 L1.7: 67.1
 L8.3: 60.3
 L25: 57.5
 L50: 55.2
 L90: 52.7
 Lmin: 51.3

59.8 @ 2.13 PA
57.2 @ 3.23 WHISTLES
59.9 @ 3.43 PA
65.1 @ 4.45 CROWD
63.1 @ 6.22 CROWD
65.6 @ 6.59 CROWD
74.6 @ 8.00 CROWD (+ SOME WHISTLES)
63.1 @ 8.56 CROWD + PA
67.6 @ 9.51 CROWD
66.2 @ 14.12
68.8 @ 14.36 } CROWD BOOING

* BAND PLAYED AFTER
 63 DB-65 AVG



Project: FOOTBALL STADIUM Site #: 3 Date: 10/10/15
 Description of Site: EDGE OF NEIGHBORHOOD BEHIND
PARKING LOT, SIDEWALK

Start Cal: 93.8 End Cal: _____ Meter/Calib.: RION NL-52
 Weather: CALM, WARM, CLEAR F.T.: CVG
 Time Start: 9.32P Duration: 15

General Sources of Noise: CROWD, BAND, WHISTLES, CARS,
DOGS

Leq: 61.1
 Lmax: 80.7
 L1.7: 71.8
 L8.3: 62.4
 L25: 57.2
 L50: 55.5
 L90: 52.8
 Lmin: 51.5

55.9 @ 1.30 BAND
60.4 @ 1.58 CROWD
59.4 @ 2.10 PA
61.6 @ 2.23 CAR
60.0 @ 5.15 CROWD
58.2 @ 5.30 CROWD + BAND
7.10 - 7.49 CHILDREN SINGING
SMALL NEIGHBOR
60.1 @ 9.06 CROWD
60.9 @ 12.18 CROWD
61.8 @ 12.20 CROWD + PA

68.9 @ 13.17 CROWD
14.30 - NEIGHBOR TALKING @ ME



Project: FOOTBALL STADIUM Site #: 4A Date: 10/10/19
Description of Site: IN FRONT OF STADIUM

Start Cal: 93.8 End Cal: _____ Meter/Calib.: RION NL-52
Weather: CALM, CLEAR, WARM F.T.: CNG
Time Start: 9.56 P Duration: 15

General Sources of Noise: BUSES IDLING, CROWD, PA,
BAND

Leq: 72.6
Lmax: 85.8
L1.7: 82.5
L8.3: 79.2
L25: 70.9
L50: 66.2
L90: 62.1
Lmin: 60.7

70.3 @ 51 DRUMS
75.8 @ 1.19 CROWD
78.0 @ 1.30 CROWD, PA, DRUMS
79.8 @ 1.52 CROWD, PA
84.2 @ 2.40 CROWD ONLY
84.8 @ 4.47 CROWD + BAND
83.1 @ 6.37 CROWD + BUZZER (END OF GAME)
80.7 @ 10.30 PA ONLY
@ 13.30 MUSIC IN PARKING LOT



Memorandum

Date: October 27, 2015

To: Ms. Mikaela Klein, Mt. San Antonio College

From: Fred Greve, Greve & Associates, LLC

Subject: Stadium Noise Measurements – Nathan Shapell Memorial Stadium
(Report #15-110C)

This memo presents the results of a noise measurement survey around the Nathan Shapell Memorial Stadium in Yorba Linda. The noise level measurements were needed to develop a database of football stadium noise levels to be used for the anticipated Athletic Complex East development. The measurements were made during the Fullerton College game against Santa Ana College. Fullerton College is in the same conference as Mt. San Antonio College. The game was the “93rd annual Key to the County Game”. Fullerton College was also honoring the 1965 National Champs 50 Year Anniversary at halftime. So the intent was to measure one of the larger games that would be typical for this conference. The game started at 6 p.m.

METHODOLOGY

A survey of the area around the stadium was conducted to determine the location of the noise measurement sites. Sites were selected around the perimeter of the stadium area with an emphasis on residential areas and areas that would be useful for projecting future noise levels. Also we wanted to have measurements in all directions around the stadium, but as usual, were limited due to access issues. To provide noise measurement coverage of the area, four measurement sites were chosen. A series of short-term noise measurements were taken at the chosen sites. All four of the short-term measurements were taken on Saturday, October 17, 2015. The site locations are illustrated in Exhibit 1.

Exhibit 1 - Noise Measurement Sites



Noise measurements at all sites were performed using a Rion NL-52 sound level meter. This is a Type 1 meter with current certification traceable to the National Institute of Standards and Technology. The sound meter was calibrated at the beginning of the measurements and again at the end with no significant change. During the measurements a large windscreen covered the sound meter's microphone to dampen-out any unwanted wind-generated noise. The meter was located on a tripod so that the microphone was at the typical ear level height of about 5 feet. For each measurement site, 15 minutes of data were collected. All sites were measured, and then the measurements were repeated so that each site was monitored twice.

NOISE MEASUREMENT RESULTS

At the conclusion of each set of measurements the data was downloaded from the meter and the Leq, Lmin, Lmax, L1.7, L8.3, L25, L50 and L90 values for the full time period were determined. Prevailing weather conditions were noted along with any other factors that might adversely affect the noise measurements. Table 1 shows the results of the measurements.

Table 1 Noise Measurement Results (dBA)

	Site 1	Site 2	Site 3	Site 4	Site 1	Site 2	Site 3	Site 4
Start Time	6:03p	6:31p	6:52p	7:18p	7:41p	8:03p	8:24p	8:44p
Leq	59.2	48.5	60.7	43.0	61.8	51.3	59.6	45.1
Lmax	81.3	62.7	69.2	52.5	76.3	61.0	68.7	55.7
L1.7	66.8	57.7	66.3	50.2	71.2	57.2	66.0	52.6
L8.3	61.5	52.1	64.4	47.3	66.0	54.8	63.4	49.4
L25	57.8	48.2	62.1	42.8	61.1	52.6	61.0	45.8
L50	55.0	44.4	59.6	40.9	57.3	50.4	57.7	42.1
L90	50.9	41.1	54.2	38.6	51.7	42.2	52.9	37.5
Lmin	47.8	38.6	49.1	35.7	46.5	36.6	49.6	34.3

During the measurements significant noise from the stadium was observed. Generally the loudest noise was from the crowd followed by the public address (PA) system and the band.

At this particular stadium, the crowd stomps their feet and could be clearly heard. The monitoring logs are provided in the appendix and provide additional information on the sources of noise at each site. The game was still underway when the measurements ended. It was estimated that both sides of the stadium were filled to about 30% of capacity.

Appendix

Noise Measurement Logs



Project: FOOTBALL STADIUM ^{402BA LINDA} Site #: 1 Date: 10/17/2015
Description of Site: FRONT OF SCHOOL, SIDEWALK

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: R10N NL-52
Weather: CLEAR, LIGHT BREEZE, WARM F.T.: CVC
Time Start: 6.03P Duration: 15

General Sources of Noise: (BARELY)
PA, WHISTLES, TRAFFIC IN
PARKING LOT, CARS ON MAIN ROAD, CROWD,
KIDS W/ BASKETBALLS NEXT TO SCHOOL

Leq: 59.2
Lmax: 81.3
L1.7: 66.8
L8.3: 61.5
L25: 57.8
L50: 59.0
L90: 50.9
Lmin: 47.8

- 61.4 @ 1.33 MOTORCYCLES
- 62.2 @ 3.04 KIDS YELLING
- 63.5 @ 3.33 BASS CAR
- 81.1 @ 4.16 MOTORCYCLES
- 63.1 @ 5.32 CROWD, MOTORCYCLE, WHISTLE
- 67.9 @ 7.38 PEOPLE
- 53.8 @ 10.31 CROWD
- 54.0 @ 11.21 CROWD + WHISTLES
- 66.9 @ 11.52 KIDS
- 53.7 @ 12.40 CROWD



*402BA LINDA

Project: FOOTBALL STADIUM, Site #: 2 Date: 10/17/2015

Description of Site: FRONT OF BASEBALL DIAMOND

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: RION NL-52

Weather: CLOUDY/HAZEY, BREEZE, WARM F.T.: CVC

Time Start: 6.31P Duration: 15

General Sources of Noise: CROWD, PA, LAWNMOWER

IN DISTANCE, CARS ON ROAD, BAND

Leq: 48.5

Lmax: 62.7

L1.7: 57.7

L8.3: 52.1

L25: 48.2

L50: 44.4

L90: 41.1

Lmin: 38.6

49.2 @ 2.07 PA

49.6 @ 3.03 CAR

49.7 @ 4.10 BAND

49.0 @ 5.27 PA

35.5 @ 6.10 PA

61.9 @ 6.33 CROWD

60.5 @ 8.52 CAR

53.0 @ 10.41 PA

59.6 @ 11.20 CROWD

~~99.0~~

98.5 @ 14.45 CROWD



YORBA LINDA
Project: FOOTBALL STADIUM Site #: 3 Date: 10/17/2015
Description of Site: CORNER OF PLANTED AREA
ON HILL

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: RION NL-52
Weather: SLIGHTLY OVERCAST, BREEZE, WARM F.T.: CVG
Time Start: 6.52 P Duration: 15

General Sources of Noise: CARS, PA, WHISTLES, BAND,
CROWD (BARELY)

Leq: 60.7
Lmax: 69.2
L1.7: 66.3
L8.3: 64.7
L25: 62.1
L50: 59.6
L90: 54.2
Lmin: 49.1

64.3 @ 1.20 TRAFFIC
66.5 @ 3.00 CARS
61.3 @ 3.47 CROWD, WHISTLES, TRAFFIC
56.1 @ 4.35 PA
67.0 @ 6.27 BAND, TRAFFIC
66.4 @ 9.38 CARS
68.5 @ 10.10 TRUCK/CARS
62.9 @ 11.38 CARS, BAND
58.6 @ 13.50 CROWD



Project: FOOTBALL STADIUM Site #: TA Date: 10/17/2015
 Description of Site: LOT BEHIND WALL, LOT 26

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: RION NL-52
 Weather: SLIGHTLY OVERCAST, LIGHT BREEZE, WARM F.T.: CNG
 Time Start: 7.18 P Duration: 15

General Sources of Noise: TRAFFIC, PA PLAYING MUSIC
DURING 1/2 TIME, PA,

Leq: 43.0
 Lmax: 52.5
 L1.7: 50.2
 L8.3: 47.3
 L25: 42.8
 L50: 40.9
 L90: 38.6
 Lmin: 35.7

51.0 @ 7.40
~~42.0 @~~ TRUCK ON STREET
42.1 @ 8.30 MUSIC PA
44.6 @ 9.20 BUS ON SCHOOL STREET
~~44.5 @~~ 51.2 @ 10.05 PA, BUS
46.6 @ 12.38 PA
50.1 @ 13.18 PA + CROWD
48.1 @ 13.50 CROWD
~~50.3 @~~ 14.35 CROWD



Project: FOOTBALL Site #: 1 Date: 10/17/2015
 Description of Site: FRONT OF SCHOOL, SIDEWALK

Start Cal: 94.0 End Cal: 97.1 Meter/Calib.: RION NL-52
 TEMPERATURE
 Weather: SLIGHTLY OVERCAST, BREEZE, F.T.: CNG
 Time Start: 7.41 Duration: 15

General Sources of Noise: LOTS OF KIDS w/ BASKETBALLS,
TRAFFIC IN PARKING LOT, COACH, CROWD, PA

Leq: 61.8
 Lmax: 76.3
 L1.7: 71.2
 L8.3: 66.0
 L25: 61.1
 L50: 57.3
 L90: 51.7
 Lmin: 46.5

59.2 @ 8.00 TRIPOD
56.0 @ 1.01 PA + CAR
63.7 @ 1.40 KIDS w/ BASKETBALLS
67.9 @ 2.40 KIDS
59.9 @ 4.17 CROWD
59.0 @ 6.30 CAR
61.0 @ 9.25 CROWD
63.2 @ 10.35 CROWD
60.3 @ 12.04 PA, CROWD, EARS
69.9 @ 12.57 CROWD OF PEOPLE
WALKING BY
69.7 @ 13.20 SAME
75.6 @ 14.0 SAME

75.8 @ 14.40
SAME



Project: 402 BA UNDA FOOTBALL STADIUM Site #: 2 Date: 10/17/2019
 Description of Site: NEXT TO BASEBALL DIAMOND

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: RION NL 52
 Weather: SLIGHTLY OVERCAST, BREEZE, F.T.: CVG
 Time Start: 9.03 PM Duration: 15

General Sources of Noise: PA, CROWD, CRICKETS (LOUD)
BAND

Leq: 51.3
 Lmax: 61.0
 L1.7: 57.2
 L8.3: 54.8
 L25: 52.6
 L50: 50.4
 L90: 42.2
 Lmin: ~~34.0~~ 36.6

49.0 C -38 PA
49.9 C 1.47 PA
50.5 C 2.06 PA
52.9 C 2.26 PA
53.8 C 2.40 CROWD / PA
52.9 C 3.50 CROWD
54.0 C 5.50 CROWD + PA
50.8 C 7.55 CROWD STOMPING
53.54.2 C 8.20 BAND
60.8 C 9.25 STOMPING, SCREAMING
59.2 C 10.05 SAME
57.2 C 10.20 BAND + PA
57.5 C 12.50 CROWD, MUSIC ON PA

58.5 C 14.08 CROWD
59.7 C 14.40 CROWD



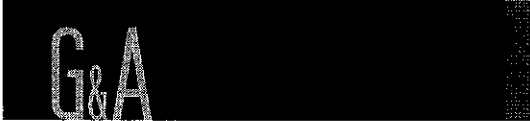
Project: FOOTBALL STADIUM
YORBA LINDA Site #: 3 Date: 10/17/2015
Description of Site: CORNER AREA ON MIU

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: RION NL-52
Weather: OVERCAST, BREEZE, TEMPERATE F.T.: CVG
Time Start: 8.24 P Duration: 15

General Sources of Noise: CARS, CRICKETS, CROWD,
BAND, PA

Leq: 59.6
Lmax: 68.7
L1.7: 66.0
L8.3: ~~63.3~~ 63.4
L25: 61.0
L50: 57.7
L90: 52.9
Lmin: 49.6

65.8 C 12 CARS
65.9 C 4.28 CARS
67.2 C 5.10 CARS
63.5 C 8.25 CARS
60.0 C 9.05 BAND
61.2 C 9.45 CROWD
68.5 C 12.50 CARS
59.8 C 13.10 CROWD
54.5 C 24.58 PA



YORBA LINDA

Project: FOOTBALL STADIUM Site #: 4A Date: 10/17/2015

Description of Site: LOT 26, CORNER

Start Cal: 94.0 End Cal: 94.1 Meter/Calib.: PION NL 52

Weather: SLIGHTLY CLOUDY, SLIGHT BREEZE TEMPERATURE: CVC

Time Start: 8:44 P Duration: 15

General Sources of Noise: PA, CROWD STOMPING, CROWD
YELLING, BAND

Leq: 49.1

Lmax: 55.7

L1.7: 52.6

L8.3: 49.4

L25: 45.8

L50: 42.1

L90: 37.5

Lmin: 34.3

54.4 C .05 CROWD STOMPING

47.9 C .52 PA

42.7 C 2.30 PA

53.7 C 3.40 STOMPING, CROWD

54.4 C 3.45 STOMPING, PA, CROWD

55.6 C 4.18 CROWD

50.1 C 6.12 PA

53.0 C 6.50 PA

50.2 C 9.40 SIREN

46.7 C 10.56 BAND



Memorandum

Date: October 27, 2015

To: Ms. Mikaela Klein, Mt. San Antonio College

From: Fred Greve, Greve & Associates, LLC

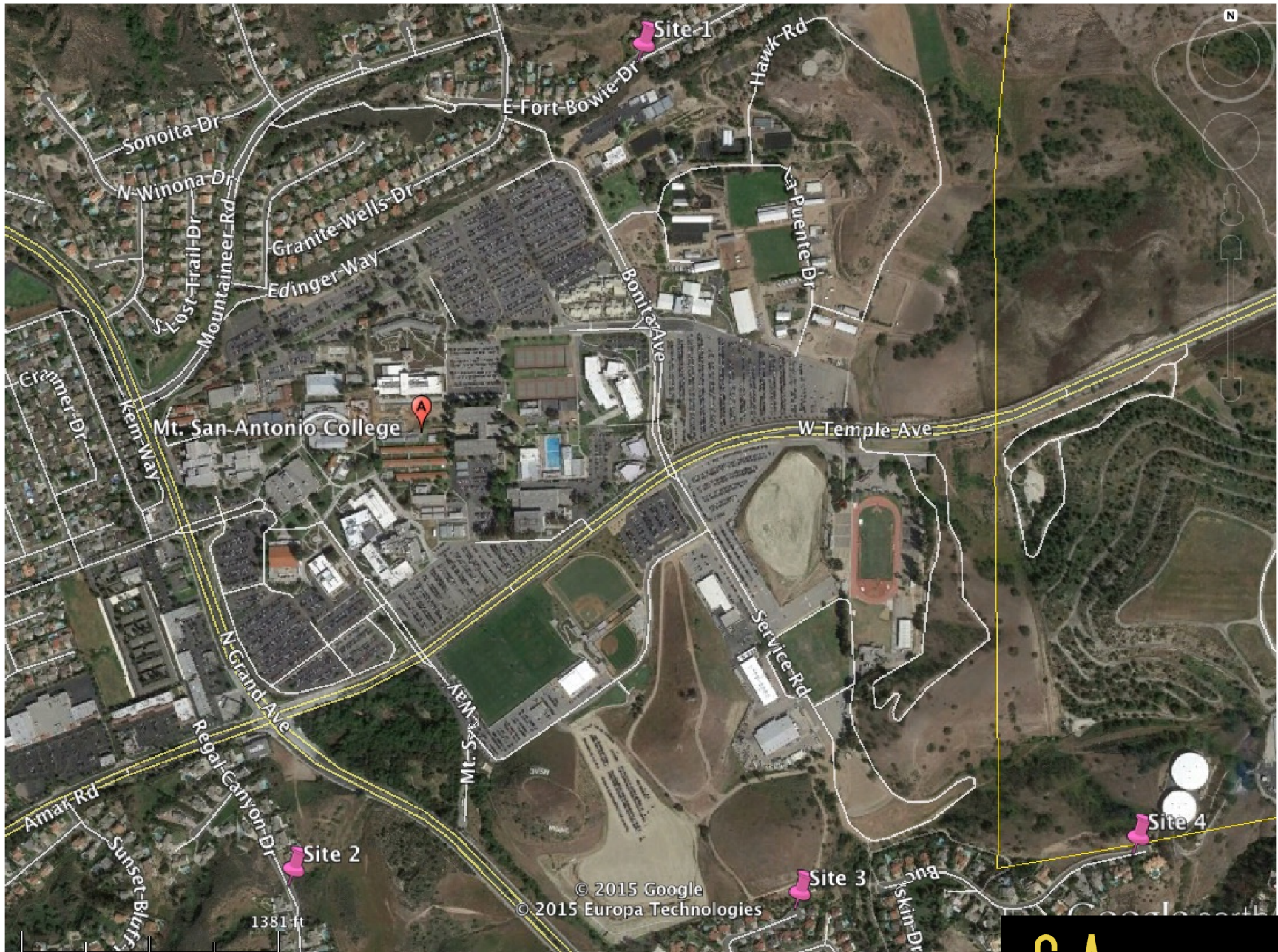
Subject: Stadium Noise Measurements - Hilmer Lodge Stadium
(Report #15-110D)

This memo presents the results of a noise measurement survey around the Hilmer Lodge Stadium at Mt. San Antonio College. The noise level measurements were needed to develop a database of football stadium noise levels to be used for the anticipated Athletic Complex East development, and more importantly, to determine a baseline for college football games at Mt. SAC. The measurements were made during the Mt. SAC game against Riverside College. The game started at 6 p.m. The Mounties won 20 to 17.

METHODOLOGY

A survey of the area around the stadium was conducted to determine the location of the noise measurement sites. Sites were selected with an emphasis on residential areas that were closest to the stadium. Also we wanted to measurements in all directions around the stadium. To provide noise measurement coverage of the area, four measurement sites were chosen. A series of short-term noise measurements were taken at the chosen sites. All four of the short-term measurements were taken on Saturday, October 24, 2015. The site locations are illustrated in Exhibit 1.

Exhibit 1 - Noise Measurement Sites



Noise measurements at all sites were performed using a Rion NL-52 sound level meter. This is a Type 1 meter with current certification traceable to the National Institute of Standards and Technology. The sound meter was calibrated at the beginning of the measurements and again at the end with no significant change. During the measurements a large windscreen covered the sound meter's microphone to dampen-out any unwanted wind-generated noise. The meter was located on a tripod so that the microphone was at the typical ear level height of about 5 feet. For each measurement site, two 15-minute measurements were taken.

NOISE MEASUREMENT RESULTS

At the conclusion of each set of measurements the data was downloaded from the meter and the Leq, Lmin, Lmax, L1.7, L8.3, L25, L50 and L90 values for the full time period were determined. Prevailing weather conditions were noted along with any other factors that might adversely affect the noise measurements. Table 1 shows the results of the measurements.

Table 1 Noise Measurement Results (dBA)

	Site 4	Site 4	Site 1	Site 1	Site 2	Site 2	Site 3	Site 3
Start Time	6:17p	6:35p	7:02p	7:20p	7:45p	8:01p	8:37p	8:52p
Leq	42.8	44.5	49.3	49.1	49.5	48.6	41.4	42.4
Lmax	53.7	61.4	68.8	65.9	65.8	65.3	55.3	56.5
L1.7	49.7	52.9	60.1	60.3	61.2	60.1	50.0	47.7
L8.3	45.9	48.4	50.6	52.4	49.5	49.3	44.4	45.2
L25	43.3	43.2	45.2	44.7	46.2	46.0	40.9	43.1
L50	41.1	41.3	42.8	41.8	44.4	43.9	39.1	41.1
L90	38.7	37.6	39.9	39.9	41.6	40.5	36.8	38.2
Lmin	36.4	35.1	38.7	38.3	38.9	38.3	34.5	36.0

At Sites 4 the PA system and occasionally the crowd could be heard. At the other three sites, stadium noise could not be heard. The monitoring logs are provided in the appendix and provide additional information on the sources of noise at each site. The game was still

underway when the measurements ended. It was estimated that west stand of the stadium was filled to about 45% of capacity and that the east stand had only 15% of capacity.

Appendix

Noise Measurement Logs



FOOTBALL STADIUM

Project: SAN ANTONIO Site #: 4 Date: 10/27/15

Description of Site: CUL DE SAC, SIDEWALK

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: R10N NL-52

Weather: WARM, HAZY, SLIGHT BREEZE F.T.: CVG

Time Start: 6:17 Duration: 15

General Sources of Noise: PA, CROWD, PLANES, BIRD

Leq: 42.8

Lmax: 53.7

L1.7: 49.7

L8.3: 45.9

L25: 43.3

L50: 41.1

L90: 38.7

Lmin: 36.4

52.8	c	.15	NEIGHBOR
47.3	c	.38	PA
47.2	c	2.15	PA
47.1	c	3.30	CROWD
48.9	c	5.20	PA
49.7	c	6.30	PA
43.8	c	8.15	PLANE
51.8	c	9.57	PA
52.5	c	11.40	BIRD
51.7	c	14.00	PA + CROWD



FOOTBALL STADIUM

Project: SAN ANTONIO Site #: 4 Date: 10/24/15

Description of Site: CUL DE SAC, SIDEWALK

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: RION NL-52

Weather: HAZY, WARM, SLIGHT BREEZE F.T.: CVG

Time Start: 6:35 Duration: 15

General Sources of Noise: CROWD, PA, CARS, PLANE

Leq:	<u>44.5</u>
Lmax:	<u>61.4</u>
L1.7:	<u>50 52.9</u>
L8.3:	<u>48.4</u>
L25:	<u>43.2</u>
L50:	<u>41.3</u>
L90:	<u>37.6</u>
Lmin:	<u>35.1</u>

<u>44.8</u>	<u>@ .10</u>	<u>CROWD</u>
<u>58.2</u>	<u>@ 1.38</u>	<u>CARS</u>
<u>61.4</u>	<u>@ 3.10</u>	<u>CARS</u>
<u>45.9</u>	<u>@ 4.00</u>	<u>PA</u>
<u>54.8</u>	<u>@ 6.47</u>	<u>PLANE</u>
<u>43.4</u>	<u>@ 9.08</u>	<u>CROWD + PA</u>
<u>45.6</u>	<u>@ 10.49</u>	<u>PA + PLANE</u>
<u>49.4</u>	<u>@ 13.17</u>	<u>PLANE</u>



FOOTBALL STADIUM

Project: SAN ANTONIO Site #: 1 Date: 10/24/15

Description of Site: SIDEWALK IN FRONT

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: RION NL-52

Weather: HAZY, WARM, STRONG BREEZE FT.: CNV

Time Start: 7.02 P Duration: 15

General Sources of Noise: CARS ON STREET, CARS
IN DISTANCE, WIND IN TREES, PLANE

Leq:	<u>49.3</u>
Lmax:	<u>68.8</u>
L1.7:	<u>60.1</u>
L8.3:	<u>50.6</u>
L25:	<u>45.2</u>
L50:	<u>42.8</u>
L90:	<u>39.9</u>
Lmin:	<u>38.7</u>

<u>52.7</u>	<u>e</u>	<u>at</u>	<u>WIND</u>
<u>61.2</u>	<u>e</u>	<u>1.58</u>	<u>CAR</u>
<u>64.9</u>	<u>e</u>	<u>3.00</u>	<u>CAR</u>
<u>66.8</u>	<u>e</u>	<u>4.36</u>	<u>CAR</u>
<u>48.7</u>	<u>e</u>	<u>6.30</u>	<u>WIND IN TREES</u>
<u>61.0</u>	<u>e</u>	<u>9.25</u>	<u>CAR</u>
<u>45.2</u>	<u>e</u>	<u>11.20</u>	<u>PLANE</u>
<u>59.0</u>	<u>e</u>	<u>12.00</u>	<u>CAR</u>
<u>62.1</u>	<u>e</u>	<u>13.20</u>	<u>CAR</u>



Project: FOOTBALL STADIUM
SAN ANTONIO Site #: 1 Date: 10/24/15
 Description of Site: SIDEWALK, FRONT OF TREES

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: RION NL-52
 Weather: WARM, STRONG BREEZE, HAZY F.T.: CUG
 Time Start: 7.20 P Duration: 15

General Sources of Noise: WIND IN TREES, CARS IN
DISTANCES, CARS ON STREET, PA (BARELY AT ALL)

Leq: 49.1
 Lmax: 65.9
 L1.7: 60.3
 L8.3: 52.4
 L25: 44.7
 L50: 41.8
 L90: 39.9
 Lmin: 38.3

46.8 @ 1.40 BREEZE
60.0 @ 4.00 CAR
63.6 @ 5.10 CAR
61.6 @ 5.36 CAR
65.7 @ 7.06 CAR
59.2 @ 10.45 PLANE
63.5 @ 12.50 CAR
72.2 @ 17.30 PA



FOOTBALL STADIUM

Project: SAN ANTONIO Site #: 2 Date: 10/24/15

Description of Site: SIDEWALK, BEHIND FENCE

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: BION NL-52

Weather: MOSTLY CLEAR, TEMPERATE, F.T.: CVC2

Time Start: 7.45 Duration: 15

General Sources of Noise: TRAFFIC OF CARS BELOW,
PA, ~~PO~~ PLANE, CRICKETS

Leq:	<u>49.5</u>
Lmax:	<u>65.8</u>
L1.7:	<u>61.2</u>
L8.3:	<u>49.5</u>
L25:	<u>46.2</u>
L50:	<u>44.4</u>
L90:	<u>41.6</u>
Lmin:	<u>38.9</u>

<u>65.1 @ 5.56 CAR</u>
<u>65.1 @ 2.16 CAR</u>
<u>64.4 @ 5.51 CAR</u>
<u>46.1 @ 7.09 PLANE</u>
<u>44.2 @ 11.30 TRAFFIC</u>
<u>65.0 @ 12.30 CAR</u>
<u>51.3 @ 17.58 TRUCK DOWN BELOW</u>



FOOTBALL STADIUM

Project: SAN ANTONIO Site #: 2 Date: 10/24/15

Description of Site: SIDEWALK, BEHIND FENCE

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: RIGN NL-52

Weather: HAZY, SLIGHT BREEZE, TEMPERATURE F.T.: CVG

Time Start: 9.01 P Duration: 15

General Sources of Noise: CARS, TRAFFIC BELOW,
CRICKETS, PA (BARELY)

Leq:	<u>48.6</u>
Lmax:	<u>65.3</u>
L1.7:	<u>60.1</u>
L8.3:	<u>49.3</u>
L25:	<u>46.0</u>
L50:	<u>43.9</u>
L90:	<u>40.5</u>
Lmin	<u>38.3</u>

<u>49.9</u>	<u>e</u>	<u>1.16</u>	<u>TRAFFIC</u>
<u>65.0</u>	<u>e</u>	<u>2.24</u>	<u>CAR</u>
<u>47.4</u>	<u>e</u>	<u>3.50</u>	<u>PLANE</u>
<u>60.7</u>	<u>e</u>	<u>4.30</u>	<u>CAR</u>
<u>47.4</u>	<u>e</u>	<u>5.12</u>	<u>TRAFFIC</u>
<u>63.2</u>	<u>e</u>	<u>10.43</u>	<u>CAR</u>
<u>61.3</u>	<u>e</u>	<u>12.05</u>	<u>CAR</u>



FOOTBALL STADIUM

Project: SAN ANTONIO Site #: 3 Date: 10/24/15

Description of Site: SIDEWALK, COL DE SAC

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: H10N NL-52

Weather: CLEAR, CALM, COOL F.T.: CVG

Time Start: 8:37 P Duration: 15

General Sources of Noise: DOGS, PLANES, TRAFFIC,
FROM BOTH SIDES

Leq: 41.7

Lmax: 55.3

L1.7: 50.0

L8.3: 44.4

L25: 40.9

L50: 39.1

L90: ~~38.0~~ 36.8

Lmin: ~~34.0~~ 34.5

40.6 e 2.33 DOG

52.9 e 2.56 DOG

44.9 e 4.37 MOTORCYCLE

46.2 e 6.39 MOTORCYCLE

45.1 e 11.43 DOG

~~54.4~~
53.7 e 12.00 DOG

41.0 e 13.30 MOTORCYCLE



SAN ANTONIO

Project: FOOTBALL STADIUM Site #: 3 Date: 10/24/15

Description of Site: SIDEWALK, COL DE SAC

Start Cal: 94.0 End Cal: 93.8 Meter/Calib.: R10N NL-52

Weather: CALM, COOL, CLEAR F.T.: CVG

Time Start: 8.52 P Duration: 15

General Sources of Noise: DOGS, MOTORCYCLES, TRAFFIC
FROM BOTH SIDES, PLANES, PA (JUST BARELY, COULD NOT HEAR IN 1ST ROUND)

Leq:	<u>42.4</u>
Lmax:	<u>56.5</u>
L1.7:	<u>47.7</u>
L8.3:	<u>45.2</u>
L25:	<u>43.1</u>
L50:	<u>41.1</u>
L90:	<u>38.23</u>
Lmin:	<u>36.0</u>

<u>54.5 @ 1.15 DOG</u>
<u>@ 4.40 - 5.00 PA IS HEARD (BUT TRAFFIC IS LOUDER + DOGS)</u>
<u>43.2 @ 5.25 DOG</u>
<u>44.9 53.0 @ 7.03 DOGS + SPRINKLERS GO ON</u>
<u>47.4 @ 8.58 TRAIN HORNS? TRUCK HORNS?</u>
<u>44.0 @ 10, 50 PLANE</u>
<u>47.1 @ 12.43 PLANE</u>
<u>48.6 @ 13.07 PLANE</u>

Mt. SAC Stadium

Noise Level of	90.8	dBA	at	100.0	feet
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Critical Freq. (Hz)	500
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Noise Level at 50'	96.8
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To get other noise levels,
Put in Distances

Dist.	dBA
50	96.8
100	90.8
1000	70.8
1380	68.0

To get other distances,
Put in other noise levels.

dBA	Dist.
70	1,096
55	6,166
60	3,467
65	1,950

Lot	Source Elevation	Distance To Wall	Base Of Wall	Dist. To Observer	Pad Elevation	Observer Height	Wall Height	***Barrier Reduction***	Noise Level (dBA)	Stadium Noise
Site 1	0	259	0	2959	0	5		20.4	41	39.9
Site 1	0	259	0	2959	0	5		20.4	41	42.2
Site 2	0	180	0	3800	0	5		18.1	41	41.6
Site2	0	180	0	3800	0	5		18.1	41	40.5
Site 3	0	288	0	2132	0	5		26.7	38	36.8
Site 3	0	288	0	2132	0	5		26.7	38	38.3
Site 4	0	295	0	2178	0	5		14.6	49	52.8
Site 4	0	295	0	2178	0	5		14.6	49	45.9

Delta	
-1.1	No stadium noise (use L90)
1.2	PA noise
0.5	No stadium noise (use L90)
-0.6	No stadium noise (use L90)
-0.7	No stadium noise (use L90)
0.8	No stadium noise (use L90)
3.4	PA noise
-3.5	PA noise

Average 0.0

Notes: 1. All sites seem to have a barrier reduction. See table above for best estimate.

Estimated attendance during event.

Seating Capacity:	15,000
Side 1	45%
Side 2	15%
Estimated attendance	4,500

Event	Measured Football Game	Existing	Future	Increase
		Brooks/Mt. SAC Relays	Brooks/Mt. SAC Relays	
Attendance	4,500	3,500	4,000	500
Site 1	41.1	40.0	40.5	0.6
Site 2	41.1	40.0	40.5	0.6
Site 3	37.6	36.5	37.0	0.6
Site 4	49.4	48.3	48.8	0.6

Event	Measured Football Game	Existing Mt. SAC	Future Mt. SAC	Increase
		XC Invite	XC Invite	
Attendance	4,500	17,000	17,000	0
Site 1	41.1	46.8	46.8	0.0
Site 2	41.1	46.8	46.8	0.0
Site 3	37.6	43.3	43.3	0.0
Site 4	49.4	55.1	55.1	0.0

Event	Measured Football Game	Existing CIF XC	Future CIF XC	Increase
		Preliminary	Preliminary	
Attendance	4,500	10,000	10,500	500
Site 1	41.1	44.5	44.7	0.2
Site 2	41.1	44.5	44.7	0.2
Site 3	37.6	41.0	41.2	0.2
Site 4	49.4	52.8	53.0	0.2

Event	Measured Football Game	Existing CIF XC	Future CIF XC	Increase
		Final	Final	
Attendance	4,500	4,000	4,200	200
Site 1	41.1	40.5	40.8	0.2
Site 2	41.1	40.5	40.8	0.2
Site 3	37.6	37.0	37.3	0.2
Site 4	49.4	48.8	49.1	0.2

Event	Measured Football Game	Existing CIF XC	Future CIF XC	Increase
		Final	Final	
Attendance	4,500	6,000	6,300	300
Site 1	41.1	42.3	42.5	0.2
Site 2	41.1	42.3	42.5	0.2
Site 3	37.6	38.8	39.0	0.2
Site 4	49.4	50.6	50.8	0.2

Event	Measured Football Game	Existing Mt. SAC	2020 Olympic	Increase
		XC Invite	Trials	
Attendance	4,500	17,000	20,000	3,000
Site 1	41.1	46.8	47.5	0.7
Site 2	41.1	46.8	47.5	0.7
Site 3	37.6	43.3	44.0	0.7
Site 4	49.4	55.1	55.8	0.7



Memorandum

Date: July 17, 2017

To: Rebecca Mitchell, MtSAC
Sean Absher
Sid Lindmark, Lindmark and Associates

From: Fred Greve, Greve & Associates, LLC

Subject: Response to Air Quality and GHG Comments

Please find responses to air quality and climate change comments submitted by the City of Walnut. These are the comments found in Attachment D of the comment letter.

AQR and AQ-RELATED DRAFT SEIR COMMENTS

GLOBAL COMMENT:

Both the AQR and GHG report analyses are poorly organized, with inadequate descriptions of what exactly is being analyzed for construction and operation of the project. It is difficult to ascertain how whatever is being analyzed relates exactly to the project as described on page 1 of the AQR, which is as follows:

Mt. San Antonio College is located in the City of Walnut on over 420 acres. It has an estimated 2014-2015 fall enrollment of 35,986 students (headcount). The college has proposed a 2015 Facilities Master Plan Update (FMPU), and the corresponding Land Use Plan is shown as in Exhibit 1. The major change from the 2012 FMP is the re-design of the athletic facilities south of Temple Avenue and east of Bonita Avenue as shown in Exhibit 2. The existing stadium will be demolished and a new stadium built on-site. Other changes for the 2015 FMPU include the relocation of the Public Transportation Center to Lot D3, and expanded Wildlife Sanctuary and Open Space area, and a pedestrian bridge across Temple Avenue connecting the Physical Education Complex to Lot F. The net increase in square footage at 2015 FMPU buildout is approximately 500,000 gross square feet. Special annual events will continue to be held on campus that include the Mt. SAC/Brooks Relays and the Mt. SAC Cross-Country Invitational (XC Invite). The District is also filing an application to host the 8-day 2020 Olympic Track & Field Trials in late July or August 2020.

The methodology is flawed, and as a result, it is difficult to determine what the impacts may actually be. It is unknown from the description given above, how many acres the improvements actually represent.

