State Clearinghouse Number 2002041161

2015 Facilities Master Plan Update and Physical Education Projects

Draft Subsequent Program/Project EIR to
Final Program EIR (SCH 2002041161)

Volume 1 of 2

MT. SAN ANTONIO COMMUNITY COLLEGE DISTRICT
Facilities Planning & Management
Walnut, California

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June 2016

DRAFT SUBSEQUENT PROGRAM/PROJECT EIR
TO FINAL PROGRAM EIR (SCH 2002041161)

2015 Facilities Master Plan Update and Physical Education Projects

SCH 2002041161

Volume 1 of 2

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INTRODUCTION AND SUMMARY

1.0 INTRODUCTION AND SUMMARY

This Subsequent Program/Project Environmental Impact Report has been prepared in conformance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15000 – 15387: California Code of Regulations (CCR), Title 14, Chapter 3, State of California and in conformance with policies and procedures of Mt. San Antonio College for environmental evaluations.

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 (3) Project EIR. The types of EIRs are described in Article 11. However, the content and procedural requirements of the three types of EIR are essentially the same.

This document is a Subsequent EIR (Section 15162) since substantial changes have occurred in the project since the 2012 Final EIR was certified, one or more significant impacts may occur, and new information is available on prior projects when the 2012 Facilities Master Plan Final EIR was certified in December 2013. This document will evaluate the 2015 Facilities Master Plan Update and Physical Education Projects (2015 FMPU) that includes but are not limited to revisions to the 2012 Facilities Master Plan (FMP), additional projects not included in the 2012 FMP (see Appendix L) and changes in project statistics (e.g. square footage or assignable square footage or year of occupancy) included in the 2012 FMP.

Second, this document is a Program EIR (Section 15168) because it addressed a series of actions that can be characterized as one large project that is related geographically, governs the conduct of a continuing program (i.e. a facility master plan), is carried out by the same authority (i.e. Mt. SAC Community College District), and all individual activities (i.e. projects) having generally similar effects (i.e. physical environmental impacts) that are mitigated in similar ways (i.e. by implementation of adopted mitigation measures). Since the 2015 Facilities Master Plan Update governs the development of multiple building projects at Mt. San Antonio College, a Program EIR is the appropriate environmental document for consideration of the potential environment impacts of the Update.

Third, this document is a Project EIR (Section 15161) because it addresses one or more specific development projects. A Project EIR focuses on the changes in the environment that may result from development of all phases of the project, including planning, construction and operation. Usually, more technical analysis is included when preparing a Project EIR, compared to a Program EIR. In this instance, the document evaluates the potential environmental impacts of Phases 1 and 2 of the Physical Education Projects (PEP). Both phases will occupy the 32.2-acre site surrounding the Hilmer Lodge Stadium (HLS). The additional analysis included for the PEP Project is the geology/soils study, a biological resource study, a structural assessment of existing facilities at HLS, and an aesthetic evaluation. Collectively, the two phases are the Physical Education Project (PEP).

The Subsequent EIR addresses the updating of the 2012 Facilities Master Plan, so the document also addresses the potential environmental impacts of the 2015 Facilities Master Plan Update (2015 FMPU). The Update relates primarily to the Land Use Plan (Exhibit 1.4) and Campus Zoning Districts (Exhibit 3.1) and not the remaining elements of the Facilities Master Plan. The entire Mt. SAC Facilities Master Plan will be updated again in 2017-2018. The latter plan will be based on an update of the Mt. SAC Educational Master Plan.

Another unique aspect of this document is that the traffic analysis for the Project is fulfillS the CEQA requirements, but a traffic impact analysis for the County of Los Angeles Congestion Management Program (CMP) is not required (see Section 3.14).

The traffic methodology for an EIR (i.e. as discussed in City of Sunnyvale West Neighborhood Association versus City of Sunnyvale City Council (HO35135), Sixth Court of Appeals of California, December 16, 2010, differs from the traffic methodology required for the CMP. Therefore, even if the CMP was required, it would not be adequate for evaluating traffic impacts under CEQA.

1.1 INTRODUCTION

The proposed project is located at Mt. San Antonio College (Mt. SAC) in the City of Walnut in the County of Los Angeles west of Interstate 57 (Orange Freeway) and south of Interstate 10 (San Bernardino Freeway) The College has local access from Temple Avenue, Grand Avenue and Amar Road (Exhibit 1.1).

The proposed projects exempt from local zoning controls. However, 53094 does not exempt local agency review of drainage improvements and onsite grading plans.

The 420-acre community college has a student enrollment of 35,280 (Fall Semester Based Annual Enrollment Headcount) or 31,275 FTES (Credit + Non-Credit) in 2014 - 2015. The Facilities Master Plan was last updated in 2012 (2012 FMP). Existing facilities onsite in 2016 comprise approximately 1,087,184 assignable square feet (ASF) of development with approximately 8,985 surface parking spaces (March 2016).

The Mt. San Antonio College District (District) serves twenty communities in the eastern part of Los Angeles County with a combined population of over a million people. However, the college's larger effective service area extends beyond the district's boundaries. The college is the largest of the 112 community colleges in California and includes eight (8) unified high school districts within its boundaries.

Table 1.1
Campus Statistics

Academic Year	Annual Credit + Non-Credit FTES	Enrollment Headcount[1]	Headcount Increase from 2015-2016
2014-15	31,275	35,280	
2015-16 (Baseline)	32,025	35,986	---
2020-21 (Buildout)	37,809	39,731	3,745
2025-26	42,569	43,139	7,153
Source: Cambridge West Partners, July 21, 2015. 1 Based on Fall Semester enrollment headcount			

The College prepared the 2015 FMPU to revise the land plan included in the 2012 FMP, to further define prior projects that have not been constructed, to provide future facilities corresponding to the College enrollment projections prepared by the California Community College Chancellor's Office, and to evaluate several new projects not included in the 2012 FMP.

While the 2012 FMP was prepared to accommodate a student enrollment of 33,433 (credit + non-credit annual full-time-equivalent students) in 2020, the 2015 FMPU will accommodate a student enrollment of 39,731. Therefore, 2015 student enrollment projections for 2020-21 are 6,298 students more than in the 2012 FMP.