Details and examples are given in the comments below.

Global Response

Comment noted.

COMMENT 1

The air quality study and greenhouse gas study published to the www.mtsac.edu website (Reports #16-008AQ April 15, 2016 and #16-008GHG April 15, 2016) are different than the AQR and GHG reports listed in the bibliography of the most recent Draft SEIR). Also, there was a Traffic Impact Study update in September 2016, but there was no indication that either the AQR and GHG reports were updated (or whether they needed to be updated) to reflect this new information; furthermore, text in the second paragraph on page 19 of the AQR cites the Traffic Impact Study as "(Iteris, January 2016)". Both the AQR and GHG report should have used (or at least refer to) the latest version of the project-specific Traffic Impact Study.

Additionally, there were no AQ or GHG technical reports available on the Mt. SAC website (<http://www.mtsac.edu/construction/reports-and-publications/environmental-impact-reports.html>) for review of the West Parcel Solar (WPS) Project.

Response 1

Mt. SAC staff occasionally completes minor edits in sub-consultants reports prior to posting the final report on the campus website. Both the posted reports for the 2015 FMPU/PEP and the reports listed in the Bibliography on page 128 for the PEP Update are dated April 15, 2016. No discrepancy is noted between the reports.

Since there are no sensitive noise receptors close to the Campus/Temple and Kellogg Drive/I-10 interchange, no new noise study was required. The noise studies in the certified 2015 FMPU/PEP Final EIR remain relevant for the PEP (Phase 1, 2) project. The enrollment projections have not changed, which determine trips on the area circulation network.

same response as in noise on differing studies

The September 2016 traffic study update deals primarily with the new impacts of buildout of the 2015 FMPU/PEP on the two intersections in the City of Pomona (Campus Drive/Temple and Kellogg Drive/I-10). The PEP Update EIR also includes analysis of the 2020 Olympic Track & Field trials at these two intersections. While the results of the initial traffic study are cited in the current report, there is no need to update the traffic analysis for other intersection. Therefore, the initial air quality and noise studies do not need to be updated (i.e. enrollment and trips have not changed).

This EIR addresses the PEP(Phase 1, 2) project. The air quality and GHG reports for the West Parcel Solar project will be posted when the WPS Draft EIR is posted.

COMMENT 2

According to the CalEEMod output in the appendices, the AQR analyzed existing emissions from a 35,986 student junior college on 420 acres. Those daily criteria pollutant emissions were reported in Table 3 on page 10 of the AQR, and also Table 3.3.4 on page 149 of the Draft SEIR. The CalEEMod

output (all winter outputs, no summer emissions provided) of the AQR also showed that analysis was performed for the following:

1. FMPU Buildout including demolition and excluding PEP. This analysis was done for 259.02 TSF of junior college land use on 5.95 acres, operational in 2025, with construction from 1/1/2017 to 3/23/2018.
2. FMPU - Building G construction and demolition. This analysis was done for 50 TSF of junior college land use on 5 acres, operational in 2021, with construction from 1/1/2019 to 2/24/2020.
3. FMPU - Building A construction (No demolition). This analysis was done for 50 TSF on 1.15 acres, operational in 2025, with construction from 1/1/2025 to 12/11/2025 (construction output includes demolition, even though it should not [according to the title]).
4. FMPU - 2020. This analysis is for a 39,731 student junior college land use (1,734,347.04 of floor surface area) on 39.82 acres. Operational in 2020. No construction emissions report is included with this output, so it is assumed that this CalEEMod run represents operational emissions only.
5. FMPU - 2025. This analysis is for a 46,139 student junior college land use (1,883,113.86 of floor surface area) on 43.23 acres. Operational in 2025. Again no construction emissions report, so it is assumed that this CalEEMod run represents operational emissions only.
6. PEP - Phase 1 - Construction Only. This analysis is for a 91.73 TSF junior college land use on 2.11 acres, general light industry of 79.40 TSF on 1.82 acres, 174.43 TSF of other non-asphalt surfaces on 4 acres, 107.57 TSF of parking lot land uses on 2.47 acres, and 21.80 acres of city park land uses, operational in 2019, with construction from 10-3-2016 to 8-16-2018.
7. PEP - Phase 2 - Construction Only. This analysis is for a 117.90 TSF junior college land use on 2.71 acres, enclosed parking structure (to simulate pool area) of 23.09 TSF on 0.53 acres, and 68.81 TSF of other non-asphalt surfaces (to simulated tennis courts) on 1.58 acres, operational in 2021, with construction from 2/1/18 to 9/28/2020.

On page 12 of the AQR under subheading 2.2.1.1 Overall Construction Emissions, it states that the "longterm buildout of the 2015 FMPU will result in new construction of 454,485 square feet (including PEP). To make room for some of the new construction, demolition of some existing buildings is necessary. The FMPU indicates that approximately 122,976 square feet will be demolished." When the square footage for "FMPU Buildout including demolition and excluding PEP" for the junior college land use of 259.02 TSF is added to PEP Phase 1 JC land use of 91.73 TSF and PEP Phase 2 JC land use of 117.90 TSF, the total is 468,650 SF, which is a smaller amount from the "500,000 gross square feet" detailed in the project description, and a larger amount from the "454,485 square feet (including PEP)" given both in the report and above. Page 146 of the Draft SEIR, third paragraph down, has a different number again (454,906 SF). Which is the correct square footage? The largest square footage possible needs to be analyzed to calculate the project's potential "worst-case" construction-related impacts.

The analysis needs to be revised with the correct square footage using the latest version of CalEEMod (version 2016.3.1) and the findings within the Draft SEIR should be revised as needed, with the proper results.

Response 2

The winter CalEEMod and summer CalEEMod are nearly identical, and it didn't seem necessary to include the summer runs.

Any confusion regarding individual or total building square footages in the Draft EIR is related to these factors: (1) The initial analysis is based on information available when the

NOP was issued, (2) CalEEMOD may generate emissions based on either land use or square footages. In some cases, land use acreage was used and the total square footage is derived internally by CalEEMod, (3) The square footages projected for buildout of the 2015 FMPU/PEP in 2020 and 2025, along with demolition estimates, was included in Appendix K1 of the 2015 FMPU/PEP Draft EIR.

The prior air quality and greenhouse gas analysis remains adequate for the changed project, and the changed project does not alter the enrollment or square footage assumptions used in the 2015 FMPU/PEP EIR. The analysis of two new intersections has no bearing on the prior conclusions for buildout of the 2015 FMPU/PEP, PEP (Phase 1, 2) or other large individual projects analyzed.

COMMENT 3

Several areas in the CalEEMod output conflict with the information provided in the text of the AQR. For example:

- a) On page 15 of the AQR under the subheading 2.2.1.3 Construction Emissions for Building A, it states there that Building A will be 167,200 gsf by 2025. Whereas the CalEEMod output shows that the analysis of Building A (No Demolition) is for a 50.00 TSF junior college on 1.15 acres; therefore, emissions for Building A are under-reported and the emissions need to be revised and re-analyzed for inclusion in Tables 8 and 9 of the AQR. Furthermore, according to the output header and the text on page 15, "Demolition will be required to clear the site for Building A, but this was assumed to occur during the construction of Building G." However, demolition was analyzed for this part of the project, and the demolition emissions were reported under the Demolition Activity in Table 8 on page 16 and Table 9 for the LST analysis on page 17 of the AQR. It is unknown how many SF of existing buildings (16, 18, 18, 19 and 21) were analyzed as being demo'd, as there are no details in the report or CalEEMod output regarding what the building square footage is for the buildings being demo'd. Therefore, those details need to be made clear and described in the text of the revised AQR and Draft SEIR.
- b) The CalEEMod Output with the heading PEP - Phase 1 - Construction Only, shows an analysis for a 91.73 TSF junior college land use on 2.11 acres, general light industry of 79.40 TSF on 1.82 acres, 174.43 TSF of other non-asphalt surfaces on 4 acres, 107.57 TSF of parking lot land uses on 2.47 acres, and 21.80 acres of city park land uses. It is unknown what part of PEP Phase 1 is represented by the general light industrial land uses, other non-asphalt surfaces use and the 21.80 acres of City park uses. These details need to be included, in a similar manner as they were for PEP - Phase 2.
- c) On page 13 of the AQR, 1st paragraph, it states "It was also assumed that the overlap between construction phases would be minimal." However, although the construction for the portions of each phase of the FMPU may not overlap, as shown by the construction timing given in the CalEEMod output, portions of the construction FMPU overlap with the construction of the PEP; therefore, those overlapping construction emissions for the FMPU and the PEP need to be added together and compared against the regional daily thresholds. Furthermore, as shown above (taken from the CalEEMod output), PEP phase 1 overlaps with PEP phase 2 in 2018, as construction of PEP phase 1 is from 10-3-2016 to 8-16-2018 and construction of PEP phase 2 goes from 2/1/18 to 9/28/2020. Therefore, the overlapping portions of PEP phase 1 and 2 construction should be added together, then added to the overlapping portion of the FMPU, for a combined total for maximum daily construction emissions that can be compared against daily regional construction thresholds.

Response 3

- a) The square footage on page 15 is incorrect and should read 50,000 square feet for the Building A. The CalEEMod runs and Tables in the report are correct. The demolition of buildings necessary for the construction of Building A and G, is shown in the CalEEMod outputs as 57,391 square feet of building.
- b) Since "stadium" construction is not listed as an option in CalEEMod, general light industrial use was used to simulate the construction of the stadium. PEP Phase 1 is shown in Exhibit 4 and this is the area included in the PEP Phase 1 modeling. The parking lot and turf areas were measured off of this exhibit to determine the appropriate acreages for the uses listed.
- c) There is not schedule for construction of the various elements of the project. Section 2.2.1.1 is an attempt to consider the potential impact of the overlapping phases of construction. It looks at all construction compressed into a 5 year period, which is very short, and looks at the pounds per day. All of the results are under the SCAQMD thresholds.

COMMENT 4

The values reported in Table 5 on page 13 of the AQR and also Table 3.3.9 on page 156 of the Draft SEIR incorporates flawed methodology. In Table 5, the total emissions for FMPU (excluding PEP), PEP phase and PEP phase 2 were added together and the values shown in the Total Construction row. Those emissions were then divided by either 5 years or 10 years, then those emissions were then compared to the SCAQMD daily construction emissions thresholds. This methodology is incorrect, as the SCAQMD requires that the project's maximum daily emissions be compared to the mass daily significance thresholds.

It is understandable that, for a Master Plan, precise construction timing may not available; however, the most conservative, worst-case scenario should be ascertained and analyzed, then those resultant emissions can then be compared to the mass daily significance thresholds. It is incorrect to average criteria pollutant emissions over the 5 or 10 years of potential project construction to then compare those average values to the thresholds. This type of analysis completely under-estimates the project's maximum daily emissions. The construction activities during the 5 or 10 year duration of construction should be accurately modeled in CalEEMod, using those time frames (as applicable) to the extent feasible.

Construction emissions need to be re-modeled using correct methodology and the latest version of CalEEMod. It is likely that construction-related emissions will be significant. Furthermore, it is unknown whether the construction and operation of the West Parcel Solar (WPS) Project will overlap this project, as details and technical AQ-GHG reports were not available for review. This information would need to be verified and included as part of the cumulative impact review.

Response 4

The methodology presented in Section 2.2.1.1 takes analysis of construction emissions for a college Master Plan one step beyond what is normally done. Since no construction schedule is available at the Master Plan stage, construction emissions are often only qualitatively discussed. The methodology in Section 2.2.1.1 looks at a very aggressive 5 year buildout scenario and a more realistic 10 year buildout scenario and examines the daily construction

emissions. Using the 5 year construction schedule, we believe, results in a very worst-case estimate of daily construction emissions.

COMMENT 5

Operational emissions were reported in Table 10 for Existing, Year 2020 and Year 2025. Per the Traffic Impact Study, the project is expected to grow by an additional 3,745 students by 2020 and then by a total of 7,153 students by 2025. As the majority of project-related emissions are sourced from vehicles, and the project will adding 4,606 daily vehicle trips in 2020 and a total of 8,798 vehicle trips by 2025.

The operational analysis needs to be consistent with the project as analyzed in the Iteris Traffic Impact Study, which does not discount any project-related trips by subtracting existing trips. Existing emissions values should only be subtracted from project emissions values if the existing operational portion of the site will no longer be operational (and generating emissions) once the project becomes fully operational in 2025. This is not the case, and the added trips from new students will only increase the overall regional operational emissions sourced from the Mt. SAC campus.

Per SCAQMD recommendations, when measuring project emissions, it is appropriate to include regulatory requirements, such as the federal and state regulations that require vehicles to be more efficient and lower-emitting. However, "the proposed Project's emissions themselves should not be masked by comparing it to an existing condition baseline where air quality is worse than what it will be when the proposed Project is operational!" It is appropriate to assume that vehicles will comply with existing regulatory requirements; however their increase in activity and the additional 8,798 trips needs to be accounted for and shouldn't be masked by improvements brought on by those regulations. Therefore, the analysis of the project-related operational emissions should be remodeled using 3,745 additional students for year 2025 and a total of 7,153 additional students for 2025 buildout (as detailed in the Traffic Impact Study). Those emissions then need to be compared to the regional mass daily operational thresholds to ascertain whether just the project-related increase in student vehicular traffic volumes exceed SCAQMD operational thresholds.

Response 5

CalEEMod allows two approaches for estimating emissions for operations from a college campus. One approach is to base the emission projections on projected student enrollment. The second approach is to use traffic data and other factors for the emission projections. The air quality assessment was necessarily prepared before the traffic analysis was complete and other data for the analysis was not available. Therefore, the approach used was the CalEEMod methodology based on student enrollment. CEQA requires that future cases be compared to existing, and that is exactly what has been done.

COMMENT 6

CO Hot Spot analysis on pages 18 and 19 of the AQR cited the Iteris January 2016 Traffic Impact Study. The latest (final) Traffic Impact Study is dated September 1, 2016. Please verify that no changes to intersection volume data are needed due to changes in the final Traffic Impact Study.

Response 6

It does not appear that the traffic forecast has changed.

COMMENT 7

According to page 11 of the Draft SEIR, "(18) All Special Events maximum daily attendance increases

for 2015 – 2020 will be evaluated with specific focus on hosting the 10-day 2020 Olympic Track & Field Trials (i.e., air quality, noise, traffic, parking)."

In Section 2.2.4 Local Air Quality During Olympic Trials, the only pollutant examined was CO at intersections within the project vicinity. According to the Iteris 2020 Olympic Track and Field Trials Focused Traffic Study, there is a projected maximum event attendance of 20,000 guests. Analysis of the additional mobile source criteria pollutant emissions should also be conducted to evaluate the increase in project-related operational emissions due to hosting the Olympic Trials at the Mt. SAC campus. There is no trip generation data available in the Iteris 2020 Olympic Track and Field Trials Focused Traffic Study; therefore, that information would need to be generated by the traffic analysts, in order for the AQ-GHG analysts to model the AQ-GHG emissions impacts for all criteria pollutants and GHGs for the duration of the Olympic Trials.

¹ SCAQMD Comment Letter on the Recirculated Draft Environmental Impact Report (RDEIR) for the Proposed General Plan Amendment No. 960: General Plan Update Project, April 3 2015, available at: <http://www.aqmd.gov/docs/defaultsource/ceqa/comment-letters/2015/april/deirno960.pdf?sfvrsn=2>.

Analysis and discussion of all of the criteria pollutant emissions sourced from the additional traffic due to the 2020 Olympic Track and Field Trials need to be included in the AQR.

Response 7

The 2020 Olympic Track and Field Trials will be a one time event, or at most once every four years. The local air quality was examined and reported in Section 2.2.4 of the AQR. Criteria pollutants were examined for campus wide activities in Section 2.2.2 and no impacts on regional air quality were found.

COMMENT 8

Section 2.2.5 Compliance with Air Quality Planning, the revised report will need to reference the latest, approved, 2016 version of the AQMP.

Response 8

The analysis is based on the 2012 AQMP which the adopted plan at the time of the preparation of the AQR. The 2016 AQMP has since been adopted by the SCAQMD Governing Board, but does not appear to have any new requirements for determining consistency.

COMMENT 9

Section 2.3.3 Diesel Particulate Matter Emissions During Construction. Please update this section to reflect the latest OEHA and SCAQMD-preferred methodology which uses a 30-year exposure instead of 70-year. As SCAQMD does not currently require construction-based HRAs, a discussion of the localized construction-sourced PM emissions should be included, to show that construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local thresholds. Therefore, no significant short-term toxic air contaminant impacts are anticipated during construction of the proposed project. This statement could vary, depending on the results of the revised construction analysis.

Response 9

The assessment remains the same whether the exposure time is 30 years or 70 years. The comment is correct that the SCAQMD does not require health risk assessments for construction projects, and that is because they are of short duration and have no potential for

generating significant cancer risks. A discussion of construction based particulate matter is presented and the potential for exceeding local thresholds is presented with results summarized in Tables 14 and 16 in the AQR. No additional analysis is needed.

COMMENT 10

Section 2.4 Cumulative Impacts only addresses local CO impacts from CO hot spots. The potential cumulative impacts of the other criteria pollutants (VOC, NO_x, SO_x, PM₁₀ and PM_{2.5}) also need to be addressed/analyzed within this section.

Response 10

The AQR followed the lead of the traffic study. The traffic study focused its cumulative impact analysis on intersections, and finding little or no additional impacts it was determined that additional air quality analysis was not needed.

COMMENT 11

Section 3.2 Short-Term Impacts, under 3.0 Mitigation Measures on page 30 of the AQR states that the NO_x emissions during grading of PEP Phase 1 exceed SCAQMD Thresholds. Mitigation Measure AQ-1 requires the use of Tier 4 engines in equipment greater than 50 hp. This mitigation measure is supposed to reduce the NO_x emissions during grading from 147.2 lbs per day down to 75.7 lbs per day, and references the CalEEMod output in the appendix. However, when the CalEEMod for PEP Phase 1 (dated 3/24/2016 @ 9:58 AM) is reviewed, the mitigated portion of the grading output shows onsite grading emissions of 74.8137 lbs and offsite grading emissions to be 72.4028 lbs, which give a total mitigated grading emissions value of 147.2165 lbs. Therefore, it is unclear where the mitigated value of 75.7 lbs per day, as reported above, came from, as it is not included in the CalEEMod Appendix.

An additional Table showing the mitigated construction results for comparison to SCAQMD construction thresholds for PEP Phase 1 should be included in the report. Furthermore, the discussion of the efficacy of the mitigation measure should be separate and not included as part of the mitigation measure.

Response 11

The measure to require Tier IV construction equipment is already required by Measure 3f of the 2013 Mitigation Monitoring Program, and therefore, do not require an additional "discussion of the efficacy." Attached to these responses is the CalEEMod output that shows a mitigated value of 75.7 lbs per day.

COMMENT 12

Section 4.0 Unavoidable Significant Impacts will potentially need to be revised for both short-term and long-term impacts pending revisions based on previous comments.

Response 12

No new impacts have been identified, no changes to the statements in the AQR regarding unavoidable significant impacts need to be made.

COMMENT 13

The air quality section of the Draft SEIR will also need to be revised, as needed, based on the revisions to the AQR.

Response 13

No changes need to be made. No additional impacts have been identified.

GHG and GHG-RELATED DRAFT SEIR COMMENTS**COMMENT 14**

On page 33 of the GHG report, the operational GHG emissions were handled in a manner similar to the way the operational criteria pollutant emissions were handled. Similar to what was discussed in comment 5 above, subtracting the existing emissions of 56,762 MTCO₂e/year from either the year 2020 GHG emissions of 55,764 MTCO₂e/year or year 2025 GHG emissions of 59,006 MTCO₂e/year is not correct and does not account for the increase of 4,606 daily vehicle trips from additional students in 2020 and a total of 8,798 vehicle trips from the total increase in students by 2025.

The operational GHG analysis needs to be revised as detailed in comment 5 above. It is anticipated that the project will exceed the SCAQMD and Mt. SAC-adopted GHG threshold of 3,000 MTCO₂e/year; therefore, as stated on page 25 of the GHG report, "the annual emissions per service population (the number of students and persons employed by the college complex in this case) should not exceed 4.6 MTCO₂EQ/yr, or a significant impact will be determined." As the GHG emissions will be based on the increase in the number of students, the service population used to determine significance should also be based on that same number of students (plus any additional staff anticipated to be employed by 2025 to meet the needs of these additional students).

Response 14

While we disagree with the approach suggested in Comment 14. The following analysis summarized in the table below does follow the comment's suggest approach, still resulting in the same finding of no significant impact.

In the table below, the student enrollment and annual GHG gases (metric tons of CO₂ equivalent) are presented. This information is taken directly from the GHG report Section 2.3. Using the projected student increases, the GHG emissions can be ratioed to find the CO₂EQ generated by the student increase. These values do, in fact, exceed the first tier threshold of 3,000 metric tons per year. However, when the efficiency is calculated, which is the emissions generated per student, it is found that the values are well below 4.6 MTCO₂EQ per year. Therefore, the conclusion remains the same, that a less than significant impact on climate change will occur.

	Student Enrollment	CO2EQ	Efficiency (1)
Existing	35,986	56,762	
Year 2020	39,731	55,764	
Year 2025	43,139	59,006	
<hr/>			
<i>Increase from Existing to 2020</i>	<i>3,745</i>	<i>5,256</i>	<i>1.4</i>
<i>Increase from Existing to 2025</i>	<i>7,153</i>	<i>9,784</i>	<i>1.4</i>

1. Efficiency is annual emissions per service population (students)

COMMENT 15

Similar to what was stated above in comment 3 a), Section 2.2.2 Construction Emissions for Building A on page 27 of the GHG report states that Building A will be 167,200 gsf by 2025. Whereas the CalEEMod Annual output shows that the analysis of Building A (No Demolition) is for a 50.00 TSF junior college on 1.15 acres; therefore, GHG emissions for Building A are under-reported and the emissions need to be revised and re-analyzed for inclusion in Tables 5 and 9 of the GHG report. Furthermore, according to the output header and the text on page 27 of the GHG Report, "Demolition will be required to clear the site for Building A, but this was assumed to occur during the construction of Building G." However, demolition was analyzed for this part of the project, and the demolition emissions were likely included in construction totals in both Table 4 and 8.

Response 15

The square footage in the report is incorrect and should read 50,000 square feet for the Building A. The CalEEMod runs and Tables in the report are correct. The demolition of buildings necessary for the construction of Building A and G, is shown in the CalEEMod outputs as 57,391 square feet of building. No change to the analysis is needed.

COMMENT 16

Similar to as stated above in comment 7, analysis and discussion of all of the GHG emissions sourced from the additional traffic due to the 2020 Olympic Track and Field Trials need to be included in the revised GHG report.

Response 16

The 2020 Olympic Track and Field Trials will be a one time event, or at most once every four years. The methodology used was consistent with the guidelines for CalEEMod. A once every four year event would have little effect on the annual GHG emissions.

COMMENT 17

Conclusions drawn on page 35 of the GHG Report regarding the significance of the GHG emissions will need to be revised based on the aforementioned comments and mitigation measures will likely be required.

Furthermore, the GHG section of the Draft SEIR will also need to be revised based on the requisite revisions to the GHG Report.

Response 17

No changes need to be made. No additional impacts have been identified.

Physical Education Projects-- Phase 1 -- Construction Only
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	91.73	1000sqft	2.11	91,730.00	0
General Light Industry	79.40	1000sqft	1.82	79,400.00	0
Other Non-Asphalt Surfaces	174.43	1000sqft	4.00	174,430.00	0
Parking Lot	107.57	1000sqft	2.47	107,570.00	0
City Park	21.80	Acre	21.80	949,608.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9	Operational Year	2019		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - This has updated painting information from Matt Breyer dated March 3, 2016.

Land Use -

Construction Phase - Demolition duration based on Tilden Coil schedule

Trips and VMT - Demolition is 9800 cy, total export of dirt during grading 81429 cy, and concrete import is 15,800 cy

Demolition -

Grading - Entire site will essentially be re-graded

Architectural Coating - Default values based on requirements of Mitigation Monitoring Program and paint info dated March 3, 2016.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Construction Off-road Equipment Mitigation - Tier 4 required for grading mitigation for NOx control

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	649,198.00	9,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,947,593.00	151,650.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	75.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	75.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	35.00	58.00
tblConstructionPhase	NumDays	500.00	381.00
tblConstructionPhase	NumDays	30.00	56.00
tblConstructionPhase	NumDays	45.00	40.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	12/12/2016	12/24/2016

tblConstructionPhase	PhaseStartDate	12/25/2016	12/26/2016
tblConstructionPhase	PhaseStartDate	12/7/2016	12/20/2016
tblGrading	AcresOfGrading	100.00	112.50
tblGrading	MaterialImported	0.00	81,429.00
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripNumber	0.00	1,580.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	11.1635	147.2165	106.8954	0.2517	32.9577	4.6960	37.6537	9.9840	4.3202	13.9404	0.0000	25,504.5115	25,504.5115	2.0834	0.0000	25,548.2623
2017	10.5035	135.9483	102.4764	0.2514	14.4870	4.3333	18.8202	5.0866	3.9865	9.0731	0.0000	25,084.5826	25,084.5826	2.0791	0.0000	25,128.2432
2018	10.3331	44.0146	72.2222	0.1575	8.2418	1.8399	10.0817	2.2117	1.7229	3.9346	0.0000	13,800.3014	13,800.3014	0.9842	0.0000	13,820.9698
Total	32.0001	327.1794	281.5940	0.6606	55.6864	10.8692	66.5556	17.2823	10.0296	26.9482	0.0000	64,389.3955	64,389.3955	5.1467	0.0000	64,497.4753

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.4405	75.6806	92.5368	0.2517	27.8784	1.2127	29.0911	7.6033	1.1235	8.7269	0.0000	25,504.5115	25,504.5115	2.0834	0.0000	25,548.2623

2017	6.6106	69.6341	90.4501	0.2514	9.4077	1.5576	10.5247	3.0697	1.4684	4.1052	0.0000	25,084.5826	25,084.5826	2.0791	0.0000	25,128.2432
2018	10.3331	37.5436	72.2363	0.1575	8.2418	1.3641	9.6059	2.2117	1.2863	3.4980	0.0000	13,800.3014	13,800.3014	0.9842	0.0000	13,820.9698
Total	22.3841	182.8583	255.2231	0.6606	45.5280	4.1344	49.2217	12.8847	3.8782	16.3301	0.0000	64,389.3955	64,389.3955	5.1467	0.0000	64,497.4753

	ROG	NOx	CO	SO2	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	30.05	44.11	9.36	0.00	18.24	61.96	26.04	25.45	61.33	39.40	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	36.0228	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099
Energy	0.1213	1.1026	0.9262	6.6200e-003		0.0838	0.0838		0.0838	0.0838		1,323.1481	1,323.1481	0.0254	0.0243	1,331.2006
Mobile	9.7596	28.3936	107.1520	0.3069	21.5663	0.4385	22.0048	5.7627	0.4043	6.1670		24,633.8959	24,633.8959	0.9075		24,652.9542
Total	45.9036	29.4967	108.1272	0.3135	21.5663	0.5225	22.0888	5.7627	0.4883	6.2509		25,957.1480	25,957.1480	0.9332	0.0243	25,984.2647

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	36.0228	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099

Energy	0.1213	1.1026	0.9262	6.6200e-003		0.0838	0.0838		0.0838	0.0838		1,323.1481	1,323.1481	0.0254	0.0243	1,331.2006
Mobile	9.7596	28.3936	107.1520	0.3069	21.5663	0.4385	22.0048	5.7627	0.4043	6.1670		24,633.8959	24,633.8959	0.9075		24,652.9542
Total	45.9036	29.4967	108.1272	0.3135	21.5663	0.5225	22.0888	5.7627	0.4883	6.2509		25,957.1480	25,957.1480	0.9332	0.0243	25,984.2647

	ROG	NOx	CO	SO2	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	10/3/2016	12/6/2016	6	56	
2	Site Preparation	Site Preparation	12/20/2016	12/24/2016	6	5	
3	Grading	Grading	12/26/2016	2/9/2017	6	40	
4	Building Construction	Building Construction	2/10/2017	4/30/2018	6	381	
5	Paving	Paving	5/1/2018	6/9/2018	6	35	
6	Architectural Coating	Architectural Coating	6/10/2018	8/16/2018	6	58	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 151,650; Non-Residential Outdoor: 9,000 (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	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
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	6	15.00	0.00	1,962.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	10,179.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	589.00	230.00	1,580.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	118.00	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

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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					
Fugitive Dust					7.5833	0.0000	7.5833	1.1482	0.0000	1.1482			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	4.2876	45.6559	35.0303	0.0399	7.5833	2.2921	9.8754	1.1482	2.1365	3.2847		4,089.2841	4,089.2841	1.1121		4,112.6374

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	0.6332	9.9525	7.7871	0.0258	0.6105	0.1528	0.7633	0.1672	0.1406	0.3077		2,597.4943	2,597.4943	0.0188		2,597.8881
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	0.0640	0.0860	0.8984	1.9900e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		167.3573	167.3573	9.1500e-003		167.5495
Total	0.6971	10.0385	8.6855	0.0278	0.7781	0.1542	0.9323	0.2116	0.1419	0.3535		2,764.8516	2,764.8516	0.0279		2,765.4376

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					3.4125	0.0000	3.4125	0.5167	0.0000	0.5167			0.0000			0.0000
Off-Road	1.0579	6.4044	23.7423	0.0399		0.4021	0.4021		0.4021	0.4021	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	1.0579	6.4044	23.7423	0.0399	3.4125	0.4021	3.8146	0.5167	0.4021	0.9188	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374

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	0.6332	9.9525	7.7871	0.0258	0.6105	0.1528	0.7633	0.1672	0.1406	0.3077		2,597.4943	2,597.4943	0.0188		2,597.8881
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	0.0640	0.0860	0.8984	1.9900e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		167.3573	167.3573	9.1500e-003		167.5495
Total	0.6971	10.0385	8.6855	0.0278	0.7781	0.1542	0.9323	0.2116	0.1419	0.3535		2,764.8516	2,764.8516	0.0279		2,765.4376

3.3 Site Preparation - 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					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544

Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343		4,065.0053	4,065.0053	1.2262		4,090.7544
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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	0.0768	0.1032	1.0780	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8288	200.8288	0.0110		201.0594
Total	0.0768	0.1032	1.0780	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8288	200.8288	0.0110		201.0594

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					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	0.4757	2.0615	21.2415	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	0.4757	2.0615	21.2415	0.0391	8.1298	0.0634	8.1933	4.4688	0.0634	4.5322	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544

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	0.0768	0.1032	1.0780	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8288	200.8288	0.0110		201.0594
Total	0.0768	0.1032	1.0780	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8288	200.8288	0.0110		201.0594

3.4 Grading - 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					
Fugitive Dust					9.2350	0.0000	9.2350	3.6672	0.0000	3.6672			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.2350	3.5842	12.8192	3.6672	3.2975	6.9647		6,414.9807	6,414.9807	1.9350		6,455.6154

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	4.5988	72.2881	56.5602	0.1873	23.4991	1.1099	24.6091	5.8938	1.0210	6.9148		18,866.3877	18,866.3877	0.1362		18,869.2475
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	0.0853	0.1147	1.1978	2.6500e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		223.1431	223.1431	0.0122		223.3994
Total	4.6841	72.4028	57.7580	0.1899	23.7227	1.1118	24.8345	5.9531	1.0227	6.9758		19,089.5308	19,089.5308	0.1484		19,092.6469

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					4.1557	0.0000	4.1557	1.6502	0.0000	1.6502			0.0000			0.0000
Off-Road	0.7564	3.2778	34.7787	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.7564	3.2778	34.7787	0.0617	4.1557	0.1009	4.2566	1.6502	0.1009	1.7511	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

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	4.5988	72.2881	56.5602	0.1873	23.4991	1.1099	24.6091	5.8938	1.0210	6.9148		18,866.3877	18,866.3877	0.1362		18,869.2475
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	0.0853	0.1147	1.1978	2.6500e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		223.1431	223.1431	0.0122		223.3994
Total	4.6841	72.4028	57.7580	0.1899	23.7227	1.1118	24.8345	5.9531	1.0227	6.9758		19,089.5308	19,089.5308	0.1484		19,092.6469

3.4 Grading - 2017

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					9.2350	0.0000	9.2350	3.6672	0.0000	3.6672			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	6.0991	69.5920	46.8050	0.0617	9.2350	3.3172	12.5522	3.6672	3.0518	6.7190		6,313.3690	6,313.3690	1.9344		6,353.9915

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	4.3279	66.2528	54.5918	0.1871	5.0284	1.0143	6.0427	1.3602	0.9330	2.2932		18,556.6415	18,556.6415	0.1334		18,559.4430
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	0.0765	0.1035	1.0796	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5722	214.5722	0.0113		214.8087
Total	4.4044	66.3563	55.6714	0.1897	5.2520	1.0161	6.2681	1.4195	0.9347	2.3542		18,771.2136	18,771.2136	0.1447		18,774.2517

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
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Category	lb/day										lb/day				
Fugitive Dust					4.1557	0.0000	4.1557	1.6502	0.0000	1.6502			0.0000		0.0000
Off-Road	0.7564	3.2778	34.7787	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,313.3690	6,313.3690	1.9344	6,353.9915
Total	0.7564	3.2778	34.7787	0.0617	4.1557	0.1009	4.2566	1.6502	0.1009	1.7511	0.0000	6,313.3690	6,313.3690	1.9344	6,353.9915

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	4.3279	66.2528	54.5918	0.1871	5.0284	1.0143	6.0427	1.3602	0.9330	2.2932		18,556.6415	18,556.6415	0.1334		18,559.4430
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	0.0765	0.1035	1.0796	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5722	214.5722	0.0113		214.8087
Total	4.4044	66.3563	55.6714	0.1897	5.2520	1.0161	6.2681	1.4195	0.9347	2.3542		18,771.2136	18,771.2136	0.1447		18,774.2517

3.5 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490

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	0.0705	1.0797	0.8896	3.0500e-003	0.0926	0.0165	0.1091	0.0248	0.0152	0.0400		302.4032	302.4032	2.1700e-003		302.4488
Vendor	1.9171	18.5201	26.1046	0.0496	1.4379	0.2946	1.7325	0.4096	0.2709	0.6805		4,891.9658	4,891.9658	0.0357		4,892.7149
Worker	2.2525	3.0478	31.7942	0.0781	6.5836	0.0529	6.6366	1.7460	0.0488	1.7948		6,319.1504	6,319.1504	0.3317		6,326.1157
Total	4.2401	22.6476	58.7884	0.1308	8.1141	0.3640	8.4782	2.1803	0.3349	2.5153		11,513.5193	11,513.5193	0.3695		11,521.2794

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	2.3705	18.8475	17.9932	0.0268		1.1936	1.1936		1.1334	1.1334	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	2.3705	18.8475	17.9932	0.0268		1.1936	1.1936		1.1334	1.1334	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490

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
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Category	lb/day										lb/day					
Hauling	0.0705	1.0797	0.8896	3.0500e-003	0.0926	0.0165	0.1091	0.0248	0.0152	0.0400		302.4032	302.4032	2.1700e-003		302.4488
Vendor	1.9171	18.5201	26.1046	0.0496	1.4379	0.2946	1.7325	0.4096	0.2709	0.6805		4,891.9658	4,891.9658	0.0357		4,892.7149
Worker	2.2525	3.0478	31.7942	0.0781	6.5836	0.0529	6.6366	1.7460	0.0488	1.7948		6,319.1504	6,319.1504	0.3317		6,326.1157
Total	4.2401	22.6476	58.7884	0.1308	8.1141	0.3640	8.4782	2.1803	0.3349	2.5153		11,513.5193	11,513.5193	0.3695		11,521.2794

3.5 Building Construction - 2018

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517

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	0.0687	1.0013	0.8718	3.0500e-003	0.2203	0.0165	0.2368	0.0561	0.0152	0.0713		297.3784	297.3784	2.2000e-003		297.4247
Vendor	1.7917	16.9886	25.0489	0.0495	1.4379	0.2775	1.7155	0.4096	0.2553	0.6649		4,809.7893	4,809.7893	0.0355		4,810.5344
Worker	2.0256	2.7639	28.7688	0.0781	6.5836	0.0515	6.6352	1.7460	0.0477	1.7937		6,083.1947	6,083.1947	0.3078		6,089.6590

Total	3.8860	20.7537	54.6896	0.1307	8.2418	0.3456	8.5874	2.2117	0.3182	2.5298		11,190.3624	11,190.3624	0.3455		11,197.6181
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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	2.0699	16.7898	17.5467	0.0268		1.0185	1.0185		0.9682	0.9682	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	2.0699	16.7898	17.5467	0.0268		1.0185	1.0185		0.9682	0.9682	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517

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	0.0687	1.0013	0.8718	3.0500e-003	0.2203	0.0165	0.2368	0.0561	0.0152	0.0713		297.3784	297.3784	2.2000e-003		297.4247
Vendor	1.7917	16.9886	25.0489	0.0495	1.4379	0.2775	1.7155	0.4096	0.2553	0.6649		4,809.7893	4,809.7893	0.0355		4,810.5344
Worker	2.0256	2.7639	28.7688	0.0781	6.5836	0.0515	6.6352	1.7460	0.0477	1.7937		6,083.1947	6,083.1947	0.3078		6,089.6590
Total	3.8860	20.7537	54.6896	0.1307	8.2418	0.3456	8.5874	2.2117	0.3182	2.5298		11,190.3624	11,190.3624	0.3455		11,197.6181

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.1849					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7963	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481

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	0.0516	0.0704	0.7327	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9201	154.9201	7.8400e-003		155.0847
Total	0.0516	0.0704	0.7327	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9201	154.9201	7.8400e-003		155.0847

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.1849					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	1.7963	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
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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	0.0516	0.0704	0.7327	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9201	154.9201	7.8400e-003		155.0847
Total	0.0516	0.0704	0.7327	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9201	154.9201	7.8400e-003		155.0847

3.7 Architectural Coating - 2018

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	9.6286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	9.9272	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

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	0.4058	0.5537	5.7635	0.0156	1.3190	0.0103	1.3293	0.3498	9.5500e-003	0.3594		1,218.7045	1,218.7045	0.0617		1,219.9996
Total	0.4058	0.5537	5.7635	0.0156	1.3190	0.0103	1.3293	0.3498	9.5500e-003	0.3594		1,218.7045	1,218.7045	0.0617		1,219.9996

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	9.6286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	9.9272	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

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	0.4058	0.5537	5.7635	0.0156	1.3190	0.0103	1.3293	0.3498	9.5500e-003	0.3594		1,218.7045	1,218.7045	0.0617		1,219.9996
Total	0.4058	0.5537	5.7635	0.0156	1.3190	0.0103	1.3293	0.3498	9.5500e-003	0.3594		1,218.7045	1,218.7045	0.0617		1,219.9996

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.7596	28.3936	107.1520	0.3069	21.5663	0.4385	22.0048	5.7627	0.4043	6.1670		24,633.8959	24,633.8959	0.9075		24,652.9542
Unmitigated	9.7596	28.3936	107.1520	0.3069	21.5663	0.4385	22.0048	5.7627	0.4043	6.1670		24,633.8959	24,633.8959	0.9075		24,652.9542

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	34.66	34.66	34.66	99,741	99,741
General Light Industry	553.42	104.81	53.99	1,850,950	1,850,950
Junior College (2Yr)	2,521.66	1,030.13	110.99	5,932,592	5,932,592
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	3,109.74	1,169.60	199.65	7,883,284	7,883,284

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %
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Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510142	0.059804	0.180842	0.139058	0.042603	0.006701	0.016107	0.033206	0.001939	0.002487	0.004384	0.000580	0.002146

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1213	1.1026	0.9262	6.6200e-003		0.0838	0.0838		0.0838	0.0838		1,323.1481	1,323.1481	0.0254	0.0243	1,331.2006
NaturalGas Unmitigated	0.1213	1.1026	0.9262	6.6200e-003		0.0838	0.0838		0.0838	0.0838		1,323.1481	1,323.1481	0.0254	0.0243	1,331.2006

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
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Land Use	kBTU/yr	lb/day								lb/day							
City Park	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	
General Light Industry	4091.82	0.0441	0.4012	0.3370	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.3905	481.3905	9.2300e-003	8.8300e-003	484.3202
Junior College (2Yr)	7154.94	0.0772	0.7015	0.5892	4.2100e-003		0.0533	0.0533		0.0533	0.0533		841.7577	841.7577	0.0161	0.0154	846.8804
Other Non-Asphalt Surfaces	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
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
Total		0.1213	1.1026	0.9262	6.6200e-003		0.0838	0.0838		0.0838	0.0838		1,323.1481	1,323.1481	0.0254	0.0243	1,331.2006

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day								lb/day							
General Light Industry	4.09182	0.0441	0.4012	0.3370	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.3905	481.3905	9.2300e-003	8.8300e-003	484.3202
Junior College (2Yr)	7.15494	0.0772	0.7015	0.5892	4.2100e-003		0.0533	0.0533		0.0533	0.0533		841.7577	841.7577	0.0161	0.0154	846.8804
Other Non-Asphalt Surfaces	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
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
City Park	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
Total		0.1213	1.1026	0.9262	6.6200e-003		0.0838	0.0838		0.0838	0.0838		1,323.1481	1,323.1481	0.0254	0.0243	1,331.2006

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	36.0228	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099
Unmitigated	36.0228	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099

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	8.2439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	27.7742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6400e-003	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099
Total	36.0228	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099

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	8.2439					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	27.7742					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6400e-003	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099
Total	36.0228	4.5000e-004	0.0490	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1039	0.1039	2.8000e-004		0.1099

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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



Converse Consultants

Geotechnical Engineering, Environmental & Groundwater Science, Inspection & Testing Services

July 24, 2017

Ms. Rebecca Mitchell
Mt. San Antonio College
Facilities Planning & Management
1100 North Grand Avenue
Walnut, California 91789-5611

Subject: **RESPONSE TO GROUP DELTA GEOTECHNICAL REVIEW
COMMENTS FOR CITY OF WALNUT ENVIRONMENTAL IMPACT
REPORT (EIR) REVIEW**
Proposed Physical Education Project (PEP), Phase 1 and 2
Mt. San Antonio College
Walnut, California
Converse Project No. 14-31-124-03

References: Converse Consultants, Geotechnical Study Report (Final), Proposed Athletic Complex East, Mount San Antonio College, Walnut, California, dated January 23, 2015, Converse Project No. 14-31-124-01

Group Delta, City of Walnut Third Party Review of Geotechnical Study Report, City of Walnut, Mount San Antonio College, Physical Education Project (PEP), Walnut, California, dated June 26, 2017

Dear Ms. Mitchell,

Converse Consultants (Converse) provides this report in response to the City of Walnut Third Party Review of Converse Consultant's January 23, 2015, Geotechnical Study Report prepared by Group Delta Consultants, Inc., on June 26, 2017, for the proposed Physical Education Project (PEP), Phase 1 and 2, at Mt. San Antonio College in Walnut, California. This response report provides information for the Environmental Impact Report (EIR) review. The review comments and our responses are presented as follows:

1. Group Delta Review Comment:

No site plans which included proposed grades were available for review at the time of this letter.

Converse Response to Group Delta Review Comment No. 1:

Drawing No. 2, *Site Plan and Boring Location Map*, and Drawing No. 4, *Geologic Cross Section A-A' through D-D'*, were included as oversize folded drawing figures placed in pockets at the end of the January 23, 2015 Geotechnical Study Report. The proposed grades for the project were shown on Drawing No. 2, *Site Plan and Boring Location Map*.

Attached Drawing No. 1, *Geologic Map of Site Vicinity*, and Drawing No. 2, *Geologic Section A-A', B-B', C-C', D-D', E-E', F-F' and G-G'*, dated July 2017, are copies of those two oversized drawings which contain current project information and have been modified to provide geotechnical information requested by Group Delta for their EIR review comments.

2. Group Delta Review Comment:

Include a site plan with current and proposed grades as well as geology. Define maximum cuts and fills.

Converse Response to Group Delta Review Comment No. 2:

Attached Drawing No. 1, *Geologic Map of Site Vicinity*, shows the site plan with current grades, proposed grades and current geologic site information. The maximum cuts for the project will occur during removal of the existing hillside located along the west side of the West Stadium Grandstands. The proposed grading will remove the hill and create a large relatively flat pad for an athletic field. The original top of hill elevation was approximately elevation 846 feet. The hillside area has been partially cut down to the current interim grade elevations ranging from elevation 764 feet to 770 feet. Plan finish grade elevations for the new athletic field area will be cut down to approximate elevations 743 feet to 747 feet when grading is completed. The total maximum cut will be approximately 101 feet when completed (846 feet to 745 feet).

The maximum graded fill slope will likely be located below Building D near Borings BH-30 and BH-31. The planned fill slope will range in height between elevations 724 feet and 743 feet for a maximum slope height of approximately 19 feet.

3. Group Delta Review Comment:

CEQA Check list items for geologic hazards at the site including: fault rupture, strong ground shaking, lateral spreading, inundation, seiche, tsunami, volcanic eruption, and expansive soils; have been adequately addressed.

Converse Response to Group Delta Review Comment No. 3:

Acknowledged.

4. Group Delta Review Comment:

CEQA Check list items for geologic hazards at the site including: seismic history, liquefaction, land sliding, soil erosion/debris flow, flooding, and hazardous minerals; need to be further addressed as follows.

Converse Response to Group Delta Review Comment No. 4:

Additional information on the CEQA check list items for geologic hazards at the site are presented in the following responses to Review Comments 4.a to 4.f.

4.a Group Delta Review Comment:

Discuss any historical earthquake related impacts at the campus.

Converse Response to Group Delta Review Comment No. 4.a:

There are no known active or potentially active faults which cross or project towards the project site. The project site and campus are not located within a currently designated State of California Earthquake Fault Zone for surface fault rupture. The closest known faults to the project site with surface expressions are the San Jose fault (approximately 0.8 kilometers to the north) and the Chino-Central Avenue (Elsinore) fault (approximately 6.9 kilometers to the east / southeast). The San Jose and Chino-Central Avenue fault systems do not exhibit evidence of surface movement within Holocene time (0-11,700 years before present) and are not considered active based on current geologic information. The potential for fault-related ground rupture on the project site is very low to nonexistent and would not be considered significant.

The project site and campus are located within a seismically active region as is the case for most of Southern California. Ground shaking resulting from earthquakes associated with local and regional faults has occurred and will continue to occur at the project site and campus into the future.

Historically, the magnitude 5.5 Chino Hills earthquake on July 29, 2008 was one of the stronger ground shaking events experienced at the campus due to the proximity of the epicenter. Two students suffered minor injuries and as many as 40 buildings sustained cosmetic damage (ceiling tiles fell to the ground, books and picture frames and other items fell off shelves and shattered) when the tremor rolled through the campus. The Division of the State Architect inspected the campus buildings and found no major structural damage and the campus was later reopened.

The Mt. San Antonio College campus is not exposed to greater than normal seismic risk for the Southern California area. The ground shaking hazard present on the project site and campus is considered significant, but mitigable through proper building design and construction, good engineering practices and emergency preparedness measures.

4.b Group Delta Review Comment:

Discuss historical high ground water at the site and relate to liquefaction analysis performed. Provide a discussion of liquefiable/dry seismic settlement layers and how it relates to stratigraphy encountered across the site.

Converse Response to Group Delta Review Comment No. 4.b:

Review of the Seismic Hazard Zone Report for the San Dimas 7.5-minute Quadrangle, Los Angeles County, California, Plate 1.2, does not show historically highest groundwater contours for the Mt. San Antonia College campus area. Converse has based our historical high groundwater levels on available well records from groundwater wells in the local basin area and direct field measurements of water levels during field exploration.

The project site is partially located within a potential liquefaction zone per the State of California Seismic Hazard Zones Map for the San Dimas Quadrangle (1999) as shown on Drawing No. 7, *Seismic Hazard Zones Map*, presented in the geotechnical report. The alluvial filled areas between the hills are composed primarily of dense/stiff, fine-grained sediments including silts, clays, silty clays, and clayey silt which are not prone to liquefaction. Liquefaction analyses were performed using LiquefyPro, Version 5.8n, 2012, by Civil Tech Software for the upper 50 feet below ground surface utilizing boring BH-14 and BH-26. The results of the liquefaction analyses indicate the project site is not susceptible to liquefaction or dry seismic settlement. The estimated potential seismically induced settlement ranges from approximately 0.67 to 0.87 inches with potential differential settlement ranging from approximately 0.34 to 0.44 inches. The project structural engineer should consider the effects of seismically-induced settlement in foundation design for structures built over alluvium.

There is little to no potential for liquefaction in the former hill area, adjacent hill slopes and eastern hills of the project site that are underlain by fine-grained sedimentary bedrock or composed of dense/stiff fine-grained soils located above the water table.

4.c Group Delta Review Comment:

Extend cross sections to include the perimeters of the site. Include significant slopes onsite and adjacent to the site. Discuss stability of proposed slopes and neighboring natural slopes and potential impacts to the proposed development. Provide a recommendation to address potential hazards.

Converse Response to Group Delta Review Comment No. 4.c:

Cross Section F-F' presented on Drawing No. 2, *Cross Section A-A', B-B', C-C', D-D', E-E', F-F' and G-G'*, has been extended eastward into the undeveloped open space on the Mt. San Antonio College property to the western edge of the closed Spadra Landfill to illustrate the surface topography and subsurface ground conditions. The hillside slopes and intervening valley are covered by natural vegetation and fine-grained colluvial soil deposits derived locally from the hillside bedrock materials. The undeveloped open space area located east of the stadium is used for a cross country trail course and cattle grazing area. The natural hillside slopes appear to be grossly stable with no observed evidence of landslides or slope instability that would impact the project site.

The proposed grading for the project site will improve slope stability of the existing slopes within the site limits by completely removing the slopes to create level ground surfaces or laying the slopes back to create slopes gradients less than or equal to 2:1 (horizontal: vertical) as required by current grading codes. Appropriate non-erosive drainage control devices (brow drains, terrace drains, down drains, toe drains, catch basins, etc.) should be constructed on the slopes to properly control surface runoff and drainage. The graded slope surfaces should be landscaped and covered with jute mesh to protect them from surface erosion until the vegetation becomes well established.

4.d Group Delta Review Comment:

Identify surface drainage pathways onto and across the site and discuss potential impacts to the proposed development. Provide a recommendation to address potential flood hazard.

Converse Response to Group Delta Review Comment No. 4.d:

The existing project site has been constructed with an extensive system of storm drains that collect surface runoff from the track stadium, parking lots and surface streets and conveys it southward to suitable disposal points. The track stadium is drained through a 30-inch diameter CMP storm drain to a suitable disposal point. The storm drain systems consists of 6-inch, 8-inch and 15-inch diameter drain lines that collect runoff from surface drains and conveys it to a central 30-inch diameter CMP drain line located beneath the field areas that drains southward as shown on the attached Drawing No. 1, *Geologic Map of Site Vicinity*.

The western side of the project site is drained by an 84-inch diameter RCP storm drain that runs southward beneath Bonita Avenue. This storm drain system collects surface runoff from the parking lot areas and streets through 6-inch, 8-inch, 10-inch and 12-inch diameter HDPE pipes that are connected to storm drain catch basins and surface drains.

The north side of the project site is bounded by Temple Avenue that has a 60-inch diameter RCP storm drain that runs westward towards Grand Avenue and Snow Creek. This storm drain system collects surface runoff from Temple Avenue through curb side catch basins and 24-inch diameter RCP pipes connected to the main storm drain line beneath Temple Avenue.

The potential for flood hazard at the project site is very low provided the existing storm drain systems are kept clean and periodically maintained for proper operation. New storm drain systems consisting of catch basins, area drains and drain lines will be installed within the proposed Physical Education Project. The flat field surfaces will rely on sheet flow for drainage to local catch basins and subdrain systems.

4.e Group Delta Review Comment:

The California Geological Survey (CGS), Radon Potential Zone Map for Southern Los Angeles County, California, dated January 2005 (available online), indicates the site is located within an area with a moderate potential for indoor - radon levels above 4.0 Picocuries per Liter, the Environmental Health Division action level. Discuss the potential hazard and impacts to the proposed project. Provide a recommendation.

Converse Response to Group Delta Review Comment No. 4.e:

Review of the California Geological Survey (CGS), Radon Potential Zone Map for Southern Los Angeles County, California, Special Report 182, dated January 2005,

indicates that the project site is in a “Moderate Potential” zone for indoor radon levels above 4.0 Picocuries per liter. A portion of the CGS Radon Potential Map for the project site area has been attached as Drawing No. 3, *Radon Potential Map*.

Radon gas is a naturally occurring radioactive gas that is colorless and odorless. It forms from the radioactive decay of small amounts of uranium naturally present in the underlying bedrock and soils. Because radon enters buildings from the underlying soils and bedrock, radon levels are typically highest in basements and ground floor rooms. The U.S. EPA recommends that individuals avoid long-term exposures to radon concentrations above 4.0 Picocuries per liter and that action then be taken to reduce indoor radon levels.

Radon potential maps help identify areas where geologic conditions are more likely to contribute to excessive indoor radon levels. Other factors influence indoor radon levels including local variability in soil permeability, climate conditions, building design, construction, condition and usage. Consequently, radon levels for a specific building can only be determined by indoor radon testing of that building, regardless of what radon zone within which it is located.

To mitigate the “Moderate Potential” for indoor radon gas, we recommend the proposed building pads with ground floor living spaces be tested for radon gas. Should radon gas be detected above the action level, mitigation measures to control radon gas will be required for the building. Follow-up radon gas tests should then be performed once the building is completed to determine that the radon gas potential has been properly mitigated. Retesting for radon gas is then recommended every ten years.

4.f Group Delta Review Comment:

Discuss potential methane, oil and gas hazard and impacts to the proposed project. Include proximity to nearby landfills and active wells within 0.25 miles. Provide a recommendation.

Converse Response to Group Delta Review Comment No. 4.f:

Review of the State of California Division of Oil, Gas and Geothermal Well finder does not show any oil and gas wells on the project site or college campus. The closest active oil and gas production well is located approximately 0.9 miles east of the project site on the east side of the Spadra Landfill along the Thompson Wash. The active well is Well No. 2, owned by Spadra Oil Company for oil and gas production.

The Spadra Landfill is located approximately 470 feet to 580 feet east of the Mt. San Antonio Track Stadium as shown on Drawing No. 4, *Aerial Site Map*. The Spadra Landfill was closed in 2008. The Spadra Landfill is monitored and maintained by the Sanitation District of Los Angeles County. The Sanitation District continues to monitor and maintain the environmental controls on the landfill, which include groundwater and surface water monitoring, and landfill gas collection and control. No reports of gas or odors have been reported from the landfill.

No mitigation measures are recommended for the landfill provided the Spadra Landfill continues to be properly monitored and maintained by the Sanitation District of Los Angeles County in accordance with all applicable regulations and requirements.

5. Group Delta Review Comment:

Identify the general location and depth of buried canyon drain in relation to proposed buildings. Show on plan and cross sections. Discuss potential project impacts and provide a recommendation.

Converse Response to Group Delta Review Comment No. 5:

The location of the buried canyon storm drain system is shown on Drawing No. 1, *Geologic Map of Site Vicinity*. The buried canyon storm drain system consists of a 30-inch diameter CMP pipe that runs southward beneath the central portion of the track stadium. The storm drain is reported to be located approximately 5 to 10 feet below ground surface. The existing storm drain is not located below any building or proposed building. The existing storm drain is located under the proposed scoreboard (Building E) located at the south end of the field. New storm drain lines may be installed during construction of the Physical Education Project.

6. Group Delta Review Comment:

Seismic parameters are calculated using the United States Geological Survey U.S. Seismic Design Maps website application. While the site coordinates (latitude and longitude) stated in Section 6.1 of the subject report appear to be incorrect (inconsistent with site coordinates noted in Section 2.1), based on our independent check, the values provided in Table No. 3 are in fact correct for the subject site. Update the table with appropriate coordinates.

Converse Response to Group Delta Review Comment No. 6:

The site coordinates presented on Page 1 under Section 2.1, Site Description, of the geotechnical report are correct as noted. The project site coordinates are North Latitude: 34.0459 degrees and West Longitude: -117.8371 degrees. The site coordinates presented on Page 12, Section 6.1, are for a different location on the Mt. San Antonio College campus.

7. Group Delta Review Comment:

The report also includes a site - specific hazard analyses as required by Section 1616A.1.3 of 2016 CBC, in accordance with Section 21.2 of ASCE 7 - 10. The site - specific response spectrum data, and seismic design parameters presented in Table Nos. 5 and 6, respectively, appear to be correctly evaluated, and adequately addressed.

Converse Response to Group Delta Review Comment No. 7:

Acknowledged.

8. Group Delta Review Comment:

The field exploration, laboratory testing, and analyses of subsurface conditions, appear to be adequate per Section 1803 of 2016 CBC, and meet the current local standard of care in geotechnical practice.

Converse Response to Group Delta Review Comment No. 8:

Acknowledged.

9. Group Delta Review Comment:

The report adequately provides grading recommendations per Section 1804 including need for over - excavation, and removal of unsuitable soils, canyon bottom subdrains, site drainage, subgrade preparation, re - use of on - site materials, compaction of fill material, cut/fill transitions, and trench backfill requirements.

Converse Response to Group Delta Review Comment No. 9:

Acknowledged.

10. Group Delta Review Comment:

The report provides adequate and generally reasonable recommendations regarding vertical and lateral capacity, and the anticipated static and seismic settlement of shallow foundations, and relatively short caisson foundations, as well as vertical and lateral capacity recommendations for cast - in - drilled - hole (CIDH) piles. The recommendations are generally in accordance with Section 1808, 1809, and 1810 of 2016 CBC.

Converse Response to Group Delta Review Comment No. 10:

Acknowledged.

11. Group Delta Review Comment:

The report provides lateral earth pressures for cantilever and restrained retaining walls with a level backfill, and additional surcharge for inclined backfill, as well as includes recommendations for retaining wall drainage. The report also provides seismic earth pressures for walls taller than 6 feet, as required by Section 1615A.1.6 of 2016 CBC.

Converse Response to Group Delta Review Comment No. 11:

Acknowledged.

12. Group Delta Review Comment:

A limited screening of soil corrosivity was included in the subject report. The report includes some preliminary corrosion mitigation measures, but recommend that a

corrosion consultant be consulted for appropriate mitigation procedures and construction design. A more comprehensive corrosion evaluation should be performed as recommended in the subject report.

Converse Response to Group Delta Review Comment No. 12:

Acknowledged.

13. Group Delta Review Comment:

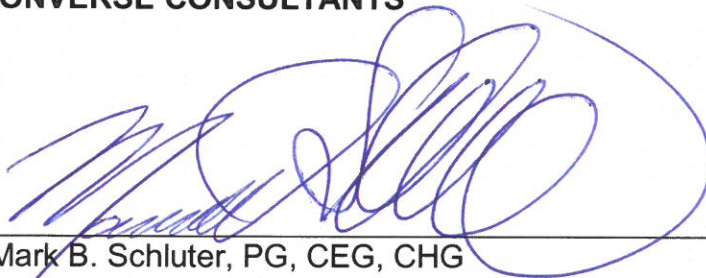
The report also includes adequate recommendations for temporary sloped and shored excavations. The recommendations for shored excavations include lateral earth pressures for cantilevered shoring, and braced shoring, recommendations for the design of soldier piles, recommendations for allowable capacity of drilled anchors, and surcharge pressures on the shoring.

Converse Response to Group Delta Review Comment No. 13:

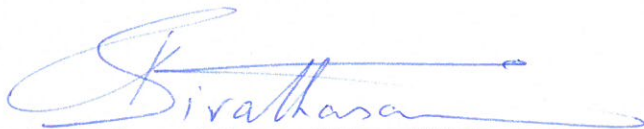
Acknowledged.

Sincerely,

CONVERSE CONSULTANTS



Mark B. Schluter, PG, CEG, CHG
Senior Engineering Geologist



Siva K. Sivathasan, PhD, PE, GE, DGE, QSD, F.ASCE
Senior Vice President / Principal Engineer



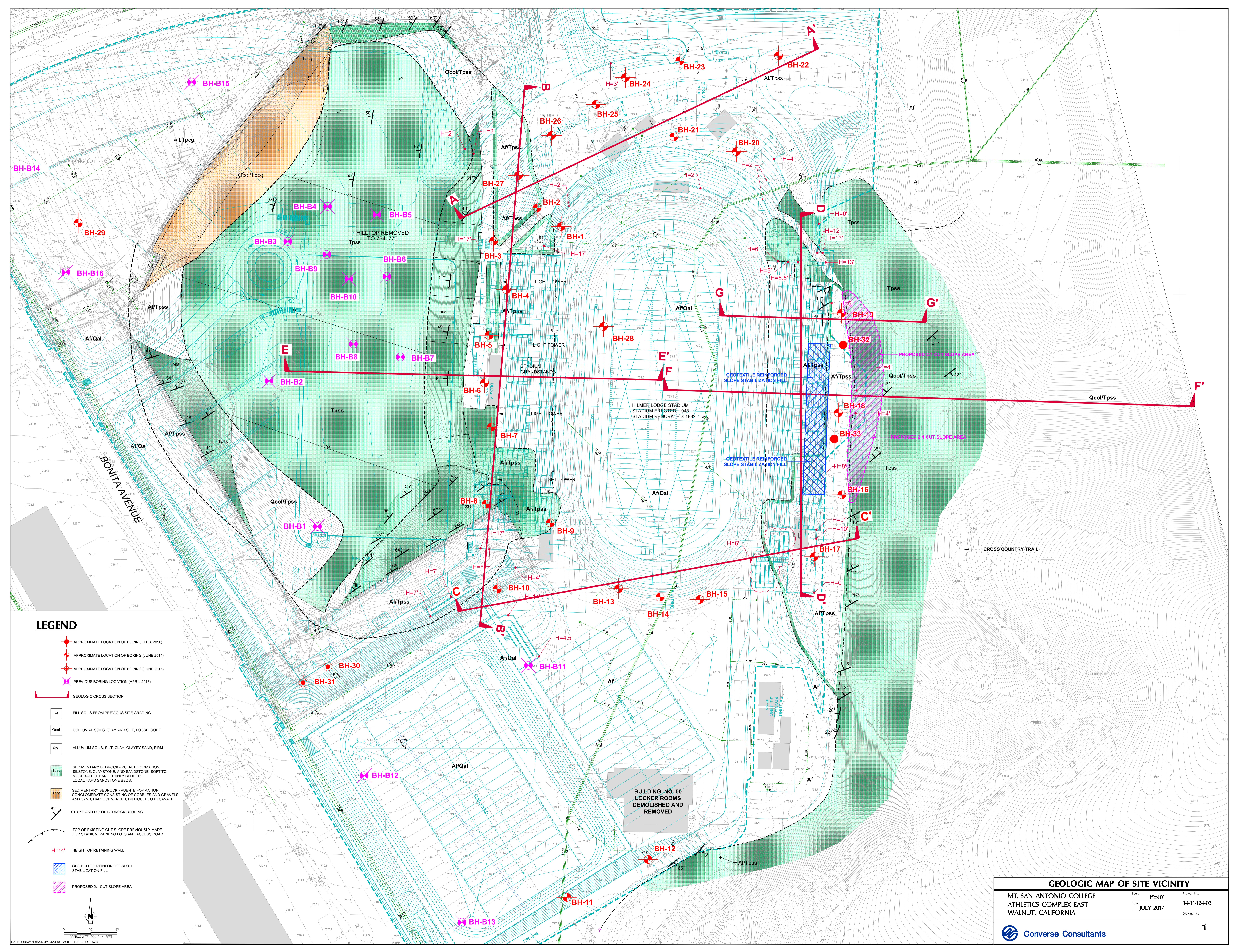
Dist: 1/Addressee

Encl: Drawing No. 1, Geologic Map of Site Vicinity
Drawing No. 2, Geologic Section A-A', B-B', C-C', D-D', E-E', F-F' and G-G'
Drawing No. 3, Radon Potential Map
Drawing No. 4, Aerial Site Map
Appendix A, Group Delta Review Comments for City of Walnut EIR Review dated June 26, 2017



Drawings





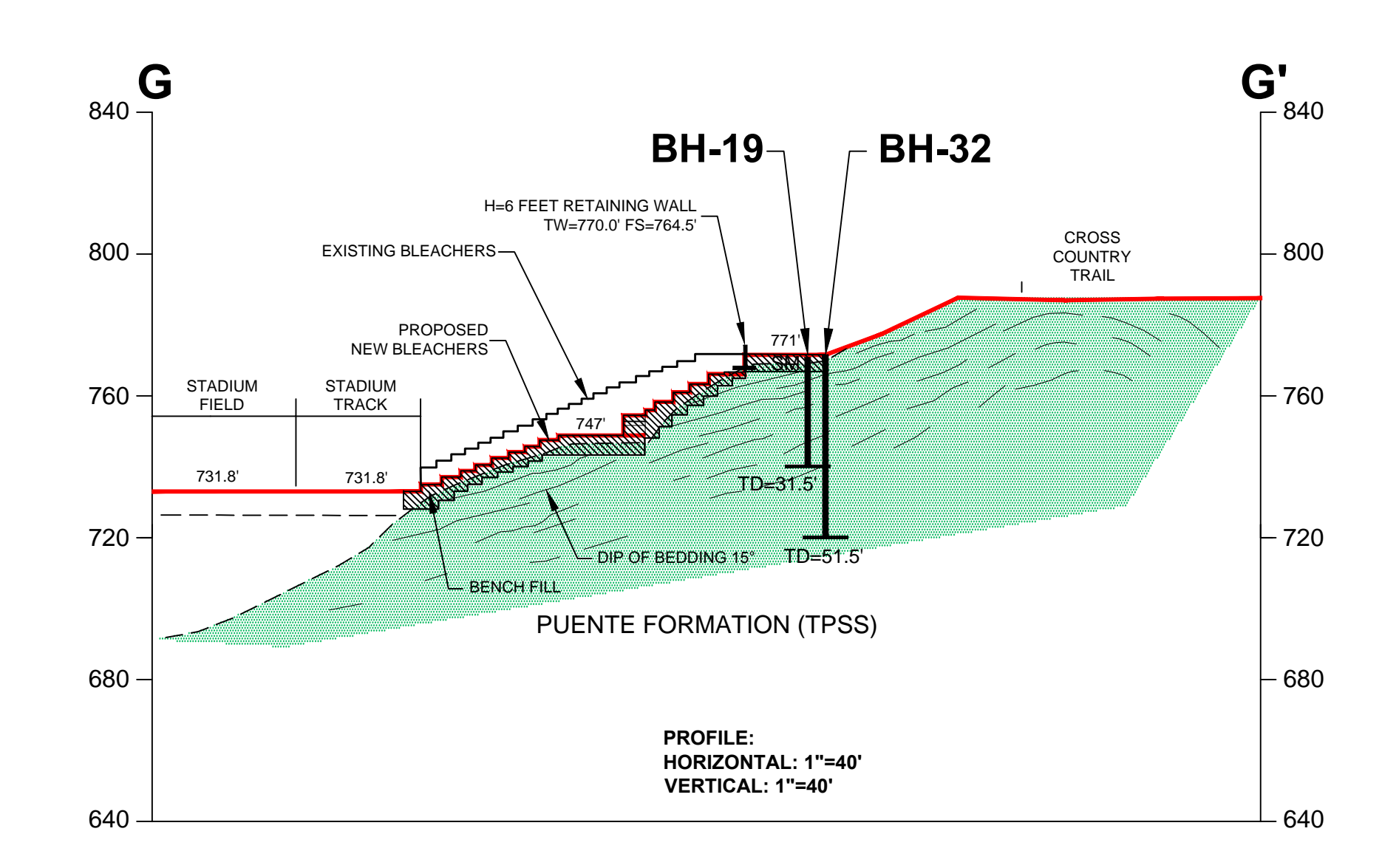
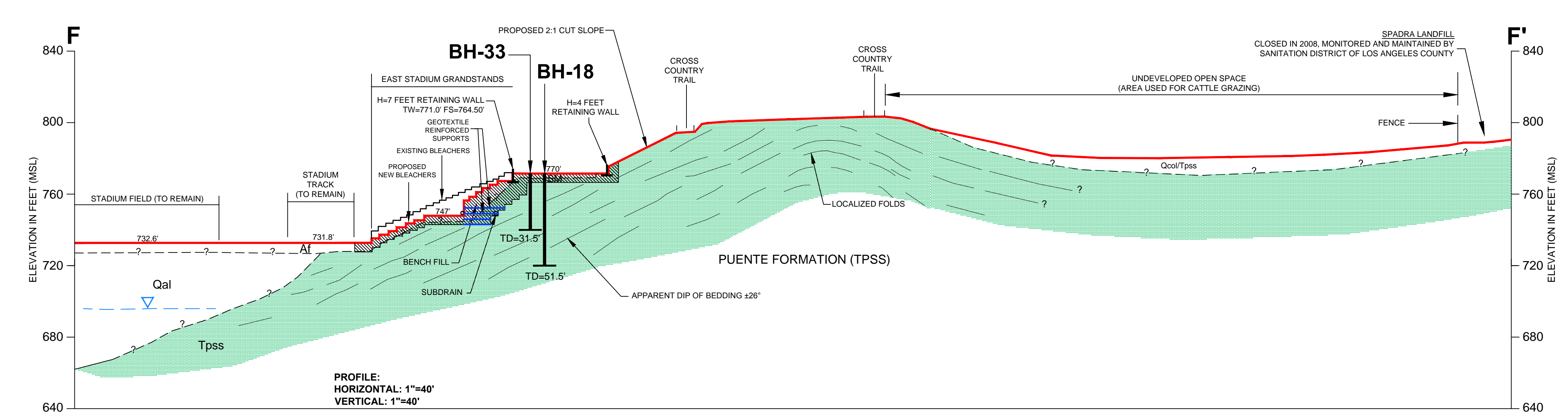
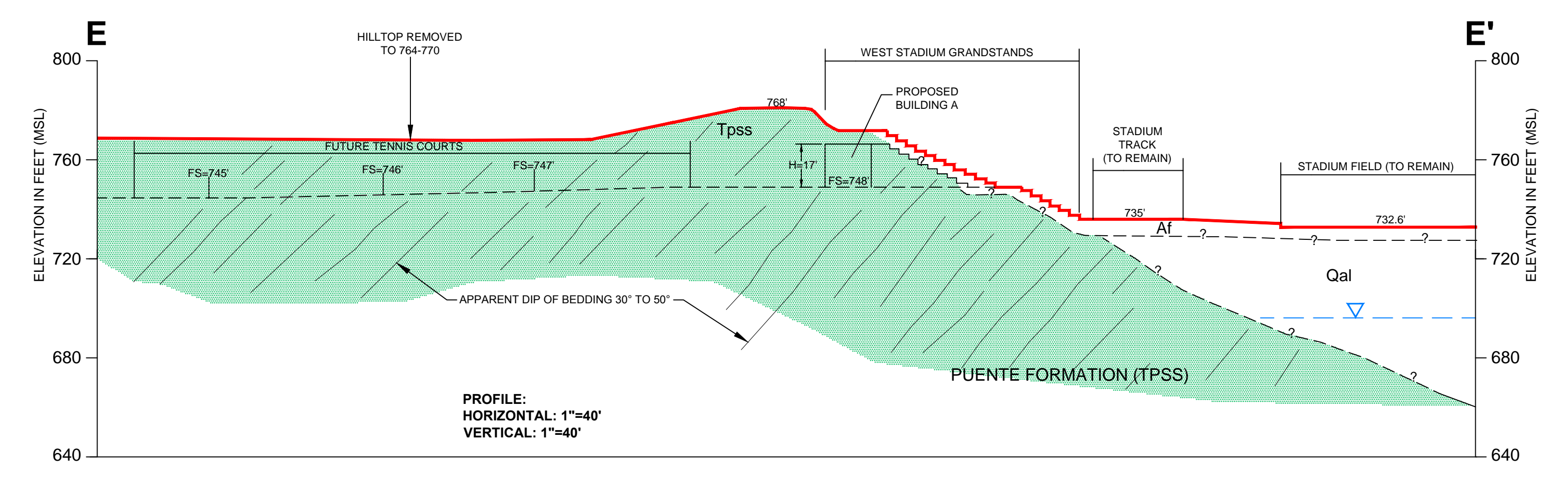
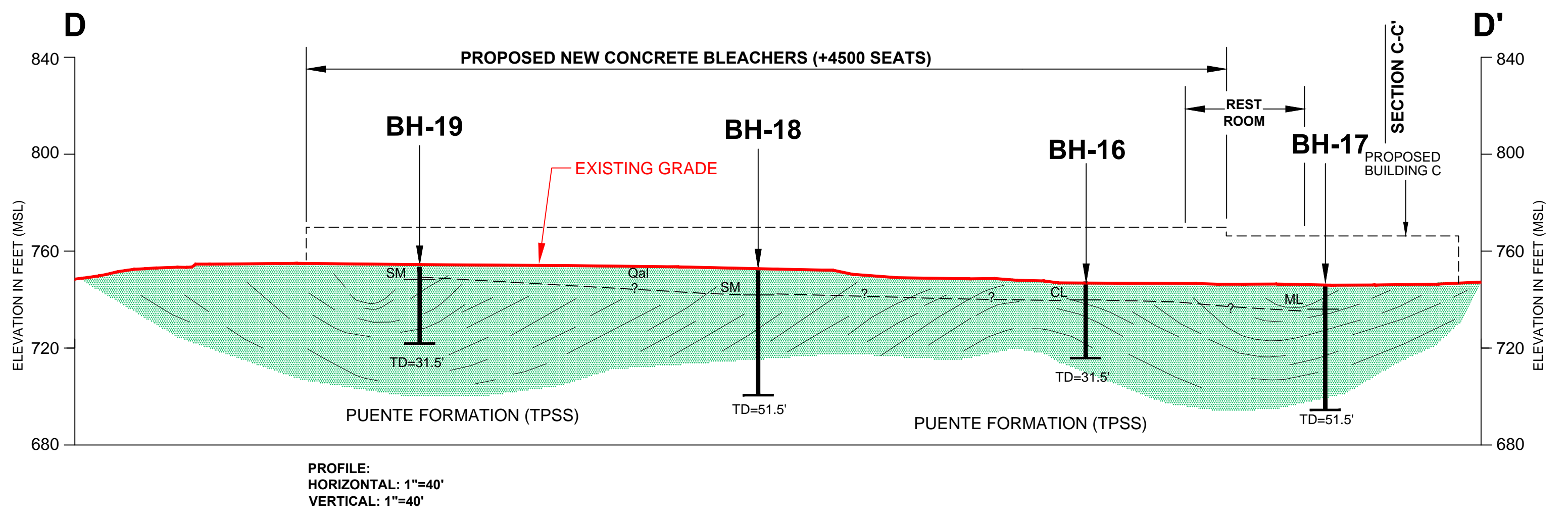
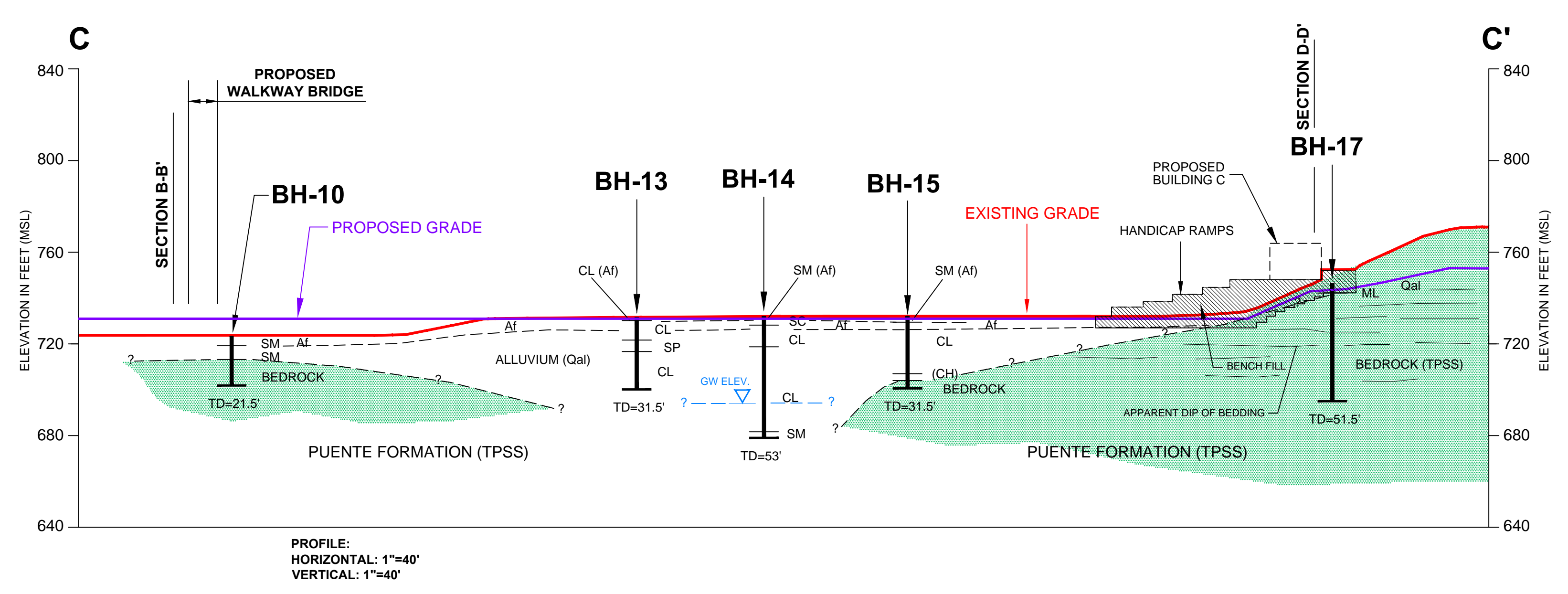
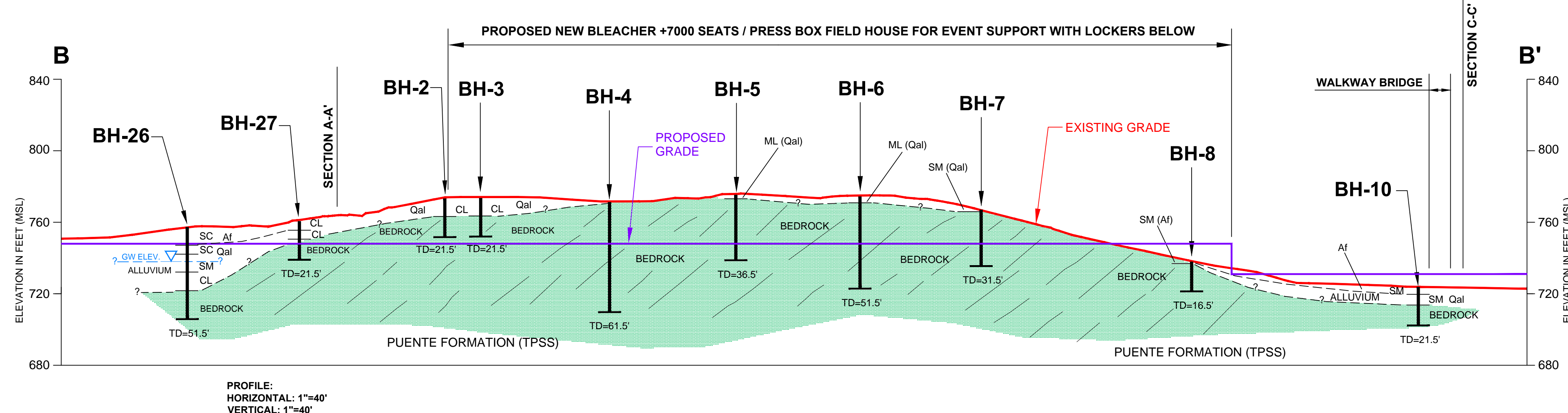
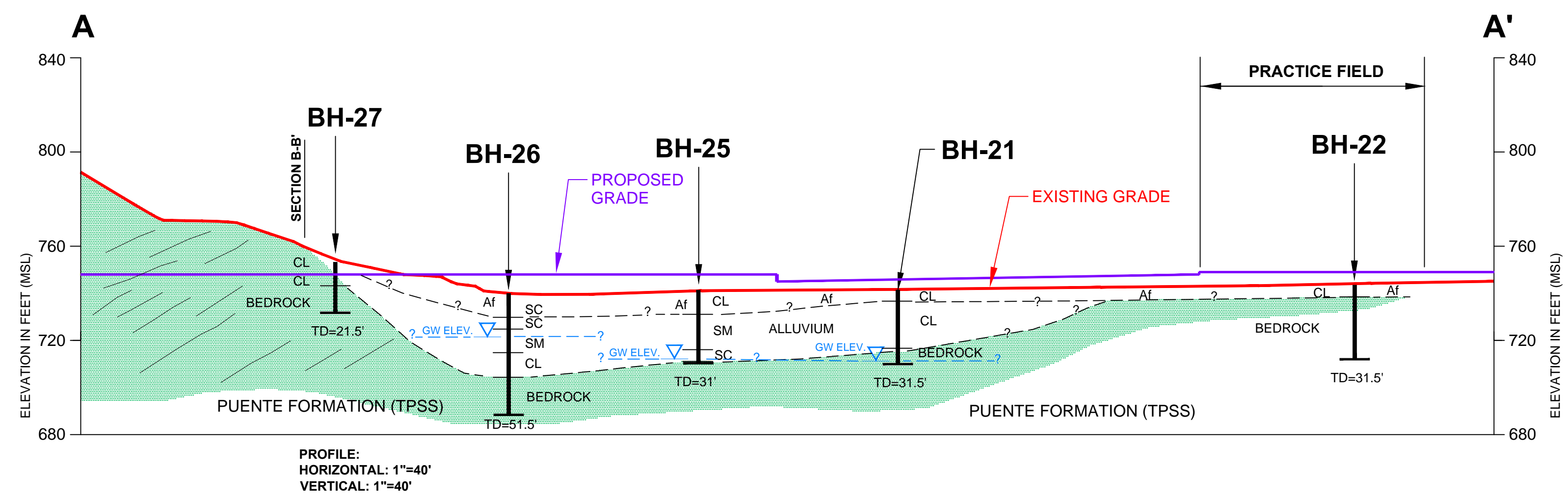
LEGEND