Exhibit 1.1
MT. SAC District Location

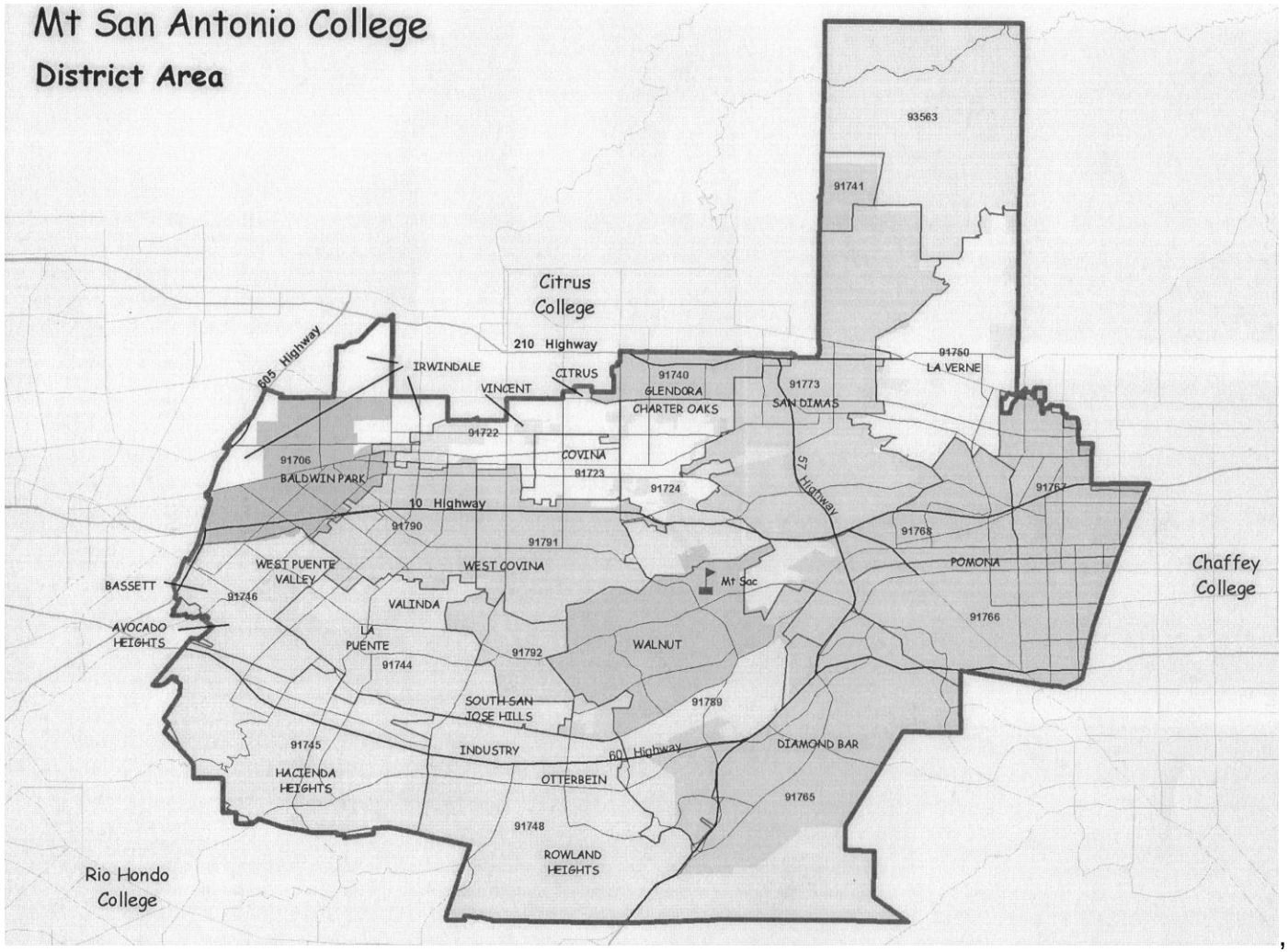


Exhibit 1.2
Project Location

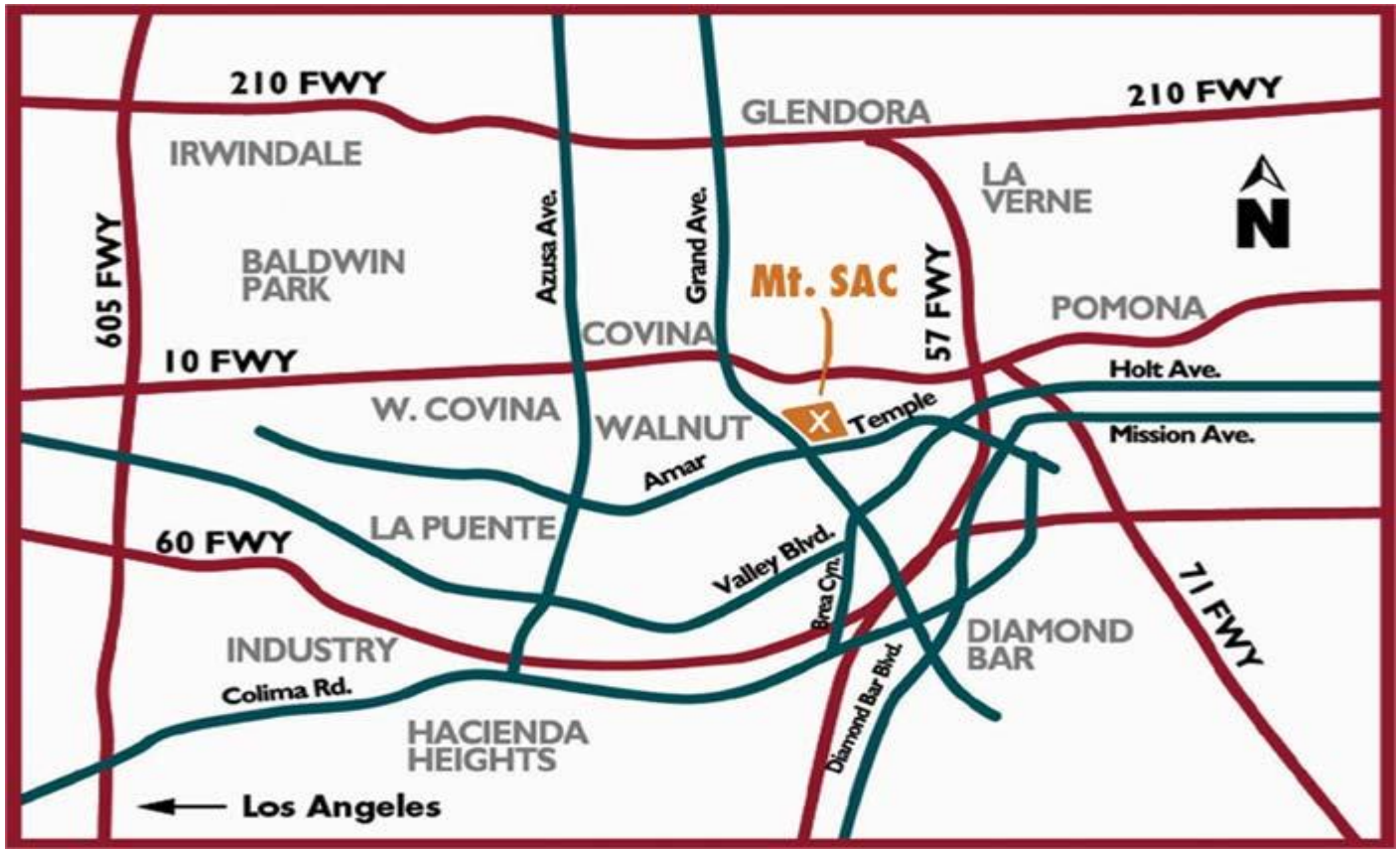


Exhibit 1.3
2015 Campus Aerial

Exhibit 1.4
2015 FMPU Land Use Plan

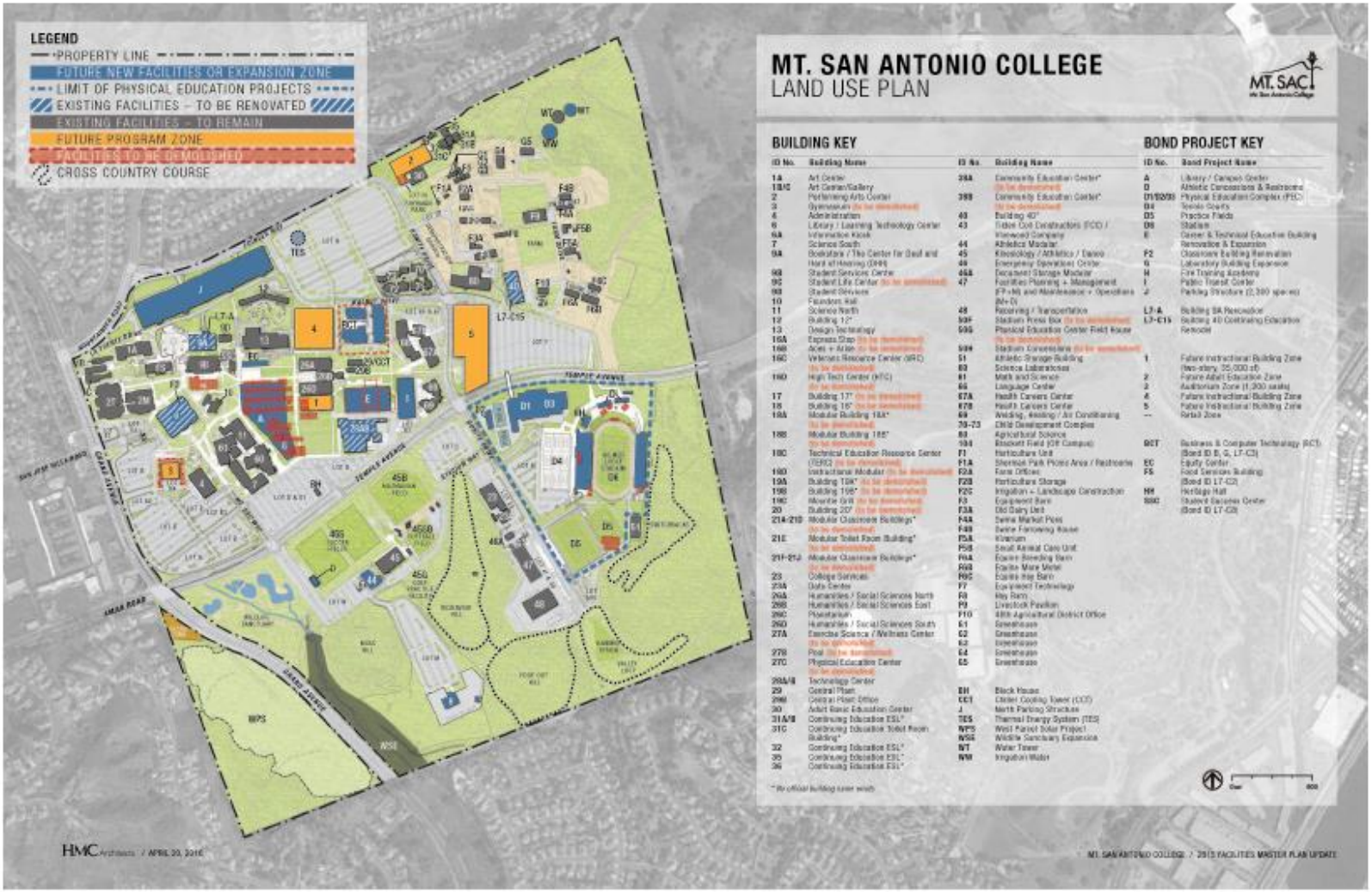


Exhibit 1.5
2015 Campus Directory

LEGEND FOR CAMPUS MAP

Administration 4
- Academic Senate
- Administrative Services
- Bursar's Office/Photo ID/Permits
- Fiscal Services
- Human Resources
- Instruction Office
- Mail Center
- Marketing & Communication
- Payroll & Purchasing
- Printing Services
- Research & Institutional Effectiveness

48th Agricultural District Office F10
ACES 16B
Adult Basic Education Center 30
Agricultural Sciences 80
Agricultural Technology Center F3
Animation Drawing Lab 13
Art Center 1A/B
Art Computer Graphics Lab 13
Art Gallery/Classrooms 1B/C
Arts Division Office 20-3
Arise (Asian American Pacific Islander Program) 16B
Auxiliary Services 9A
Biological Services ..... 7, 11, 60 & 61
Bookstore (SacBookRac) 9A
Bursar's Office/Photo ID/Permits 4
Business Division Office 17
- Business Faculty Offices ..... 18A, B

Campus Cafe 8
Center of Excellence 21D
Chemistry 11
Child Development Center 70-73
Child Development Classes 73
Child Development Faculty Offices 73
Common Grounds 8
Communication Department 26D
Continuing Education Division 40
Construction Offices 23
Counseling 9B
Disabled Student Services 9B
English 26D
Equipment Technology Lab F7
ESL Classrooms ..... 31A/B & 66
Exercise Science/Wellness Center 27A
Express Stop 16A
Fashion 13
Foreign Languages 66
Forensics 26D
Foundation Office 12A
Founders Hall 10
- President's Office/Board Room

Health Careers 67A
Health Careers Resource Center 67B
Heating/Air Conditioning 69
High School Referral/Adult Diploma Programs ..... 32, 33 & 38A-B
History/Geography/Political Science 26D
Honors Program 26A
Horticulture Units F1
Hospitality & Restaurant Mgmt. 19B
Humanities/Social Sciences Division Office 66
Humanities/Social Sciences ..... 26A, B & D
Information Technology ..... 23 & 23A
Interior Design 13
Journalism 26D
Landscaping/Irrigation Lab F2C
Language Center 66
- ESL

Learning Technology Center 6
- **Library & Learning Resources Division Office**
- Campus Events
- KSAK Radio
- Learning Assistance Center
- Library
- Media Services
- Tutorial Services/Supervised Tutoring
- TV Production/Broadcasting

Livestock Pavilion F9
Maintenance/Facilities Management 47
Math & Science Bldg. 61
Math Tutoring 61
Mental Health Faculty Offices 67A
Mountie Grill 19C
Mountie Stop 9A
Natural Sciences Division Office 61
Natural Sciences Complex ..... 7, 11, 60 & 61
Nutrition 19B
Older Adult Programs 36
Parking Office (Violations) 23
Performing Arts Center 2
- Box Office
- Dance Studio
- Feddersen Recital Hall
- Music/Dance/Theater Classes
- Clarke Theater
- Studio Theater

Kinesiology, Athletics & Dance Division Office 45
- Field House 50G
- Gym 3
- Locker Rooms 27C
- Pool 27B

Photographics 13
Picnic Area/Restrooms F1A
Planetarium 26C
Prime Stop 61
Public Affairs & Media Relations 10
Public Safety Department 23
Receiving/Transportation 48
Regional Health Occupations Resource Center (RHORC) 35
Science Laboratories Building 60
Science - NORTH 11
Science - SOUTH 7
Short Stop 67A
Student Health 67B
Student Life Center 9C
Student Services Center 9B
- **Student Services Division Office**
- Admissions & Records
- Assessment
- Career & Transfer Services
- Counseling Department
- Disabled Student Programs & Services
- EOPS/CARE/CalWORKs
- Financial Aid
- High School Outreach
- Upward Bound
- Veteran's Affairs

Student Services Annex 9D
- Aspire
- Bridge/Learning Communities

Swine Barn F4
Teacher Preparation Institute 26A
Technology & Health Division Office 28A/B
Telecommunications 23
VTEA (Vocational Technical Ed. Act) 40
Welding/Air Conditioning 69
Wellness Center 27A
WIN (Student Athlete Tutorial Center) 45
Writing Center 26B

COMPARISON OF 2012 FACILITY MASTER PLAN & 2015 FACILITIES MASTER PLAN UPDATE (2/23/2016)

The Land Use Plans for the 2012 FMP (Exhibit 1.6) and the 2015 FMPU (Exhibit 1.4) differ in several ways:

(1) The 27.65-acre West Parcel Solar project is designated WPS,

(2) The acreage designated for the Wildlife Sanctuary is expanded from 10.0 acres to 26.0 acres, including the Mt. SAC Hill,

(3) The 1.0 acre parcel southwest of Temple Avenue and Grand Avenue and north of the Solar District is designated Retail,

(4) Lot M is expanded to 11.5 acres for 971 temporary parking spaces and the Fire Training Academy designation (H) is retained from the 2012 FMP,

(5) The service road to Grand Avenue south of Mt. SAC Hill is remove,

(6) The HLS Renovation project (D1 – D6) is replaced by the Athletic Complex East (Phase 1) and Physical Education Complex (Phase 2). The new project includes demolition of Hilmer Lodge Stadium rather than renovation. The combined Phase 1, 2 projects is titled the Physical Education (PEP). The 32.2 acre project site is shown in Exhibit 1.4.

(7) The Land Use Management Area A (18.5 acres), adopted in 2012, is retained along the campus southeast perimeter (see Section 3.7.3 (H),

(8) Parking Structure J is retained in its approved location from the 2012 FMP,

(9) The subsurface Thermal Energy System (2.2 million gallons) in Lot H is added. This project received its CEQA clearances in a Mitigated Negative Declaration in October 2015 and is under construction.

(10) Parking Structure J (Phase 2) included in the 2012 FMP is removed from Exhibit 1.4. A loss of 2,300 structured spaces results from removal of the project.

(11) The Future Instructional Building Zone (5) building footprint from the 2012 FMP is retained in Exhibit 1.4 but the Public Transportation Center component is removed.

(12) A Pedestrian Bridge spanning Temple Avenue, directly east of Bonita Avenue between Lot F and the PEP, is added,

(13) Since the Public Transportation Center (I) is moved to Lot D3 north of Temple Avenue, a new signalized intersection on Temple Avenue at this location is required. Approximately 135 parking spaces are lost in Lot D- 3. The Foothill Transit Agency is the Lead Agency for this project and is obtaining the CEQA clearances for the project. However, the College is completing the design and a Memorandum of Understanding (MOU) with the Agency.

(14) The following buildings, which were not previously identified for demolition, will be demolished: Restrooms (50A-50E), Stadium Press Box (50D), Field House (50G), Stadium Concessions (50H) and Hilmer Lodge Stadium proper (D6),

(15) The following new zones (i.e. future facilities), not previously included in the 2012 FMP, will be added: Future Instructional Zone 1, 2, 4. The Retail Zoning District is also added within the West Parcel (see Exhibit 3.1).

(16) There are eleven (11) existing buildings that were previously approved for demolition in previous Master Plans but have not been demolished as of March 3, 2016 (see Section 3.6.2).

(17) Two water tanks were included in the 2012 FMP. With slightly different locations, they are now identified as the Water Tower (WT) and a Irrigation Water (WW) tank in the 2015 Land Use Plan (Exhibit 1.4). An irrigation water well is also proposed at the WW location.

(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),

(19) Significant physical impacts, if any, due directly or indirectly to a student enrollment increase of 3,745 in 2020 and 7,153 in 2025 will be evaluated.

(20) New large projects in 2015 FMPU requiring site-specific analysis are the Library/Campus Center (A) and Language Building Expansin (G). Special site-specific studies will also be completed for the Future Instruction Building Zone 5 because of potential and Bonita/Temple intersection impacts. Special studies are also likely required for the Fire Training Academy site plan and the 1,200 seat Auditorium Zone (3). The CEQA analysis herein is adequate for a Program EIR for three of the four projects. The Fire Training Academy received its initial CEQA clearances in the certified 2012 Final EIR.

(21) Small Athletic Concessions and Restrooms (D) located west of soccer fields (46S) are additions to the 2015 FMPU. Building 44 is a modular building being used as a construction office.

(22) The Equity Center (EC) is a new project. The site is now open space.

(23) Four Renovation projects were included in the 2012 FMP but have new indices in the 2015 FMPU: (1) The Continuing Education Remodel (L7-C15) is now Building 40, (2) Career & Technical Education (E) is now 26A/26B, (3) Classroom Building Renovation (F2) is now Library/Learning Technology Center (6) and Building Renovation (L7-A) is now 9A.

(24) Preliminary estimates of the facilities at buildout of the 2015 FMPU are approximately 1,982,300 gross square feet (gsf) and 1,325,300 assignable square feet (ASF) in 2020.

(25) The Laboratory Expansion (G) and Language Lab Expansion (L7 - C3) in 2012 FMP are now indexed as 29/CCT and 29B (Central Plant and Central Plant Office) in the 2015 FMPU.

(26) Library/Campus Center (A) in the 2012 FMP is now indexed A + G but the building pad is identical.

(27) An Emergency Communication Tower (ECT) is planned on Reservoir Hill but will have its own CEQA clearances outside of this EIR.

Exhibit 1.6
2012 Facility Master Plan

Marlene Imirzian & Associates Architects, Ltd. + Cambridge West Partnership, LLC

E. MASTER PLAN

The Facilities Master Plan Update continues the primary improvements planned by the Measure RR projects and previous planning efforts. The key recommendations are:

- Establish use zones in which each incorporate areas for pedestrian interaction and enhanced integration;
- improve connectedness between each use zone;
- illustrate location of all projects currently planned by the District;
- illustrate potential future building sites for instruction programs for future growth;
- establish a linked network of pedestrian circulation, open spaces, and exterior study/collaboration space to enhance student/faculty/staff learning and campus life;
- plan vehicular circulation that will limit pedestrian conflicts while allowing ease of access to parking and service for buildings; and
- establish location and potential capacity of parking improvements to accommodate planned student growth.

Measure Name	ID No.
Library/Campus Center	A
Business & Computer Technology	B
Athletic Concessions and Restrooms	D
Athletic Education Building (includes Gymnasium)	D1
Pool (Athletic Education Building lower level)	D2
Team Room	D3
Tennis Courts (12 competition courts)	D4
Practice Fields	D5
Stadium Renovation	D6
Career & Technical Education Building Renovation & Expansion	E
Classroom Building Renovation	F2
Laboratory Building Expansion	G
Fire Training Academy	H
Public Transit Center	I
Parking Structure (2,300 spaces)	J
Building 9A Renovation	L7-A
Building 12 Renovations	L7-B
Facilities Improvement Projects #1 - EOC/Facilities Plan Room	L7-C1
Facilities Improvement Projects #2 - Food Service	L7-C2
Facilities Improvement Projects #3 - Language Lab Expansion	L7-C3
Facilities Improvement Projects #4 - Student Support Services	L7-C8
Building 40 Continuing Education Remodel	L7-C15
Future Instructional Building Zone (two-story, 35,000 sf)	1
Future Adult Education Zone	2
Auditorium Zone (1,200 seats)	3
Future Instructional Building Zone	4-5

LEGEND

- FUTURE NEW BUILDING OR EXPANSION ZONE
- EXISTING BUILDING - TO BE RENOVATED UNDER RR
- EXISTING BUILDING - TO REMAIN
- FUTURE PROGRAM ZONE
- A PROJECT ID

Mt San Antonio College - Facility Master Plan 2012

Table 1.2

Comparison of 2012 Facility Master Plan in the 2012 Final EIR & the 2015 Facilities Master Plan Update (FMPU) Land Use Plan

2012 Facility Master Plan		2015 Facilities Master Plan Update	
Index	Project	Index	Project
New Projects			
D1 – D6		PEP	Site design only on same site
		EC	Equity Center
		TES	Thermal Energy Storage
		CCT	Chiller & Cooling Tower
		ECT	Emergency Communication Tower
Projects South of Temple Avenue			
I	Public Transportation Center/Lot F	I	Public Transportation Center/Lot D3
	Future New Bldg or Expansion Zone (Exhibit 7: Solar & Retail Zoning)	WPS	West Parcel Solar
---	---	WSE	Wildlife Sanctuary Expansion
H	Fire Training Academy (FTA) With Burn Tower	H	Fire Training Academy (FTA) Without Burn Tower Expanded Parking in Lot M is Interim Use
D5	Practice Fields	44	Athletics Modular & Lot W
L7-C1	EOC/Facilities Plan Room	---	Completed – No Index
D1 – D6	Athletics Facilities	D1-D6,HH	Change in D5 and bldg pads
---	---	---	Pedestrian Bridge from D1 to Lot F
Other Projects East of Bonita Drive			
5	Future Instructional Bldg Zone	5	Future Instructional Bldg Zone
I	Public Transit Center	I	Moved to Lot D3
L7-C15	Bldg 40 Continuing Ed Remodel	L7-C15	Bldg 40 Continuing Ed Remodel
2	Future Instructional Bldg Zone (35,000 sf)	2	Future Adult Education Zone
---	Future New Bldg or Expansion Zone	WW/WT	New Water Tower & Irrigation Water Tanks

Table 1.2 (continued)
Comparison of 2012 Facility Master Plan in the 2012 Final EIR & the 2015 Facilities Master Plan Update (FMPU) Land Use Plan

2012 Facility Master Plan		2015 Facilities Master Plan Update	
Index	Project	Index	Project
Projects West of Bonita Drive & North of Temple Avenue			
J	Parking Structure (2,300 spaces)	J	Parking Structure (2,300 spaces)
J Phase 2	Parking Structure	---	None
L7-C2	Food Service	FSC	Food Services Bldg
F2	Classroom Bldg Renovation	F2	Classroom Bldg Renovation
3	Auditorium Zone (1,200 seats)	3	Auditorium Zone (1,200 seats)
L7-A	Bldg 9A Renovation	9A	Bookstore/DHH
L7-C8	Student Support Services	SSC	Student Success Center
A	Library/Campus Center	A, G	Library/Campus Center & Laboratory Bldg Expansion
4	Future Instructional Bldg Zone	4	Future Instructional Bldg Zone
1	Future Adult Education Zone	1	Future Instructional Bldg Zone (35,000 sf)
B	Business & Computer Technology	BCT	Business & Computer Technology
G	Laboratory Bldg Expansion	---	Central Plant
L7-C3	Language Lab Expansion	BCT	Business & Computer Technology
E	Career & Tech Education Renovation and Expansion	E	Career & Tech Education Renovation and Expansion
E	Career & Tech Education Renovation – Bond Measure RR	26 A/B	Humanities/Social Science N & S
Parking Lot Capacity Changes			
J	Net gain of 1,796 parking spaces	J	Net gain of 1,796 parking spaces
J - 2	Phase 2 (2,200 spaces)	---	Phase 2 is removed
5	Loss of 538 parking spaces	5	Loss of 538 parking spaces in Lot F
---	Lot D3	I	Loss of 159 spaces in Lot D3 (PTC)
4	Loss of 212 parking spaces	4	Loss of 212 parking spaces in Lot G
D1-D6	Gain of 840 parking spaces [1]	D1-D6	Loss of 451 spaces
Lot 50G	No change		Loss of 57 spaces
---		TES	Temporary loss of 540 spaces in Lot H until 1/1/17
M	Gain of 230 spaces in Lot M	M	Gain of 971 spaces in Lot M
---		44	Loss of 41 spaces in Lot W
Net Parking Gain 2020		1,309 spaces	
Net Permanent Parking Gain 2030			
2,116 spaces		Unavailable	
Source: Facilities Planning & Management, March 24, 2016 1 Option 1 – Mt. SAC Gym Site, 10/24/12, HMC Architects			

The College has begun planning for the Student Center/Campus Center, which is a component of the Library/Campus Center project. The building is estimated at 30,000 gsf or 14,670 asf.

The changes described above will result in approximately 1,317,932 assignable square feet or 1,982,327 gross square feet upon buildout. Since traffic analysis for the campus is based on student enrollment and not on square footage, the increase is used to identify site-specific building impacts, construction noise impacts, operational air quality emissions and campus energy demand etc.

This SEIR focuses on projects occurring between the baseline (January 14, 2016) and projects occupied by December 31, 2020 are included. The analysis assumes a worse case scenario and includes some projects that do not have funding or have later dates for completion in the District's bond programs.
The actual construction schedule for individual projects may differ from the assumptions in this report. Construction schedules are dependent on future funding availability, DSA approvals, campus priorities and construction timeframes. In some cases, state or federal permits may be required.

Any public project approved in the State of California that may have an adverse impact on the physical environment is subject to the California Environmental Quality Act (CEQA). Therefore, this environmental evaluation addresses the potential impacts of implementation of the 2015 FMPU that were not adequately addressed in the prior 2012 certified Final EIR (SCH 2002041161).

Mt. San Antonio College is the Lead Agency responsible for the preparation of environmental documentation in compliance with CEQA, and has the responsibility for approval or denial of the project. This 2016 Final EIR will address the potential environmental concerns identified through the Notice of Preparation process, from public comments, and from professional evaluation by the project team.

The initial potential areas of controversy for the project include demolition of Hilmer Lodge Stadium, the expenditure of Bond funds for some projects and whether the City of Walnut's General Plan and Zoning designations apply to the campus. Other residents near campus have objected to the construction of the West Parcel Solar project and to the construction of Parking Structure J. However, as discussed in Section 15064 (f) (5) argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumption predicted upon facts, and expert opinion supported by facts.

The EIR evaluates three project alternatives, including the no-project alternative that assumes that existing campus facilities are not changed. Since the college is an existing facility with an established service area, no alternative site is evaluated.

Project Alternatives are identified in Section 5.0. A comparison matrix of the potential environmental impacts is also included in Section 5.0.

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, Maintenance and Facilities Management (Building 46), at 1100 N. Grand Avenue, Walnut, California 91789-1399. For an appointment, please call Mikaela Klein at (909) 274-5720 or send an e-mail request to mikaela.klein@mtsac.edu.
Most exhibits in this document are in low-resolution files to save file space and decrease loading time. Key exhibits (i.e. Exhibit 1.4: 2015 FMPU Land Use Plan and Exhibit 2.4: Physical Education Project (Phases 1, 2) are available in high resolution larger formats upon request.

1.2 ISSUES TO BE RESOLVED

During the initial consultation process and preparation of the EIR, the issues requiring resolution included (1) Determining what circulation improvements are required for the projected student headcount in 2020, (2) How will the required parking supply for 2020 be implemented met, (3) What issues and potential impacts are associated with construction of a new Hilmer Lodge Stadium, and, (5) What temporary campus and area impacts are associated with hosting the 2020 Olympic Track & Field Trials (2020 Olympic Trials) at the new stadium facility. These issues are discussed in Section 3.2 and Section 3.5.

Any outstanding legal issues related to existing litigation against the District will ultimately be decided by the Superior Court of Los Angeles County or the California 4th District Court of Appeals.

1.3 SUMMARY OF IMPACTS

Table 1.3 summarizing potential project impacts, recommended mitigation measures, and the level of significance with mitigation for each new or revised potential significant project impact associated with implementation of the 2015 FMPU. A complete listing of all mitigation measures and a discussion of project impacts are also included in the topical sections of this report.

The Mitigation Monitoring Program adopted with the Final EIR (SCH 2002041161) for the 2008 MPU, with revisions and additions due to the 2012 Facilities Master Plan, is included in Appendix L: 2016 Mitigation Monitoring Program.

Table 1.3
Summary of Impacts (New Impacts and New/Revised Mitigation Measures for the 2015 FMPU)

Note: The full 2016 Mitigation Monitoring Program is included at the end of Volume 1: Draft EIR and in Volume 2: Appendix L. The mitigation measures include four revised mitigation measures that were first adopted in December 2015 in the Addendum to 2012 Facilities Master Plan Final EIR. Mitigation Measures that were adopted in 2012 but revised are also included below.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
2015 FACILITIES MASTER PLAN UPDATE & THE PHYSICAL EDUCATION PROJECT		
AESTHETICS		
New lighting on the athletic fields may cause light and glare beyond the field boundaries if not of proper design and installation.	AES-01. All athletic field lighting (excluding the PEP (Phase 1, 2)) must employ automatic shutoff devices to ensure that facilities are not illuminated unless desired. Lighting levels and design shall comply with the recommendations of the Illuminating Engineers Society Standards of North America (IESN) *Recommended* Practice *for Sports and Recreational Area Lighting* (IESNA RP-6-01), Facilities Planning & Management shall monitor compliance.	Less than Significant with Mitigation Incorporated.
The aesthetics of all projects require adequate and complementary landscaping.	AES-02. All new construction contracts shall implement those provisions of the latest FMP Landscape Plan applicable to their projects. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
AESTHETICS (continued)		
Light and glare impacts may occur on offsite adjacent residential areas when new facilities are constructed.	AES-03. New exterior building lighting for site-specific projects[2] near Edinger Way and for the Fire Training Academy shall not exceed 2.0 foot candles as measured at the nearest off- campus residential property line, unless such lighting is essential for safety or security at doors and building entries. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
Potential light and glare impacts along the campus perimeter can be minimized by adhering to campus guidelines and the California Building Code.	AES-04. 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. 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.	Less than Significant with Mitigation Incorporated.
Soccer field lighting has a significant effect on Observatory activities for students and the public.	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, Wednesday nights for student research activities. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
AIR QUALITY		
Construction activities and construction equipment may generate particulates in excess of SCAQMD thresholds.	AQ-01. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403 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 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	Less than Significant with Mitigation Incorporated.

	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.	
AIR QUALITY (continued)		
Construction activities and construction materials may generate ROG and VOC emissions in excess of SCAQMD ROG standards.	AQ-02. 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.	Less than Significant with Mitigation Incorporated.
Construction equipment used for PEP (Phase 1) will generate NOx emissions in excess of SCAQMD standards.	AQ-03. 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 shall ensure compliance.	Less than Significant with Mitigation Incorporated.
BIOLOGICAL RESOURCES		
Parking lot lighting in Lot M and Lot W may impact adjacent sensitive biological areas.	BIO-01. All new lighting standards for Lot M and Lot W immediately adjacent to the sensitive biological habitat areas (i.e. Wildlife Sanctuary/Open Space Zone and Reservoir Hill) shall not exceed 0.2 foot candles at 5 feet outside of the parking lot boundary. Lot M and Lot W lighting near MSAC Hill shall employ automatic shutoff devices to ensure that the parking lot lighting intrusion is minimized unless required for public safety and security Facilities Planning & Management shall monitor compliance.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
BIOLOGICAL RESOURCES (continued)		
Future grading and construction could harm Burrowing Owls if they are present onsite.	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 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, 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 Staff Report on Burrowing Owl Mitigation (CDFW 2012). All recommendations of the final studies shall be implemented. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
BIOLOGICAL RESOURCES (continued)		
Buildout of the 2015 FMPU will result in the loss of five additional California Black Walnut trees.	BIO-03. 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. These trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for 2 years. Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
CULTURAL RESOURCES		
Construction activities may uncover and damage cultural resources that are not apparent in current evaluation studies.	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 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
CULTURAL RESOURCES (continued)		
Construction activities may uncover buried unknown human remains that are not apparent in current evaluation studies.	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.	Less than Significant with Mitigation Incorporated.
Demolition of Hilmer Lodge Stadium, a structure potentially eligible for the California Register of Historic Resources, is a significant impact. While the required mitigation measures below may reduce that impact, they cannot compensate fully for the demolition of an eligible resource, and the impacts remains adverse with mitigation.	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	Unavoidable Adverse

	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 & Management shall monitor compliance. The Facilities Planning & Management Department shall ensure compliance.	
CULTURAL RESOURCES (continued)		
	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 *Historic American Buildings Survey Guidelines for Historical Reports* (National Park Service 2007); (b) HABS Level II Standard Photography following the *Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation* 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	

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
CULTURAL RESOURCES (continued)		
	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 *Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation* and HABS specific guidelines (http://www.nps.gov/hdp/standards/habsguidelines.htm). A narrative historical report following the *Historic American Buildings Survey Guidelines for Historical Reports* (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 *Historic Resources on the Campus of Mt. San Antonio College, Walnut, California* (The Building Biographer, June 1, 2003) and *The Historical Resources Analysis for Five Buildings at Mount San Antonio College, Los*	

	Angeles County, Walnut, California (Davis 2012), and a copy of this report. Facilities Planning & Management shall ensure compliance.	
CULTURAL RESOURCES (continued)		
	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 *Photographic Specifications: Historic American Building Survey, Historic American Engineering Record, Division of National Register Programs, National Park Service, Western Region*. Facilities Planning & Management shall ensure compliance.	

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
CULTURAL RESOURCES (continued)		
	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 *Secretary of the Interior's Guidelines for Architectural and Engineering Documentation*. 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.	
	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.	
	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.	

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
HYDROLOGY/WATER QUALITY		
Building renovation for eligible contributing resources to the Historic District may result in cultural resource impacts.	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.	Less than Significant with Mitigation Incorporated.
Buildout of the 2015 FMPU will alter portions of the campus by new grading and facilities, requiring extensions, revisions, or new construction of drainage facilities to serve the new development. Without these facilities, the increase in impervious area may cause flows that are not accommodated by the existing drainage facilities	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 April 2016, and Future Hydrology Figure 2d, (Ibid) prior to occupancy. Facilities Planning & Management shall monitor compliance.	Less than Significant with Mitigation Incorporated.
LAND USE/PLANNING		
Future construction may conflict with the 2015 Facilities Master Plan Update (2015 FMPU), which would be inconsistent with an adopted college plans and policies.	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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
LAND USE/PLANNING (continued)		
The 2015 Facilities Plan Update will result in inconsistencies in other plan documents.	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.	Less than Significant with Mitigation Incorporated.
The City of Walnut General Plan and zoning designations are not consistent, and do not reflect historical or current land uses on campus.	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.	Less than Significant with Mitigation Incorporated.
NOISE		
Construction equipment operations may cause annoying vibrations offsite in sensitive receptor areas even though no damage occurs.	NOI-01. 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 exceed 15 minutes in any one hour. Facilities Planning & Management shall monitor compliance.	Less than Significant with Mitigation Incorporated
Construction noise during early morning or late evening may be disruptive to adjacent sensitive land uses.	NOI-02. 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 monitor compliance.	Less than Significant with Mitigation Incorporated

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
POPULATION/HOUSING		
SCAG employment projections may include community college data, which requires updating for future staff and faculty employment.	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.	Less than Significant with Mitigation Incorporated.
PUBLIC SERVICES		
New facilities may result in a net increase in wastewater flows, which require CSDLA permits.	PS-01. When the Utilities Master Plan is updated, or when focused hydrology studies for the Hydrology Discharge Areas (Psomas, Figure 2d, March 2016) indicate the flow offsite is increasing by more than 5 percent (cfs), the District shall obtain the required permits from the Consolidated Sanitation District of Los Angeles County and pay the required capitals facilities fee. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
TRANSPORTATION		
Construction vehicular traffic may create conflicts with peak hour traffic in the immediately campus area.	TP-01. 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 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.	Less than Significant with Mitigation Incorporated.