- APPROXIMATE LOCATION OF BORING (FEB. 2016)
- APPROXIMATE LOCATION OF BORING (JUNE 2014)
- APPROXIMATE LOCATION OF BORING (JUNE 2015)
- ✕ PREVIOUS BORING LOCATION (APRIL 2013)
- GEOLOGIC CROSS SECTION
- Af FILL SOILS FROM PREVIOUS SITE GRADING
- Qcol COLLUVIAL SOILS, CLAY AND SILT, LOOSE, SOFT
- Qal ALLUVIUM SOILS, SILT, CLAY, CLAYEY SAND, FIRM
- Tpss SEDIMENTARY BEDROCK - PUENTE FORMATION SILTSTONE, CLAYSTONE, AND SANDSTONE, SOFT TO MODERATELY HARD, THINLY BEDDED, LOCAL HARD SANDSTONE BEDS.
- Tpcg SEDIMENTARY BEDROCK - PUENTE FORMATION CONGLOMERATE CONSISTING OF COBBLES AND GRAVELS AND SAND, HARD, CEMENTED, DIFFICULT TO EXCAVATE
- / STRIKE AND DIP OF BEDROCK BEDDING
- TOP OF EXISTING CUT SLOPE PREVIOUSLY MADE FOR STADIUM, PARKING LOTS AND ACCESS ROAD
- H=14'** HEIGHT OF RETAINING WALL
- GEOTEXTILE REINFORCED SLOPE STABILIZATION FILL
- PROPOSED 2:1 CUT SLOPE AREA

GEOLOGIC MAP OF SITE VICINITY

MT. SAN ANTONIO COLLEGE
 ATHLETICS COMPLEX EAST
 WALNUT, CALIFORNIA

Scale: 1"=40'
 Date: JULY 2017
 Project No: 14-31-124-03
 Drawing No. 1

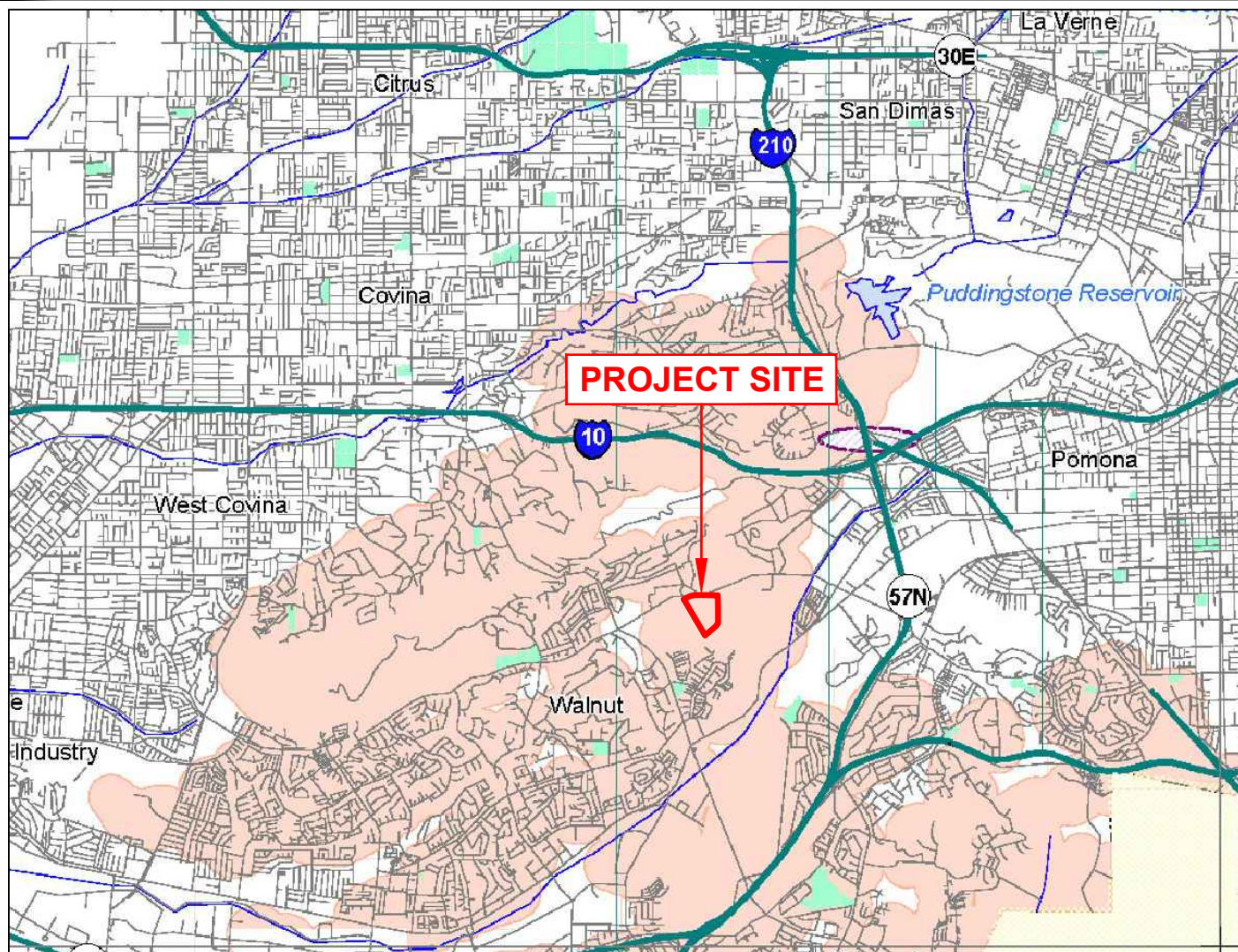


CROSS SECTION A-A', B-B', C-C', D-D', E-E', F-F' AND G-G'

MT. SAN ANTONIO COLLEGE
ATHLETICS COMPLEX EAST
WALNUT, CALIFORNIA

Scale: 1"=40'
Date: JULY 2017
Project No.: 14-31-124-03
Drawing No.:










PROJECT SITE

EXPLANATION

Radon Potential Zoning Definitions:

-  High Potential for Indoor Radon Levels Above 4.0 Picocuries per Liter
-  High Potential for Indoor-Radon Levels Above 4.0 Picocuries per Liter in Recent Alluvium (High - Qa)
-  Moderate Potential for Indoor Radon Levels Above 4.0 Picocuries per Liter
-  Low Potential for Indoor Radon Levels Above 4.0 Picocuries per Liter
-  Special Test Areas - Areas where National Uranium Resource Evaluation (NURE) Project airborne radiometric data suggest rocks and soils contain higher than typical amounts of uranium but where indoor-radon data are currently unavailable. Follow-up indoor-radon testing is recommended for buildings in these areas.

See companion report to this map for further information about these zones.

Map Features

-  Airport
-  Park
-  National Forest

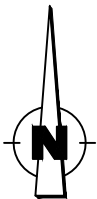
REFERENCE: CALIFORNIA GEOLOGICAL SURVEY, JAN. 2005

RADON POTENTIAL ZONE MAP FOR SOUTHERN LOS ANGELES COUNTY, CALIFORNIA



NOT TO SCALE

RADON POTENTIAL MAP



AERIAL SITE MAP



MT. SAN ANTONIO COLLEGE
PROPOSED PHYSICAL EDUCATION PROJECT (PEP)
WALNUT, CALIFORNIA

Project No.
14-31-124-03

Drawing No.
4

Appendix A

Group Delta Review Comments for City of Walnut EIR Review
Dated June 26, 2017





GROUP DELTA

June 26, 2017

Mr. Thomas F. Holm
Senior Environmental Manager
ECORP Consulting, Inc.
1801 Park Court Place, B-103
Santa Ana, California, 92701

Subject: City of Walnut Third Party Review of
Geotechnical Study Report
City of Walnut, Mount San Antonio College
Physical Education Project (PEP)
Walnut, California

Reference: Converse Consultants, Geotechnical Study Report (Final), Proposed Athletic Complex
East, Mount San Antonio College, Walnut, California, January 23, 2015.

Dear Mr. Holm,

Group Delta is pleased to present this letter report summarizing the findings of our third-party review of the referenced report in support of the preparation of Environmental Impact Report (EIR) documentation for the proposed City of Walnut Mount San Antonio College (Mt. SAC) Physical Education Project (PEP).

Project Understanding

We understand that the referenced report is intended to be used as technical background for preparation of CEQA-related geologic/geotechnical hazards sections of the Environmental Impact Report (EIR) documentation for the proposed City of Walnut Mt. SAC Physical Education Project (PEP). The proposed PEP is in planning phase and consists of a new athletic complex within the southeast portion of the Mt. SAC campus. New multi-level structures, bleachers, bridges, pavements, and retaining walls are included in the proposed athletic complex development.

Our review scope of work included the following items.

- Review of preliminary project plans or other information which provides a description of the proposed project.
- Review of the geologic/geotechnical report by Converse Consultants, including:
 - Review that CEQA geologic hazards have been addressed in the report.
 - Review that geotechnical design recommendations have been performed in accordance with the 2016 California Building Code.
 - Review public sources of information that identify geologic hazards, such as Alquist-Priolo fault maps and State of California Earthquake Hazard Zones.
 - Review geologic/geotechnical data presented in the report.
 - Review the analyses and results presented in the geologic/geotechnical report.

- Assess the need for additional geotechnical work.
- Review measures presented in the geologic/geotechnical report to mitigate geologic hazards.
- Preparing this letter report with review comments, including observations on the need for additional geotechnical investigation.
- Review the responses to review comments by the preparer of the geologic/geotechnical report for the project. Our scope includes one round of review comments and review of responses to those comments.

Review Comments

The following is a list of our third-party review comments for the referenced report.

1. No site plans which included proposed grades were available for review at the time of this letter.
2. Include a site plan with current and proposed grades as well as geology. Define maximum cuts and fills.
3. CEQA Check list items for geologic hazards at the site including: fault rupture, strong ground shaking, lateral spreading, inundation, seiche, tsunami, volcanic eruption, and expansive soils; have been adequately addressed.
4. CEQA Check list items for geologic hazards at the site including: seismic history, liquefaction, landsliding, soil erosion/debris flow, flooding, and hazardous minerals; need to be further addressed as follows.
 - a) Discuss any historical earthquake related impacts at the campus.
 - b) Discuss historical high ground water at the site and relate to liquefaction analysis performed. Provide a discussion of liquefiable/dry seismic settlement layers and how it relates to stratigraphy encountered across the site.
 - c) Extend cross sections to include the perimeters of the site. Include significant slopes onsite and adjacent to the site. Discuss stability of proposed slopes and neighboring natural slopes and potential impacts to the proposed development. Provide a recommendation to address potential hazards.
 - d) Identify surface drainage pathways onto and across the site and discuss potential impacts to the proposed development. Provide a recommendation to address potential flood hazard.
 - e) The California Geological Survey (CGS), Radon Potential Zone Map for Southern Los Angeles County, California, dated January 2005 (available online), indicates the site is located within an area with a moderate potential for indoor-radon levels above 4.0 Picocuries per Liter, the Environmental Health Division action level. Discuss the potential hazard and impacts to the proposed project. Provide a recommendation.
 - f) Discuss potential methane, oil and gas hazard and impacts to the proposed project. Include proximity to nearby landfills and active wells within 0.25 miles. Provide a recommendation.
5. Identify the general location and depth of buried canyon drain in relation to proposed buildings. Show on plan and cross sections. Discuss potential project impacts and provide a recommendation.
6. Seismic parameters are calculated using the United States Geological Survey U.S. Seismic Design Maps website application. While the site coordinates (latitude and longitude) stated in Section 6.1 of the subject report appear to be incorrect (inconsistent with site coordinates noted in

Section 2.1), based on our independent check, the values provided in Table No. 3 are in fact correct for the subject site. Update the table with appropriate coordinates.

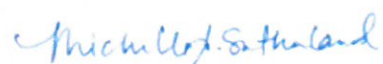
7. The report also includes a site-specific hazard analyses as required by Section 1616A.1.3 of 2016 CBC, in accordance with Section 21.2 of ASCE 7-10. The site-specific response spectrum data, and seismic design parameters presented in Tables No. 5, and 6, respectively appear to be correctly evaluated, and adequately addressed.
8. The field exploration, laboratory testing, and analyses of subsurface conditions, appear to be adequate per Section 1803 of 2016 CBC, and meet the current local standard of care in geotechnical practice.
9. The report adequately provides grading recommendations per Section 1804 including need for over-excavation, and removal of unsuitable soils, canyon bottom subdrains, site drainage, subgrade preparation, re-use of on-site materials, compaction of fill material, cut/fill transitions, and trench backfill requirements.
10. The report provides adequate and generally reasonable recommendations regarding vertical and lateral capacity, and the anticipated static and seismic settlement of shallow foundations, and relatively short caisson foundations, as well as vertical and lateral capacity recommendations for cast-in-drilled-hole (CIDH) piles. The recommendations are generally in accordance with Section 1808, 1809, and 1810 of 2016 CBC.
11. The report provides lateral earth pressures for cantilever and restrained retaining walls with a level backfill, and additional surcharge for inclined backfill, as well as includes recommendations for retaining wall drainage. The report also provides seismic earth pressures for walls taller than 6 feet, as required by Section 1615A.1.6 of 2016 CBC.
12. A limited screening of soil corrosivity was included in the subject report. The report includes some preliminary corrosion mitigation measures, but recommend that a corrosion consultant be consulted for appropriate mitigation procedures and construction design. A more comprehensive corrosion evaluation should be performed as recommended in the subject report.
13. The report also includes adequate recommendations for temporary sloped and shored excavations. The recommendations for shored excavations include lateral earth pressures for cantileveled shoring, and braced shoring, recommendations for the design of soldier piles, recommendations for allowable capacity of drilled anchors, and surcharge pressures on the shoring.

If you have any questions, please feel free to contact the undersigned.

Sincerely,
GROUP DELTA CONSULTANTS, INC.



Pirooz Kashighandi, Ph.D., P.E.
Senior Engineer



Michelle A. Sutherland, CEG #2577
Senior Engineering Geologist

Distribution: Addressee (1 PDF file via email)

July 20, 2017

Rebecca Mitchell
Facilities Planning and Management
1100 North Grand Avenue
Walnut, California 91789

Subject: Responses to Attachment F ECORP Consulting, Inc Comments on the PEP (Phase 1, 2) Cultural Resources Study

Dear Ms. Mitchell,

Roger Mason, Director of Cultural Resources at ECORP Consulting has provided comments on the Cultural Resources Technical Studies prepared by ASM Affiliates and on the summary of those reports in the PEP (Phase 1, 2) Draft EIR. In general Mr. Meson is in agreement with the technical reports and summary and has provided extensive comments on the technical study and summary.

When Mr. Mason has recommended revisions to the technical studies or summary, and the comments relate to significant environmental issues, they are quoted below, along with our response. The index to those comments is provided as an attachment to this response.

Comment 1

"I agree with the evaluation, analysis of impacts, and recommended mitigation measures in Appendix H. However, there is a repeated use of improper terminology. The correct term for a significant cultural resource as defined by CEQA is "historical resource" [CCR Title 14, Section 15064.5(a)]. However, the incorrect term "historic resource" is used in several places in the document. Instances of this occur in the third paragraph of the Executive Summary, the second paragraph of the Introduction, the first paragraph on page 65, and on pages 69, 71, 73, and 75."

Response 1

Agree with this comment, and the report will be revised to use the correct term.

Comment 2

"In addition, the Area of Potential Effects (APE) is used in the Executive Summary and in the Introduction. The term APE is used only in Section 106 (federal projects subject to NEPA) documents. For CEQA documents, the term project area or study area should be used."

Response 2

Agree with this comment, and the report will be revised to use the correct term.

Comment 3

"There is a minor issue with the mitigation measures. In Appendix H there was a summary paragraph for the measures for buildings to be demolished. This was followed by details of each measure contained in the summary paragraph. In the EIR, the summary paragraph has become CR-04 and the details of each measure are in CR-05 through CR-09. I don't think CR-04 should be a mitigation measure since it is only a summary of the rest of the mitigation measures."

Response 3

The comment is noted. No changes are required.

Comment 4

“A Statement of Overriding Considerations (SOC) is required for unmitigated significant impacts. The 2015 EIR refers to an SOC prepared for the 2012 EIR, but I do not see a reference to an SOC for the unmitigated significant impact resulting from demolition of the Stadium which was only analyzed in the 2015 EIR.”

Response 4

The Statement of Overriding Considerations is not included in the PEP (Phase 1, 2) EIR but will be included and recommended for adoption for the Board of Trustees on August 9, 2017. There is no CEQA requirement to include or circulate the SOC with the Draft EIR or Response to Comments.

Comment 5

“There is also an instance of the use of historic resource rather than historical resource on page 261 of the EIR.”

Response 5

Same as Response 1.

Comment 6

“The purpose of the AB 52 consultation process is to identify Tribal Cultural Resources that could be impacted by the project. AB 52 consultation is required for all CEQA documents for which a notice of preparation (NOP) is filed for an ND, MND, or an EIR after July 1, 2015. Since the NOP for the 2017 EIR was filed in April 2016 (2017 EIR Appendix A), the AB 52 process is required. There is no evidence of compliance with AB 52. It is possible that no tribes requested consultation under AB 52, but if this is the case, this must be stated in the EIR.”

Response 6

No tribes have requested consultation under AB 52. The issue is discussed in other responses other than the attachments. As noted elsewhere, the requests have been for project information only.

Comment 7

“In Unavoidable Adverse Impacts on page 105, it says that Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are potentially eligible as historic resources in the California Register of Historic Resources. This should be revised to say Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are eligible as historical resources in the California Register of Historical Resources. The buildings were determined eligible when the 2016 EIR was certified (no longer potentially eligible; they are now eligible).”

Response 7

Within the context of designation/nomination to the CRHR or NHRP, the stadium is "potentially eligible" since no nomination form has been prepared or submitted. Within the narrow CEQA context, the stadium is a historical resource, and was identified as such in the certified 2015 FMPU/PEP Final EIR. The comments do not identify a new significant impact or change the adopted mitigation measures for the stadium. Never the less, the change will be made in future discussions of the stadium.

Comment 8

“Also, historic resources should be changed to historical resources.”

Response 8

Same as Response 1.

Comment 9

*“In the Alternatives Analysis (Section 7) Alternative 1 includes renovation of the Aquatic Center and renovation of Hilmer Lodge Stadium, rather than demolition. The Aquatic Center is a contributing element of the District and the Hilmer Lodge Stadium is individually eligible as well as a contributing element of the District. Renovation of the Hilmer Lodge Stadium apparently cannot be done using the Secretary of the Interior’s Standards for Rehabilitation because it is stated that Alternative 1 would still result in a significant adverse impact to Hilmer Lodge Stadium. **Renovation of the Aquatic Center would result in less impacts to a Historical Resource (the Aquatic Center), but it is not stated whether these impacts***

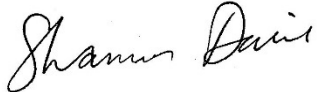
July 20, 2017
Rebecca Mitchell
Page 3 of 3

would still be significant. *The Alternatives Analysis notes that a Statement of Overriding Considerations (SOC) would be required for all alternatives except the no-project alternative.*

Response 9

Comment noted. Based on the Aquatic Center's features, it is highly probable the center can be renovated while retaining its historic elements.

Respectfully submitted,

A handwritten signature in cursive script that reads "Shannon Davis".

Shannon Davis, M.A., RPH
Director, Architectural History

Attachment: Index to Comments of Attachment F



June 27, 2017
(2017-140)

Barbara Liebold, City Attorney
c/o Liebold McClendon & Mann
9841 Irvine Center Drive
Irvine, CA 92618

Subject: CONFIDENTIAL AND PRIVILEGED INFORMATION -- Review of Cultural Resources Technical Reports and Cultural Resources Sections of Environmental Documents for Mount San Antonio College 2015 Facilities Master Plan and Physical Education Projects, Walnut, Los Angeles County, California

Dear Ms. Liebold:

I have reviewed the cultural resources technical report and the cultural resources EIR sections prepared for the Mount San Antonio College Master Plan Update and Physical Education Projects, Walnut, Los Angeles County. The reviewed reports/sections are:

Appendix H – Cultural Resources, in 2015 Facilities Master Plan Update and Physical Education Projects: Draft Subsequent Program/Project EIR to Final Program EIR (SCH 2002041161), Appendices, Volume 2 of 2

Cultural Resources Sections 3.6, 3.7.1 I, 3.7.2 I, 3.8.1 I, 3.8.2 I, 3.8.3, 4.2 in 2015 Facilities Master Plan Update and Physical Education Projects: Draft Subsequent Program/Project EIR to Final Program EIR (SCH 2002041161) (2016), Volume 1 of 2

Cultural Resources Mitigation Measures in Appendices G (2016) and H (2017) in Physical Education Project (Phase 1, 2) Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161), Volume 2

Draft Subsequent Project EIR to 2015 Facilities Master Plan Update and Physical Education Projects Final Program/Project EIR (SCH 2002041161): Physical Education Project (Phase 1, 2) (2017)

Appendix H is the evaluation report for additional buildings, including the stadium and associated buildings, that will be impacted by the project at Mount San Antonio College (SAC). The Mount SAC Historic District (District) was previously evaluated as eligible in a technical report prepared in 2012. The current technical report (Appendix H) evaluates the Hilmer Lodge Stadium (Stadium) and associated buildings as individual properties and as contributing elements to the District. The District was evaluated as eligible for the CRHR under Criterion 1 (association with important historical events) in 2012. Appendix H summarizes the District's eligibility under Criterion 1 and states again that the District is recommended as eligible. The District retains integrity because 33 of 44 (75 percent) contributing elements remain. The Stadium (and associated facilities) is evaluated as individually eligible and as a contributor to the District. I agree with these evaluations. Appendix H also correctly states that the District and the Stadium, as resources eligible for the CRHR, are historical resources as defined by CEQA.

The Stadium is proposed for demolition as part of the project. Appendix H correctly states that demolition of the Stadium will result in a substantial adverse change in the significance of a historical resource. Renovation is proposed for the Library, Bookstore, and Technology Center, which are contributing elements to the District and, therefore, historical resources under CEQA. However, if the Secretary of the Interior's Standards for Rehabilitation are followed during renovation, the project will not result in a significant direct impact to a historical resource, as correctly stated in Appendix H. It is also correctly stated in Appendix H that demolition of the Stadium will result in an adverse visual impact on the District.

Appendix H contains recommended mitigation measures including standard measures for unanticipated discovery of archaeological material and human remains. For the historic period buildings that are contributing elements to the District and individually eligible properties, it is recommended that the project be redesigned to avoid demolition of them. If redesign to avoid demolition is not feasible, other measures to document and interpret the historical resources are recommended. These measures include a HABS Level II narrative report, large format photos, and reproduction of as-built drawings; establishment of Heritage Hall with interpretive panels in the new stadium; and providing a history of Mount SAC on the school's website. These mitigation are appropriate.

Appendix H correctly states that demolition of a historical resource cannot be mitigated to less than significant using the recommended mitigation measures. Even with the mitigation measures applied, there would still be a substantial adverse change in the significance of a historical resource.

1 I agree with the evaluation, analysis of impacts, and recommended mitigation measures in Appendix H. However, there is a repeated use of improper terminology. The correct term for a significant cultural resource as defined by CEQA is "historical resource" [CCR Title 14, Section 15064.5(a)]. However, the incorrect term "historic resource" is used in several places in the document. Instances of this occur in the third paragraph of the Executive Summary, the second paragraph of the Introduction, the first paragraph on page 65, and on pages 69, 71, 73, and 75. In addition, the Area of Potential Effects (APE) is used in the Executive Summary and in the Introduction. The term APE is used only in Section 106 (federal projects subject to NEPA) documents. For CEQA documents, the term project area or study area should be used.

2 The cultural resources sections of the 2016 EIR are well written and follow the CEQA Guidelines for cultural resources. The evaluation recommendations from the technical report are correctly stated as determinations. Cultural resources that are recommended as eligible in a technical report are determined to be eligible when the EIR is certified and therefore are Historical Resources. The impacts analysis from Appendix H is correctly repeated and the mitigation measures recommended in Appendix H are now required in the EIR. There is a minor issue with the mitigation measures. In Appendix H there was a summary paragraph for the measures for buildings to be demolished. This was followed by details of each measure contained in the summary paragraph. In the EIR, the summary paragraph has become CR-04 and the details of each measure are in CR-05 through CR-09. I don't think CR-04 should be a mitigation measure since it is only a summary of the rest of the mitigation measures.

3 The EIR correctly states that even with the mitigation measures applied, there would still be a substantial adverse change in the significance of a historical resource and therefore, an unmitigated significant impact because documentation and recording of historic-period buildings that are Historical

4 Resources and that will be demolished will not reduce impacts to less than significant, as found in the Oakland Montgomery Ward case (which is cited in the EIR). A Statement of Overriding Considerations (SOC) is required for unmitigated significant impacts. The 2015 EIR refers to an SOC prepared for the 2012 EIR, but I do not see a reference to an SOC for the unmitigated significant impact resulting from demolition of the Stadium which was only analyzed in the 2015 EIR.

5 There is also an instance of the use of historic resource rather than historical resource on page 261 of the EIR.

The mitigation measures are repeated in the Cultural Resources Mitigation Measures in Appendices G (2016) and H (2017).

The 2017 PEP EIR incorporates the 2016 EIR by reference. Thus, the same impacts analysis and mitigation measures for the District are included by reference. The cultural resources section of the 2017 EIR (page 93) contains two new cultural resources CEQA checklist items that were not included in the 2016 EIR. Item d is the checklist item about disturbance of human remains and Item e is the new checklist item about Tribal Cultural Resources (AB 52). The response to Item d says that the PEP site has been graded in the past and there is no potential for human remains. The response for Tribal Cultural Resources (Item e) states that the PEP site has no established cultural tribal value. It is then stated that the PEP has No Impact on Items 5 (d, e). This is true for Item d (human remains), but is unknown for Item e (Tribal Cultural Resources). The statement that the PEP site has no established cultural tribal value is apparently based on Native American consultation conducted in 2014 and reported in the 2016 EIR. However, to properly address Item e, there must be evidence of compliance with AB 52, a formal consultation process requiring notification to Native American tribes who have requested consultation under AB 52. The purpose of the AB 52 consultation process is to identify Tribal Cultural Resources that could be impacted by the project. AB 52 consultation is required for all CEQA documents for which a notice of preparation (NOP) is filed for an ND, MND, or an EIR after July 1, 2015. Since the NOP for the 2017 EIR was filed in April 2016 (2017 EIR Appendix A), the AB 52 process is required. There is no evidence of compliance with AB 52. It is possible that no tribes requested consultation under AB 52, but if this is the case, this must be stated in the EIR.

7 In Unavoidable Adverse Impacts on page 105, it says that Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are potentially eligible as historic resources in the California Register of Historic Resources. This should be revised to say Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are eligible as historical resources in the California Register of Historical Resources. The buildings were determined eligible when the 2016 EIR was certified (no longer potentially eligible; they are now eligible). Also, historic resources should be changed to historical resources.

9 In the Alternatives Analysis (Section 7) Alternative 1 includes renovation of the Aquatic Center and renovation of Hilmer Lodge Stadium, rather than demolition. The Aquatic Center is a contributing element of the District and the Hilmer Lodge Stadium is individually eligible as well as a contributing element of the District. Renovation of the Hilmer Lodge Stadium apparently cannot be done using the Secretary of the Interior's Standards for Rehabilitation because it is stated that Alternative 1 would still result in a significant adverse impact to Hilmer Lodge Stadium. Renovation of the Aquatic Center would result in less impacts to a Historical Resource (the Aquatic Center), but it is not stated whether these impacts would still be significant. The Alternatives Analysis notes that a Statement of Overriding Considerations (SOC) would be required for all alternatives except the no-project alternative.

Ms. Barbara Liebold
Page 4 of 4

If you have any questions regarding this review, please contact me at (714) 648-0630 or rmason@ecorpconsulting.com.

Sincerely,

ECORP Consulting, Inc.

A handwritten signature in black ink that reads "Roger D. Mason". The signature is written in a cursive, slightly slanted style.

Roger D. Mason, Ph.D., RPA
Director of Cultural Resources

Cc: Tom Holm

Memorandum

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
Suite 200
La Mesa, CA 91942
LarryS@helixepi.com
619.462.1515 tel
619.462.0552 fax
www.helixepi.com



Date: 19 July 2017

To: Rebecca Mitchel

Cc: Sid Lindmark

From: W. Larry Sward

Subject: Mount SAC 2015 Facilities Master Plan and Physical Education Projects

HELIX Proj. No.: SAC-07

Message:

This memo addresses comments on the Biological Technical Appendix for the Mount SAC 2015 Facilities Master Plan and Physical Education Projects. Comments were provided in a letter by ECORP Consulting, Inc., addressed to Barbara Liebold, City Attorney for Walnut, and dated June 28, 2017. Two comments require a response. These are listed here along with our response.

Comment 1

I concur with the conclusions based on the evaluation of common plant and wildlife species that could be present on this property, the evaluation of potentially-occurring sensitive plant species, and the evaluation of potentially-occurring sensitive animal species. However, there are several of the individual potential-to-occur conclusions for sensitive plant species (Table 2) that are errant. For instance, slender-horned spineflower (*Dodecahema leptoceras*) is given a "low" designation when it should be "none" because suitable habitat (Riversidean alluvial fan sage scrub) is not present. Nevin's barberry (*Berberis nevinii*) should also be "none" because, as the report concludes, this plant would have been observed if present. Many of the conclusions provided are similarly listed as "low" when they probably should be "none" because of lack of habitat or other factors.

Response 1

Slender-horned spineflower is commonly known as a Riversidean alluvial fan scrub species. There are several collections, however, in non-Riversidean alluvial fan scrub riparian habitat in southwestern Riverside County. While the probability of this species occurring at Mt. SAC is highly unlikely, we did not feel the probability was zero.