Projected 2020 student enrollments will create additional demand for parking on campus. The parking supply may not be in balance with the parking demand in the future. A lack of parking capacity results in more vehicular travel, more air quality emissions and potential vehicular and pedestrian conflicts	TP-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 1/1/2020. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
TRANSPORTATION (continued)		
Vehicular trips are a major source of significant local air quality emissions. Vehicles create demand for additional expensive parking spaces on campus, and use scarce campus land resources. Reducing vehicular travel and increasing bus ridership to the campus has a direct positive benefit in reducing air quality emissions from private vehicles.	TP-03. 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.	Less than Significant with Mitigation Incorporated.
Future new special events may have traffic or parking impacts.	TP-04. 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
TRANSPORTATION (continued)		
Improvements Required by 2020 (continued)		
Buildout of the 2015 FMPU has a significant project impact on the Grand Avenue and Cameron Avenue intersection (#5) in 2020.	TP-05. 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.	Less than Significant with Mitigation Incorporated.
Buildout of the 2015 FMPU will have a significant project impact at the Grand Avenue and San Jose Hills Road intersection (#7) in 2020.	TP-06. A second EB right-turn lane is required at the Grand Avenue and San Jose Hills Road intersection. However, insufficient ROW is available due to existing development at the SW and NW corner of this intersection. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.	Unavoidable Adverse
Buildout of the 2015 FMPU will have a significant impact at the Grand Avenue and Temple Avenue intersection (#8) in 2020.	TP-07. 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.	Less than Significant with Mitigation Incorporated.
Buildout of the 2015 FMPU will have a significant project impact at the Grand Avenue and La Puente Road intersection (#9) in 2020.	TP-08. 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.	Less than Significant with Mitigation Incorporated.
Buildout of the 2015 FMPU will have a significant project impact at the Temple Avenue and Mt. SAC Way intersection (#14) in 2020.	TP-09. 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
TRANSPORTATION (continued)		
Improvements Required by 2020 (continued)		
Buildout of the 2015 FMPU will have a significant project impact at the Temple Avenue and Valley Boulevard intersection (#17) in 2020.	TP-10. Additional improvements at the Temple Avenue and Valley Boulevard intersection are not feasible due to the ROW constraints near the adjacent railroad line. Therefore, further improvements are not feasible. The City of Pomona is the Lead Agency.	Unavoidable Adverse
A new focused traffic signal and intersection is required for public transit to access the Public Transit Center (I) in Lot D-3.	TP-11. 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.	Less than Significant with Mitigation Incorporated.
A future shuttle may reduce trips and improve access between Mt. SAC and Cal Poly.	TP-12. The College shall meet with Cal Poly to discuss a joint CalPoly campus shuttle service by July 1, 2017. Facilities Planning & Management shall monitor compliance.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
TRANSPORTATION (continued)		
Improvements Required by 2020 (continued)		
Design and planning issues related to campus parking need to accommodate diverse users.	TP-13. 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.	Less than Significant with Mitigation Incorporated.
Increased campus public transit use reduces area trips and associated traffic impacts.	TP-14. 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.	Less than Significant with Mitigation Incorporated.
Additional Improvements Required by 2025		
Buildout of the 2015 FMPU has a significant cumulative impact on the Grand Avenue and Mountaineer Road intersection (#6) in 2025.	TP-15. A third NB through-lane is required at the Grand Avenue and Mountaineer Road intersection. However, insufficient ROW is available within the current curb width. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.	Unavoidable Adverse

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
TRANSPORTATION (continued)		
Additional Improvements Required by 2025 (continued)		
Buildout of the 2015 FMPU will have a significant cumulative impact at the Grand Avenue and Temple Avenue intersection (#8) in 2025.	The identical improvement in TR-03 is also required by 2025 but will not result in acceptable level of service. All feasible intersection improvements at this location within existing ROW have been completed. Acquisition of the adjacent gasoline station, trunk water line relocation and removal of part of the Wildlife Sanctuary makes further improvements not feasible. The City of Walnut is the Lead Agency.	Unavoidable Adverse
Buildout of the 2015 FMPU will have a significant cumulative impact at the Grand Avenue and Baker Parkway intersection (#11) in 2025.	TP-16. 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.	Unavoidable Adverse
The design of the pedestrian bridge over Temple Avenue east of Temple must meet all criteria for vehicular and pedestrian public safety.	TP-17. 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.	Less than Significant with Mitigation Incorporated.
Buildout of the 2015 FMPU has a significant impact on six intersections in 2020. The six intersections are Grand Avenue/Cameron Avenue (#5), Grand Avenue/San Jose Hills Road (#7), Grand Avenue/Temple Avenue (#8), Grand Avenue/La Puente Road (#9), Temple Avenue/Mt. SAC Way (#14), and Temple Avenue and Valley Boulevard (#14).	The improvements required by 2020 for the six listed intersections identified in Column 1 are sufficient to reduce the 2015 FMPU impacts in 2025 to acceptable levels at only two of the four locations. The mitigation measures required were listed above as TR-01 to TR-06.	Unavoidable Adverse for Grand Avenue/San Jose Hills Road (#7) and Temple Avenue and Valley Boulevard (#14).

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
TRANSPORTATION (continued)		
Additional Improvements Required by 2025 (continued)		
Buildout of the 2015 FMPU has a significant impact on two additional intersections in 2025. The two additional intersections are Grand Avenue/Mountaineer Road (#6), and Grand Avenue/Valley Boulevard (#10).	No feasible additional improvements are possible at the four intersections listed in Column 3.	Unavoidable Adverse for Grand Avenue/San Jose Hills Road (#7), Temple Avenue and Valley Boulevard (#14), Grand Avenue/Mountaineer Road (#6), and Grand Avenue/Valley Boulevard (#10).
Required Fair Share Mitigation Measures for E + P + C 2025		
Student enrollment will add 8,798 ADT to the study area by 2025 and other cumulative projects will add 37,081 ADT. The trip increases result in the need for feasible improvements at four locations.	TP-18. 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.	Less than Significant with Mitigation Incorporated.
	TP-19. 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.	Less than Significant with Mitigation Incorporated.
	TP-20. 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
TRANSPORTATION (continued)		
Required Fair Share Mitigation Measures for E + P + C 2025 (continued)		
	TP-21. 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.	Less than Significant with Mitigation Incorporated.
Directing traffic effectively is key to minimizing area traffic congestion during a partial or full campus Emergency Evacuation.	TP-22. The Public Safety Department shall update their evacuation plans for an extreme emergency by Janury 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
PHYSICAL EDUCATION PROJECT (PHASE 1, 2)		
The lighting for Hilmer Lodge Stadium, Flex and Practice Fields may cause light and glare, or skyglow.	PE-01. Hilmer 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.	Less than Significant with Mitigation Incorporated.
The estimated truck export of earth (Phase 2 grading) for the PEP of 81,429 cy may result in congestion along the truck haul route.	PE-02. 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.	Less than Significant with Mitigation Incorporated.
Construction of the PEP (Phase 1) may result in NOx emissions above SCAGMD daily thresholds due to use of diesel construction equipment onsite.	PE-03. The requirements shall be placed in construction contracts. 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 shall ensure compliance.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
PUBLIC TRANSPORTATION CENTER		
The Public Transportation Center has been moved from its previous location along Temple Avenue and new opportunities are created by internal project locations.	TC-01. The Executive Board of Associated Students shall be given an opportunity to review and comment on campus public transit center issues prior to CMPCT final review. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
A new traffic signal and intersection is required for public transit to access the Public Transportation Center (I) in Lot D-2.	TC-02. 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.	Less than Significant with Mitigation Incorporated.
WATER TOWER & IRRIGATION WATER		
	See Biological Resources Section.	
FUTURE SPECIAL EVENTS		
New Special Events with attendance of 10,000 persons or more may have security impacts.	SE-01. 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
2020 OLYMPIC TRACK & FIELD TRIALS		
Any new large special event may have parking or traffic impacts if it is held weekdays in the Fall, Winter or Spring terms.	SE-01. 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.	Less than Significant with Mitigation Incorporated.
Evens with daily attendance of 20,000 may pose special security challenges.	SE-02. 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.	Less than Significant with Mitigation Incorporated.
Evens with daily attendance of 20,000 may cause traffic congestion and parking demand exceeding the supply on campus.	SE-03. 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. 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	Less than Significant with Mitigation Incorporated.

	event websites. Facilities Planning & Management shall ensure compliance.	
2020 OLYMPIC TRACK & FIELD TRIALS (continued)		
Early and wide dissemination of parking availability and requirements is key to preventing parking congestion during large events.	SE-04. 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.	Less than Significant with Mitigation Incorporated.
Providing parking off-campus and using shuttles will reduce parking demands on campus and reduce traffic congestion during large events.	SE-05. 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 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.	Less than Significant with Mitigation Incorporated.
Reducing the use of private vehicle and increasing the use of shuttles operated by hotels will reduce parking demand on campus and reduce traffic congestion during large events.	SE-06. 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
2020 OLYMPIC TRACK & FIELD TRIALS (continued)		
Increasing the persons per vehicle for vehicles parking on campus during large evens reduces parking demand on campus for large events. Two parking alternatives (A, B) have been prepared to date that provide ample parking for guests, students, faculty and staff for an event with a daily attendance of 20,000 persons.	SE-07. The draft 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 14,919 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. Facilities Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
The parking plan must provide adequate parking for faculty and staff during large events.	SE-08. 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.	Less than Significant with Mitigation Incorporated.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
2020 OLYMPIC TRACK & FIELD TRIALS (continued)		
Providing a variety of parking plans for event guests, and a specific parking area allows the Local Organizing Committee to keep parking demand and supply in balance.	SE-09. 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) 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.	Less than Significant with Mitigation Incorporated.
Parking Plan B for the 2020 Olympic Track & Field Trials events (Section 3.11.2) may result in significant traffic impacts in the traffic study area during the 10-day event because guests leave the final event at the same time as the evening commute period.	SE-10. With classes not scheduled in the Summer Intersession, the recommended parking plan for the 2020 Olympic Track & Field Trials is Plan B in Section 3.11.2. The plan shall be refined when the Shuttle Route system is finalized (i.e. SE-04). Facilities Planning & Management shall ensure compliance.	Unavoidable Adverse
Parking Plan C for the 2020 Olympic Track & Field Trials events (Section 3.11.2) will result in significant traffic impacts in the traffic study area during the 10-day event because guests leave the final event at the same time as the evening commute period and the event schedule conflicts with campus operations.	SE-11. With classes scheduled in the Summer Intersession, the recommenced parking plan for the 2020 Olympic 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.	Unavoidable Adverse

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
2020 OLYMPIC TRACK & FIELD TRIALS (continued)		
Traffic leaving 2020 Olympic Track & Field events during the pm peak period weekdays will impact mainline freeway segments and ramps. Parking Plan A would result in mainline impacts on I-10 west of Grand Avenue and south of Temple on SR-57 for four weekday evenings.	SE-12. For additional reduction in weekday 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 (Table 3.11.18). Either event schedule revision will result in reducing the number of pm peak period conflicts by two weekdays during the ten event. Facilities Planning & Management shall ensure compliance.	Unavoidable Adverse
Source: SID LINDMARK, AICP, May 10, 2016		

PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

Section 2.0 describes the exiting setting of the project at the time of the issuance of the Notice of Preparation and the project characteristics.

2.1 LOCATION AND SETTING

Mt. San Antonio College is located approximately two miles west of Interstate 10 (San Bernardino Freeway) along Temple Avenue east of Grand Avenue in the City of Walnut. The 420-acre campus is located immediately west of California State Polytechnic University Pomona (Cal Poly) and east of Grand Avenue. The campus areas south of Temple Avenue are devoted primary to athletic uses (e.g. Hilmer Lodge Stadium, baseball and soccer fields), a ten-acre Wildlife Sanctuary, the 27-acre solar site and to agricultural operations. The 35-acre easterly portion of the campus is used for agricultural programs (i.e. the College Farm).

The majority of the existing campus facilities onsite are concentrated north of Temple Avenue between Grand Avenue and Bonita Drive. The campus and surrounding land uses are shown in the 2015 aerial photo in Exhibit 1.3. The existing surrounding land uses near campus are generally unchanged from 2012.

The majority of the fourteen (14) buildings proposed for demolition on campus in previous facility master plans have not occurred to date. This includes the Campus Inn (8), Gymnasium (03), Student Life Center (9C), and the Aquatic Facilities (27A-27C) in the Central Core of the campus. The majority of the buildings to be demolished are less than 5,000 ASF.

The area surrounding the campus remains primarily residential, with the exception of the commercial center on the northwest and offices on the southwest corner of Temple Avenue and Grand Avenue, Cal Poly to the northeast, and the Spadra Landfill to the east (i.e. part of Cal Poly). The Cal Poly lands south of Temple Avenue are also devoted to agricultural uses and open space.

The Walnut Valley Unified School District has two elementary schools near campus, Leonard Westhoff Elementary, located one mile west of the campus on Amar Road, and Collegewood Elementary, located ¼ mile north of the campus on Grand Avenue.

Environmental Setting

The 420-acre campus is generally urban, especially within the 160-acre Primary Educational Zone. The 91-acre Athletics Zone includes buildings, sports fields and the Reservoir Hill Relay Course. The 70-acre Agricultural Zone includes open space and agricultural facilities. The 46-acre Land Use Management Area includes three relay courses and the 25.6-acre Habitat Mitigation Area. The 1.0-acre Retail (undeveloped) one, the 27.0-acre Solar Zone and the 26-0acre Wildlife Sanctuary/Open Space zones comprise the remainder areas of the campus (Exhibit 1.4).

The campus differs in elevation from 850 feet above mean sea level (msl) north of Edinger Way to 700 feet msl along the southern campus perimeter. The solar pad west of Grand Avenue is 761 msl.

The campus area is urban, with high traffic volumes on Temple Avenue (29,800 ADT) and along Grand Avenue (37,000 ADT). Approximately 8,985 parking spaces occur on campus (March 2016), along with approximately 1.56 million square feet of buildings.

The geology and soils characteristics within the campus are generally similar, but do vary with the topography. In general, the campus is not in a designated State of California Earthquake Fault Zone. However, a portion of the Physical Education Projects (PEP) site is located in a Seismic Hazard Zone. Although the campus is located within a mapped Seismic Hazard Zone for liquefaction, site-specific investigations have confirmed the groundwater level is below bedrock and the site is not susceptible to liquefaction.

Local zones of perched groundwater seepage and undocumented fill soils may occur in some areas. The Physical Education Project is classified as Site Class D and Site Design Category E (Table 3: 2013 California Building Code Service Design Parameters, Converse, Ibid). Implementation of the recommendations of a site-specific geology/soils study is required for all building projects on campus.

A variety of biological habitats occur onsite. The habitats include California Walnut Woodlands within the Agricultural Zone, Venturian Coastal Sage Scrub on the West Parcel and Mt. SAC Hill, southern cotton-willow riparian forest along Snow Creek and disturbed coastal sage scrub in isolated areas. Three sensitive species, the Coastal California Gnatcatcher, the Cactus Wren and the Least Bell's Vireo have been observed on campus, primarily in the Venturian Coastal Sage Scrub habitat.

The aerial photo illustrates the environment setting of the campus (Exhibit 1.3). The following photographs include some projects completed in 2015-2016.

Exhibit 2.1
2015 Campus Photos

Thermal Energy Storage Tank Construction

Chiller Cooler Tank Upgrades

Business & Computer Technology

West Parcel Solar

Student Success Center

Food Services (Mountie Café)

Hilmer Lodge Stadium

Founders Hall

2.2 PROJECT HISTORY

Four previous CEQA documents have been prepared for Facility Master Plans for Mt. San Antonio Community College District (2002, 2005, 2008 and 2012). These CEQA documents have included program, project, supplemental and subsequent EIRs. The Mt. San Antonio College 2012 Facilities Master Plan Campus Final Program EIR (SCH 2002041161) was certified by the Board of Trustees in December 2013.

Since one or more new significant environmental impacts may occur with development of the 2015 Facilities Master Plan Update and changes are proposed in the 2012 Facilities Master Plan, a new environmental document is required. This EIR will address only those issues needed to make the prior 2002-2012 documentation adequate for the 2015 Facilities Master Plan Update.

The 2012 Facility Master Plan (March 2012) included twelve elements:

(1) Land Use Plan
(2) Circulation/Parking Plan
(3) Circulation and Open Space Plan (Campus Pedestrian Plan Concept)
(4) Landscape Concept Illustrative Plan
(5) Conservation Plan
(6) Lighting Plan
(7) Campus Sign Plan
(8) Emergency Access Plan
(9) Universal Access Plan
(10) Phasing Plan
(11) Agricultural Sciences Area Plan
(12) Campus Enhancements Plan

The 2015 Facilities Master Plan Update (2015 FMPU) revises the 2012 Land Use Plan only. The other elements will be updated in 2017–2018.

Tables 2.1, 2.2 list the campus projects completed to date by their source of Bond funding.

Table 2.1
Completed Projects with Measure R Bond Funding (May 2016)

Year Completed	Building Number	Project Name
2005		Athletic Fields
2006	1B	Art Center/Gallery
2007	2	Music Building Expansion
2015	4	Administration Site Improvements
2011	4	Administration
2008	9B	Student Service Center Renovation
2005	9D	Student Services Annex
2007	10	Founders Hall
2012	13	Design Technology Center
2015	18AB	Modular Buildings
2005	29	Central Plant Phase 1
2008	7, 11 & 26ABCD	Classroom Remodel
2007	23	College Services
2007	23A	Data Center
2010	51	Athletics Storage Building
2006	60	Science Laboratories
2008	61	Math and Science
2005	66	Language Center
2005	67A	Health Careers Center
2005	67B	Health Careers Center
2005	69	Welding, Heating/Air Conditioning
2014	70-73	Child Development Complex
2011	80	Agricultural Science
2012	45	WIN (Student Athletic Tutorial Center)
2010	G5	Greenhouse
2010	F5B	Small Animal Care Unit
2003	F9	Livestock Pavilion
2010	F6C	Equine Hay Barn
2003	F3	Equipment Barn
Source: Mt. SAC Facilities Planning and Management, May 2016		

Table 2.2
Projects with Measure RR Bond Funding (May 2016)

		Facility (Building Index)
		Physical Education Project (Phase 1 Grading)
G1	60	Astronomy Dome
B,G-L7-C		Business Computer Technology Center (BCT)
	70-73	Child Development Complex
		Chiller Cooling Tower (CCT)
	46A	Document Storage Modular
	16E	Equity Center (EC)
H		Fire Training Academy
L7-C2	8	Food Services (FS)
		Heritage Hall (HH)
A		Library/ Campus Center
	18CD	Modular Buildings
		Parking Lot M
~~J~~		~~Parking Structure~~
J		Parking, Public Safety & Traffic Improvements
D1, D2, D3		Physical Education Project (Phase 2)
I		Public Transit Center (I)
		Retail Zone (---)
		Renovation Classroom Building (F)
L7-A	9A	Renovation (9A)
	12	Renovation (12)
	47	Renovation (47)
L7-C15	40	Renovation (40)
L7-C8	9E	Student Success Center (SSC)
		Thermal Energy System (TES)
		Water and Irrigation Water Towers (2)
		~~West Parcel Solar Project (WPS)~~
	12	Building 12 Renovation (12)
	46	Emergency Operations Center (46)
	4	Administration Site Improvements (4)
	21A-J	Modular Classroom Buildings (21A-J)
	16F	Campus Testing Center (16F)
		Source: Mt. SAC Facilities Planning and Management, May 2016 1 Projects using RR Revenue Anticipation Bonds (November 2011)

Table 2.3
Projects Under Construction (January 2016)

Index	Project	Estimated ASF	Estimated GSF	Projected Buildout
Projects to Complete				
FS	Food Service	9,421	13,459	2016
B	Business Computer Technology Center	76,370	106,096	2018
L7-C3	Language Center Lobby Addition	1,005	1,453	2018
D4	Athletic Complex East Grading	--	--	2017
TES	Thermal Energy System and Chiller Cooling Tower	---	---	2016
WPS	West Parcel Solar (On Hold)	---	---	---
J	Parking Structure J (On Hold)	---	---	---
	Subtotal	109,816	121,008	
Source: Mt. SAC Facilities Planning and Management, March 2016				

Future projects that were included in prior master plans are listed in Tables 2.2 – 2.4 with the estimated square footage and date of occupancy.

The West Parcel Solar project (as of May 2016) is subject to litigation pending in the Superior Court of Los Angeles County. A motion or preliminary injunction was denied by the Court on Janury 21, 2016. In addition, the West parcel Solar project cannot commence until receipt of Section 404 Nationwide Permit from the Army Corps, Section 401 Water Quality Certification from the California State Water Resources Board, a Section 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife and recorded Restrictive Covent that will install, preserve, and maintain into perpetuity a habitat plan for the West Parcel Solar project.

2.3 PROJECT CHARACTERISTICS

Table 2.4 lists the approved Bond projects on campus that have not been constructed. These projects are considered when future cumulative service demands (i.e. water, wastewater and energy demand) are projected for the campus. However, only the projects occupied in 2020 are relevant to the project impact analysis.

Table 2.4
Prior Facility Master Plan Projects Not Under Construction (January 2016)

Index	Project	Estimated ASF	Estimated GSF	Projected Occupancy
Projects to Complete Prior Master Plans				
3	Auditorium Zone (1,200 seats)	---	---	See Zone 3
A	Library, Learning Resources, Campus Center	118,311	167,200	
A1	Student Center	35,374	50,000	
9A	Building 9A Renovation	---	21,311	
E1	Career & Technical Education Renovation	88,000	128,143	
E2	Career & Technical Education Expansion	---	---	
F2	Classrooms Buildings Renovation	91,870	122,119	
PTC	Public Transportation Center	---	---	
	Fire Training Academy	14,100	20,143	
1	Future Instructional Building Zone 1	24,500	35,000	
2	Future Education Zone 2	17,280	24,688	
3	Future Instructional Building Zone 3	40,000	57,100	
4	Future Instructional Building Zone 4	24,500	35,000	
5	Future Instructional Building Zone 5	18,295	26,136	
J	Parking Structure (2,300 spaces)	---	---	
I	Public Transportation Center	---	7,400	
	West Parcel Solar	---	---	
	West Parcel Retail		5,000	
---	Wildlife Sanctuary Improvements	---	---	
---	Additional Water Towers (2)	---	---	
---	New Drive and Parking	---	---	
---	Reclaimed Water Storage	---	---	
	Soccer Restrooms		1,500	
Source: Mt. SAC Facilities Planning and Management, January 2016				

Table 2.5 lists future new projects included in the 2015 Master Plan Update that are not yet approved by the Board of Trustees or constructed.

Table 2.5
New Projects Added by the 2015 Facilities Master Plan Update

Index	Project	ASF	GSF	Occupancy
New Projects Added by 2015 FMPU				
PEP	Physical Education Project (Phase 1)	87,167	95,730	June 2018
PEP	Physical Education Project (Phase 2)	62,249	84,357	August 2020
PO	Pedestrian Overcrossing (Bonita/Temple)	---	---	2021
ECT	Emergency Communication Tower	---	---	2017
	Subtotal	149,416	180,087	
New Demolitions Proposed in 2015 FMPU				
D6	Hilmer Lodge Stadium/Auxiliary Bldgs	-18,843	-29,082	
	Net Increase	130,573	151,005	
Source: Source: Mt. SAC Facilities Planning and Management, January 2016				

Buildout of the 2015 FMPU in 2020 will result in approximately 1,325,282 ASF, a net increase of 238,098 ASF from existing conditions. Compared to buildout of the 2015 FMPU results in an increase of approximately 465,000 ASF (4.5 percent) compared to the 2012 FMP. However, the buildout date for the 2012 FMP was 2025, not 2020.

Table 2.6
2012 Facility Master Plan and 2015 Facilities Master Plan Update at Buildout

2012 Master Plan		2015 Facilities Master Plan Update	
Development (ASF)		Development (ASF)	
Existing (2012-2013) 2015)	1,103,261	---	
		Existing (2014 – 2015)	1,087,184
Additions (2012 - 2025)	+531,628	Additions (2015 - 2020)	262,247
Demolitions (2012 - 2025)	(149,608)	Demolitions (2015 - 2020)	(87,258)
---	---	Buildout (2020) with 5% Contingency	1,325,282
---	---	Net Increase (2020)	238,098
---	---	Demolition (2020-2025)	(62,249)
---		Additions (2020-2025)	278,240
Buildout (2025)	1,485,281	Buildout (2025) with 5 % Contingency	1,552,072
Percent Increase			4.3 % per year
Net Increase (2025)	+382,020	Net Increase 2025)	464,888
Sources: Facilities Planning and Management, January 2016; Table 2.2.3: 2012 Final EIR, Certified December 2013 and Mt. SAC Building List (August 5, 2015)			

The removal of existing buildings and construction of new buildings is based on the college's programmatic needs and available funding. The phasing of future construction is contingent on available funding, design plans, CEQA clearances, Board approval and Division of the State Architect (DSA) approvals.

The Athletic Complex East (Phase 1) and Physical Education Complex (Phase 2) propose development changes on the Hilmer Lodge Stadium site. Together, the two phases comprise the Physical Education Project (PEP). This project is evaluated herein as a site-specific project in Section 3.8 and the evaluation of the PEP (Phases 1, 2) conforms to the requirements of a Project EIR.

Physical Education Project (Phase 1)

The PEP has been in planning and design consideration for over seven years (Exhibit 2.2). Based on certification of the 2012 Final EIR and Board of Trustee approvals, preliminary limited grading and removal of the California Black Walnuts west of the Hilmer Lodge Stadium (HLS) and other pre-demolition tasks were completed.

When completed, the 32.2 acre PEP (Phase 1) will include a 9-lane 400 meter track and 10,912 permanent seat, 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 50,950 ASF or 91,727 gsf. Existing facilities are 26,053 ASF and 43,240 gsf. At buildout of Phase 1, there will be 1,014 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 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 (see Appendix K).

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 Brooks/Relays since 1959. The 2016 Relays (April 14-16, 2016) will be held offsite.

The design and architectural plans are currently (May 2016) being reviewed by the Division of the State Architect (DSA). The PEP (Phase 1) has eleven (11) major program elements, which are identified below. The PEP (Phase 1) Site Plan (Exhibit 2.2) identifies the major building footprints, facilities, athletic fields and nearby parking lot.

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 infield. The Press Box is located above the western bleachers. The four auxiliary buildings provide ticketing, food service, restrooms, and tele-communications services. Buildings C-E will have maximum heights of 32' 10" (East/West Elevations), 30' (North Elevation), and 13' (North) respectively. The existing Storage Building (51) remains onsite.

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.

The preliminary construction schedule for Phase 1 is October 2016 to August 2018 (22 months).

Physical Education Project (Phase 2)

The PEP (Phase 2) will occupy the northwest parking lot within the PEP (Phase 1) project site (Exhibit 2.4). 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. The total ASF is 62,247 and 87,167 gsf. The parking lot near the PEC tennis courts will have 249 spaces at buildout.

When existing physical education buildings on campus north of Temple Avenue are demolished (Buildings 03, 27A-27C) the net increase for the PEC project will be 33,541 sf. This data is used for projecting operational energy demands, water demand and wastewater generation net increases.

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.

The PEC 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.

The preliminary construction schedule for Phase 2 is approximately February 2018 to August 2020 (20 months). Therefore, both phases may be complete within 46 months of project initiation.

However, this is an aggressive schedule and funding may not be available until later. PEP (Phase 2) is a state-funded project, dependent on passage of a future state bond, and is not a Measure RR bond-funded project.

The total parking spaces available on campus on August 1, 2018 when PEP (Phase 1) is complete is approximately 8,308 spaces. This does not include the 2,300 spaces in Parking Structure J.

Table 2.7
PEP Project Statistics (January 2016)

PHYSICAL EDUCATION PROJECT (PHASE 1)	Existing Facilities	Buildout Facilities
Total Site (acres)	32.2	32.2
Building Footprints (acres)	0.64	1.59
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.)	18,295/24,552	41,809/69,183
Auxiliary Buildings (sq. ft.)	548/4,530	10,200
Bldg 51 to Remain (ASF/gsf)	7,210/14,158	7,210/14,158
All Facilities w/ Bldg 51 (ASF/gsf)	26,053/43,210	50,950/91,727
Lighting Standards (Number/Height)	8/121.1	8/155.0
Existing Maximum Height (feet) w/o lighting	63.5	---
Building A: Maximum Height (feet)	---	65’ 10” West
Building B: Maximum Height (feet)	---	40’ 10” North
Track Running Lanes[1]	9	9
Track Distance	400m	400 m
Interior Stadium Area (acres.)	3.53	4.16
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]
Total Campus Parking Spaces	8,985	8,308
Parking (w/o PEP Phase 2)	---	765
Parking (with PEP Phase 2)	---	249
Total Parking for PEP (Phases 1) w/o Lot 50 G	34	765
Lot F with Surface/Zone 5 (spaces)	1,286	820[3]
Lot 50 G - Athletics	152	152
Lot V: Staff (spaces)	34	0
PEP Buildout (Phase 1)	---	June 2019

Table 2.7 (continued)
PEP Project Statistics (January 2016)

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
Number of PEC Aquatics Events Per Year	30	35
2015/20 Aquatics (attendance largest event)	3,500	4,000
2015/2020 Aquatics (max daily attendance)	3,500	4,000
Total Parking Onsite (spaces)	---	249
Total Parking Spaces on Campus	8,985	8,308
Temple Avenue Pedestrian Bridge @ Bonita	---	2022
PE Complex Buildout (Phase 2)	---	August 2020
2020 Traffic Study for 2015 FMPU Buildout		12/31/2020
PHYSICAL EDUCATON PROJECT (PHASES 1, 2)		
Project w/o Building 51 (ASF/gsf)	---	130,907/195,467
Project w/Building 51 (ASF/gsf)	---	138,117/209,625
Total Parking Spaces/ with Lot 50G		249/401
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

Table 2.7 (continued)
PEP Project Statistics (January 2016)

PHYSICAL EDUCATION PROJECT (PHASE 2) (continued)	Existing Facilities	Buildout Facilities
SPECIAL EVENTS (continued)		
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
[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		
Source: Mt. SAC Facilities Planning & Management and Marc Ruh (Aquatics), Simon Solis (HMC) and Joe Jennum (KAD Division), February 2016		

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 competition officials and 75 auxiliary personnel at any one time (Table 1.3.2, IAAF Track and Facilities Field Manual, 2008 Edition, p. 18).

The two major events held in the Stadium for years have been the Mt. SAC Relays (47 years) and the Mt. SAC Cross-Country Invitational (67 years).