Nevin's barberry is an evergreen shrub that can be identified vegetatively, and so can be detected any time of the year. The probability of this species occurring in this project area at Mt. SAC should have been "none".

Memorandum (cont.)

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
Suite 200
La Mesa, CA 91942
619.462.1515 tel
619.462.0552 fax
www.helixepi.com



This comment on the potential to occur for these two species and our response does not change the analysis or subsequent conclusions for the biological impacts of this project, as reported in the biological technical appendix or the EIR.

Comment 2

The report correctly identifies sensitive riparian habitat (mule fat scrub), the sage scrub, and the California walnut woodland. However, I do not concur that non-native grassland should be considered a sensitive habitat under CEQA, as is stated in the report. Non-native grassland has been listed by some local jurisdictions elsewhere as a sensitive habitat, but not by the State of California, Los Angeles County or the City of Walnut. In the context of this site and its known resources, the non-native grassland plant community would not be considered sensitive.

Response 2

We agree with the comment that non-native grassland is usually not considered a sensitive resource in this region. It was identified as being sensitive in this report as part of our efforts in writing a report with a conservative approach to assessing resource sensitivity. Even with this approach the impact to non-native grassland was deemed insignificant due to the small area (i.e., 0.1 acre) to be impacted by the project.

This comment on the sensitivity of non-native grassland does not change the analysis or subsequent conclusion for the biological impacts of this project, as reported in the biological technical appendix or the EIR.

SIGNING AND STRIPING GENERAL NOTES:

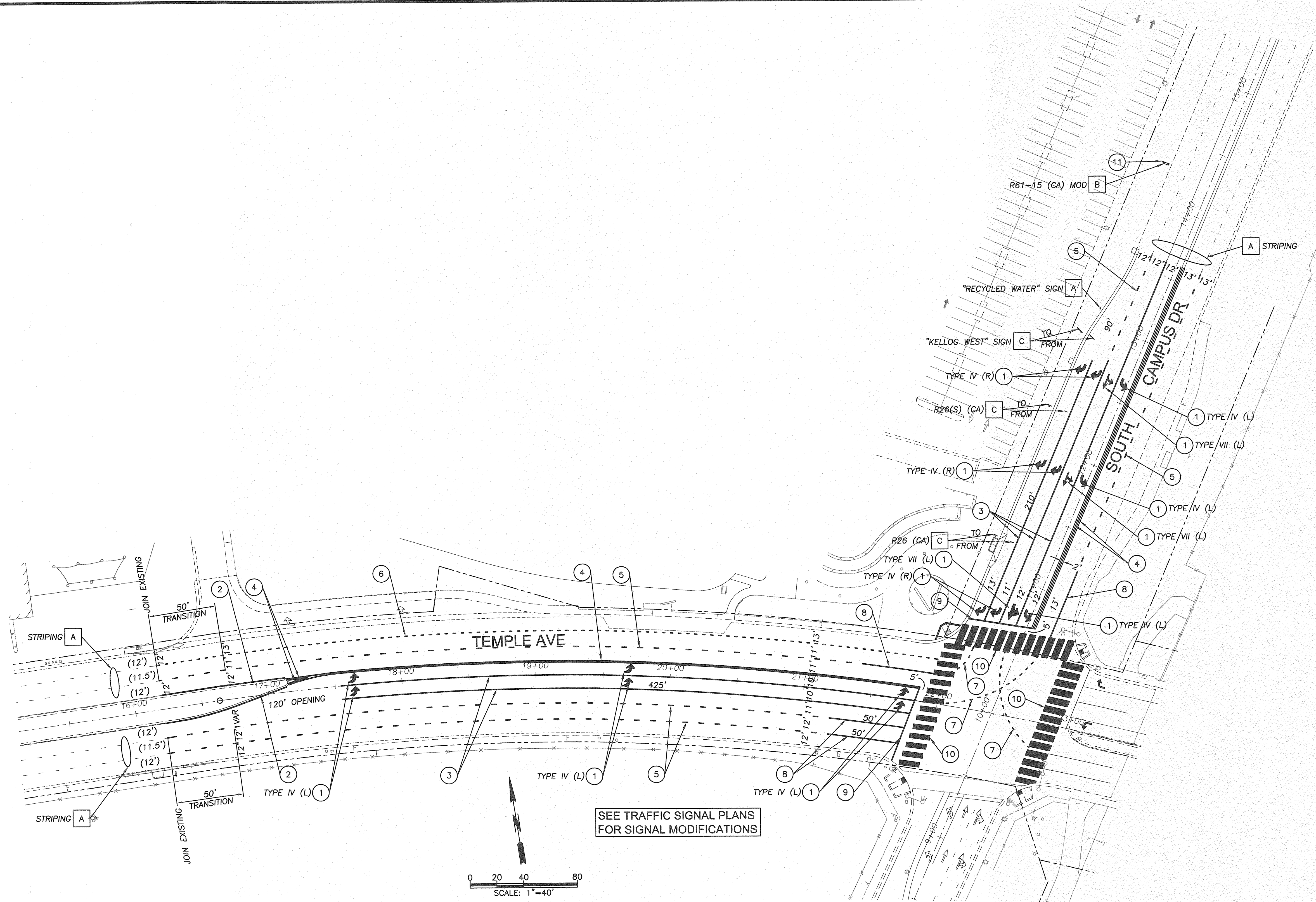
- SIGNING AND STRIPING INSTALLATIONS SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS (2012 EDITION), AND ALL ADDENDUM THERETO.
- ALL STRIPING, MARKINGS, AND LEGENDS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL PROVIDE AND INSTALL RAISED PAVEMENT MARKERS FOR ALL STRIPING, STRIPING, MARKING, AND LEGENDS SHALL CONFORM TO THE LATEST CALTRANS STANDARD PLANS A20A THRU A2D AND A24D THRU A24E.
- ALL MARKINGS AND LEGENDS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- PRIOR TO FINAL ACCEPTANCE OF STREET IMPROVEMENTS, ALL PAVEMENT STRIPING AND STENCILING WITHIN THE PERIMETER OF THE CONSTRUCTION AREA SHALL BE RESTORED TO LIKE NEW CONDITION, IN MANNER MEETING THE APPROVAL OF THE CITY ENGINEER.
- THE CONTRACTOR SHALL RESTRIPE EXISTING AND CURB MARKINGS OBLITERATED BY NEW CONSTRUCTION WHETHER OR NOT SHOWN ON PLANS AT NO COST TO THE CITY.
- TEMPORARY STRIPING & MARKINGS SHALL BE APPLIED ON STREET WITH PAVEMENT SURFACE COURSE REPLACEMENTS PRIOR TO OPENING STREET TO THE PUBLIC. IN NO CASE SHALL A NEWLY PAVED STREET OPEN TO THE PUBLIC BE LEFT UNSTRIPED OVER A WEEKEND OR HOLIDAY. PERMANENT STRIPING & MARKING SHALL BE INSTALLED WITHIN (5) CALENDAR DAYS AFTER INSTALLING THE FINAL PAVEMENT SURFACE.
- ALL CONFLICTING STRIPING, PAVEMENT MARKINGS, LEGENDS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED BY WET SAND BLASTING OR GRINDING. BLACK OUT IS NOT PERMITTED. ALL DAMAGED PAVEMENT DUE TO REMOVALS SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A SMOOTH AND UNIFORM SURFACE OR AS DIRECTED BY THE ENGINEER.
- ALL TEMPORARY PAVEMENT MARKERS/TABS SHALL BE REMOVED AT THE CONCLUSION OF THE PROJECT.
- TRAFFIC SIGNAL LOOPS SHALL BE INSTALLED AND FUNCTIONAL WITHIN 5 CALENDAR DAYS OF INSTALLING FINAL PAVEMENT SURFACE.
- THE CONTRACTOR SHALL FURNISH & INSTALL 2-WAY BLUE REFLECTIVE PAVEMENT MARKERS AT ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS.

DISPOSITION NOTES:

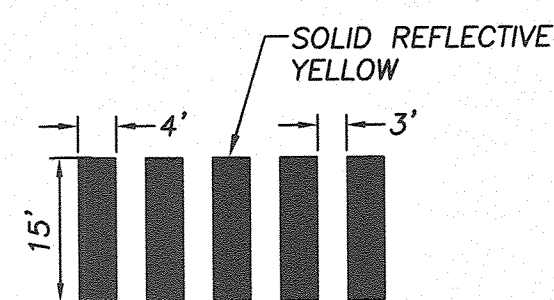
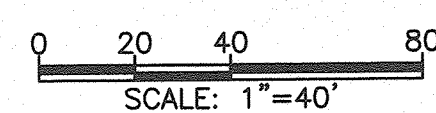
- A - PROTECT IN PLACE (ITEM PER PLAN)
- B - REMOVE (ITEM PER PLAN)
- C - RELOCATE (ITEM PER PLAN)

SIGNING AND STRIPING NOTES:

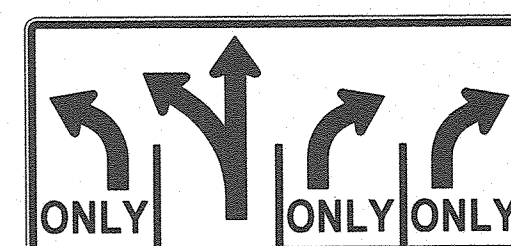
- INSTALL PAVEMENT MARKING (TYPE PER PLAN)
- INSTALL THERMOPLASTIC YELLOW MEDIAN LINE (DETAIL 25)
- INSTALL THERMOPLASTIC WHITE CHANNELIZER LINE (DETAIL 38)
- INSTALL THERMOPLASTIC DOUBLE YELLOW MEDIAN LINE (DETAIL 29)
- INSTALL THERMOPLASTIC WHITE LANE LINE (DETAIL 9)
- INSTALL THERMOPLASTIC WHITE LANE DROP LINE (DETAIL 37B)
- INSTALL THERMOPLASTIC WHITE LANE LINE EXTENSIONS (DETAIL 27C)
- INSTALL THERMOPLASTIC 4" WIDE WHITE LEAD LINE AND INSTALL TYPE G REFLECTIVE MARKERS AT EACH END PER DETAIL 3 HEREON
- INSTALL THERMOPLASTIC 12" WHITE LIMIT LINE
- INSTALL THERMOPLASTIC 'BAR' CROSSWALK PER DETAIL 1 HEREON
- INSTALL R61-15 (CA) MOD SIGN PER DETAIL 2 ON EXISTING POSTS



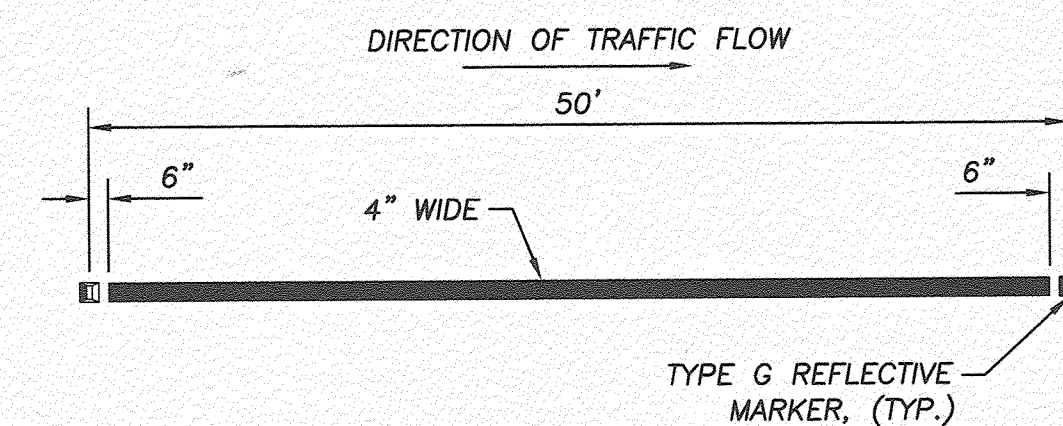
SEE TRAFFIC SIGNAL PLANS FOR SIGNAL MODIFICATIONS



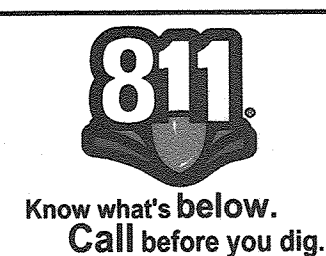
'BAR' CROSSWALK MARKINGS (1)
NO SCALE



R61-15 (CA) MOD (2)
NO SCALE



TYPICAL LEAD LINE LAYOUT (3)
NO SCALE



ATTENTION:
All utilities shown on this plan are based on available records. It shall be the sole responsibility of the contractor to verify all existing utilities by contacting utility agencies and to avoid damaging existing utilities during excavation.
FOR UNDERGROUND SERVICE ALERT CALL: 811

PLANS PREPARED UNDER THE SUPERVISION OF:

Marie Marston RCE 38798 DATE 12-15-15

CIVIL WORKS Engineers, Inc.
3151 Airway Avenue, Suite T-1
Costa Mesa, CA 92626
(714) 966-9060

REVISIONS	DATE	INITIAL

ACCEPTED
By: *[Signature]* DATE: 12/22/15
PUBLIC WORKS DIRECTOR

RECOMMENDED
By: *[Signature]* DATE: 12/22/15
RENE GUERRERO, P.E., RCE NO. 68263, CITY ENGINEER

CITY OF POMONA
PUBLIC WORKS DEPARTMENT/ENGINEERING DIVISION

STREET IMPROVEMENT
SIGNING AND STRIPING
TEMPLE AVE AND SOUTH CAMPUS DRIVE

SCALE AS SHOWN	DESIGNED: _____	PVT. ENG.	SHT. 1
	DRAWN: _____	PVT. ENG.	OF
	CHECKED: _____		1
	REVIEWED: _____		OF
			1

I:\320.08.14\Coffiles\Sheets\Temple-Campus\Sheet 5 - Striping.dwg 12/15/15 12:15



BOARD OF DIRECTORS

Brian Bowcock
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John Mendoza
Joseph T. Ruzicka

GENERAL MANAGER/CHIEF ENGINEER

Richard W. Hansen, P.E.

May 8, 2017

VIA E-MAIL

Mt. San Antonio College
Attn: Ms. Rebecca Mitchell
1100 N. Grand Avenue
Walnut, CA 91789-1399

RE: Physical Education Project (Phase 1, 2) Subsequent Project EIR

Dear. Ms. Mitchell:

Pursuant to your letter dated April 24, 2017 and California Water Code Sections 10910-10915 and Sections 79560-79565, Three Valleys Municipal Water District (TVMWD) recognizes the additional supply of water required by the above-referenced project. TVMWD further acknowledges that the amount specified by Mt. SAC in its EIR document can be served by the existing water connection (designated as PM-1) on Metropolitan Water District's (MWD) Orange County Feeder without additional construction or expansion of the connection.

Mt. SAC's current Tier 1 allocation appears sufficient to cover the additional water demand of 48,000 gallons per day and no need for new or expanded entitlements are warranted at this time. It should be noted, however, that during years of drought or limited water availability, all of TVMWD's member agencies (including Mt. SAC) are subject to a decrease in their annual allocations. While these conditional changes in allocation do not necessarily limit the amount of water that an agency can take, exceeding the established amount will result in additional fees and costs to the agency.

Please contact TVMWD if you require any clarifications or have any additional questions.

Very truly yours,

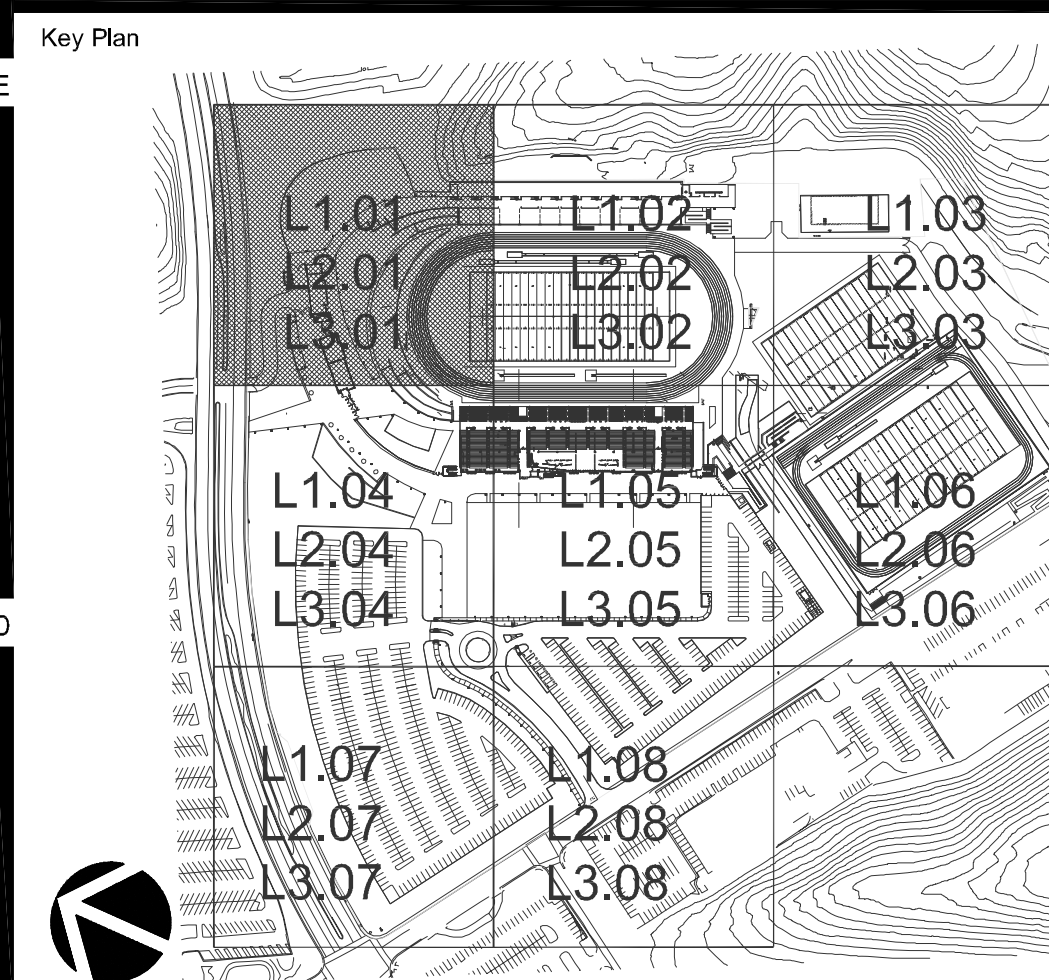
A handwritten signature in blue ink, appearing to read "Mario C. Garcia", is written over a blue scribble.

Mario C. Garcia
Manager of Engineering & Operations

KEYNOTES

EPTDESIGN
landscape architecture | urban design | planning

844 East Green Street, Ste. 201
Pasadena, CA 91101
T | 626.795.2008 F | 626.795.2547
www.eptdesign.com



Consultant Seal: [Professional Seal]

Agency Approval: [Stamp]

FILE NO. _____

IDENTIFICATION STAMP
DIV. OF THE STATE ARCHITECT

APPL. _____

ACCS. _____ FLS _____ SSS _____

DATE _____

Project Title: **MT SAN ANTONIO COLLEGE**
Athletics Complex East

MT. SAC
Mt. San Antonio College

1100 North Grand Avenue
Walnut, CA 91789
(909) 274-7500
shothi@mtsac.edu

No.	Description	Date

Drawing Title: **PLANTING PLAN**

Architect's Seal: [Professional Seal]

Designed: SC/BM Project No. 5018008

Drawn: JG/BO Scale: As indicated

QA/QC: BM Drawing No. **L3.01**

Date: 01/15/2015

PLANTING LEGEND: Trees, See Details E, F/L3.10

SYMBOL	NAME	WATER REQ.	SIZE	QTY	FORM
	Alnus rhombifolia White Alder	High	48" Box	35	Standard
	Lyonothamnus flo. ssp. asplenifolius Catalina Ironwood	Medium	24" Box	42	Standard
	Cercis occidentalis Western Redbud	Medium	24" Box	167	Low Branching
	Platanus racemosa California sycamore	Medium	36" Box	129	50% Std. 50% Multi
	Quercus agrifolia Coast Live Oak	Low	24" Box 24" box unless otherwise noted	38 6	Standard
	Quercus douglasii Blue Oak	Low	24" Box 24" box unless otherwise noted	7 4	Standard
	Existing palm tree to remain. Protect in place per specifications	-	-	-	-
	Existing tree to remain. Protect in place per specifications	-	-	-	-
	Root Barrier	See Detail B/L3.10			

PLANTING LEGEND: Shrubs and Groundcover

SYMBOL	NAME	WATER REQ.	SIZE	QTY	DETAIL
	Acacia redolens 'Low Boy' Prostrate Acacia	Low	5 gal @ 4' o.c.	8,035	C.D./L3.10
	Agave americana American Century Plant	Low	5 gal	121	C.D./L3.10
	Agave attenuata Fox Tail Agave	Low	5 gal	2686	C.D./L3.10
	Agave weberi Weber's Agave	Low	15 gal	34	C.D./L3.10
	Arctostaphylos densiflora 'Howard Mcmurrin' Manzanita	Medium	15 gal	243	C.D./L3.10
	Carex divulsa Berkeley Sedge	Low	1 gal @ 18" o.c.	4,704	C.D./L3.10
	Continus coggygria 'Royal Purple' Smoke Tree	Low	24" Box Low Branching	30	C.D./L3.10
	Dodonaea viscosa 'Purpurea' Purple-leaved Hop-bush	Low	15 gal	322	C.D./L3.10
	Eriogonum cinereum Ashy-leaf Buckwheat	Medium	5 gal	454	C.D./L3.10
	Eleagnus pungens 'Fruittlandii' Fruittland Silverberry	Low	15 gal	497	C.D./L3.10
	Muhlenbergia capillaris 'Lancel' Regal Mist Pink Muhly	Medium	1 gal @ 30" o.c.	5067	C.D./L3.10
	Muhlenbergia rigens Deer Grass	Low	1 gal	2931	C.D./L3.10
	Prunus ilicifolia Holly-leaved Cherry	Low	15 gal	33	C.D./L3.10
	1.5" Pewter Gray Crushed Aggregate Southwest Boulder and Stone	-	-	2897 SF	V/L3.10

PLANTING LEGEND: Coastal Sage Hydroseed Mixture

SYMBOL	NAME	WATER REQ.	SIZE	QTY	DETAIL
	Hydroseed Mix	-	-	Per Planting Specifications	-

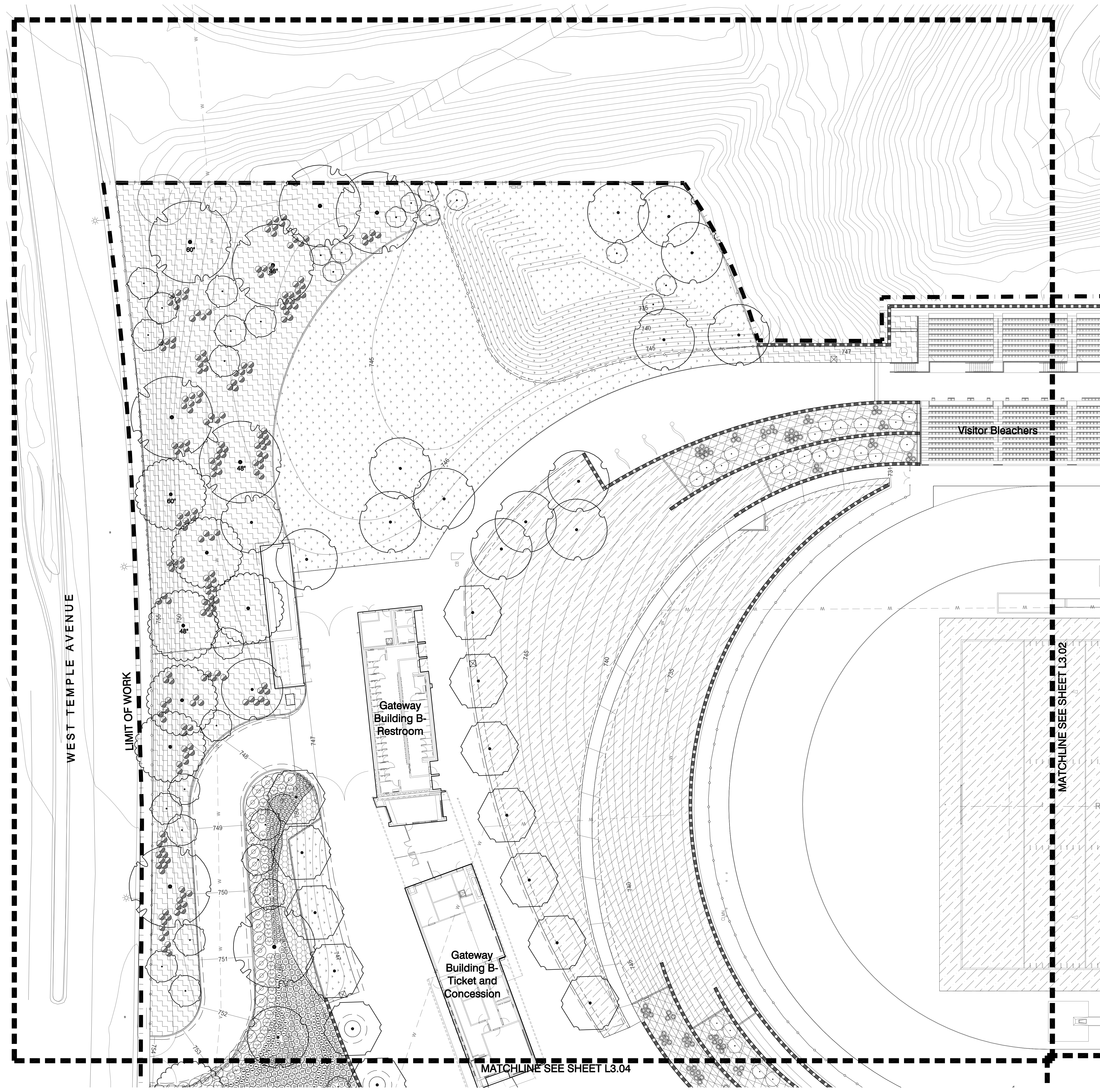
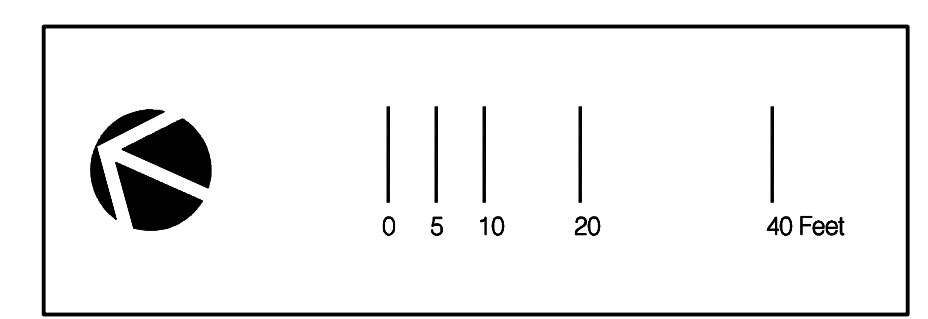
PLANTING LEGEND: Turf

SYMBOL	NAME	WATER REQ.	SIZE/ QTY	DETAIL
	Turf #1: Sod	High	254,390 SF	-
	Turf #2: Hydroseed	High	117,281 SF	-

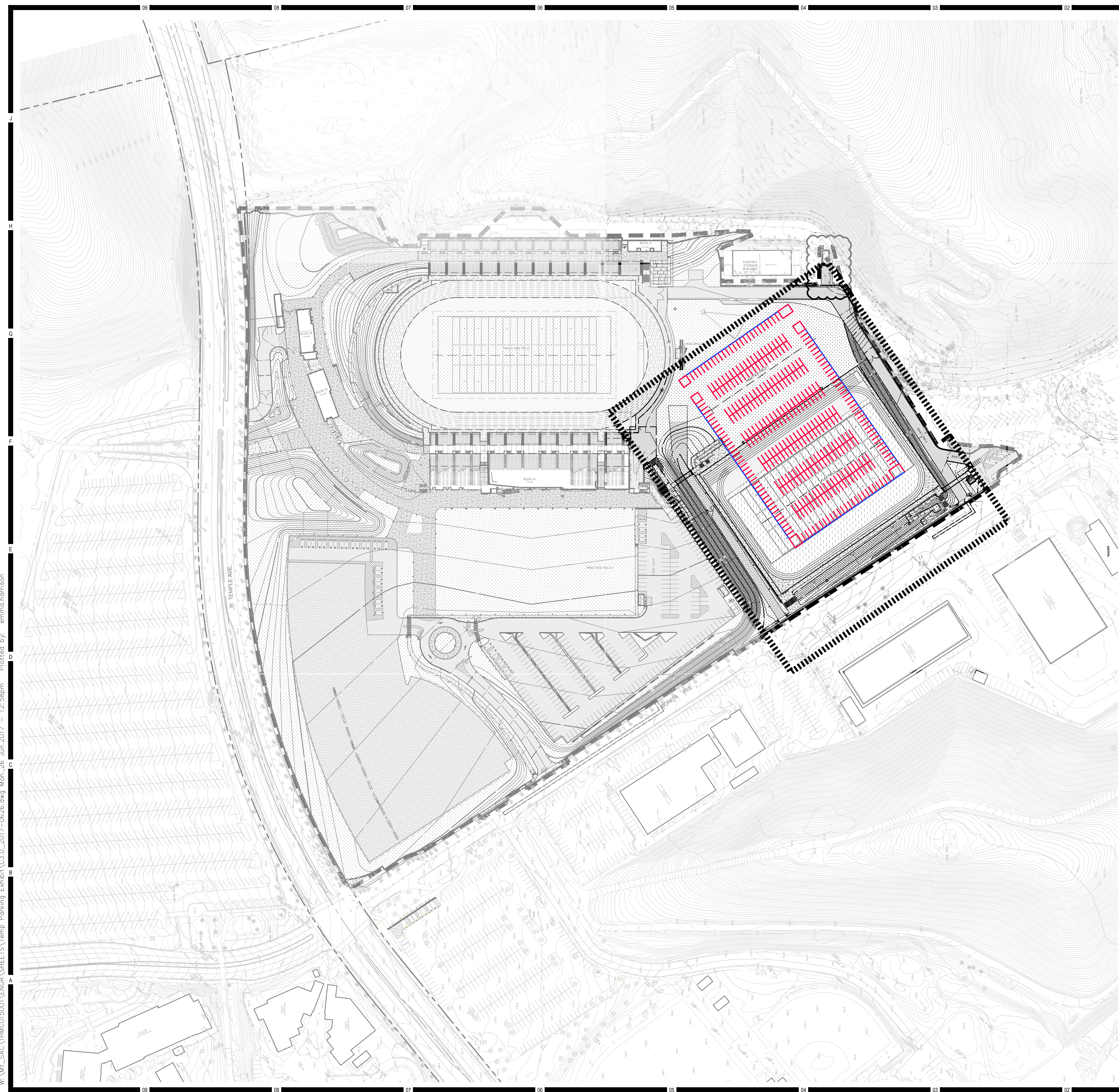
PLANTING LEGEND: Landscape Boulders

SYMBOL	NAME	SIZE	QTY	DETAIL
	Blasted Granite Boulders available through Southwest Boulder phone#=(877)792-7825	4'	3	A/L3.10
		3'	4	A/L3.10
		2'	4	A/L3.10

- PLANTING NOTES**
- In all shrub and groundcover areas apply 2" layer of forest floor bark mulch per Aquinaga Fertilizer Company, Inc. Contractor shall submit sample to landscape architect for approval.
 - Plant quantities are for REFERENCE ONLY, Contractor to provide and install all plant material shown on drawings.
 - Furnish soil report through specifications once rough grading is completed.
 - Turn and fill all planting areas per specifications



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NOTES

Key Plan

	Agency Approval FILE NO. 19-C7 IDENTIFICATION STAMP DIV. OF THE STATE ARCHITECT APPL. A# 03-116121 ACS: _____ FLS: _____ SSS: _____ DATE: _____
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Project Title

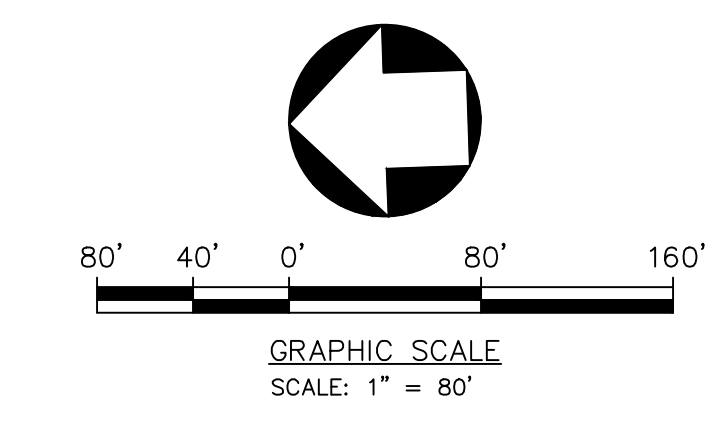
MT. SAC
 Mt. San Antonio College

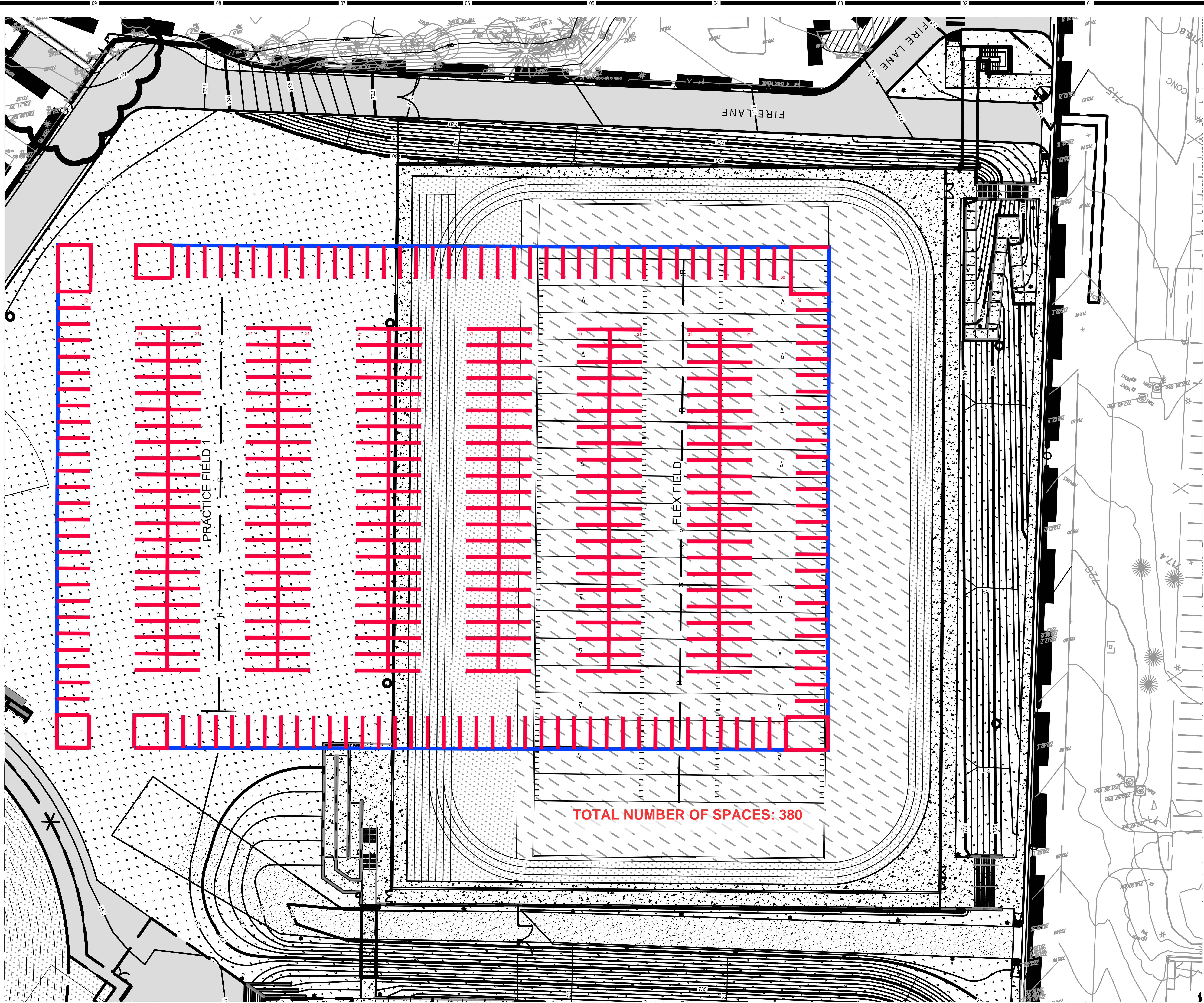
MT SAN ANTONIO COLLEGE
 Athletics Complex East
 1100 North Grand Avenue
 Walnut, CA 91789
 (909) 274-7500
 shothi@mtsac.edu

No.	Description	Date

Drawing Title:
**TEMPORARY PARKING
 KEY PLAN**

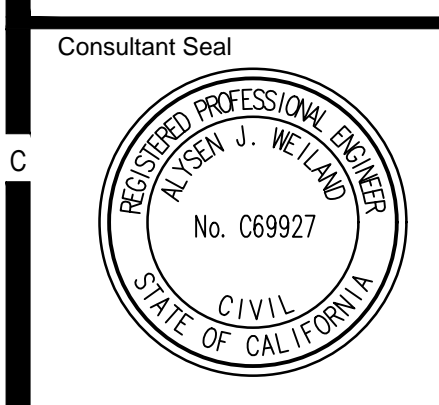
	Designed: MM Drawn: GA QA/QC: AW Date: 06/26/2017	Project No. 1HMC015001 Scale: AS SHOWN Drawing No. C3.0
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Key Plan



Agency Approval FILE NO. 19-C7
 IDENTIFICATION STAMP
 DIV. OF THE STATE ARCHITECT
 APPL. A# 03-116121
 ACS: _____ FLS: _____ SSS: _____
 DATE: _____

Project Title
MT. SAC MT. SAN ANTONIO COLLEGE
 Athletics Complex East
 1100 North Grand Avenue
 Walnut, CA 91789
 (909) 274-7500
 shothi@mtsac.edu

No.	Description	Date

Drawing Title:
TEMPORARY PARKING STRIPPING PLAN

Architect's Seal	Designed: MM	Project No. 1HMC015001
	Drawn: GA	Scale: AS SHOWN
	QA/QC: AW	Drawing No. C3.1
	Date: 06/26/2017	

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Table 1.0

2016 MITIGATION MONITORING PROGRAM

2015 Facilities Master Plan Update (FMPU) and Physical Education Projects (PEP) Final SEIR SCH 2002041161 – Appendix L1

CEQA Guidelines Section 15097

October 10, 2016

*Notes: Includes all mitigation measures in 2012 MMP w/revisions and additions for 2015 FMPU
Titles revised to conform to revised CEQA Checklist, Office of Planning and Research (OPR), August 2016
All prior indices for mitigation measures have been changed*

ABBREVIATIONS			
ACBM	American Center for Biological Medicine	IES	Illuminating Engineering Society
ADA	Americans with Disabilities Act	LACoFD	Los Angeles County Fire Department
AS	Associated Students	LACSD	Los Angeles County Sanitation Districts
ASF	Assignable Square Feet	LASD	Los Angeles County Sheriff's Department
BACM	Best Available Control Measures	Lmax	Maximum Sound Level
BACT	Best Available Control Technology	LOC	Local Organizing Committee
CAC	California Administrative Code	Metro	Los Angeles County Metropolitan Transportation Authority
CalEPA	California Environmental Protection Agency	MMP	Mitigation Monitoring Program
CALGreen	California Green Building Standards Code	MOU	Memorandum of Understanding
Cal-IPC	California Invasive Plant Council	NB	Northbound
Cal/OSHA	California Division of Occupational Safety and Health	NAHC	California Native American Heritage Commission
Caltrans	California Department of Transportation	NCAA	National Collegiate Athletic Association
CARB	California Air Resources Board	NPDES	National Pollutant Discharge Elimination System
CBC	California Building Code	OHP	California Office of Historic Preservation
CBW	California Black Walnut (trees)	OPR	California Office of Planning and Research
CDFW	California Department of Fish and Wildlife	OSHPD	California Office of Statewide Health Planning and Development
CEC	California Energy Commission	OTFT	Olympic Track and Field Trials
CEQA	California Environmental Quality Act	PEP	Physical Education Projects (Phase 1, 2)
CMPCT	Campus Master Plan Coordinating Team	PPV	Peak Particle Velocity
CNDBB	California Natural Diversity Database	PRC	California Public Resources Code
cy	Cubic Yards	ROW	Right-of-way
dB or dBA	Decibel	RWQCB	Regional Water Quality Control Board
District	Mt. San Antonio Community College District	SCAB	South Coast Air Basin of California
DPH	Los Angeles County Department of Public Health	SCAG	Southern California Association of Governments
DPR	Department of Parks and Recreation	SCAQMD	South Coast Air Quality Management District
DSA	Division of the State Architect	SCCIC	South Central Coast Information Center
EB	Eastbound	SEIR	Subsequent Environmental Impact Report
EIR	Environmental Impact Report	SHGC	Solar Heat Gain Coefficient
EPA	Environmental Protection Agency	SoCalGas	Southern California Gas Company
fc	Foot-candle(s)	SOI	Secretary of the Interior
FMP	Facility or Facilities Master Plan	SRI	Solar Reflectance Index
FMPU	Facility or Facilities Master Plan Update	SWPPP	Stormwater Pollution Prevention Plan
GHG	Greenhouse Gas(es)	THP	Truck Haul Plan
g/l	Gram per Liter	TVMWD	Three Valleys Municipal Water District
HABS	Historic American Buildings Survey	UIMP	Utility or Utilities Infrastructure Master Plan
HH	Heritage Hall	VOC	Volatile Organic Compound
hp	Horsepower	WQMP	Water Quality Management Plan

Mitigation Measures	Monitoring Action	Department Responsible
1. Aesthetics		
<p>AES-01. All athletic field lighting [excluding the PEP (Phase 1, 2)] must employ automatic shutoff devices to monitor that facilities are not illuminated unless desired. Lighting levels and design shall comply with the recommendations of the Illuminating Engineers Society's <i>Sports and Recreational Area Lighting (IES RP-6-01)</i> standards for site-specific athletic facilities. Facilities Planning & Management shall ensure compliance.</p>	<p>Assure light and glare is minimized outside of the athletic fields.</p>	<p>Facilities Planning & Management</p>
<p>AES-02. All new construction contracts shall implement those provisions of the latest Landscape Master Plan applicable to their projects. Facilities Planning & Management shall ensure compliance.</p>	<p>Assuring the campus landscaping plans and guidelines are implemented.</p>	<p>Facilities Planning & Management</p>
<p>AES-03. Hilmer Lodge Stadium (Measure RR Project D6) lighting fixtures shall be designed, located, installed, aimed downward or toward structures and maintained in good order to prevent glare, light trespass and light pollution off-site. Lighting fixtures shall be mounted, aimed and shielded so that their beams fall within the primary playing area and their immediate surroundings, and so that no significant off-site light trespass is produced. Stadium Lighting (Measure RR Project D6) shall adhere to National Collegiate Athletic Association (NCAA) Lighting Standards, the Flex Field (Measure RR Project D5) to 50 FC/2:1 Uniformity and the Practice Field (Measure RR Project D5) to 20 FC/2:1 Uniformity (Draft SEIR Table 3.8.20). The Stadium sports lighting shall be turned off as soon as possible following the end of the event when players and spectators are leaving the Stadium. Where feasible, a low-level lighting system shall be used to facilitate spectators leaving the facility, cleanup, nighttime maintenance and other closing activities. Facilities Planning & Management shall ensure compliance.</p>	<p>Assure light and glare is minimized outside of the athletic fields.</p>	<p>Facilities Planning & Management</p>
<p>AES-04. The lighting and programming for the soccer fields south of the Observatory (Building 60) shall be reviewed to determine if light and glare can be reduced for observatory activities on the first Friday of each month for public viewing and on Tuesday and Wednesday nights for student research activities. Facilities Planning & Management shall ensure compliance.</p>	<p>Minimizing conflicts with observatory activities and soccer field lighting.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
1. Aesthetics (continued)		
<p>AES-05. Exterior building materials, colors and signage shall be reviewed by the Campus Master Plan Coordinating Team (CMPCT). All construction contracts shall specify these items and implement CMPCT final recommendations. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for consistency between projects and the local built environment.</p>	<p>Facilities Planning & Management</p>
<p>AES-06. All future projects included in the 2015 FMPU that are located near the perimeter of the campus shall conform to the Campus Perimeter Night Lighting Guidelines (Table 3.7.12 in Draft SEIR). The Guidelines do not supersede California Building Code (CBC) Section 1205.6: Light pollution reduction, the California Administrative Code (CAC) Section 10-114: Determination of outdoor lighting zones and administrative rules for use or the Illuminating Engineering Society (IES) G-1-03: <i>Guideline on Security Lighting for People, Property and Public Spaces</i> for parking and sidewalks/walkway security illumination levels. Facilities Planning and Management shall ensure compliance.</p>	<p>Project compliance to reduce light or glare impacts off-campus.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
2. Air Quality		
<p>AQ-01. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in South Coast Air Quality Management District (SCAQMD) Rule 403: Fugitive Dust included in Table 1: Best Available Control Measures Applicable to All Construction Activity Sources. In addition, the project shall comply with at least one of the following Track-Out Control Options: (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long, (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide, (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM in Table 1 that are not applicable to the project or infeasible, based on additional new project information, may be omitted only if Facilities Planning & Management specifies in a written agreement with the applicant that specific BACM measures may be omitted. Any clarifications, additions, selections of alternative measures, or specificity required to implement the required BACM for the project shall be included in the written agreement. The written agreement shall be completed prior to demolition and/or grading for the project. Facilities Planning & Management shall include the written agreement within the Mitigation Monitoring Program (MMP) for the project and Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with Rule 403 to reduce air quality emissions.</p>	<p>Facilities Planning & Management Purchasing</p>

Mitigation Measures	Monitoring Action	Department Responsible
2. Air Quality (continued)		
<p>AQ-02. Project construction contracts shall prohibit off-road vehicle and engine idling in excess of five (5) minutes and monitor that all off-road equipment is compliant with the California Air Resources Board's (CARB) in-use off-road diesel vehicle regulations and SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks, and all internal combustion engines/construction equipment operating on the project site shall meet Environmental Protection Agency (EPA) Certified Tier 2 emissions standards, or higher according to the adopted project start date requirements. A copy of each unit's certified tier specification, Best Available Control Technology (BACT) documentation and CARB or SCAQMD operating permit shall be provided to the construction manager at the time of mobilization of each applicable unit of equipment. Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with CARB and EPA regulations to reduce air quality emissions.</p>	<p>Purchasing Facilities Planning & Management</p>
<p>AQ-03. During construction, contractors shall minimize off-site air quality impacts by implementing the following measures: (a) encourage carpooling for construction workers, (b) limit lane closures to off-peak travel periods, (c) park construction vehicles off traveled roadways, (d) encourage receipt of materials during non-peak traffic hours and (e) sandbag construction sites for erosion control. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with recommendations to reduce air quality emissions.</p>	<p>Purchasing Facilities Planning & Management</p>
<p>AQ-04. Truck deliveries and pickups shall be scheduled during off-peak hours whenever possible to alleviate traffic congestion and air quality emissions during peak hours. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with recommendations to reduce vehicle trips during peak hours.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
2. Air Quality (continued)		
<p>AQ-05. During project construction, all off-road diesel-powered construction equipment greater than 50 hp shall meet the EPA-Certified Tier 4 emission standards where available. All construction equipment shall be outfitted with BACT devices certified by CARB. Any emission control devices used by a contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation and CARB or SCAQMD operating permit shall be provided by contractors before commencement of equipment use on campus. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with EPA and CARB regulations to reduce diesel particulate emissions.</p>	<p>Facilities Planning & Management</p>
<p>AQ-06. Construction contracts shall specify that all diesel construction equipment used onsite shall use ultra-low sulfur diesel fuel. Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with recommendations to reduce diesel engine air quality emissions.</p>	<p>Facilities Planning & Management Purchasing</p>
<p>AQ-07. During grading and construction, fugitive dust from construction operations shall be reduced by watering at least twice daily using reclaimed water or chemical soil binder, where feasible, or water whenever substantial dust generation is evident. Grading sites of more than ten gross acres shall be watered at least three times daily. The project shall comply with Rule 403: Fugitive Dust (South Coast Air Quality Management District). Project contractors shall suspend grading operations, apply soil binders, and water the grading site when wind speeds (as instantaneous gusts) exceed 25 miles per hour. Traffic speeds on all unpaved graded surfaces shall not exceed 15 miles per hour. All grading operations shall be suspended during first and second stage smog alerts. All project contracts shall require project contractors to keep construction equipment engines tuned to monitor that air quality impacts generated by construction activities are minimized. Upon request, contractors shall submit equipment tuning logs to Facilities Planning & Management. Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with SCAQMD regulations to reduce particulate emissions.</p>	<p>Facilities Planning & Management Purchasing</p>
<p>AQ-08. To reduce volatile organic compound (VOC) emissions, all construction contracts shall limit painting to eight hours per day and specify the use of paints and coatings with a VOC content of 80 grams per liter (g/l) or less. Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with SCAQMD regulations to reduce VOC/ROG particulate emissions.</p>	<p>Facilities Planning & Management Purchasing</p>

Mitigation Measures	Monitoring Action	Department Responsible
2. Air Quality (continued)		
<p>AQ-09. All off-road diesel-powered construction equipment greater than 50 hp (e.g. excavators, graders, dozers, scrappers, tractors, loaders, etc.) used during construction of PEP (Phase 1) shall comply with EPA-Certified Tier IV emission controls where available. The requirements shall be placed in construction contracts. Facilities Planning & Management and Purchasing shall ensure compliance.</p>	<p>Ongoing compliance with SCAQMD regulations for construction NOx emissions.</p>	<p>Facilities Planning & Management Purchasing</p>
<p>AQ-10. The College shall obtain all required permits for the Fire Training Academy from the South Coast Air Quality Management District (SCAQMD). The Fire Technology Program and Technology and Health Division shall ensure compliance.</p>	<p>Compliance with SCAQMD permits for operation of fire suppression activities at the Training Academy.</p>	<p>Fire Technology Program and Technology and Health Division</p>
3. Biological Resources		
<p>BIO-01. New permanent lighting standards in Parking Lot M and Lot W immediately adjacent to sensitive biological habitat areas (i.e. Wildlife Sanctuary/Open Space Zone) shall not exceed 0.2 foot-candles (fc) at five (5) feet outside of the parking lot boundary. Facilities Planning & Management shall ensure compliance.</p>	<p>Minimize light intrusion in open space areas.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
3. Biological Resources (continued)		
<p>BIO-02. A pre-construction survey for Burrowing Owls shall be completed for construction areas with suitable habitat for the Burrowing Owl (e.g. Irrigation Well site, the Detention Basin site, and the Fire Training Academy site). If clearing, grading, or construction is planned to occur during the raptor and migratory bird breeding season (February 1 through July 31) or the burrowing owl breeding season (February 1 through August 31), pre-construction surveys should be conducted in the construction area and in appropriate nesting habitat within 500 feet of the construction area. A pre-construction nest/owl survey should be completed for each project or work area within 14 days prior to the start of construction. Multiple pre-construction surveys may be required because the start of specific projects may be separated in time by months or years. If there are no nesting owls, raptors or protected birds within each area, development would be allowed to proceed. However, if raptors or migratory birds are observed nesting within this area and within sight or sound of the work, development within 300 feet must be postponed either until all nesting has ceased, until after the breeding season, or until construction is moved far away enough so that the activity does not impact the birds. If burrowing owls are observed, impacts shall be avoided according to the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFW 2012). All recommendations of the final studies shall be implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CDFW regulations for rare and sensitive biological resources.</p>	<p>Facilities Planning & Management</p>
<p>BIO-03. Prior to grading within areas of Venturan Coastal Sage Scrub, the College shall identify replacement 2:1 acreage. Replacement habitat shall be completed prior to project completion. Planning & Facilities Management shall ensure compliance.</p>	<p>Project compliance with CDFW regulations for rare and sensitive biological resources.</p>	<p>Facilities Planning & Management</p>
<p>BIO-04. Prior to grading within areas of non-native grassland, the College shall identify replacement 0.5:1 acreage habitat. Replacement habitat shall be completed prior to project completion. Planning & Facilities Management shall ensure compliance.</p>	<p>Project compliance with CDFW regulations for rare and sensitive biological resources.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
3. Biological Resources (continued)		
<p>BIO-05 The College shall adopt a Land Management Plan to minimize impacts on California Black Walnut trees on campus. Any walnut trees with a diameter of six inches four feet above ground damaged or removed by construction activities shall be replaced according to the standards in Table 4 of the <i>Mt. SAC California Black Walnut Management Plan</i> (Helix Environmental Planning, September 2012). Replacement habitat shall be completed prior to project completion. The required mitigation acreage for replacement black walnut trees is 2.018 acres. The replacement specimens shall be preserved, maintained and monitored for a period of five years to monitor vitality. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CDFW regulations for rare and sensitive biological resources. Provides conservation area for replacement of California Black Walnut trees removed elsewhere on campus.</p>	<p>Facilities Planning & Management</p>
<p>BIO-06. Prior to removal of any trees on campus in or near construction areas of the 2015 FMPU during March–May, a qualified biologist shall survey the trees for active nesting sites. All recommendations of the final biological report shall be completed. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CDFW regulations for rare and sensitive biological resources.</p>	<p>Facilities Planning & Management</p>
<p>BIO-07. If construction is planned during February 1–July 31 in potential raptor nesting habitat, pre-construction surveys of habitat within 500 feet of the construction area shall be completed. All recommendations of the final report shall be implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CDFW and Bird Migration Act regulations for rare and sensitive biological resources.</p>	<p>Facilities Planning & Management</p>
<p>BIO-08. Permanent development adjacent to any future wetland mitigation areas shall incorporate a 100 foot buffer during final project design. If un-vegetated, the buffer shall be planted with non-invasive species that are compatible with the adjacent wetland mitigation area habitat. A qualified biologist shall review the final landscape plans for the buffer area to confirm that no species on the California Invasive Plant Council (Cal-IPC) list are present in the plan. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance to reduce impacts on wetland habitat areas.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
3. Biological Resources (continued)		
<p>BIO-09. The limits of construction for projects adjacent to sensitive habitats should be delineated with silt fencing/fiber rolls and orange construction fencing. A qualified biologist should attend a pre-construction meeting to inform construction crews about the sensitivity of any adjacent habitat. A qualified biologist should also inspect the fencing upon installation and monitor clearing and grading of (and near) native habitat to prevent unauthorized impacts. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance to reduce intrusion of construction equipment into sensitive adjacent habitats.</p>	<p>Facilities Planning & Management</p>
<p>BIO-10. Impacts to California Black Walnut trees, if they cannot be avoided, should be mitigated by the replacement of each impacted tree that has a diameter of 6 inches at 4 feet-6 inches above the ground by a 24-inch boxed specimen (Draft SEIR Appendix G1: <i>Mt. San Antonio College 2015 Facilities Master Plan Update Biological Technical Report</i> dated April 14, 2016: Table 5). These trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for five years to monitor viability. Facilities Planning & Management shall ensure compliance.</p>	<p>Compliance with impacts on California Black Walnut trees.</p>	<p>Facilities Planning & Management</p>
<p>BIO-11. A 25-foot buffer shall be incorporated into the project design for the Fire Training Academy to protect future wetland mitigation areas along Snow Creek. A qualified biologist shall also review the draft landscape plans for the buffer area to confirm that no species on the Cal-IPC list would be present during plan implementation. Facilities Planning & Management shall ensure compliance.</p>	<p>Compliance with efforts to reduce impacts on native habitat and sensitive bird species.</p>	<p>Facilities Planning & Management</p>
<p>BIO-12. When a preliminary site plan for the Fire Training Academy is available, the College shall have a qualified noise consultant evaluate the potential construction and operational noise impacts of the Fire Training Academy on threatened and special status birds in the adjacent Venturan Coastal Sage Scrub on MSAC Hill and riparian habitat along Snow Creek. The study shall also assess any noise impacts on residential uses to the south. All recommended mitigation measures of the final report shall be implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Compliance with efforts to reduce impacts on a threatened or special status bird species.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
3. Biological Resources (continued)		
<p>BIO-13. Construction noise adjacent to existing Venturan Coastal Sage Scrub habitat within the West Parcel and on MSAC Hill that is retained (i.e. not graded) will be minimized whenever feasible by avoiding construction grading during the prime nesting season. Facilities Planning & Management shall ensure compliance.</p>	<p>Compliance with efforts to reduce impacts on a threatened or special status bird species.</p>	<p>Facilities Planning & Management</p>
<p>BIO-14. The College shall file information and exhibits on the animal and plants observed on campus completed for the Final EIR with the California Natural Diversity Database (CNDDDB) within six months of certification of the Final EIR. Facilities Planning & Management shall ensure compliance.</p>	<p>Compliance with CDFW request for filing information with CNDDDB.</p>	<p>Facilities Planning & Management</p>
<p>BIO-15. The College shall file a written notification with CDFW pursuant to Section 1602 for the proposed re-configuration of the detention basin northeast of the Hilmer Lodge Stadium by November 1, 2016. Facilities Planning & Management shall ensure compliance.</p>	<p>Compliance with CDFW request for filing a Notification pursuant to Section 1602 for the re-configured detention basin.</p>	<p>Facilities Planning & Management</p>
4. Cultural Resources		
<p>CR-01. During construction grading and site preparation activities, the contractor shall monitor all construction activities. In the event that cultural resources (i.e., prehistoric sites, historic sites and/or isolated artifacts) are discovered, work shall be halted immediately within 50 feet of the discovery and the contractor shall inform the project manager. A qualified archaeologist that meets the Secretary of the Interior's Standards (SOI) and Guidelines for Professional Qualifications in Archaeology shall be retained to analyze the significance of the discovery and recommend further appropriate measures to reduce further impacts on archaeological resources. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery or other appropriate measures. Facilities Planning & Management shall ensure compliance.</p>	<p>Actions if cultural resources are discovered during grading.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
4. Cultural Resources (continued)		
<p>CR-02. If, during the course of implementing the project, human remains are discovered, all work shall be halted immediately within 50 feet of the discovery, the contractor shall inform the project manager, and the Los Angeles County Department of Medical Examiner-Coroner must be notified according to Section 5097.98 of the California Public Resources Code (PRC) and Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. Facilities Planning & Management shall ensure compliance.</p>	<p>Actions if human remains are discovered during grading.</p>	<p>Facilities Planning & Management</p>
<p>CR-03. The recommended action for the adverse impact on historic resources and on the Mt. SAC Historic District due to buildout of the 2015 FMPU and the PEP is revision of the Land Use Plan to avoid demolition of a CEQA historic resource. An evaluation of feasible options shall be prepared for the Campus Master Plan Coordinating Team (CMPCT) prior to certification of the Final EIR. The College shall evaluate whether the impacts on 3CD or 3CB buildings proposed for removal or demolition in the recommended Historic District may be reduced to Less than Significant. The alternatives to be considered include: (1) Redesign of the 2015 FMPU to avoid impacting the 3CD or 3CB buildings, (2) Redesign of the 2015 FMPU to reduce the project impacts on 3CD or 3CB buildings to Less than Significant, (3) Redesign of phases of the project to reduce impacts on 3CD or 3CB buildings to Less than Significant as more detailed planning for each phase comes up for review before CMPCT, and (4) Evaluation of adaptive reuses of 3CD or 3CB buildings prior to construction. Facilities Planning & Management shall ensure compliance.</p>	<p>Assuring future projects have been assessed for cultural resource impacts</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
4. Cultural Resources (continued)		
<p>CR-04. If project redesign is not feasible to achieve the Project and College's educational goals and facility needs, the following mitigation shall be implemented to reduce the significant impacts on historical resources: (a) Historic American Buildings Survey (HABS) Level II History Report for the (1) Mt. SAC Historic District and for (2) Hilmer Lodge Stadium consistent with the <i>Historic American Buildings Survey Guidelines for Historical Reports</i> (National Park Service 2007); (b) HABS Level II Standard Photography following the <i>Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation</i> and HABS specific guidelines for the Mt. SAC Historic District and Hilmer Lodge Stadium; (c) Reproduction of select existing drawings for each building proposed for demolition or alteration following HABS Level II guidelines; (d) Creation of an interpretative exhibit within Heritage Hall (HH) including not only the history of Hilmer Lodge Stadium, but the entire Historic District as well, and (e) Development of a "Mt. SAC History" section on the campus website. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CEQA regulations and California Office of Historic Preservation (OHP) guidelines for historic resources.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
4. Cultural Resources (continued)		
<p>CR-05. Prior to demolition, removal, or remodeling of any 3CD or 3CB building on campus, the College shall enlist the services of a qualified architectural historian to prepare the HABS Narrative Historical Report as well as California Department of Parks and Recreation (DPR) 523 forms. Documentation through HABS is an important measure because it allows documentation of the resource before alterations begin. Given the relative historic significance of the resources, Level II HABS is the recommended documentation standard, to be prepared in accordance with the <i>Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation</i> and HABS specific guidelines (http://www.nps.gov/hdp/standards/habsguidelines.htm). A narrative historical report following the <i>Historic American Buildings Survey Guidelines for Historical Reports</i> (National Park Service 2007) should be prepared for the (1) Mt. SAC Historic District and (2) Hilmer Lodge Stadium. The College shall enlist the services of a qualified architectural historian to prepare the HABS Narrative Historical Report as well as California Department of Parks and Recreation (DPR) 523 forms. The DPR forms shall be submitted to the California Office of Historic Preservation (OHP) [via the South Central Coast Information Center (SCCIC)] for their records. All other historic documents shall be made available to the public in the collection of the College's Library/Learning Technology Center, including: the HABS Narrative Historical Report, DPR 523 forms, the <i>Historic Resources on the Campus of Mt. San Antonio College, Walnut, California</i> (The Building Biographer, June 1, 2003) and <i>The Historical Resources Analysis for Five Buildings at Mount San Antonio College, Los Angeles County, Walnut, California</i> (Davis 2012), and a copy of this report. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CEQA regulations and California Office of Historic Preservation (OHP) guidelines for historic resources.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
4. Cultural Resources (continued)		
<p>CR-06. Prior to demolition, removal or remodeling of any 3CD or 3CB building, the College shall hire a qualified HABS photographer to provide photo-documentation for the properties on campus identified as 3CD or 3CB which are proposed for removal or demolition in the 2012 FMP or 2015 FMPU. The photo-documentation shall be made available to the public in the collection of the College’s Library/Learning Technology Center. The documentation should be done in accordance with the Guidelines provided in the <i>Photographic Specifications: Historic American Building Survey, Historic American Engineering Record, Division of National Register Programs, National Park Service, Western Region</i>. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CEQA regulations and California Office of Historic Preservation (OHP) guidelines for historic resources.</p>	<p>Facilities Planning & Management</p>
<p>CR-07. Prior to demolition, removal or remodeling of any 3CD or 3CB building, the College shall prepare archivally stable reproductions of original as-built drawings. Reproductions of drawings shall be done in accordance with the <i>Secretary of the Interior’s Guidelines for Architectural and Engineering Documentation</i>. Select existing drawings, where available, may be photographed with large-format negatives or photographically reproduced on Mylar in accordance with the U.S. Copyright Act, as amended. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CEQA regulations and California Office of Historic Preservation (OHP) guidelines for historic resources.</p>	<p>Facilities Planning & Management</p>
<p>CR-08. To recognize the history of Mt. SAC, part of the facilities for the new Physical Education Projects (PEP) (Phase 1) will include Heritage Hall, an area dedicated to historical interpretation of the history of Hilmer Lodge Stadium and the College. The interpretative panels could utilize information from the HABS Level II Narrative Historical Report and large-format photographic documentation. Facilities Planning & Management shall ensure compliance.</p>	<p>Preserve and honor Mt. SAC’s history.</p>	<p>Facilities Planning & Management</p>
<p>CR-09. To further recognition of the history of Mt. SAC, a page or series of pages should be developed for inclusion on the College’s website. This project could be completed as a multi-disciplinary project, prepared by students in the Technology and History departments utilizing the information from the HABS Level II Narrative Historical Report and large-format photographic documentation. Facilities Planning & Management shall ensure compliance.</p>	<p>Preserve and honor Mt. SAC’s history.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
4. Cultural Resources (continued)		
<p>CR-10. An architectural historian or historical architect meeting the Secretary of the Interior's (SOI) Professional Qualification Standards for either discipline shall review the proposed architectural drawings and renderings of the Library/Learning Technology Center (6), Bookstore/Auxiliary Services (9A) and Technology Center (28 A/B) to monitor compliance with the SOI Standards for the Treatment of Historic Properties. The person should be consulted during the early design of the renovation projects to monitor adherence to the Standards and to minimize plan alternations during the design process. Facilities Planning & Management shall ensure compliance.</p>	<p>Project compliance with CEQA regulations and SOI's guidelines for Treatment of Historic Properties.</p>	<p>Facilities Planning & Management</p>
5. Energy		
<p>EN-01. An energy management system shall be installed in all new facilities to reduce energy consumption and related pollutant emissions. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with recommendations to reduce energy and air quality emissions.</p>	<p>Facilities Planning & Management</p>
6. Greenhouse Gas Emissions		
<p>GH-01. Future buildings exceeding 20,000 ASF shall have building roof coverings with a minimum three-year aged solar reflectance and thermal emittance, or a minimum solar reflectance index (SRI) greater than or equal to the values specified in Sections A5.106.11.2.1 and A5 106.11.2.2 or a minimum aged Solar Reflectance Index (SRI) 3 complying with Sections A5.106.11.2.3 as shown in Table A5.106.11.2.1 or A5.106.11.2.2 in Appendix A5 for Non-Residential Voluntary Measures in the 2013, or more current version of, California Green Building Standards Code (CALGreen). Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with CALGreen regulations to reduce cumulative greenhouse gas (GHG) emissions in the South Coast Air Basin of California (SCAB).</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
6. Greenhouse Gas Emissions (continued)		
<p>GH-02. Future buildings exceeding 20,000 ASF shall include occupant sensors, motion sensors and vacancy sensors capable of automatically turning off all the lights in an area no more than 30 minutes after the area has been vacated and shall have a visible status signal indicating that the device is operating properly or that it has failed or malfunctioned. The visible status signal may have an override switch that turns the signal off. In addition, ultrasonic and microwave devices shall have a built-in mechanism that allows the calibration of the sensitivity of the device to room movement in order to reduce the false sensing of occupants and shall comply with either Subsection A5.209.1.4.1 or A5.209.1.4.2 as applicable. These measures are included in Appendix A5 for Non-Residential Voluntary Measures in the 2013, or more current version of, California Green Building Standards Code (CALGreen). Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with CALGreen regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning & Management</p>
<p>GH-03. Future buildings exceeding 20,000 ASF shall include installation of field-fabricated fenestration (i.e. windows) and field-fabricated exterior doors only if the compliance documentation demonstrates compliance for the installation using U-factors from Table A5.205.1-A and Solar Heat Gain Coefficient (SHGC) values from Table A5.205.1-B included in Appendix A5 for Non-Residential Voluntary Measures in the 2013, or more current version of, California Green Building Standards Code (CALGreen). Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with CALGreen regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning & Management</p>
<p>GH-04. Future buildings exceeding 70,000 ASF shall either have an energy efficiency of 30 percent above Title 24, Part 6 [e.g. exceed California Energy Commission (CEC) requirements] (Performance Approach), based on the 2008 Energy Efficiency Standards by 30 percent and meet the requirements of Division A45.6 or exceed the latest edition of "Savings by Design, Healthcare Modeling Procedures" by 15 percent, in accordance with Section A.5.203.1.2 CALGreen Tier 2 [Office of Statewide Health Planning and Development (OSHPD)], as listed in Appendix A5 for Non-Residential Voluntary Measures in the 2013, or more current version of, California Green Building Standards Code (CALGreen). Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with CALGreen regulations to reduce cumulative GHG emissions in the SCAB.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
7. Hazards & Hazardous Materials		
<p>HAZ-01. Prior to demolition or remodeling, onsite inspection and sampling in all buildings included in the 2015 FMPU for renovation or demolition shall be completed by a qualified Occupational Safety and Health Administration (OSHA) professional for asbestos contaminated building materials and the presence of lead-based paint. All final recommendations of the final approved report(s) shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with OSHA and SCAQMD regulations for American Center for Biological Medicine (ACBM) materials or lead-based paint hazards.</p>	<p>Facilities Planning & Management</p>
<p>HAZ-02. All building plans for laboratories on campus shall be reviewed by the Division of the State Architect (DSA), the State Fire Marshall and the Los Angeles County Fire Department (LACoFD) (Fire Prevention-Engineering Unit) for fire and hazard safety. All final recommendations of the final approved plan(s) shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with DSA regulations for fire and hazard safety in campus laboratories.</p>	<p>Facilities Planning & Management</p>
<p>HAZ-03. Prior to construction, all proposed storage areas onsite of potential hazardous chemicals and materials and operational plans shall be reviewed by the LACoFD. All recommendations of the final approved plans shall be included in construction documents, if applicable, and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing compliance with LACoFD regulations for storage of potential hazardous chemicals and materials on campus.</p>	<p>Facilities Planning & Management</p>
<p>HAZ-04. All materials generated onsite for the Fire Training Academy that are classified as hazardous by state regulations shall be disposed of consistent with OSHA, CalEPA and the Los Angeles County Department of Public Health (DPH). The Fire Technology Program and the Technology and Health Division shall ensure compliance.</p>	<p>Compliance with OSHA, CalEPA and DPH requirements for operation of fire suppression activities at the Fire Training Academy.</p>	<p>Fire Technology Program and Technology and Health Division</p>
8. Hydrology/Water Quality		
<p>HYD-01. Future development occurring for buildout of the 2015 FMPU shall install the drainage facilities required by the 2012 Mt. SAC Utility Infrastructure Master Plan (UIMP) and <i>Figure 2d – Proposed Utility Map – Hydrology Distribution</i>, as modified by the <i>Campuswide Stormwater Analysis</i> prepared by Psomas and dated September 1, 2016 prior to occupancy. Facilities Planning & Management shall ensure compliance.</p>	<p>Providing adequate drainage facilities for all future development on campus.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
8. Hydrology/Water Quality (continued)		
<p>HYD-02. The Master Campus Drainage Plan shall be updated prior to commencement of grading for the Fire Training Academy and Physical Education Projects (Phase 1,2). The Drainage Plan shall comply with the <i>State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit)</i> regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the College shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and a Monitoring Program for the 2015 FMPU. All recommendations of the final drainage plan(s) approved by the Division of the State Architect (DSA) shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provisions for compliance with Water Quality Management Plans (WQMP).</p>	<p>Facilities Planning & Management</p>
<p>HYD-03. All drainage improvements shall be consistent with the current Master Campus Drainage Plan. All recommendations of the approved final drainage plan(s) shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provisions for compliance with campus drainage plans.</p>	<p>Facilities Planning & Management</p>
<p>HYD-04. Prior to excavation onsite for which the preliminary soils/geology report indicated groundwater may be encountered; any required permit for de-watering shall be obtained from the Los Angeles Regional Water Quality Control Board (RWQCB). If effluent concentrations exceed permit requirements, a carbon treatment system or equivalent system to remove pollutants shall be utilized prior to discharge. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provisions for compliance with RWQCB regulations.</p>	<p>Facilities Planning & Management</p>
<p>HYD-05. 21b. The College shall obtain all required permits for the Fire Training Academy from the RWQCB. Facilities Planning & Management and the Fire Technology Program shall ensure compliance.</p>	<p>Compliance with RWQCB permits for wastewater disposal for Fire Training Academy fire suppression activities.</p>	<p>Facilities Planning & Management Fire Technology Program</p>
9. Land Use/Planning		
<p>LU-01. All future land uses on campus, building locations and assignable square footage (ASF) shall be substantially consistent with the 2015 FMPU. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing review of consistency between individual projects and 2015 FMPU</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
9. Land Use/Planning (continued)		
<p>LU-02. The following master plan elements shall be revised to conform to the 2015 FMPU: (1) Land Use Plan, (2) Conservation Plan, (3) Circulation and Parking Plan. Facilities Planning & Management shall ensure compliance.</p>	<p>Assuring consistency between the 2015 FMPU Land Use Plan and other elements.</p>	<p>Facilities Planning & Management</p>
<p>LU-03. The City of Walnut should revise its General Plan designation for the Mt. SAC campus to Community College in its next General Plan Update and the Zoning District to Community College (or another applicable) zoning district so the General Plan and Zoning District are consistent. The Community Development Department of the City of Walnut shall ensure compliance.</p>	<p>Resolving inconsistencies between General Plan designations and campus land uses.</p>	<p>City of Walnut</p>
<p>LU-04. The Master Conservation Plan shall be revised to include approximately 25.6 acres of Habitat Mitigation Area for removal of existing California Black Walnut (CBW) trees, Venturan Coastal Sage Scrub and Non-Native Grassland habitats. Facilities Planning & Management shall ensure compliance.</p>	<p>The adopted Mt. San Antonio College <i>California Black Walnut Management Plan</i>, Helix Environmental Planning, Inc., September 21, 2012 defines the large 25.6 acres area and the smaller initial CBW replacement habit of 2.02 areas (Figure 4).</p>	<p>Facilities Planning & Management</p>
<p>LU-05. Prior to building construction for the Fire Training Academy, CMPCT shall review the Preliminary Landscaping Plan and a Preliminary Operation and Management Plan for the Fire Training Academy. Facilities Planning & Management shall ensure compliance.</p>	<p>CMPCT oversight of the preliminary plans for the Fire Training Academy.</p>	<p>Facilities Planning & Management</p>
<p>LU-06. Programming for the Auditorium should establish if an adjacent Parking Structure is desirable in Lot B within six months of certification of the Final EIR. A site-specific study is required for the Auditorium and/or an adjacent parking structure. Facilities Planning & Management shall ensure compliance.</p>	<p>Explore advanced planning needs for an additional parking structure near the Auditorium.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
10. Noise		
NO-01. All construction activities, except in emergencies or special circumstances, shall be limited to the hours of 7 am to 7 pm Monday–Saturday. Staging areas for construction shall be located away from existing off-site residences. All construction equipment shall use properly operating mufflers. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.	Ongoing of limitation on construction hours to reduce construction noise impacts on adjacent areas.	Facilities Planning & Management
NO-02. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB Lmax at the nearest off-site residences. Facilities Planning & Management shall ensure compliance.	Ongoing restriction of loudspeaker and public address system noise levels to minimize noise impacts on adjacent areas.	Facilities Planning & Management
NO-03. Weekend special events within any athletic field areas such as tournaments, day-long meets, etc. shall be planned to not begin before 7 am on Saturday or 8 am on Sunday. Event Services shall ensure compliance.	Ongoing restriction of event hours to minimize early morning noise impacts on adjacent areas.	Event Services
NO-04. Concrete pouring for Parking Structure J shall be located as far away from residences as possible. Concrete trucks shall use Bonita Drive and Walnut Drive for access. Construction of Parking Structure J is limited to the hours of 7 am to 7 pm Monday–Saturday. Facilities Planning & Management shall ensure compliance.	Ongoing limitations on location of concrete pouring to minimize noise impacts on adjacent off-site residential areas.	Facilities Planning & Management
NO-05. The College shall adopt policies and post signs in Parking Structure J indicating vehicles with alarms may be towed from parking areas if alarms sound for more than five minutes. The Mt. SAC Department of Police/Public Safety shall ensure compliance.	Ongoing restriction on vehicle alarms to minimize noise impacts on adjacent areas.	Department of Police/Public Safety
NO-06. Construction contracts shall specify that construction equipment vibration impacts with a peak particle velocity (PPV) of 0.04 inches per second or more occurring off-site in a sensitive receptor area shall not exceed 15 minutes in any one hour. Facilities Planning & Management shall ensure compliance.	Minimization of vibration off-site for sensitive receptors from construction equipment operations.	Facilities Planning & Management