Exhibit 2.2: Physical Education Project (PEP) Site Plan (Phase 1)

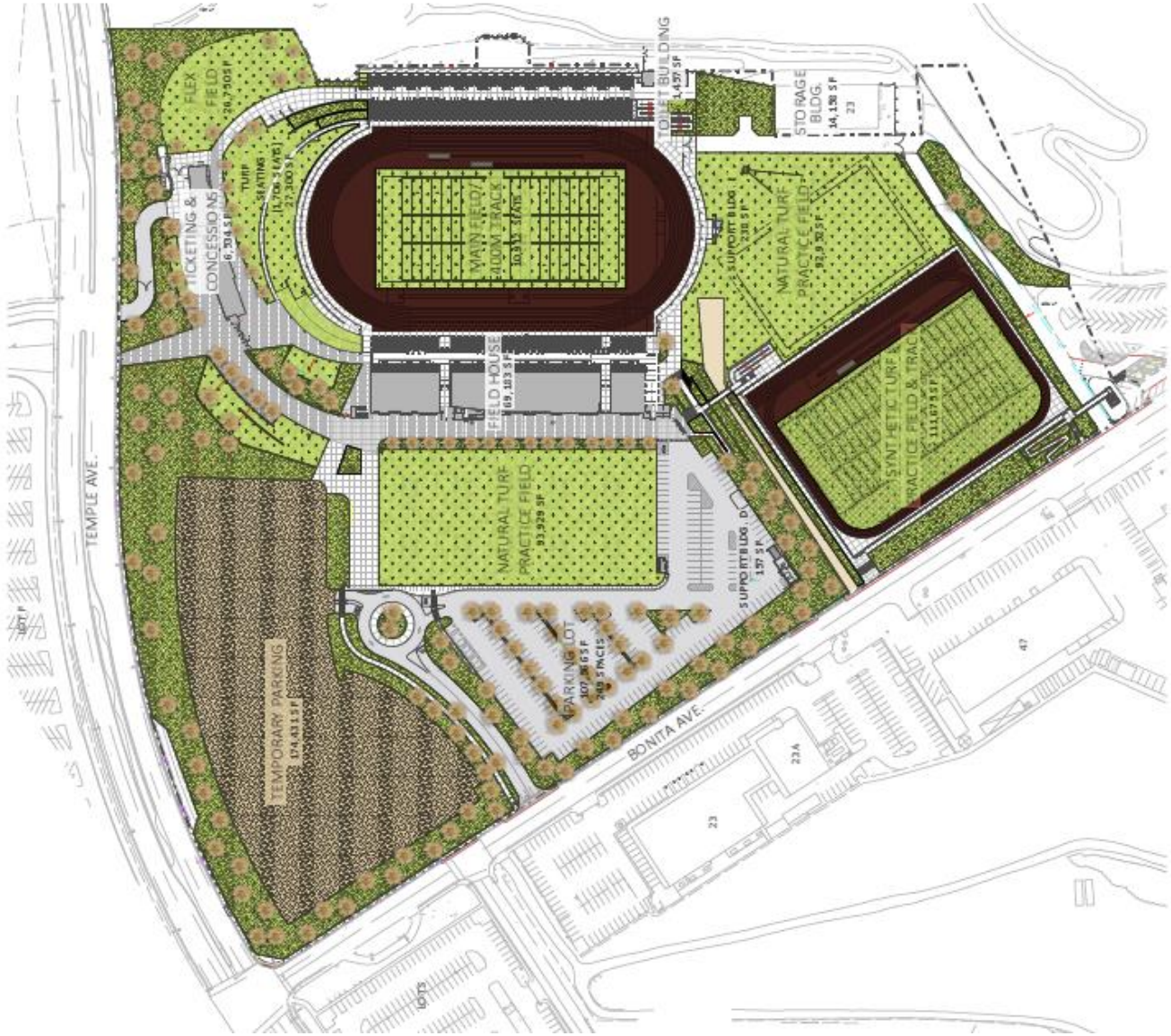


Exhibit 2.3
Physical Education Project (PEP) Site Plan (Phase 2)

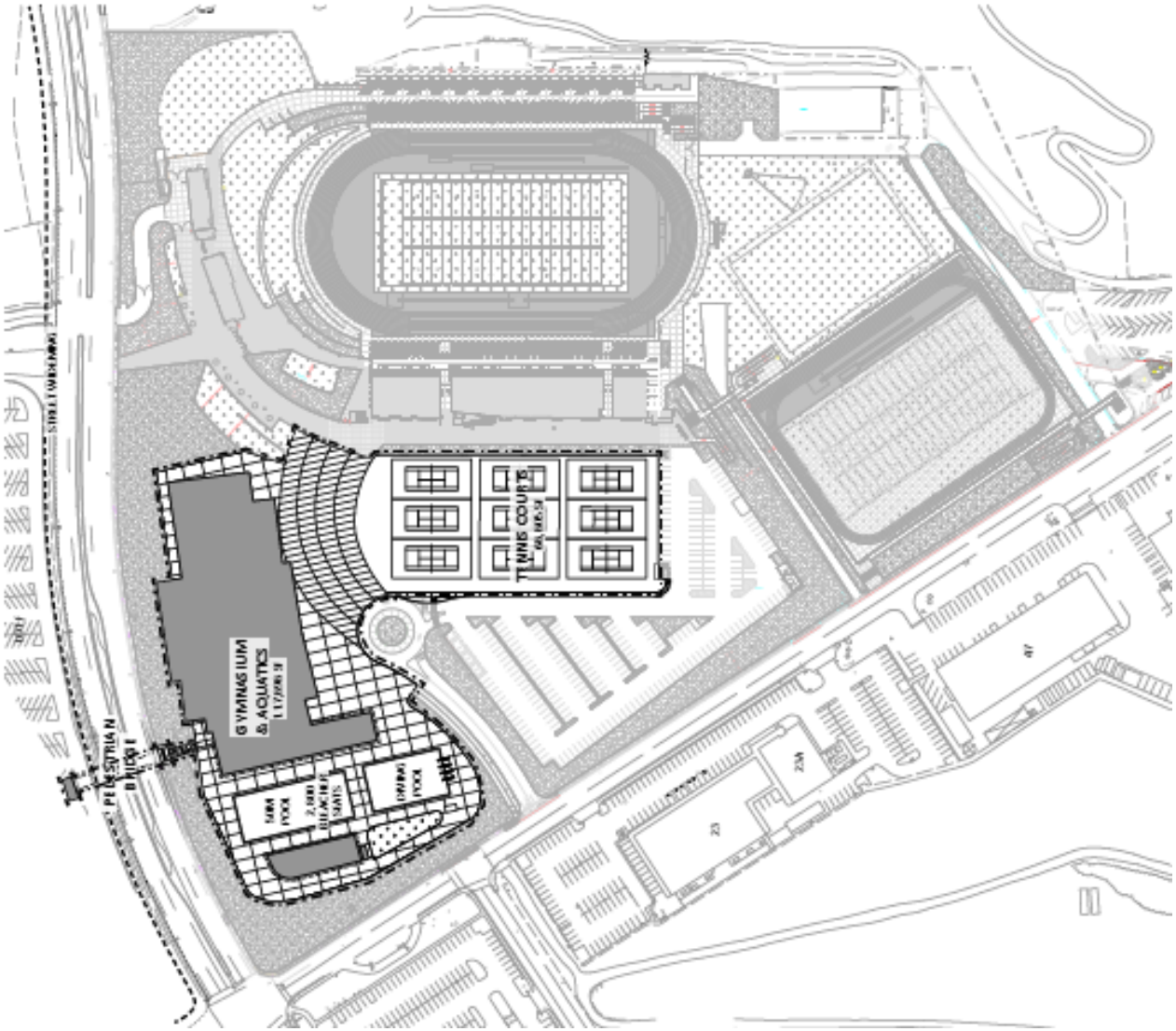
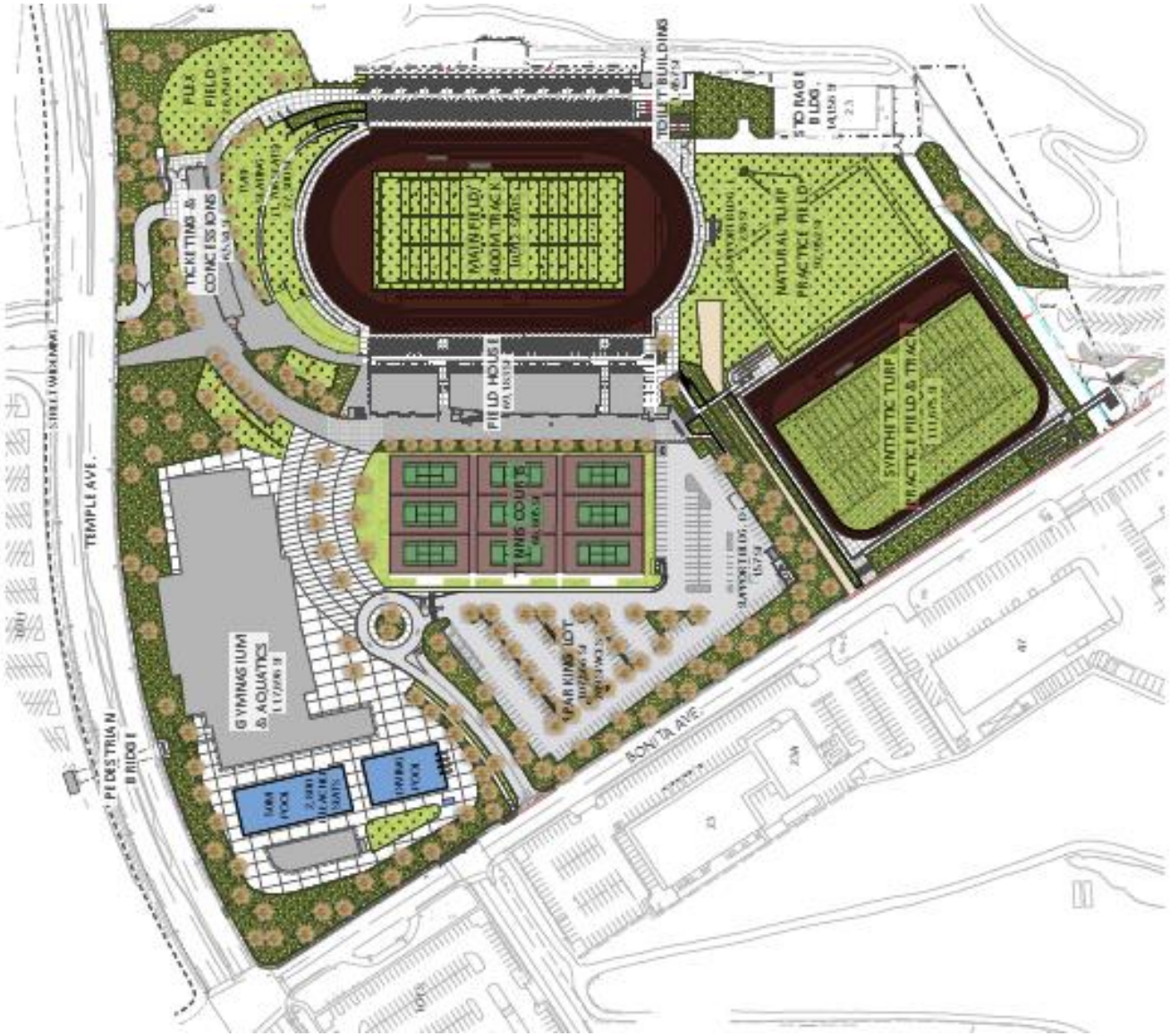


Exhibit 2.4: Physical Education Project (PEP) Site Plan (Phases 1, 2)



Special Events

Three special events are associated with the Physical Education Project upon buildout and are addressed in Section 3.9-3.11.

The Mt. SAC: the Mt. SAC Cross-Country Invitational is in its 67th year, and the Brooks/Mt. SAC Relays is in its 58th Year.

The Women's U. S Olympic Track and Field Trials were held at Hilmer Lodge Stadium in 1968. If the College's application to the USA Track & Field is selected, the 2020 Olympic Track & Field Trials will be held at Hilmer Lodge Stadium in June – July 2020 during the Summer Intersession.

2.4 KINESIOLOGY, ATHLETICS & DANCE (KAD) DIVISION EDUCATIONAL MASTER PLAN

Future facility needs are based on the projected student enrollments in the Kinesiology, Athletics and Dance (KAD) Division. The Kinesiology Department offers over 100 courses in theory and activity pedagogy. The Dance Department offers approximately 40 courses in theory and activity pedagogy. The Athletics Department offers 21 intercollegiate athletic programs, pep squad and annual athletics special events.

Table 2.8 summarizes the projected Weekly Student Contact Hours (WSCH) and Full-time Equivalent Students for 2015–2025.

Table 2.8
Kinesiology, Athletics and Dance Division Credit Enrollment 2015–2025

Discipline/Program	2014-2015		2020		2025	
	WSCH	FTES	WSCH	FTES	WSCH	FTES
Dance – Activity	7,732	178.8	7,809.3	180.6	7,887.4	182.4
Dance – Theory	1,573	37.2	1588.7	37.6	1604.6	38.0
Physical Education - Athletics	21,634	475.3	21,850.3	480.0	22,068.8	484.8
Physical Education – Adaptive	176	5.3	177.8	5.4	179.6	5.5
Physical Education – Aquatics	1,899	52.9	1,918.0	53.4	1,937.2	53.9
Physical Education - Fitness	11,291	264.7	11,403.9	267.3	11,518.0	270.0
Physical Education - Individual	6,853	172.4	6,921.5	174.1	6,990.7	175.8
Physical Education – Team Sports	2,838	75.9	2,866.4	76.7	2,895.1	77.5
Physical Education - Theory	14,956	334.1	15,105.6	337.4	15,256.7	340.8
Totals	69,061	1,596.5	69,641.5	1,612.5	70,338.1	1,628.7
Campus Totals	1,184,160	31,027	1,196,002	31,337.3	1,207,962	31,650.7
Percent of Total – PE Division	5.8	5.2	5.8	5.1	5.8	5.1
Source: WSCH Forecast – Kinesiology, Athletics, and Dance Division, April 11, 2016						

Projections are based on a growth projection of 1 percent. The data above reflects the actual 2014–2015 enrollment and then projects future growth of 1 percent based on external factors, such as industry demand, statewide and national trends.

These preliminary projections and the growth rate, which is for the department and not campus enrollment is general, may be revised when the KAD Educational Master Plan is updated in April 2017.
Section 2.4 updates the information previously published in the 2008–2009 Educational Master Plan. The facility needs may be summarized as follows:

Table 2.9
Projected Kinesiology, Athletics and Dance Division Facility Needs 2015–2025

Facility Needs	In PEP Facility		Comments
PHYSICAL EDUCATION PROJECT (Phase 1)			
New Outdoor Spectator Seating	Yes		Provide overload seating for occasional large events.
New Press Box	Yes		Safety, access, and infrastructure.
New Concessions	Yes		Safety, access, and infrastructure.
New Ticketing	Yes		Safety, access, and infrastructure.
New Toilet Rooms			Safety, access, and infrastructure.
New Classrooms (2)	Yes		Program growth.
New Weight Rooms	Yes		Program growth.
New Locker Rooms	Yes		Program growth.
New Weight Rooms	Yes		Program growth.
New Athletics Training Facility	Yes		Program growth.
New Equipment + Laundry Rooms	Yes		Program growth.
New Faculty and Coaches Office Suite	Yes		Program growth.
New Meeting Rooms	Yes		Program growth.
New Storage Rooms	Yes		Program growth.
New IAAF Track + Field	Yes		Safety, access, and infrastructure.
New NCAA Football Field	Yes		Safety, access, and infrastructure.
New Practice Fields	Yes		Safety, access, and infrastructure.
New Warm-up Track	Yes		Safety, access, and infrastructure.

Table 2.9 (continued)
Projected Kinesiology, Athletics and Dance Division Facility Needs 2015–2025

Facility Needs	In PEP Facility		Comments
PHYSICAL EDUCATION PROJECT (Phase 2)			
New Gymnasium with NCAA Basketball, Volleyball, Badminton Courts	Yes		Program growth, safety, access, and infrastructure.
New Indoor Spectator Seating	Yes		Program growth, safety, access, and infrastructure.
New NCAA Wrestling Mat Room			Program growth, safety, access, and infrastructure.
New Broadcasting Booth + Video Editing Room	Yes		Program growth, safety, access, and infrastructure.
New Concessions	Yes		Program growth, safety, access, and infrastructure.
New Ticketing	Yes		Program growth, safety, access, and infrastructure.
New Toilet Rooms			Program growth, safety, access, and infrastructure.
New Weight Rooms	Yes		Program growth, safety, access, and infrastructure.
New Locker Rooms	Yes		Program growth, safety, access, and infrastructure.
New Weight Rooms	Yes		Program growth, safety, access, and infrastructure.
New Athletics Training Facility	Yes		Program growth, safety, access, and infrastructure.
New Equipment + Laundry Rooms	Yes		Program growth, safety, access, and infrastructure.
New Faculty and Coaches Office Suite	Yes		Program growth, safety, access, and infrastructure.
New Meeting Rooms			Program growth, safety, access, and infrastructure.
New Storage Rooms	Yes		Program growth, safety, access, and infrastructure.
New Classrooms (2)	Yes		Program growth, safety, access, and infrastructure.
New Wellness Center			Program growth, safety, access, and infrastructure.

Table 2.9 (continued)
Projected Kinesiology, Athletics and Dance Division Facility Needs 2015–2025

Facility Needs	In PEP Facility		Comments
PHYSICAL EDUCATION PROJECT (Phase 2) (continued)			
Pool Control Desk			Program growth, safety, access, and infrastructure.
Offices			Program growth, safety, access, and infrastructure.
Locker Rooms			Program growth, safety, access, and infrastructure.
Team Rooms			Program growth, safety, access, and infrastructure.
New Meeting Rooms			Program growth, safety, access, and infrastructure.
New Storage Rooms	Yes		Program growth, safety, access, and infrastructure.
Timing Booth			Program growth, safety, access, and infrastructure.
New Equipment + Laundry Rooms	Yes		Program growth, safety, access, and infrastructure.
New Concessions	Yes		Program growth, safety, access, and infrastructure.
New Olympic Distance Pool (9 lanes x 20 lanes) (75’ x 175’)			Program growth, safety, access, and infrastructure.
New Diving Facility (4 diving boards and 8 lanes) (75’ x 126’)			Program growth, safety, access, and infrastructure.
New Outdoor Aquatic Spectator Seating			Program growth, safety, access, and infrastructure.
New Pool Equipment Room			Program growth, safety, access, and infrastructure.
New Tennis Courts			Program growth, safety, access, and infrastructure.
Source: Kinesiology, Athletics and Dance Division, April 2016			

1. EXISTING FACILITIES ASSESSMENT

Kinesiology and Athletics share a variety of facilities, most of which have current issues or concerns, including accessibility and seismic deficiencies. Because some classes on campus are not centrally located, the yearly budget must allow for duplicate equipment purchases and maintenance.

All of the facilities have a variety of issues, noted below, but many surround safety for the students, equitability by gender and resources necessary for successful instruction, as example improvements to technology infrastructure, support resources, and teaching space.

Gym (Building 3). The current gymnasium building is outdated, antiquated, dilapidated, and does not meet current Title IX regulations nor does it meet current seismic and accessibility codes, including accommodations for wheelchair bound students. Safety concerns due to adjacencies between walls and courts impact teaching methodology and prohibit use of innovative pedagogy.

Exercise Science/Wellness Center (Building 27A). This existing facility is limited and compartmentalized and does not allow expansion of functions and nor space for enrollment growth.

This existing equipment room and laundry facility supports all 21 intercollegiate sports and is not large enough nor designed and located where it can support the maintenance and function of all these groups. The preferred configuration is to decentralize this laundry facility into two sport-specific locations such as one facility for football and track and field and one for indoor court sports and aquatics. This is in addition to the third existing equipment room and laundry facility that supports outdoor sports (baseball, softball, soccer, and golf) and is located in the Kinesiology, Athletics, and Dance Building (Building 45). Together, decentralizing these support facilities better serves the needs of the Division.

The existing building configuration does not provide enough classroom space to support all of the courses nor does it provide enough faculty and coach offices to meet current and projecting staffing needs. Furthermore, it does house equitable and necessary shower, locker and toileting facilities.

Pool Building (Building 27B) and Marie T. Mills Aquatics Center. This small building primarily supports the aquatics program's four teams (men's and women's water polo and swimming and diving)] numerous classes, and community swim instruction. Community

swim instruction includes the Mt. SAC fee-based Swim Program for Children and Adults that provides instruction for beginners to advanced swimmers. The facility is rented to community-based youth and adult aquatics programs. The existing storage space is deficient and therefore costly equipment is stored outside without protection from the elements or security. Currently there is not enough office space for faculty, coaches, and staff.

The electrical infrastructure for the pool is poorly designed, does not function in wet environments, and shorts out the entire complex during events causing delays, frustration, and often cancellation of high profile activities.

There is not sufficient deck space to allow unimpeded wheelchair circulation, especially during aquatic events. The outdoor pool spectator seating is not shaded and therefore uncomfortable and ineffective for student instruction when class/teaching tasks occur outside of the pool.

The existing timing booth is also narrow and not wheelchair accessible.

PE Center (Building 27C). The current wrestling and locker room building is outdated, antiquated, dilapidated, and does not meet current Title IX regulations or current accessibility codes, including accommodations for wheelchair bound students.

The age and condition of the building result in numerous leaks, mold and plumbing problems. The existing wrestling room is undersized and does not allow for growth of the program. Safety concerns occur due to lack of distance between walls and mats. This space restriction also impacts teaching methodology and prohibits use of innovative pedagogy such as dynamic movement exercises.

Tennis. There is no longer a tennis facility on campus because they were removed in January 2016 when construction began on the Business Computer Technology Center at the former tennis court site. Therefore the college rents space from local universities at a significant cost and inconvenience to the program. The former tennis court site was not near other operations of the KAD Division. Taking the tennis programs off-site incurs not only exorbitant facility rental costs, but also quarterly parking fees for both faculty and students. Students and faculty have to travel off-campus in their personal vehicles, incur additional travel time, and traffic delays which impacts instructional time and disconnects and alienates them from the other KAD Division programs. Staff agreed that the tennis courts should be relocated to the new consolidated Athletics zone south of Temple Avenue.

Instructional offerings have been cut because we are no longer able to provide classes to students that integrate with the main campus course schedule. This impacts growth opportunities surrounding enrollment and conflicts with the intent of consolidating the entire KAD Division into the Athletics zone.

Buildings 50A-G, Stadium (Football and Track + Field), Practice Fields, and Cross Country Course. The existing facilities are outdated, antiquated, dilapidated, and do not meet current Title IX regulations nor do they meet current seismic and accessibility codes, including accommodations for wheelchair bound students, faculty, and staff.

The following issues concerning Hilmer Lodge Stadium were identified in an *Assessment of Distress at Mt San Antonio College*, prepared by IDS Group on June 18, 2010:

- The concrete slabs on grade are cracked in many areas. Full depth rupture of the concrete slab was observed in several locations.

- Differential settlement at slab on grade joints is noticeable in several locations and exceeds 2" in some areas.

- Separation of concrete between vertical and horizontal portions of the stepped concrete slab has created gaps as large as 2" in numerous locations.

- The wood seats in both the East and West stands are severely damaged. It appears that over two-thirds of the seats are cracked, broken, rotten, or loose.

- Stormwater investigations indicate that siltation and clogging in several "V" ditches and basins has significantly lowered the capacity of the drainage system and contributed to settlement of the stands.

- Seating, handrails, path of travel, clearances, etc. for disabled access do not meet either ADA requirements or current California Building Code.

Track and Field. The track and field areas of the stadium have aging, patched, inadequate surfacing and the track does not meet International Amateur Athletics Federation (IAAF) standards for competition. This prevents Mt. SAC from hosting national championship events. The existing stadium sports lighting is outdated, energy inefficient, and has noticeable light spill into the surrounding cross country course and into the Land Management zone.

Press Box. The existing press box does not meet either ADA requirements or current California Building Code requirements, and the technology infrastructure is inadequate and outdated for running track meets and events. Similar to the rest of the stadium, the press box is failing structurally, with portions of the concrete separating from the structure. The upper floor leaks into the spaces below and the existing ceilings contain asbestos contaminated building materials.

Functionally, the press box is too small to support the staff, VIP's and media present for events such as the Brooks/Mt. SAC Relays. The size restriction creates conflicts between VIP seating and live webcasting. There are no toilet rooms nor are there hospitality areas that support the people using this facility.

There are significant technology infrastructure deficiencies at the press box. There is not enough power to support electronic equipment (laptops, printers, cameras, broadcast equipment, etc.) for all users of the facility. This often results in circuit overload. Media personnel need to file their articles electronically and the existing infrastructure does not support their needs. The existing depth of the concrete slab at the Press Box prevents bringing additional infrastructure to the facility.

Lastly the press area at field level does not provide infrastructure for modern press equipment and requirements. It is also open to the elements thus compromising their ability to utilize the spaces and their needed equipment.

Building 50G. This building lacks adequate offices for the numbers of employees – full-time and part-time. The building does not have adequate gender appropriate restroom space, and staff locker room space. The facility also lacks classroom space. Recently offices were converted into a temporary classroom space for teams using the building.

Practice Fields. The practice fields, primarily used by football, are unsafe. The field is a converted native grass field that had new sod placed on it. Although it is much better than prior conditions, it does not drain as well and irrigation issues diminish its playability and affects wear. A synthetic turf field holds up to the day-to-day activity and holds its safe playability for many years. However, a natural grass field is also needed since we throw implements in the stadium field. This cannot be done on a synthetic field because it inflicts damage to the field on a regular basis.

Restrooms. The existing public toilet rooms are not large enough to accommodate the volume of spectators attending current athletic events, graduation ceremony, XC Invite, Brooks/Mt. SAC Relays, or the 2020 Olympic Track & Field Trials. Daily attendance may range from 5,000 to 20,000 daily.

2. FUTURE CURRICULUM AND SPORTS PROGRAMS

The KAD Division will continue to evaluate sport offerings based on interest and competition. Staff is continuing to evaluate women's badminton, and to date, do not have sufficient interest to offer the sport. Staff will continue to survey and determine interest, develop curriculums and offer additional sport, if and when they are needed.

The Division is in the process of hiring a full-time women's volleyball coach and a full-time wrestling coach. Having identified these two needs, we will be evaluating and moving forward with offering Women's Beach Volleyball and Women's Wrestling.

The Division will continue to expand our discipline development, increasing theory offerings, based on growth projections and interest, while examining potential opportunities across disciplines. Nutrition collaboration and Television Broadcasting are possible certificate or program partners. Curriculum would be developed by faculty and submitted through department approvals for review by the campus Educational Design Committee. This committee approves the curriculum, which would then move forward to Academic Senate and upon approval, become an offered course or program.

3. FUTURE ENROLLMENT

Department enrollment is expected to grow at the same rate as overall District enrollment through 2020. Factors affecting growth include state and national trends surrounding instruction, AA Degree requirements to transfer for general population students and student-athletes for athletic programs; statewide trends for Transfer Model Curriculum and CSU articulation, employment trends for disciplines and jobs in Kinesiology and Dance. The Division could add more than 30 vocational pathways for a Kinesiology and Dance Major.

Athletics enrollment is expected to grow at the same rate as overall District enrollment through 2020. Factors affecting growth include changes in state requirements for athletic programs or offerings; more athletes having an opportunity to participate during non-traditional seasons; facilities; and serving overall student population by offering sport trends gaining popularity (e.g., Women's Beach Volleyball, Women's Wrestling and lacrosse).

FUTURE FACILITIES

As noted above, new teams will require additional facilities. New class offerings will require new classroom space with appropriate and effective support. Technology, wiring infrastructure, equipment and buildings will all play a pivotal role in the future and success of our students and student athletes.

A new Gym Facility should include a multitude of resources related to weight training and fitness, multi-functional classroom space, athletic training, yoga, combatives, martial arts, weight room, locker rooms, team rooms, two gym floors, and faculty offices. Both Building 50G and the Fieldhouse need renovation. The new facilities should include smart classrooms, technology upgrades (wireless) for the stadium, equitable locker room and office spaces for men and women, an IAAF certified track and field facility along with an NCAA specified football field. A new aquatics facility will need infrastructure, functional teaching spaces and equitable locker room and office spaces for both genders.

The 2016 Facilities Master Plan includes ten facilities for the Kinesiology, Athletics and Dance Division that will meet the facility needs of the Division, provide for continued programs and allow limited expansion of activities and courses.

2.5 INTENDED USES OF THIS SEIR

The Board of Trustees of Mt. San Antonio Community College District will use this Subsequent EIR (SEIR) in their review and consideration of the 2015 Facilities Master Plan Update. The required District actions for the project include Certification of the Subsequent EIR, approval of a Statement of Facts and Findings, approval of a Statement of Overriding Considerations and approval of the Mitigation Monitoring Program.

This report also provides environmental information to a number of local, state, county and regional agencies providing service to the project, having discretionary review over portions of the project, or having an interest in the project. Under Government Code Section 53094, the Board of Trustees by resolution may exempt the proposed projects from local zoning controls. Notwithstanding Section 53094, the District is required to comply with applicable local ordinances regulating onsite and offsite drainage improvements, road improvements or requiring review and approval of grading plans for such improvements.

The agencies and groups involved with the CEQA process are identified below.

Table 2.10
Responsible and Interested Agencies

Responsible Agencies	Interest
California Department of Fish & Wildlife	Impacts on biological resources/habitat
California Department of Transportation-Region 7	Traffic impacts on mainline freeways/ramps
California Regional Water Quality Control Board–Region 4	Impacts on water quality
California EPA	Air quality impacts
Division of the State Architect	Building plans specifications
State Historical Preservation Office	National and State historic resources
United States Fish & Wildlife Service	Impacts on biological resources/habitat
Interested Agencies	**Interest**
Cal Poly Pomona	Land use compatibility
City of Diamond Bar	Traffic impacts
City of Industry	Traffic impacts
City of Pomona	Traffic impacts
City of Walnut	Traffic impacts
Community College Chancellor's Office	Building programs
Consolidated Sanitation Districts of Los Angeles County	Wastewater treatment and landfill capacity
County of Los Angeles Fire Department	Physical impacts on fire facilities
County of Los Angeles Department of Public Works	Traffic Impacts
County of Los Angeles Sheriff Department	Physical impacts on sheriff facilities
Foothill Transit Agency	FTA transportation systems
Los Angeles County Metropolitan Transportation Authority	MTA transportation systems
Native American Heritage Commission	Cultural Resources
South Coast Air Quality Management District	Construction and operational impacts on air quality emissions
Three Valleys Municipal Water District	Impacts on water supply
Baldwin Park USD	Educational facilities and opportunities
Bassett USD	Educational facilities and opportunities
Bonita USD	Educational facilities and opportunities
Charter Oak & Covina Valley USD	Educational facilities and opportunities
Hacienda La Puente USD	Educational facilities and opportunities
Pomona USD	Educational facilities and opportunities
Rowland USD	Educational facilities and opportunities
Walnut Valley USD	Educational facilities and opportunities
San Gabriel Valley Regional Chamber of Commerce	Business, Economic and Training opportunities
Source: Mt. SAC Facilities Planning and Management, January 2016	

EXISTING ENVIRONMENTAL CONDITIONS, IMPACTS AND MITIGATION MEASURES

3.0 EXISTING ENVIORNMENTAL CONDITONS, PROJECT IMPACTS AND MITIGATION MEASURES

The Office of Planning & Research (OPR) is amending Section 15168: Program EIR of the CEQA Guidelines to assist agencies in determining whether later activities are within the scope of a prior Program EIR. Most of the projects in the 2015 FMPU, except the Physical Education Project, fall within this category. OPR has stated that whether a later activity (i.e. a site-specific project with building plans and technical studies) falls within the scope of a Program EIR is a question of fact to be resolved by the Lead Agency (Proposed Updates to the CEQA Guidelines, Office of Planning and Research, August 11, 2015).