Mitigation Measures	Monitoring Action	Department Responsible
11. Open Space, Managed Resources and Working Landscapes		
MR-01. All recommendations in the final geotechnical report(s) for projects included in the 2015 FMPU shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.	Ongoing requirements to assure public safety from seismic hazards.	Facilities Planning & Management
MR-02. During construction grading and site preparation activities, the contractor shall monitor all construction activities. In the event a paleontological find or a potential paleontological find is discovered, construction activities shall cease and the contractor shall inform the project manager. A qualified paleontologist shall be contacted to analyze the find and recommend further appropriate measures to reduce further impacts on paleontological resources. Facilities Planning & Management shall ensure compliance.	Ongoing during construction	Facilities Planning & Management
12. Population/Housing		
PH-01. Beginning January 2016, then in January 2020 and every five years after January 2020, projections of future campus employment shall be forwarded to the Southern California Association of Governments (SCAG). Human Resources shall ensure compliance.	Ongoing provision for employment projections for SCAG forecasts.	Human Resources
13. Public Services		
PS-01. The net increase in campus wastewater flows shall be projected whenever the Mt. SAC Utility Infrastructure Master Plan (UIMP) is updated based on a new campus FMP or FMPU, or within ten years of the last UIMP Update. The College shall obtain the required permits from the Consolidated Sanitation District of Los Angeles County (LACSD), and pay the required capital facilities fees for the net increase projected in the updated UIMP. Facilities Planning & Management shall ensure compliance.	Ongoing communication of campus circulation and parking conditions for Los Angeles County Sheriff's Department (LASD) vehicular response.	Facilities Planning & Management

Mitigation Measures	Monitoring Action	Department Responsible
13. Public Services (continued)		
<p>PS-02. The Mt. SAC Department of Police/Public Safety shall project their Department personnel and equipment needs to accommodate the student, staff and facility increases projected in the 2015 FMPU. The Personnel Plan shall provide for student, staff and visitor security upon buildout of the 2015 FMPU. (Expansions of the Code Blue Emergency Phone System and revisions to the assignment of evening escorts shall be included in the Plan). Department of Police/Public Safety shall ensure compliance.</p>	<p>Ongoing provision for maintaining safety for personnel and equipment to serve campus needs at buildout.</p>	<p>Department of Police/Public Safety</p>
<p>PS-03. Within six months of certification of the 2015 Final EIR, the Department of Police/Public Safety shall complete a security construction plan to address direct and indirect security needs for all construction activities on campus associated with the 2015 FMPU. The special public safety needs of buildings (i.e. demolition, new construction and remodeling), construction sites, transport of construction materials and equipment, construction parking and use of construction equipment shall be addressed. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for maintaining safety for personnel and equipment to serve campus needs during construction.</p>	<p>Facilities Planning & Management</p>
<p>PS-04. The Kinesiology, Athletics and Dance Division and the Mt. SAC Department of Police/Public Safety shall prepare a Security Plan for all new special events (i.e. does not include the 2020 Olympic Track & Field Trials) with a maximum daily attendance of 10,000 persons or more. The Security Plan shall be approved by the Board of Trustees a minimum of three (3) months prior to the event. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for maintaining safety for personnel and equipment for any future new special events. None are currently planned.</p>	<p>Kinesiology, Athletics and Dance Division Facilities Planning & Management</p>
<p>PS-05. The Kinesiology, Athletics and Dance Division and the Mt. SAC Department of Police/Public Safety shall prepare a Security Plan for the 2020 Olympic Track & Field Trials. The Security Plan shall be approved by the Board of Trustees a minimum of nine (9) months prior to the event. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for maintaining safety for guests, athletes, students, faculty, staff and volunteers during the event.</p>	<p>Kinesiology, Athletics and Dance Division Facilities Planning & Management</p>
14. Transportation		
<p>TR-01 to TR-14 are intersection improvements or ramp improvements required for buildout of the 2015 Facilities Master Plan Update (FMPU).</p>		

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-01. A second eastbound (EB) right-turn lane shall be added to the Grand Avenue and Cameron Avenue intersection. The City of Industry is the Lead Agency and the County of Los Angeles is an interested agency. The City of Industry shall ensure compliance.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>
<p>TR-02. The College shall provide a minimum of 8,017 parking spaces by 2020 and a minimum of 8,716 spaces by 2025. The parking totals exclude the 50 on-street metered spaces along Temple Avenue. The 2025 student headcount projections and parking requirements shall be updated by January 1, 2020. Facilities Planning & Management shall ensure compliance.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>
<p>TR-03. The EB right-turn lane at the Grand Avenue and Temple Avenue intersection shall be converted to a through/right-turn lane. The City of Walnut is the Lead Agency.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>
<p>TR-04. The signal phasing for the Grand Avenue and La Puente Road intersection shall be modified to include an EB right-turn overlap phase (i.e. a right-turn protected arrow). The City of Walnut shall ensure compliance.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>
<p>TR-05. The EB approach shall be restriped to include a dedicated right-turn lane at the Temple Avenue and Mt. SAC Way intersection. The City of Walnut is the Lead Agency.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>
<p>TR-06. Additional improvements at the Temple Avenue and Valley Boulevard intersection are not feasible due to the right-of-way (ROW) constraints near the adjacent railroad line. Therefore, further improvements are not feasible. The City of Pomona is the Lead Agency.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>
<p>TR-07. When a site plan is completed, a site-specific analysis shall be completed for the Public Transportation Center. All recommendations of the traffic analysis shall be completed and the project coordinated with the College, the City of Walnut, Foothill Transit and, if required, the Los Angeles County Metropolitan Transportation Authority (Metro). Facilities Planning & Management shall ensure compliance.</p>	<p>Complete required traffic improvements by 2020</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-08. A third NB through-lane is required at the Grand Avenue and Mountaineer Road intersection. However, insufficient right-of-way (ROW) is available within the current curb width. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>
<p>TR-09. The NB approach of the Grand Avenue and Baker Parkway intersection shall be restriped to include a third through-lane. However, this improvement would not fully mitigate the cumulative impact. The City of Industry is the Lead Agency.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>
<p>TR-10. When the preliminary design of the pedestrian bridge on Temple Avenue east of Bonita Drive is available, it shall be reviewed by the Executive Board Officers of the Associated Students (AS) of Mt. SAC, by the Campus Master Plan Coordinating Team (CMPCT), by the City of Walnut, and the Division of the State Architect (DSA). All recommendations of a site-specific traffic analysis shall be implemented. The Lead Agency is the City of Walnut.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>
<p>TR-11. Convert the existing EB right-turn lane to a through/right-turn lane at the Nogales Street/Amar Road intersection (Intersection Index #1 per <i>Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study Final Report</i> prepared by Iteris and dated September 1, 2016). There is sufficient roadway width at the intersection departure lane in the eastbound direction to accommodate the third through-lane. The City of Walnut is the Lead Agency.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>
<p>TR-12. Restripe the EB approach lane to include a dedicated right-turn lane at the Lemon Avenue/Amar Road intersection (Intersection Index #2). The City of Walnut is the Lead Agency.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>
<p>TR-13. Convert the existing NB right-turn lane to a shared through/right-turn lane at the Grand Avenue and SR-60 EB Ramps (Intersection Index #13). There is sufficient roadway width at the intersection departure in the northbound (NB) direction to accommodate the third through lane. The California Department of Transportation is the Lead Agency.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-14. Modify the traffic signal at the Bonita Drive/Temple Avenue intersection (Intersection Index #15) to include a NB right-turn overlap phase. The City of Walnut is the Lead Agency.</p>	<p>Complete required traffic improvements by 2025</p>	<p>Facilities Planning & Management</p>
<p>TR-15. A third NB through-lane is required at the Grand Avenue and Mountaineer Road intersection. However, insufficient right-of-way ROW is available within the current curb width. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.</p>	<p>Assure pedestrian and vehicular safety during truck hauling activities for the PEP (Phase 1).</p>	<p>Facilities Planning & Management</p>
<p>TR-16 to TR-27 are requirements for hosting the 2020 Olympic Track & Field Trials</p>		
<p>TR-16. Facilities Planning & Management, along with the Local Organizing Committee (LOC) shall prepare a Transportation and Parking Management Plan for the 2020 Olympic Track & Field Trials (OTFT). All campus parking locations and parking or shuttle fees shall be included in the Plan. If needed, additional security shall be provided at off-campus shuttle lots. All parking attendants (i.e. a minimum of one for each lot) shall have communication devices to communicate with a Campus Parking Supervisor. The Executive Board Officers of the Associated Students (AS) of Mt. SAC shall be given an opportunity to review and comment on the preliminary plan. The Plan shall be substantially complete at least a year (12 months) before the OTFT begin and be approved by the Board of Trustees. The timeframe relates to the preparation of registration materials and event websites. Facilities Planning & Management shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Facilities Planning & Management</p>
<p>TR-17. Parking lot locations, vehicle occupancy requirements, and parking pass fees shall be published in all registration and event materials, on the event websites and included in all media information. The Local Organizing Committee (LOC) shall hire students part-time as parking attendants or, if qualified, as shuttle drivers. Event Services shall ensure compliance.</p>	<p>Distributing information to all registrants, media and the public on parking availability.</p>	<p>Event Services Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-18. The Local Organizing Committee (LOC) shall provide shuttle bus service as described in Draft SEIR Section 3.11.2. The off-campus shuttles shall operate at least three (3) hours before the first event of the day for the 2020 Olympic Track & Field Trials and for at least three (3) hours after the last event ends. Event Services shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Event Services Facilities Planning & Management</p>
<p>TR-19. The Local Organizing Committee (LOC) shall conduct two or more workshops for local Chamber of Commerce members and area hotel managers at least nine (9) months before the 2020 Olympic Track & Field Trials to inform them of the events. The workshops shall discuss shuttle routes and time tables, distribute media packets, answer questions and encourage hotel managers to offer special hotel packages and morning and evening hotel shuttle services between their hotel and the campus free or for a limited fee. The Director of the Local Organizing Committee (LOC) shall ensure compliance.</p>	<p>Distributing information to businesses that provide services to athletics and guests during the event.</p>	<p>Facilities Planning & Management</p>
<p>TR-20. The Transportation and Parking Management Plan for the 2020 Olympic Track & Field Trials shall be based on the information in the Parking Plan in Draft SEIR Section 3.11.2. With the stated minimum persons per vehicle, the designated lots provide parking for at least 14,919 guests and 490 faculty/staff on campus during the 2020 Summer Intersession if classes are not in session (Draft SEIR Table 3.11.5). The Parking Plan provides sufficient parking without Parking Structure J (Draft SEIR Table 3.11.5). Facilities Planning & Management shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Facilities Planning & Management</p>
<p>TR-21. If the 2020 Olympic Track & Field Trials are held during the Summer Intersession and classes are in session, the Local Organizing Committee (LOC) shall implement a Parking Plan based on Draft SEIR Section 3.11.2. The Parking Plan shall pre-register faculty and staff for parking on campus for the week (i.e. not daily). Faculty and staff do not need to pre-register for the weekend. This procedure assures all faculty and staff have easy access to reserved parking during the week. Facilities Planning & Management shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-22. During registration for the 2020 Olympic Track & Field Trials, registrants may purchase a parking pass for a specific on-campus parking lot (e.g. Lot F) or an off-campus parking pass (e.g. Cal Poly Pomona, Lanterman Developmental Center, Diamond Bar High School or Walnut High School etc.). Parking passes will be sold for the entire 10-day event, for Session 1 (Day 1–4), Day 5–6 or Session 2 (Day 7–10). No parking passes will be issued for the other off-campus shuttle locations. Each registrant who purchases a parking pass shall receive a windshield parking pass for a specific parking lot. Each parking pass shall state the minimum persons per vehicle [e. g. minimum three (3) persons per vehicle]. Registration for athletes and officials shall begin two (2) weeks before registration for the general public. Facilities Planning & Management shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Facilities Planning & Management</p>
<p>TR-23. With classes not scheduled in the Summer Intersession, the recommended parking plan for the 2020 Olympic Track & Field Trials (OTFT) is Plan A in Draft SEIR Section 3.11.2 (Table 3.11.5). The OTFT Parking Plan shall be refined when the shuttle route system is finalized (i.e. TR-17). Facilities Planning & Management shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Facilities Planning & Management</p>
<p>TR-24. With classes scheduled in the Summer Intersession, the recommended parking plan for the 2020 Olympic Track & Field Trials (OTFT) is Plan B in Draft SEIR Section 3.11.2 (Table 3.11.6). The OTFT Parking Plan shall be refined when the shuttle route system is finalized (i.e. TR-17). An updated focused traffic analysis is required. Facilities Planning & Management shall ensure compliance.</p>	<p>Implement a traffic and parking plan that provides adequate parking, minimizes congestion and provides opportunities for shuttle use.</p>	<p>Facilities Planning & Management</p>
<p>TR-25. For additional reduction in pm peak period conflicts between area commuter traffic and 2020 Olympic Track & Field Trials traffic leaving the final event on Friday or Monday during Session 1, the event schedule shall be revised so guest traffic leaves before the commute period begins or after the pm peak commute period ends. Either event schedule revision will result in reducing the number of pm peak period conflicts by two days, and only two of the ten event days during Session 2 have pm peak conflicts (Draft SEIR Table 3.11.1). Facilities Planning & Management shall ensure compliance.</p>	<p>If feasible, revising the preliminary schedule to reduce traffic congestion weekdays during the pm peak period.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-26. Prior to installation of the Lot F traffic signal, the City of Walnut shall consider lowering the posted travel speed along Temple Avenue near Lot F from 50 mph to 35–40 mph to facilitate access to the Lot F east entry driveway. The Public Works Department of the City of Walnut shall ensure compliance.</p>	<p>Consideration of lower posted travel speeds on Temple Avenue when a signal is warranted at Lot F and Temple Avenue.</p>	<p>Facilities Planning & Management</p>
<p>TR-27. Prior to completion of Parking Structure J, the northside leg at the Lot F and Temple Avenue driveway shall be widened. Facilities Planning & Management shall ensure compliance.</p>	<p>Complete required traffic improvements when required</p>	<p>Facilities Planning & Management</p>
<p>TR-28 to TR-40 are requirements for general parking, construction, and transportation impacts</p>		
<p>TR-28. Beginning in 2015, whenever a traffic/parking study for a FMP has not been completed in five (5) years, a new parking study shall be completed. The parking study shall specify the total parking supply required and a timeframe for providing the required number of campus parking spaces. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for adequate parking based on the College's recommended most recent headcount parking standard.</p>	<p>Facilities Planning & Management</p>
<p>TR-29. Site specific traffic and parking studies are required by the College for all new special events (i.e. excluding the 2020 Olympic Track & Field Trials) with projected maximum daily attendance above 15,000 weekdays (excludes Summer Intersession and campus holidays). Facilities Planning & Management shall ensure compliance.</p>	<p>Studies for new Special Events other than the 2020 Olympic Track & Field Trials</p>	<p>Facilities Planning & Management</p>
<p>TR-30. The following recommendations from the <i>Mt. San Antonio College Traffic Impact Analysis (Revised)</i> prepared by Kunzman Associates and dated August 22, 2002 shall be implemented for onsite improvements: (1) Preferential carpool parking permits and spaces for special events and/or special recognition of student and faculty achievements, (2) Additional parking spaces for motorcycles, (3) Additional bicycle racks, (4) Bicycle lockers and/or showers and lockers for cyclists, and (5) Evaluation of reduction in free parking, raising parking fees and/or demand parking prices. The evaluation shall be completed by July 1, 2017 and CMPCT shall issue a recommendation to the Board of Trustees by September 1, 2017. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision to improve alternative transportation on campus.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-31. For hauling operations of more than 15 trucks per hour or more than 100,000 cubic yards (cy), a Truck Haul Plan (THP) approved by the Director of Facilities Planning & Management, with consultation with adjacent cities, shall be implemented. The THP shall consider traffic counts, routes, hours/day of hauling, avoidance of am and pm peak hours, intersection geometrics, access/egress constraints and pieces of construction equipment onsite. Recommendations shall be made concerning all hauling operations to minimize traffic and pedestrian congestion on campus and off campus and included in construction logistics plans. If required, all haul trucks shall be radio-dispatched. Light duty trucks with a weight of no more than 8,500 pounds are exempt from the THP requirements. Facilities Planning & Management shall ensure compliance.</p>	<p>Assure pedestrian safety and reduce vehicular congestion along haul routes for campus construction hauling during peak hour traffic.</p>	<p>Facilities Planning & Management</p>
<p>TR-32. Contractors shall submit traffic handling plans and other construction documents to Facilities Planning & Management prior to commencement of demolition or grading. The plans and documents shall comply with the <i>Work Area Traffic Control Handbook (WATCH)</i>. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing assurance of public safety at or near project construction sites.</p>	<p>Facilities Planning & Management</p>
<p>TR-33. Demolition and construction contracts shall include plans for temporary sidewalk closure, pedestrian safety on adjacent sidewalks, vehicle and pedestrian safety along the project perimeter and along construction equipment haul routes on campus. These plans shall be reviewed by the Mt. SAC Department of Police/Public Safety and approved by Facilities Planning & Management. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing assurance of public safety at or near project construction sites.</p>	<p>Facilities Planning & Management</p>
<p>TR-34. Demolition and construction contracts shall include plans for construction worker parking areas on campus. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provisions for construction employee parking areas near construction sites or in designated areas with permits.</p>	<p>Facilities Planning & Management</p>
<p>TR-35. Each project site shall be adequately barricaded with temporary fencing to secure construction equipment, minimize trespassing, vandalism and short-cut attractions, and reduce hazards during demolition and construction. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provisions for construction security for individual projects and assurance of public safety.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-36. Construction contractors shall post a flag person at locations near a construction site during major truck hauling activities to protect pedestrians from conflicts with heavy equipment entering or leaving the project site. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for public safety from truck hauling activities near pedestrian paths.</p>	<p>Facilities Planning & Management</p>
<p>TR-37. Upon completion of project-specific construction documents, the Mt. SAC Department of Police/Public Safety shall complete a parking, pedestrian, circulation and signage plan to address direct and indirect public safety needs for parking on campus during the project-specific construction period. For each major project, the changing parking demands created by construction, increased student enrollments and new building locations shall be addressed. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for maintaining adequate parking during construction periods.</p>	<p>Facilities Planning & Management</p>
<p>TR-38. During the preparation of campus grading, landscape and street improvement plans, the sight distance (length of roadway visible to a driver) at each project access on campus shall be reviewed with respect to Caltrans standards. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for sight distances for public safety on campus near construction sites.</p>	<p>Facilities Planning & Management</p>
<p>TR-39. Onsite traffic signing and striping shall be implemented in conjunction with detailed project-specific construction plans. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for required onsite traffic signs and striping.</p>	<p>Facilities Planning & Management</p>
<p>TR-40. The Master Vehicular Circulation Plan shall be updated and shall specify all revisions and additions to parking areas, parking controls, public bus stops, private shuttle operations, shuttle stops and signage within the campus needed for buildout of the 2015 FMPU. All recommendations of the approved Vehicular Circulation Plan shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for adequate transportation facilities and services for buildout of the 2015 FMPU.</p>	<p>Facilities Planning & Management</p>
<p>TR-41 to TR-48 are requirements for public transit impacts</p>		
<p>TR-41. The Bursar's Office at Mt. San Antonio College shall participate in the Metrolink College Student Discount Pass Program. Registration materials for each term shall inform student of its availability. Auxiliary Services shall ensure compliance.</p>	<p>Ongoing provision for bus passes for campus students.</p>	<p>Auxiliary Services</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
TR-42. Schedule/fee information for Foothill Transit (including the Go Pass), Metrolink and Metro shall be made available to students for each semester. Auxiliary Services shall ensure compliance.	Ongoing provision for up to date information on area transportation services.	Auxiliary Services
TR-43. The Campus Master Plan Coordinating Team (CMPCT) shall review the preliminary site plan for the Public Transportation Center and recommend any changes needed in the Pedestrian Circulation and Vehicular Circulation exhibits in the 2015 FMPU to provide safe pedestrian paths, including Americans with Disability Act (ADA) requirements for access the Public Transportation Center. Facilities Planning & Management shall ensure compliance.	Ongoing provision for adequate pedestrian paths and vehicular circulation near the Public Transportation Center.	Facilities Planning & Management
TR-44. The District shall complete a Memorandum of Understanding (MOU) with participating transit agencies for the Public Transportation Center. The MOU shall specify all financial, legal, insurance, operation and maintenance responsibilities for each party. Facilities Planning & Management shall ensure compliance.	Provision for legal agreements for operation and funding of the Public Transportation Center.	Facilities Planning & Management
TR-45. The District shall negotiate an agreement with additional transit agencies serving the campus to provide an unlimited bus pass for a fixed student transportation fee per semester by January 1, 2018. Facilities Planning & Management shall ensure compliance.	Complete required traffic improvements by 2018.	Facilities Planning & Management
TR-46. The Executive Board Officers of the Associated Students (AS) of Mt. SAC shall be given an opportunity to review and comment on the Public Transportation Center project prior to CMPCT final review. Facilities Planning & Management shall ensure compliance.	Provide opportunities for student feedback on preliminary plans for the Public Transportation Center.	Facilities Planning & Management
TR-47. Mt. SAC shall meet with Cal Poly Pomona to discuss a joint campus shuttle service by July 1, 2017. Facilities Planning & Management shall ensure compliance.	Explore opportunities for shuttle use between Mt. SAC and Cal Poly Pomona.	Facilities Planning & Management
TR-48. Not Used		
TR-49 to TR-57 are requirements for other transportation issues (TR-48 is no longer being used as an index)		

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-49. When traffic access is allowed (gate controlled) at the southside leg of the Temple Avenue and Lot F driveway (primarily for athletic events), manual traffic control (Mt. SAC or City provided traffic control personnel) shall be utilized. The Kinesiology, Athletics and Dance Division and Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for required traffic controls along Temple Avenue at the Lot F intersection during special events when the Lot F intersection is not signalized.</p>	<p>Kinesiology, Athletics and Dance Division and Facilities Planning & Management</p>
<p>TR-50. All truck hauling from the borrow site to the West Parcel shall have radio-communication to assure that trucks do not create traffic congestion at area intersections, in the left-turn pocket at Grand Avenue and Temple Avenue and at the West Parcel driveway. In addition, haul trucks on the designated haul route shall be spaced to assure that trucks do not impede traffic flow along the haul route,</p> <p>(a) All construction hauling for the West Parcel project shall occur between the hours of 8:30 am to 4:30 pm Monday–Saturday to avoid the am and pm peak hour traffic along the haul route,</p> <p>(b) The hauling contractor shall maintain radio-communication with all trucks at all times, and have a designated person at the West Parcel and at the borrow site who can inform truck drivers at the borrow site if the spacing needs to be adjusted. All truck drivers shall be oriented to the hauling and communication procedures prior to initiating haul activities. The project manager shall ensure truck hauling to assure spacing requirements and hauling activities do not exceed the requirements,</p> <p>(c) Truck haul drivers shall be instructed to maintain proper spacing along the entire return route from the West Parcel to the borrow site. When needed, the drivers should be in radio-communication along the return route to prevent congestion. However, visual contract between trucks may be sufficient to provide spacing without a lot of radio communication on the return haul route and;</p> <p>(d) For 95% of the time, drivers shall maintain a minimum of 80 feet separation between trucks on the return route from the West Parcel to the borrow site on roadway links. This restriction does not apply to intersections where signalization may cause delays. Facilities Planning & Management shall ensure compliance.</p>	<p>Assure pedestrian and vehicular safety during truck hauling activities for the West Parcel Solar project.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-51. Programming for the Auditorium should establish if an adjacent Parking Structure is desirable in Lot B within six months of certification of the Final EIR. A site specific study is required for the Auditorium and/or an adjacent parking structure. Facilities Planning & Management shall ensure compliance.</p>	<p>Explore advanced planning needs for an additional parking structure near the Auditorium.</p>	<p>Facilities Planning & Management</p>
<p>TR-52. The City of Walnut shall consider restricting left-turn movements eastbound along Amar Road east of Country Hollow Drive during the am peak hour, implementation of a resident parking program or restrictions on street parking during certain hours, to minimize student-related traffic in the adjacent neighborhoods west of Grand Avenue south of Collegewood Drive. The Community Development Department of the City of Walnut shall ensure compliance.</p>	<p>Provision for required vehicle turning movement restrictions for vehicular safety.</p>	<p>City of Walnut</p>
<p>TR-53. Truck hauling for grading of the Physical Education Projects (PEP) (Phase 1, 2) site shall be limited to 8 hours a day and a maximum of 18 trucks per hour. Facilities Planning & Management shall ensure compliance.</p>	<p>Truck hauling for PEP.</p>	<p>Facilities Planning & Management</p>
<p>TR-54. When a site plan is completed, a site-specific analysis shall be completed for the Public Transportation Center. All recommendations of the traffic analysis shall be completed and the project coordinated with the College, the City of Walnut, Foothill Transit and if required, Metro. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for inter-agency coordination and CEQA regulations.</p>	<p>Facilities Planning & Management</p>
<p>TR-55. The Mt. SAC Department of Police/Public Safety shall update their evacuation plans for an extreme emergency by January 1, 2017. The updated emergency evacuation plan shall refine the preliminary plan included in the Final EIR and distribute vehicular traffic from campus lots to Grand Avenue and Temple Avenue in the most efficient and safe manner as possible. Public safety officers shall be deployed to pre-assigned locations and tasks to direct vehicular traffic in pre-determined directions defined in the emergency evacuation plan. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for a current plan for minimizing the time required to evacuate vehicles and personnel away from campus in an emergency evacuation.</p>	<p>Mt. SAC Department of Police/Public Safety Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
14. Transportation (continued)		
<p>TR-56. For hauling operations of more than 15 trucks per hour and more than 100,000 cubic yards, a Truck Haul Plan (THP) approved by the Director of Facilities Planning & Management, shall be implemented. The THP shall consider traffic counts, haul routes, hours/days of hauling, avoidance of peak hours, intersection geometrics, access/egress constraints, truck load capacity, and pieces of construction equipment onsite and shall specify requirements to minimize traffic and pedestrian congestion on campus and off campus. The THP shall be required in all applicable construction logistics plans. If necessary, all haul trucks shall utilize radio communication to improve traffic flow and minimize congestion. Light duty trucks with a weight of no more than 8,500 pounds are exempted from a THP. Facilities Planning & Management shall ensure compliance.</p>	<p>Minimizing traffic impacts from truck hauling.</p>	<p>Facilities Planning & Management</p>
<p>TR-57. Beginning in 2015, whenever a traffic/parking study for a FMP or FMPU has not been completed in five (5) years, a new parking study shall be completed. The parking study shall specify the total parking supply required and a timeframe for providing the required number of campus parking spaces. Facilities Planning & Management shall ensure compliance.</p>	<p>Providing ample parking supply when enrollment changes.</p>	<p>Facilities Planning & Management</p>
15. Utilities/Service Systems		
<p>SS-01. The 2012 Mt. SAC Utility Infrastructure Master Plan (UIMP) shall be updated to accommodate the projected 2019–2020 student enrollment and the facilities included in the buildout of the 2015 FMPU to year 2020. Facilities Planning & Management shall ensure compliance.</p>	<p>Resolution of phasing issues related to infrastructure, new facilities and student enrollment increases.</p>	<p>Facilities Planning & Management</p>
<p>SS-02. The 2012 Mt. SAC Utility Infrastructure Master Plan (UIMP) shall be revised for buildout of the 2015 FMPU. The UIMP shall specify all revisions and additions to water lines from Three Valleys Municipal Water District's (TVMWD) \ PM-1 connector to the campus, and lines within the campus needed for buildout of the 2015 FMPU. All recommendations of the approved UIMP shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for ample water supplies on campus.</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
15. Utilities/Service Systems (continued)		
<p>SS-03. The College shall obtain permits and water commitments required by the Three Valleys Municipal Water District (TVMWD) for water service to all projects. These requirements shall be included in construction contracts. TVMWD has requested advance notification whenever demand may increase by more than 50 percent so future planning may be completed. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for ample water supplies on campus.</p>	<p>Facilities Planning & Management</p>
<p>SS-04. The 2012 Mt. SAC Utility Infrastructure Master Plan (UIMP) shall be updated and shall specify all revisions and additions to sewer lines within the campus needed for buildout of the 2015 FMPU. All recommendations of the approved UIMP shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for adequate sewer line capacity on campus.</p>	<p>Facilities Planning & Management</p>
<p>SS-05. The 2012 Mt. SAC Utility Infrastructure Master Plan (UIMP) shall be updated and shall specify all revisions and additions to the electrical distribution system within the campus needed for buildout of the 2015 FMPU. All recommendations of the approved UIMP shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for adequate electrical system for buildout of the 2015 FMPU.</p>	<p>Facilities Planning & Management</p>
<p>SS-06. For each project, the College shall obtain all approval(s) required by Southern California Edison (SCE) for electrical service. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for electrical service for new projects from SCE.</p>	<p>Facilities Planning & Management</p>
<p>SS-07. For each project, the College shall obtain all permits required by the Southern California Gas Company (SoCalGas) for natural gas service. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall ensure compliance.</p>	<p>Ongoing provision for natural gas service for new projects from SoCalGas</p>	<p>Facilities Planning & Management</p>

Mitigation Measures	Monitoring Action	Department Responsible
15. Utilities/Service Systems (continued)		
<p>SS-08. The 2012 Mt. SAC Utility Infrastructure Master Plan (UIMP) shall be updated and shall specify all revisions and additions to solid waste collection systems, storage and transfer within the campus needed for buildout of the 2015 FMPU. All recommendations of the approved UIMP shall be included in construction contracts and implemented. (Contracts with independent trash haulers are not included in these requirements). Facilities Planning & Management shall ensure compliance.</p>	<p>Provision for adequate solid waste facilities on campus for buildout of the 2015 FMPU</p>	<p>Facilities Planning & Management</p>
<p>Source: Mt. San Antonio College Facilities Planning & Management, October 10, 2016</p>		

Table 1

PHYSICAL EDUCATION PROJECT (PHASE 1, 2) SITE-SPECIFIC MITIGATION MONITORING RPOGRAM
 Based on 2016 Mitigation Monitoring Program (Adopted by Board of Trustees on October 12, 2016)
 SCH 2002041161

Project Name: Physical Education Project (Phase 1, 2)
 Date of Adoption of Project MMP: August 9, 2017
 Identification Number in 2015 Facility Master Plan: D1 – D5
 Project Manager: Leonard Ortiz
 Initial Worksheet Prepared by: Sid Lindmark, AICP
 Date Worksheet Prepared: April 17, 2017
 Phone: (909) 274-5496
 E-Mail: lortiz6@mtsac.edu

Adopted MMP Mitigation Measures	Other Firms/Agencies Involved	Date Completed	Responsible Party Signature	Comments
1. AESTHETICS				
AES-02. All new construction contracts shall implement those provisions of the latest Facility Master Plan Landscape Plan applicable to their projects. Facilities Planning & Management shall ensure compliance.				
AES-03. Hilmar Lodge Stadium (D6) lighting fixtures shall be designed, located, installed, aimed downward or toward structures, and maintained in good order to prevent glare, light trespass, and light pollution offsite. Lighting fixtures shall be mounted, aimed and shielded so that their beams fall within the primary playing area and their immediate surroundings, and so that no significant off-site light trespass is produced. Stadium Lighting (D6) shall adhere to NCAA Lighting Guidelines, the Flex Field (D5) to 50 FC: 2:1 Uniformity, and the Practice Field (D5) to 30 FC 22:1 Uniformity Standards. The Stadium sports lighting shall be turned off as soon as possible following the end of the event and players and spectators are leaving the Stadium. Where feasible, a low-level lighting				

system shall be used to facilitate spectators leaving the facility, cleanup, nighttime maintenance and other closing activities. Facilities Planning & Management shall ensure compliance.				
AES-05. Exterior building materials, colors and signage shall be reviewed by the Campus Master Plan Coordinating Team (CMPCT). All construction contracts shall specify these items and implement CMPCT final recommendations. Facilities Planning & Management shall monitor compliance.				
AES-06. All future projects included in the 2015 FMPU that are located near the perimeter of the campus shall conform to the Campus Perimeter Night Lighting Guidelines (Table 3.7.12 in Draft EIR). The Guidelines do not supersede California Building Code Section 1205.6, the California Administrative Code Section for the LZA Z, or the Illuminating Engineering Society (IES) G-1-03 Standards for parking and sidewalks/walkway security illumination levels. Facilities Planning and Management shall ensure compliance.				
AES-07. All lighting shall be directed site and not spill over into offsite areas. All construction contracts shall include provisions for defining the lighting for each project and direct light onsite. Facilities Planning and Management shall ensure compliance.				
2. AIR QUALITY				
AQ-01. All contractors shall comply with all feasible Best Available Control Measures (BACM) <i>included in South Coast Air Quality Management District (SCAQMD) Rule 403: Fugitive Dust included in Table 1: Best Available Control Measures Applicable to All Construction Activity Sources</i> . In addition, the project shall comply with at least one of the following Track-Out Control Options: (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long, (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide, (c) Utilize a wheel				

<p>shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site, (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM in Table 1 that are not applicable to the project or infeasible, based on additional new project information, may be omitted only if Planning Facilities Planning & Management specifies in a written agreement with the applicant that specific BACM measures may be omitted. Any clarifications, additions, selections of alternative measures, or specificity required to implement the required BACM for the project shall be included in the written agreement. The written agreement shall be completed prior to demolition and/or grading for the project. Facilities Planning & Management shall include the written agreement within the Mitigation Monitoring Program for the project and Facilities Planning & Management shall ensure compliance.</p>				
<p>AQ-02. Project construction contracts shall prohibit off-road vehicle and engine idling in excess of five (5) minutes and ensure that all off-road equipment is compliant with the CARB's in-use off-road diesel vehicle regulations and SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks, and all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the adopted project start date requirements. A copy of each unit's certified tier specification, BACT documentation and CARB or SCAQMD operating permit shall be provided to the construction manager at the time of mobilization of each applicable unit of equipment. Facilities Planning & Management shall ensure compliance.</p>				

<p>AQ-03. During construction, contractors shall minimize offsite air quality impacts by implementing the following measures: (a) encourage car pooling for construction workers, (b) limit lane closures to off-peak travel periods, (c) park construction vehicles off traveled roadways, (d) encourage receipt of materials during non-peak traffic hours and (e) sandbag construction sites for erosion control. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.</p>				
<p>AQ-04. Truck deliveries and pickups shall be scheduled during off-peak hours whenever possible to alleviate traffic congestion and air quality emissions during peak hours. Facilities Planning & Management shall monitor compliance.</p>				
<p>AQ-05. During project construction, all off-road diesel-powered construction equipment greater than 50 hp shall meet the EPA-Certified Tier 4 emission standards where available. All construction equipment shall be outfitted with BACT devices certified by CARB. Any emission control devices used by a contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation and CARB or SCAQQMD operating permit shall be provided by contractors before commencement of equipment use on campus. Facilities Planning & Management shall ensure compliance.</p>				
<p>AQ-06. Construction contracts shall specify that all diesel construction equipment used onsite shall use ultra-low sulfur diesel fuel. Facilities Planning & Management shall ensure compliance.</p>				
<p>AQ-07. During grading and construction, fugitive dust from construction operations shall be reduced by watering at least twice daily using reclaimed water or chemical soil binder, where feasible, or water whenever substantial dust generation is evident. Grading sites of</p>				

<p>more than ten gross acres shall be watered at least three times daily. The project shall comply with Rule 403: Fugitive Dust (South Coast Air Quality Management District). Project contractors shall suspend grading operations, apply soil binders, and water the grading site when wind speeds (as instantaneous gusts) exceed 25 miles per hour. Traffic speeds on all unpaved graded surfaces shall not exceed 15 miles per hour. All grading operations shall be suspended during first and second stage smog alerts. All project contracts shall require project contractors to keep construction equipment engines tuned to ensure that air quality impacts generated by construction activities are minimized. Upon request, contractors shall submit equipment tuning logs to Facilities Planning & Management. Facilities Planning & Management shall ensure compliance.</p>				
<p>AQ-08. To reduce VOC emissions, all construction contracts shall limit painting to eight hours per day; specify the use of paints and coatings with a VOC content of 80 grams per liter (g/l) or less. Facilities Planning & Management shall ensure compliance.</p>				
<p>AQ-09. All off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrapers, tractors, loaders, etc.) used during construction of PEP (Phase 1) shall comply with EPA-Certified Tier IV emission controls where available. The requirements shall be placed in construction contracts. Facilities Planning & Management shall ensure compliance.</p>				
<p>AQ-10. The college shall obtain all required permits for the Fire Training Academy from the South Coast Air Quality Management District. Fire Technology shall ensure compliance.</p>				
3. BIOLOGICAL RESOURCES				
<p>BIO-01. New permanent lighting standards in Parking Lot M and Lot W immediately adjacent to sensitive biological habitat areas (i.e. Wildlife Sanctuary/Open Space Zone)</p>				

<p>shall not exceed 0.2 foot- candles at five (5) feet outside of the parking lot boundary. Facilities Planning & Management shall ensure compliance.</p>				
<p>BIO-02. Pre-construction burrowing owl (BUOW) surveys will be conducted to ensure no construction related impacts occur to this sensitive species. A pre-construction survey for BUOW shall be completed for construction areas with suitable habitat for the BUOW Owl (e.g. Irrigation Well site, the Detention Basin site, and the Fire Training Academy site). If clearing, grading, or construction is planned to occur during the BUOW breeding season (February 1 through August 31), pre-construction surveys should be conducted in the construction area and in appropriate habitat within 500 feet of the construction area. A pre-construction nest/owl survey should be completed for each project or work area within 14 days of the start of construction. Multiple pre-construction surveys may be required because the start of specific projects may be separated in time by months or years. If there are no nesting owls, within each area, development would be allowed to proceed. If BUOW are observed, impacts shall be avoided according to the Staff Report on Burrowing Owl Mitigation (CDFW 2012). All recommendations of the final studies shall be implemented. Facilities Planning & Management shall ensure compliance.</p>				
<p>BIO-03. Prior to grading within areas of Venturan Coastal Sage Scrub, the college shall identify replacement 2:1 acreage. Replacement habitat shall be installed prior to project completion. Planning & Facilities Management shall ensure compliance.</p>				
<p>BIO-04. Prior to grading within areas of non-native grassland, the college shall identify replacement 0.5:1 acreage habitat. Replacement habitat shall be completed prior to project completion. Planning & Facilities Management shall ensure compliance.</p>				
<p>BIO-06. Prior to removal of any trees on campus in or near construction areas of the 2015 Facility Master Plan</p>				

<p>Update during March - May, a qualified biologist shall survey the trees for active nesting sites of migratory birds. (See BIO -17 for raptors) If migratory birds are observed nesting in the trees, development within 300 feet must be postponed either until all nesting has ceased, or until construction is moved far away enough so that the activity does not impact the birds. Facilities Planning & Management shall monitor compliance.</p>				
<p>BIO-09. The limits of construction for projects adjacent to sensitive habitats should be delineated with silt fencing/fiber rolls and orange construction fencing. A qualified biologist should attend a pre-construction meeting to inform construction crews about the sensitivity of any adjacent habitat. A qualified biologist should also inspect the fencing upon installation and monitor clearing and grading of (and near) native habitat to prevent unauthorized impacts. Facilities Planning & Management shall monitor compliance.</p>				
<p>BIO-10. Impacts to California Black Walnut trees, if they cannot be avoided, should be mitigated by the replacement of each impacted tree that has a diameter of 6 inches at 4 feet, 6 inches above the ground by a 24-inch boxed specimen (Table 5 in Appendix G1). These trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for two years. Planning & Management shall ensure compliance.</p>				<p>Applies to detention basin area</p>
<p>BIO-16. The Planting Plan, EPT Design (Sheet L3.01), January 15, 2015 or its update shall be implemented for the Detention Basin area east of the stadium. Facilities Planning & Management shall ensure compliance.</p>				
<p>BIO-17. Raptors may be impacted during construction activities by nest disruption, habitat loss or noise. A pre-construction survey shall be conducted within 14 days of the start of construction. If clearing, grading, or construction will occur from Feb 1 – July 31, pre-construction surveys shall be conducted in the construction area and in appropriate nesting habitat</p>				

<p>within 500 feet of the construction area. Multiple pre-construction surveys may be required if the start of specific projects is separated in time by months or years. If there are no nesting raptors within each area, development is allowed to proceed. However, if raptors are observed nesting within the area and within sight and sound of the work, development within 300 feet shall be postponed either until all nesting has ceased, until after the breeding season, or until construction is moved far enough away so the activity does not impact the birds. An exception to this would be any raptor nests east of North Grand Avenue. North Grand Avenue is a four-lane road with a landscaped median. Any nests east of the road would likely be habituated to activity from this busy road and unaffected by construction on the West Parcel. Facilities Planning & Management shall monitor compliance.</p>				
<p>BIO-18. Impacts to coastal cactus wren habitat should be mitigated at 2:1 ratio. That is, for each acre of cacti dominated coastal sage scrub impacted, 2 acres should be created and/or preserved. Facilities Planning & Management shall monitor compliance.</p>				<p>May apply to detention basin area</p>
<p>BIO-20. All construction lighting and new campus lighting that is adjacent to sensitive habitat areas should be of low illumination and be shielded and directed downwards and away from adjacent native habitat. Facilities Planning & Management shall monitor compliance.</p>				
4. CULTURAL RESOURCES				
<p>CR-01 During construction grading and site preparation activities, the Contractor shall monitor all construction activities. In the event that cultural resources (i.e., prehistoric sites, historic sites, and/or isolated artifacts) are discovered, work shall be halted immediately within 50 feet of the discovery and the Contractor shall inform the Project Manager. A qualified archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in Archaeology shall be retained to analyze the significance of the discovery and</p>				

<p>recommend further appropriate measures to reduce further impacts on archaeological resources. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Facilities Planning & Management shall monitor compliance.</p>				
<p>CR-02. If, during the course of implementing the project, human remains are discovered, all work shall be halted immediately within 50 feet of the discovery, the Contractor shall inform the Project Manager, and the County Coroner must be notified according to Section 5097.98 of the PRC and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. Facilities Planning & Management shall monitor compliance.</p>				
<p>CR-03. The recommended action for the adverse impact on historic resources and on the Mt. SAC Historic District due to buildout of the 2015 FMPU and the PEP is revision of the Land Use Plan to avoid demolition of a CEQA historic resource. An evaluation of feasible options shall be prepared for CMPCT prior to certification of the Final EIR. The college shall evaluate whether the impacts on 3CD or 3CB buildings proposed for removal or demolition in the recommended District may be reduced to Less than Significant. The alternatives to be considered include: (1) Redesign of the 2015 Facility Master Plan Update to avoid impacting the 3CD or 3CB buildings, (2) Redesign of the 2015 Facility Master Plan Update to reduce the project impacts on 3CD or 3CB buildings to Less than Significant, (3) Redesign of phases of the project to reduce impacts on 3CD or 3CB buildings to Less than Significant as more detailed planning for each phase comes up for review before the Campus Master Plan Coordinating Team (CMPCT), and (4) Evaluation of adaptive reuses of 3CD or 3CB buildings prior to construction. Planning Facilities &</p>				

<p>Management shall monitor compliance. The Facilities Planning & Management Department shall ensure compliance.</p>				
<p>CR-04. If project redesign is not feasible to achieve the Project and College’s educational goals and facility needs, the following mitigation shall be implemented to reduce the significant impacts on historical resources: (a) HABS Level II History Report for the (1) Mt. SAC Historic District and for (2) Hilmer Lodge Stadium consistent with the <i>Historic American Buildings Survey Guidelines for Historical Reports</i> (National Park Service 2007); (b) HABS Level II Standard Photography following the <i>Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation</i> and HABS specific guidelines for the Mt. SAC Historic District and Hilmer Lodge Stadium; (c) Reproduction of select existing drawings for each building proposed for demolition or alteration following HABS Level II guidelines; (d) Creation of a interpretative exhibit within Heritage Hall (HH) including not only the history of Hilmer Lodge Stadium, but the entire Historic District as well, and (e) Development of a “Mt. SAC History” section on the campus website. The Facilities Planning & Management Department shall ensure compliance</p>				
<p>CR-05. Prior to demolition, removal, or remodeling of any 3CD or 3CB building on campus, the college shall enlist the services of a qualified architectural historian to prepare the HABS Narrative Historical Report as well as CA DPR 523 forms. Documentation through HABS is an important measure because it allows documentation of the resource before alterations begin. Given the relative historic significance of the resources, Level II HABS is the recommended documentation standard, to be prepared in accordance with the <i>Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation</i> and HABS specific guidelines (http://www.nps.gov/hdp/standards/habsguidelines.htm). A narrative historical report following the <i>Historic</i></p>				

<p><i>American Buildings Survey Guidelines for Historical Reports</i> (National Park Service 2007) should be prepared for the (1) Mt. SAC Historic District and (2) Hilmer Lodge Stadium. The college shall enlist the services of a qualified architectural historian to prepare the HABS Narrative Historical Report as well as CA DPR 523 forms. The DPR forms shall be submitted to the State Office of Historic Preservation (via the SCCIC) for their records. All other historic documents shall be made available to the public in the collection of the College's Learning Technology Center, including: the HABS Narrative Historical Report, DPR 523 forms, the <i>Historic Resources on the Campus of Mt. San Antonio College, Walnut, California</i> (The Building Biographer, June 1, 2003) and <i>The Historical Resources Analysis for Five Buildings at Mount San Antonio College, Los Angeles County, Walnut, California</i> (Davis 2012), and a copy of this report. Facilities Planning & Management shall ensure compliance.</p>				
<p>CR-06. Prior to demolition, removal or remodeling of any 3CD or 3CB building, the college shall hire a qualified HABS photographer to provide photo-documentation for the properties on campus identified as 3CD or 3CB which are proposed for removal or demolition in the 2012 Facilities Master Plan or 2015 FMP Update. The photo-documentation shall be made available to the public in the collection of the College's Learning Technology Center. The documentation should be done in accordance with the Guidelines provided in the <i>Photographic Specifications: Historic American Building Survey, Historic American Engineering Record, Division of National Register Programs, National Park Service, Western Region</i>. Facilities Planning & Management shall ensure compliance.</p>				
<p>CR-07. Prior to demolition, removal or remodeling of any 3CD or 3CB building, the college shall prepare archivally stable reproduction of original as-built drawings. Reproductions of drawings shall be done in accordance with the <i>Secretary of the Interior's Guidelines for</i></p>				

<p><i>Architectural and Engineering Documentation.</i> Select existing drawings, where available, may be photographed with large-format negatives or photographically reproduced on Mylar in accordance with the U.S. Copyright Act, as amended. Facilities Planning & Management shall ensure compliance.</p>				
<p>CR-08. To recognize the history of Mt. SAC, part of the facilities for the new Stadium will include Heritage Hall, an area dedicated to historical interpretation of the history of Hilmer Lodge Stadium and the college. The interpretative panels could utilize information from the HABS Level II Narrative Historical Report and large-format photographic documentation. Facilities Planning & Management shall ensure compliance.</p>				
<p>CR-09. To further recognition of the history of Mt. SAC, a page or series of pages should be developed for inclusion on the college's website. This project could be completed as a multi-disciplinary school project, prepared by students in the Technology and History departments utilizing the information from the HABS Level II Narrative Historical Report and large-format photographic documentation. Facilities Planning & Management shall ensure compliance.</p>				
<p>CR-10. An architectural historian or historical architect meeting the SOI Professional Qualification Standards for either discipline shall review the proposed architectural drawings and renderings of the Library (6), Bookstore (9A) and Technology Center (28 A/B) to ensure compliance with the SOI Treatment of Historic Properties. The person should be consulted during the early design of the renovation projects to ensure adherence to the Standards and to minimize plan alternations during the design process. Facilities Planning & Management shall ensure compliance.</p>				
5. ENERGY				
<p>EN-01. An energy management system shall be installed in all new facilities to reduce energy consumption and related pollutant emissions. Facilities Planning &</p>				

Management shall monitor compliance.				
6. GREENHOUSE GAS EMISSIONS				
GH-01. Future buildings exceeding 20,000 ASF shall have building roof coverings with a minimum three-year aged solar reflectance and thermal emittance, or a minimum reflectance index (SRI) greater than or equal to the values specified in Sections A5.106.11.2.1 and A5 106.11.2.2 or a minimum aged Solar Reflectance Index (SRI) 3 complying with Sections A5.106.11.2.3 as shown in Table A5.106.11.2.1 or A5.106.11.2.2 in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.				
GH-02. Future buildings exceeding 20,000 ASF shall include occupant sensors, motion sensors and vacancy sensors capable of automatically turning off all the lights in an area no more than 30 minutes after the area has been vacated and shall have a visible status signal indicating that the device is operating properly or that it has failed or malfunctioned. The visible status signal may have an override switch that s turns the signal off. In addition, ultrasonic and microwave devices shall have a built-in mechanism that allows the calibration of the sensitivity of the device to room movement in order to reduce the false sensing of occupants and shall comply with either Subsection A5.209.1.4.1 or A5.209.1.4.2 as applicable. These measures are included in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.				
GH-03. Future buildings exceeding 20,000 ASF shall include installation of field-fabricated fenestration (i.e. windows) and field-fabricated exterior doors only if the compliance documentation demonstrates compliance for the installation using U-factors from Table A5.205.1-A and Solar Heat Gain Coefficient (SHGC) values from Table				

<p>A5.205.1-B included in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.</p>				
<p>GH-04. Future buildings exceeding 70,000 ASF shall either have an energy efficiency of 30 percent above Title 24. Part 6 (e.g. Exceed CEC requirements (Performance Approach), based on the 2008 Energy Efficiency Standards by 30 percent and meet the requirements of Division A45.6) or exceed the latest edition of "Savings by Design, Healthcare Modeling Procedures" by 15 percent, in accordance with Section A.5.203.1.2 CalGreen Tier 2 (OSHPPD), as listed in Appendix A5 for Non-Residential Voluntary Measures in the 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.</p>				
7. HAZARDS & HAZARDOUS MATERIALS				
<p>HAZ-01. Prior to demolition or remodeling, onsite inspection and sampling in all buildings included in the 2015 Facility Master Plan Update for renovation or demolition shall be completed by a qualified OSHA professional for asbestos contaminated building materials and the presence of lead-based paint. All final recommendations of the final approved report(s) shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.</p>				
<p>HAZ-02. All building plans for laboratories on campus shall be reviewed by the Department of State Architect, the State Fire Marshall and the County of Los Angeles Fire Department (Fire Prevention-Engineering Unit) for fire and hazard safety. All final recommendations of the final approved plan(s) shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.</p>				
<p>HAZ-03. Prior to construction all proposed storage areas onsite of potential hazardous chemicals and materials and operational plans shall be reviewed by the County of Los</p>				

Angeles Fire Department. All recommendations of the final approved plans shall be included in construction documents, if applicable and implemented. Facilities Planning & Management shall monitor compliance.				
HAZ-04. All materials generated onsite for the Fire Training Academy that are classified as hazardous by state regulations shall be disposed of consistent with OSHA, CALEPA and LACHA. Fire Technology shall ensure compliance.				
8. HYDROLOGY/WATER QUALITY				
HYD-01. Future development occurring for buildout of the 2015 FMPU shall install the drainage facilities required by the Utilities Master Plan Infrastructure Plan, as modified by the 2016 Hydrology Study, Psomas May 2016, and Future Hydrology Figure 2d, (Ibid) prior to occupancy. Facilities Planning & Management shall monitor compliance.				
HYD-02. 7a. The <i>Master Campus Drainage Plan</i> shall be updated prior to commencement of grading for the Fire Training Academy and Athletics Education Building projects. The plan shall comply with the <i>State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit)</i> regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the college shall prepare a <i>Storm Water Pollution Prevention Plan (SWPPP)</i> and a <i>Monitoring Program</i> for the 2012 Facility Master Plan. The <i>Master Campus Drainage Plan</i> shall meet any requirements of the County of Los Angeles Department of Public Works and the City of Walnut. All recommendations of the approved final drainage plan(s) shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.				
HYD-03. All drainage improvements shall be consistent with the <i>Master Campus Drainage Plan</i> . All recommendations of the approved final drainage plan(s)				

shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.				
HYD-04. Prior to excavation onsite for which the preliminary soils/geology report indicated groundwater may be encountered; any required permit for de-watering shall be obtained from the California Regional Water Quality Control Board, Los Angeles Region. If effluent concentrations exceed permit requirements, a carbon treatment system or equivalent system to remove pollutants shall be utilized prior to discharge. Facilities Planning & Management shall monitor compliance.				
9. LAND USE/PLANNING				
LU-01. All future land uses on campus, building locations and square footage (ASF) shall be in substantially consistent with the 2015 Facilities Master Plan Update. Facilities Planning & Management shall monitor compliance.				
LU-02. The following Master Plan elements shall be revised to conform to the 2015 Facilities Master Plan Update: (1) Land Use Plan, (2) Conservation Plan, (3) Circulation and Parking Plan. Facilities Planning & Management shall monitor compliance.				
LU-03. The City of Walnut should revise its General Plan designation for the campus in its next General Plan Update to Community College and the Zoning District to Community College (or another applicable) zoning district so the General Plan and Zoning District are consistent. The Community Development Department of the City of Walnut shall ensure compliance.				
LU-04. The Facility Master Plan Conservation Plan shall be revised to include approximately 25.6 acre Habitat Mitigation Area for removal of existing California Black Walnut, Coastal Sage Scrub and Non-Native Grassland habitats. Facilities Planning & Management shall monitor compliance.				

<p>LU-07. The District shall submit an application for a grading plan to the City of Walnut for all projects subject to the Walnut Municipal Code Sections 6-5.5 and 6-5.6. The grading plan shall confirm to the requirements of the Walnut Municipal Code Section 6-5.3 and Appendix J Sections J101.7, J108 - J111 of Appendix J. To the extent there is any ambiguity as to scope, the WMC controls over Appendix J. The District shall comply with all requirements of an approved grading plan. Facilities Planning and Management shall ensure compliance.</p>				
10. NOISE				
<p>NO-01. All construction and general maintenance activities, except in emergencies or special circumstances, shall be limited to the hours of 7 am to 7 pm Monday-Saturday. Staging areas for construction shall be located away from existing off-site residences. All construction equipment shall use properly operating mufflers. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.</p>				
<p>NO-02. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB Lmax at the nearest offsite residences. Facilities Planning & Management shall monitor compliance.</p>				
<p>NO-03. Weekend special events within any athletic field complex such as tournaments, day-long meets, etc. shall be planned to not begin before 7 am on Saturday or 8 am on Sunday. Event Services shall monitor compliance.</p>				
<p>NO-05. The college shall adopt policies and post signs in the parking structure indicating vehicles with alarms may be towed from parking areas if alarms sound for more than five minutes. The Public Safety Department shall ensure compliance.</p>				
<p>NO-06. Construction contracts shall specify that construction equipment vibration impacts with a peak particle velocity (PPV) of 0.04 inches per second or more occurring offsite in a sensitive receptor area shall not</p>				

exceed 15 minutes in any one hour. Facilities Planning & Management shall monitor compliance.				
11. OPEN SPACE, MANAGED RESOURCWES AND WORKING LANDSCAPES				
MR-01. All recommendations in the final geotechnical report(s) for projects included in the 2015 Facility Master Plan Update shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.				
MR-02. During construction grading and site preparation activities, the Contractor shall monitor all construction activities. In the event a paleontological find or a potential paleontological find is discovered, construction activities shall cease and the Contractor shall inform the Project Manager. A qualified paleontologist shall be contacted to analyze the find and recommend further appropriate measures to reduce further impacts on paleontological resources. Facilities Planning & Management shall monitor compliance.				
12. POPULATION/HOUSING				
PH-01. Beginning on January 2016, on January 2020 and every five years, projections of future campus employment shall be forwarded to the Southern California Association of Governments. Human Resources shall monitor compliance.				
13. PUBLIC SERVICES				
PS-01. The net increase in campus wastewater flows shall be projected whenever the Mt. SAC Utility Infrastructure Master Plan (UIMP) is updated for a new campus Facility Master Plan, or within ten years of the last UIMP Update. The District shall obtain the required permits from the Consolidated Sanitation District of Los Angeles County, and pay the required capital facilities fees for the net increase projected in the UIMP Update. Facilities Planning & Management shall ensure compliance.				
PS-02. The Public Safety Department shall project their Department personnel and equipment needs to accommodate the student, staff and facility increases				

projected in the 2015 Facility Master Plan Update. The plan shall provide for student, staff and visitor security upon buildout of the 2015 Facility Master Plan Update. (Expansions of the Code Blue Emergency Phone System and revisions to the assignment of Evening Escorts shall be included in the plan). Public Safety shall ensure compliance				
PS-03. Within six months of certification of the 2015 Final EIR, the Public Safety Department shall complete a security construction plan to address direct and indirect security needs for all construction activities on campus associated with the 2015 Facility Master Plan Update. The special public safety needs of buildings (i.e. demolition, new construction and remodeling), construction sites, transport of construction materials and equipment, construction parking and use of construction equipment shall be addressed. Facilities Planning & Management shall ensure compliance				
PS-04. The Athletics Division and the Campus Security Department shall prepare a Security Plan for all new Special Events (i.e. does not include the 2020 Olympic Track & Field Trials) with a maximum daily attendance of 10,000 persons or more. The Security Plan shall be approved by the Board of Trustees a minimum of three (3) months prior to the event. Facilities Planning & Management shall ensure compliance.				
PS-05. The Athletics Division and the Campus Security Department shall prepare a Security Plan for the 2020 Olympic Track & Field Trials. The Security Plan shall be approved by the Board of Trustees a minimum of nine (9) months prior to the event. Facilities Planning & Management shall ensure compliance.				
14. TRANSPORTATION				
TR-01. A second EB right-turn lane shall be added to the Grand Avenue and Cameron Avenue intersection. The City of Industry is the Lead Agency and the County of Los Angeles is an interested agency. The City of Industry shall ensure compliance.				Complete by 2020

TR-03. The EB right-turn lane at the Grand Avenue and Temple Avenue intersection shall be converted to a through/right-turn lane. The City of Walnut is the Lead Agency.				Complete by 2020
TR-04. The signal phasing for the Grand Avenue and La Puente Road intersection shall be modified to include an EB right-turn overlap phase (i.e. a right-turn protected arrow). The City of Walnut shall ensure compliance.				Complete by 2020
TR-05. The EB approach shall be restriped to include a dedicated right-turn lane at the Temple Avenue and Mt. SAC Way intersection. The City of Walnut is the Lead Agency.				Complete by 2020
TR-07. When a site plan is completed, a site-specific analysis shall be completed for the Public Transit Center. All recommendations of the traffic analysis shall be completed and the project coordinated with the college, the City of Walnut, the Foothill Transit Agency and if required, the County of Los Angeles Metro Transit Authority. Facilities Planning & Management shall ensure compliance.				Could impact Temple/Bonita
TR-10. When the preliminary design of the pedestrian bridge on Temple east of Bonita Avenue is available, it shall be reviewed by the Executive Board of Officers of Associated Students, by CMPCT, by the City of Walnut, and DSA. All recommendations of a site-specific traffic analysis shall be implemented. The Lead Agency is the City of Walnut.				Complete by 2025
TR-11. Convert the existing EB right-turn lane to a through/right-turn lane at the Nogales/Amar Road intersection (#1). There is sufficient roadway width at the intersection departure lane in the eastbound direction to accommodate the third through-lane. The City of Walnut is the Lead Agency.				Complete by 2025
TR-12. Restripe the EB approach lane to include a dedicated right-turn lane at the Lemon Avenue and Amar Road intersection (#2). The City of Walnut is the Lead Agency.				Complete by 2025

<p>TR-13. Convert the existing NB right-turn lane to a shared through/right-turn lane at the Grand Avenue and SR-60 EB Ramps (#13). There is sufficient roadway width at the intersection departure in the northbound direction to accommodate the third through lane. The California Department of Transportation is the Lead Agency.</p>				<p>Complete by 2025</p>
<p>TR-14. Modify the traffic signal at the Bonita Avenue and Temple Avenue intersection (#15) to include a NB right-turn overlap phase. The City of Walnut is the Lead Agency.</p>				<p>Complete by 2025</p>
<p>TR-16. Facilities Planning & Management, along with the Local Organizing Committee (LOC) shall prepare a Transportation and Parking Management Plan for the 2020 Olympics Track & Field Trials. All campus parking locations and parking or shuttle fees shall be included in the Plan. If needed, additional security shall be provided at off-campus shuttle lots. All parking attendants (i.e. a minimum of one for each lot) shall have communication devices to communicate with a Campus Parking Supervisor. The Executive Board Officers of the Associated Students (AS) of Mt. SAC shall be given an opportunity to review and comment on the preliminary plan. The Plan shall be substantially complete at least a year (12 months) before the Trials begin and be approved by the Board of Trustees. The timeframe relates to the preparation of registration materials and event websites. Facilities Planning & Management shall ensure compliance.</p>				<p>Complete a year ahead of event</p>
<p>TR-17. Parking lot locations, vehicle occupancy requirements, and Parking Pass fees shall be published in all registration and event materials, on the event websites, and included in all media information. The Local Organizing Committee (LOC) shall hire students part-time as parking attendants or if qualified, as shuttle drivers. Event Services shall monitor compliance.</p>				
<p>TR-18. The Local Organizing Committee (LOC) shall provide shuttle bus service as described in Section 3.11.2. The off-campus shuttles shall operate at least three (3.0) hours</p>				

before the first event of the day for the 2020 Olympic Track & Field Trials and for at least three (3.0) hours after the last event ends. Event Services shall monitor compliance.				
TR-19. The Local Organizing Committee (LOC) shall conduct two or more workshops for local Chamber of Commerce members and area Hotel Managers at least nine (9) months before the 2020 Olympic Track & Field Trials to inform them of the events, Shuttle Routes and time tables, distribute media packets, answer questions and encourage hotel managers to offer special hotel packages and morning and evening hotel shuttle services between their hotel and the campus free or for a limited fee. The Director of the Local Organizing Committee (LOC) shall ensure compliance.				Complete 9 months ahead of event
TR-20. The Transportation and Parking Management Plan for the 2020 Olympic Track & Field Trials shall be based on the information in the Parking Plan in Section 3.11.2. With the stated minimum persons per vehicle, the designated lots provide parking for at least 14,174 guests and 490 faculty/staff on campus during the 2020 Summer Intersession if classes are not in session. The Planning Plan provides sufficient parking without Parking Structure J. The plan shall be refined when the Shuttle Route system is finalized (i.e. TR-19). Facilities Planning & Management shall ensure compliance.				Need contractual agreement to alter Summer Session with faculty/staff
TR-21. If the 2020 Olympic Track & Field Trials are held during the Summer Intersession and classes are in session, the Local Organizing Committee (LOC) shall implement a Parking Plan based on Section 3.11.2. The Plan shall pre-register faculty and staff for parking on-campus for the week (i.e. not daily). Faculty and staff do not need to pre-register for the weekend. This procedure assures all faculty and staff have easy access to reserved parking during the week. Facilities Planning & Management shall ensure compliance.				
TR-22. During registration for the 2020 Olympic Track & Field Trials, registrants may purchase a Parking Pass for a				

<p>specific on-campus Parking Lot (e.g. Lot F) for an off-campus Parking Pass (e.g. Cal Poly Pomona, Lanterman Developmental Center, Diamond Bar High School or Walnut High School etc.). Parking Passes will be sold for the entire 10-day event, for Session 1 (Day 1 – 4), Day 5 - 6 or Session 2 (Day 7 – 10). No Parking Passes will be issued for the other off-campus shuttle locations. Each registrant who purchases a Parking Pass shall receive a windshield Parking Pass for a specific Parking Lot. Each Parking Pass shall state the Minimum Persons per Vehicle (e. g., Minimum 3.0 Persons per Vehicle). Registration for Athletes and Officials shall begin two (2) weeks before registration for the general public. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-24. With classes scheduled in the Summer Intersession, the recommended parking plan for the 2020 Olympics Track & Field Trials is Plan C in Section 3.11.2. The plan shall be refined when the Shuttle Route system is finalized (i.e. SE-04). An updated focused traffic analysis is required. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-25. For additional reduction in pm peak period conflicts between area commuter traffic and 2020 Olympics Track & Field Trials traffic leaving the final event on Friday or Monday during Session 1, the event schedule shall be revised so guest traffic leaves before the commute period begins after the pm peak commute period ends. Either event schedule revision results in reducing the number of pm peak period conflicts by two days, and only two of the ten event days during Session 2 have pm peak conflicts (Table 3.11.8). Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-26. Prior to installation of the Lot F traffic signal, the City of Walnut shall consider lowering the posted travel speed along Temple Avenue near Lot F from 50 mph to 35-40 mph to facilitate access to the Lot F east entry driveway. The Public Works Department of the City of Walnut shall monitor compliance.</p>				

<p>TR-27. Prior to completion of Parking Structure J, the northside leg at the Lot F and Temple Avenue driveway shall be widened. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-28. Beginning in 2015, whenever a traffic/parking study for a FMP has not been completed in five (5) years, a new parking study shall be completed. The parking study shall specify the total parking supply required and a timeframe for providing the required number of campus parking spaces. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-29. Site specific traffic and parking studies are required by the District for all new Special Events (i.e. excluding the 2020 Olympic Track & Field Trials) with projected maximum daily attendance above 15,000 weekdays (excludes Summer Intersession and campus holidays). Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-30. The following recommendations from the 2002 Mt. San Antonio College Parking Lot and Access Study shall be implemented for onsite improvements: (1) Preferential carpool parking permits and spaces for Special Events and/or special recognition of student and faculty achievements, (2) Additional parking spaces for motorcycles, (3) Additional bicycle racks, (4) Bicycle lockers and/or showers and lockers for cyclists, and (5) Evaluation of reduction in free parking, raising parking fees and/or demand parking prices. The evaluation shall be completed by July 1, 2017 and CMPCT shall issue a recommendation to the Board of Trustees by September 1, 2017. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-31. For hauling operations of more than 15 trucks per hour or more than 100,000 cubic yards, a Truck Haul Plan (THP) approved by the Director of Facilities Planning & Management, with consultation with adjacent cities, shall be implemented. The Plan shall consider traffic counts, routes, hours/day of hauling, avoidance of am and pm</p>				<p>See TR-50 for City of Walnut</p>

<p>peak hours, intersection geometrics, access/egress constraints, and pieces construction equipment onsite. Recommendations shall be made concerning all hauling operations to minimize traffic and pedestrian congestion on-campus and off-campus and included in construction logistics plans. If required, all haul trucks shall be radio-dispatched. Light duty trucks with a weight of no more than 8,500 pounds are exempt from the THP requirements. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-32. Contractors shall submit traffic handling plans and other construction documents to Facilities Planning & Management prior to commencement of demolition or grading. The plans and documents shall comply with the <i>Work Area Traffic Control Handbook (WATCH)</i>. Facilities Planning & Management shall monitor compliance.</p>				
<p>TR-33. Demolition and construction contracts shall include plans for temporary sidewalk closure, pedestrian safety on adjacent sidewalks, vehicle and pedestrian safety along the project perimeter, and along construction equipment haul routes on campus. These plans shall be reviewed by the Public Safety Department and approved by Facilities Planning & Management. Facilities Planning & Management shall monitor compliance.</p>				
<p>TR-34. Demolition and construction contracts shall include plans for construction worker parking areas on campus. Facilities Planning & Management shall monitor compliance.</p>				
<p>TR-35. Each project site shall be adequately barricaded with temporary fencing to secure construction equipment, minimize trespassing, vandalism, short-cut attractions, and reduce hazards during demolition and construction. Facilities Planning & Management shall monitor compliance.</p>				
<p>TR-36. Construction contractors shall post a flag person at locations near a construction site during major truck hauling activities to protect pedestrians from conflicts with heavy equipment entering or leaving the project site.</p>				

Facilities Planning & Management shall monitor compliance.				
TR-37. Upon completion of construction documents, the Public Safety Department shall complete a parking, pedestrian, circulation and signage plan to address direct and indirect public safety needs for parking on campus during the construction period. For each major project, the changing parking demands created by construction, increased student enrollments and new building locations shall be addressed. Facilities Planning & Management shall ensure compliance.				
TR-38. During the preparation of campus grading, landscape and street improvement plans, the sight distance at each project access on campus shall be reviewed with respect to Caltrans standards. Facilities Planning & Management shall monitor compliance.				
TR-39. Onsite traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project. Facilities Planning & Management shall monitor compliance				
TR-40. The <i>Master Facilities Transportation Plan</i> shall be updated and shall specify all revisions and additions to parking areas, parking controls, public bus stops, private shuttle operations, shuttle stops and signage within the campus needed for buildout of the 2015 Facility Master Plan Update. All recommendations of the approved transportation plan shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.				
TR-49. When traffic access is allowed (gate controlled) at the southside leg of the Temple Avenue and Lot F driveway, manual traffic control (campus or City provided traffic control personnel) shall be utilized. The Athletics Department and Facilities Planning & Management shall ensure compliance.				
TR-50. The District shall submit an application for a truck hauling plan prepared by a registered traffic engineer to the City of Walnut for all projects subject to the Walnut				

<p>Municipal Code Sections 6-8. In general, WMC 6-8 addressed projects moving more than 5,000 cubic yards of earth on any public roadway. The District shall comply with all requirements of an approved truck hauling plan. Facilities Planning and Management shall ensure compliance.</p>				
<p>TR-53. Truck hauling for Phase 2 grading of the PEP site shall be limited to 8 hours a day and a maximum of 18 trucks per hour. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-55. The Public Safety Department shall update their evacuation plans for an extreme emergency by January 1, 2017. The updated emergency evacuation plan shall refine the preliminary plan included in the Final EIR and distribute vehicular traffic from campus lots to Grand Avenue and Temple Avenue in the most efficient and safe manner as possible. Public safety officers shall be deployed to pre-assigned locations and tasks to direct vehicular traffic in pre-determined directions defined in the plan. Facilities Planning & Management shall ensure compliance.</p>				
<p>TR-59. The Public Safety Department shall keep the Sheriff Department informed of anticipated major changes in circulation patterns, parking, and any special security needs related to campus construction and operation. Public Safety shall monitor compliance.</p>				
<p>TR-60. A new traffic signal at the Kellogg Drive and Interstate-10 intersection shall be operational by 2020. <i>The California Department of Transportation District 7 is the Lead Agency.</i></p>				
<p>TR-61. The westbound approach at the Campus Drive and Temple Avenue intersection shall be restriped to convert the westbound right-turn lane to a shared through/right-turn lane BY 2020. The District shall fund this improvement. The City of Pomona is the Lead Agency.</p>				

15. UTILITIES/SERVICE SYSTEMS

<p>SS-01: Within six months of certification of the 2015 Final EIR, the Utilities Master Infrastructure Plan shall be updated to accommodate the projected 2019 – 2020 student enrollment and the facilities included in the buildout of the Facilities Master Plan Update in 2020. Facilities Planning & Management shall monitor compliance.</p>				
<p>SS-02. The <i>Master Facilities Infrastructure Plan</i> shall be revised for buildout of the 2015 Facility Master Plan Update. The plan shall specify all revisions and additions to water lines from Three Valleys Municipal Water District’s PM-1 connector to the campus, and lines within the campus needed for buildout of the 2015 Facility Master Plan Update. All recommendations of the approved infrastructure plan shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.</p>				
<p>SS-03. The college shall obtain permits and water commitments required by the Three Valleys Municipal Water District for water service to all projects. These requirements shall be included I construction contracts. TVMWD has requested advance notification whenever demand may increase by more than 50 percent so future planning may be completed. Facilities Planning & Management shall monitor compliance.</p>				
<p>SS-04. The <i>Master Facilities Infrastructure Plan</i> shall be updated and shall specify all revisions and additions to sewer lines within the campus needed for buildout of the 2015 Facility Master Plan Update. All recommendations of the approved infrastructure plan shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.</p>				
<p>SS-05. The <i>Master Facilities Infrastructure Plan</i> shall be updated and shall specify all revisions and additions to the electrical distribution system within the campus needed for buildout of the 2015 Facility Master Plan Update. All recommendations of the approved infrastructure plan</p>				

shall be included in construction contracts and implemented. Facilities Planning				
SS-06. For each project, the college shall obtain all approval(s) required by Southern California Edison for electrical service. These requirements shall be included in construction contracts for each project. Facilities Planning & Management shall monitor compliance.				
SS-07. For each project, the college shall obtain all permits required by the Southern California Gas Company for natural gas service. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.				
SS-08. The <i>Master Facilities Infrastructure Plan</i> shall be updated and shall specify all revisions and additions to solid waste collection systems, storage and transfer within the campus needed for buildout of the 2015 Facility Master Plan Update. All recommendations of the approved infrastructure plan shall be included in construction contracts and implemented. (Contracts with independent trash haulers are not included in these requirements). Facilities Planning & Management shall monitor compliance.				

Source: Facilities Planning & Management, May 3, 2017