Within the Scope of a Program EIR

OPR has provides a list of factors in Section 15168 of the CEQA Guidelines to assist Lead Agencies in determining that a project is within the scope of a Program EIR. While the list is not exhaustive, it is based on judicial opinions and helpful in evaluating the projects in the 2015 FMPU will require additional CEQA evaluation in the future: (1) Is the project consistent with the allowable land uses included in the project description of the Program EIR?, (2) Is the project consistent with densities and building intensities included in the project description of the Program EIR?, (3) Is the project within the geographical area that the Program EIR analyzed for potential impacts and, (4) Is the project included in the infrastructure described in the Program EIR.

The CEQA evaluation herein for 2015 FMPU projects herein identified projects that are consistent with the Campus Zoning Districts, described the project density and building intensity (e.g. assignable and gross square footage), identifies a general building footprint, acreage or quantity) and summarizes the Mt. SAC Utility Infrastructure Master Plan. The UIMP identifies the existing and future storm drain, sanitary sewer, fire and water, irrigation, electrical, chilled water, heating water, natural gas and telecommunication systems needed for the campus. The UIMP is discussed in more detail in Section 3.7.2 (K). A final determination if a site-specific project requires additional CEQA review (i.e. beyond this EIR), is completed concurrent with awarding the project contracts by the Board of Trustees.

Thresholds of Significance

Thresholds of Significance are discussed in Section 15064.7 of the CEQA Guidelines. The Thresholds of Significance used in this EIR are obtained from two sources: (1) The questions included in the latest approved CEQA Checklist, which are often quoted verbatim in the text and, (2) District Thresholds of Significance adopted by the Board of Trustees on May 11, 2016. The CEQA Checklist and the District Thresholds of Significance are included in Appendix K.

Cumulative Impact Analysis

Section 15130 (b) (3) of the CEQA Guidelines requiring identifying the scope of the area affected by the cumulative impact and provide a reasonable explanation for the geographical limitation used. The traffic study uses the geographical area that includes the intersections or ramps required for traffic studies conforming to the Los Angeles County Guidelines for CMP Transportation Impact Analysis (Exhibit 3.4).

The cumulative traffic-related noise analysis uses the same geographical area. Unless specified elsewhere in the analysis, the geographical area for analysis of other cumulative impacts (i.e. aesthetics, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gases, historical resources, parking, public services, water quality, etc.) is the College campus. Cumulative impacts for water demand and sewage treatment is determined in the context of the public agency providing the service (i.e. Three Valley Municipal Water District, Consolidated Sanitation Districts of Los Angeles County).

The key issue in assessing cumulative impacts is whether the project's contribution to a cumulative impact is cumulatively considerable (Section 15130 (a) (3)).

Section 3.0 describes the existing conditions of the project area, potential project impacts of the project upon the local environment and recommended mitigation measures to reduce project impacts to Less than Significant when feasible.

3.1 LAND USE PLANS

3.1.1 Existing Conditions for Land Use Plans

The City of Walnut has a General Plan designation of Schools (Exhibit 3.2) and a Zoning designation of RPD 61,700 – 0.6 du for Mt. SAC (Exhibit 3.3) for the PEP project site with a Civic Center Overlay. These designations apply to all projects located north of Temple Avenue and east of Grand Avenue.

The 27-acre West Parcel (Solar & Retail) west of Grand Avenue is designated Hillside Residential and zoned RFD 28,500 – 1.3 DU. The PEP site is located in the Physical Education Zone on the campus (Exhibit 3.1).

The provisions of the civic center area are addressed in Article XVIII: Civic Center Area of the City of Walnut Municipal Code. The campus is one of two areas with the civic center designation in the City, the other being the Civic Center area near Lemon Avenue and Valley Boulevard. Section 25-1888 defines the boundaries of the campus civic center area:

Pursuant to Section 65800 of the Government Code of the state, a civic district is hereby created to be known as the civic center area and consisting of all of the area described as follows: all that area within a distance of one thousand feet from the present exterior property lines of Mount San Antonio College, being restricted to the present college campus, however.

Section 25-189 requires a Precise Plan as the planning and review mechanism for development within the civic district:

No person shall erect or use any building, structure or improvement within the civic center area until a precise plan of the lot or parcel upon which the same is to be situated and the plans, elevations and exterior architectural design thereof shall have been approved by the city council in the manner hereinafter provided, after the receipt of a report from the planning commission. In considering the approval the planning commission and city council shall take into account the general exterior appearance, design, color, texture of surface materials and exterior construction, height, bulk, size, shape, signs, illumination and other physical characteristics. If the planning commission or city council finds that the proposed site plan or the proposed plans, elevations or exterior architectural design would interfere with the orderly development in the vicinity of such public site or would substantially depreciate property values in such vicinity, the same shall be disapproved. Otherwise, the same shall be approved, or approved with conditions or disapproved in whole or in part. No building permit shall be issued for any such building, structure or improvement until the precise plan and the plans, elevations and exterior architectural design relating thereto have been approved. No certificate of occupancy shall be issued by the building inspector until all the conditions of approval have been complied with. (Ord. No. 37, § 1)

The Grading Plan for the PEP (Phase 2) indicates the grading extends to Student Parking Lot 50G. (The preliminary grading plans for the project site were approved for the D1 – D-5 Athletics project in the 2012 FMP).

The campus and the project site are exempt from City land use designations pursuant to California Government Code 5394. 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 2012 FMP Campus Zoning exhibit is included in Appendix K. The 2015 FMPU Campus Zoning exhibit is in the following section (Exhibit 3.1).

The surrounding land uses for the PEP site are primarily campus athletic uses or other areas of the campus. The area east of Hilmer Lodge Stadium (HLS) is in the Agricultural Zone and portions are within the Land Management and Grazing Area (Exhibit 3.1). Segments of the cross-country course also occupy this area. The area to the east off-campus is the Spadra Landfill in Cal Poly. A portion of the Snow Creek residential neighborhood is located south of the Land use Management and Grazing Area (i.e. Hollow Court, Buckskin Drive and Paddock Court).

Building Uses

The dominant building uses on campus are classrooms, class laboratories, athletics (i.e. which includes the field building), child care and A/V, radio, and TV, and assembly and meeting rooms.

Table 3.1.1
2015–16 Campus Space Inventory (ASF)

Room Use Group	Dominant Use	ASF	Percent of Total
000	Inactive Area	7,653	0.7
100	Classrooms	170,375	15.8
200	Class Laboratories	283,860	26.3
300	Offices	164,743	15.3
400	Library	71,313	6.6
500	Athletics & Demonstration	149,347	13.9
600	Assembly & Meeting Rooms	143,330	13.3
700	Shop & Storage	83,919	7.8
800	Health Services	3,647	0.3
Totals		1,078,187	100.0
Source: Mt. San Antonio CCD Report 17 Certification, January 13, 2016			

The total ASF in Report 17 differs slightly from other estimates in this document because of the differing timeframes for calculation of ASF.

Exhibit 3.1
Campus Zoning Districts

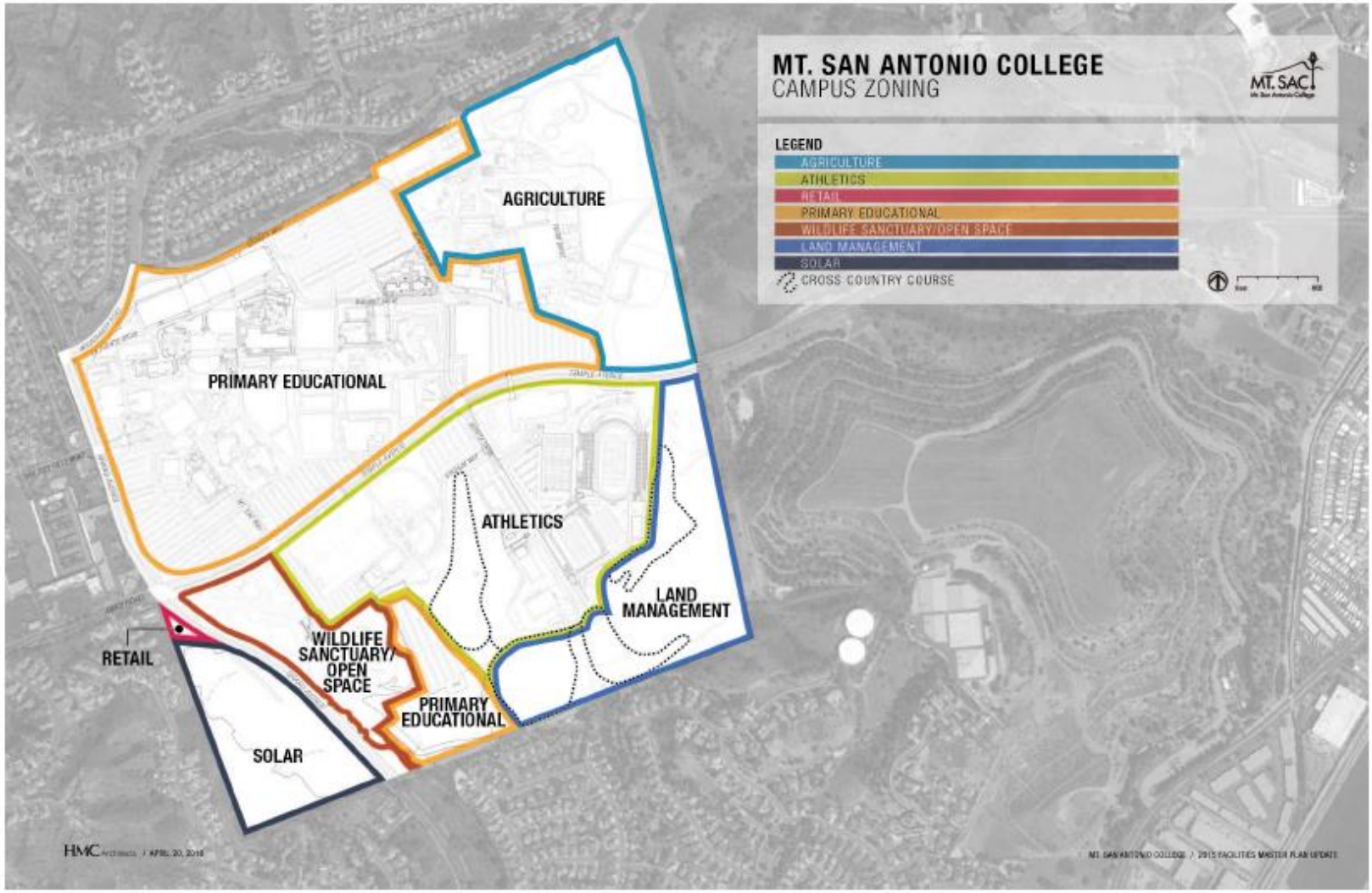


Exhibit 3.2
City of Walnut General Plan

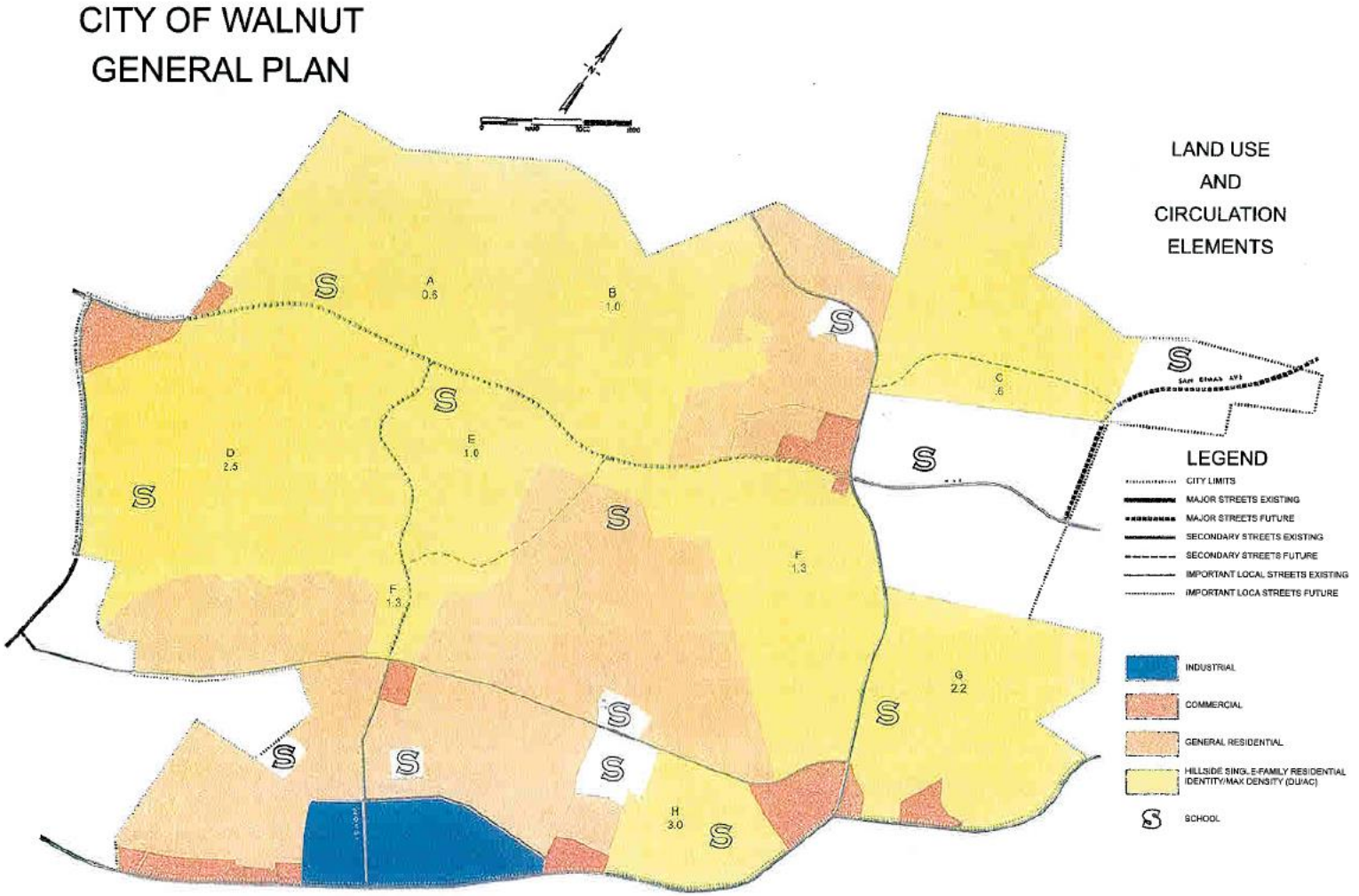
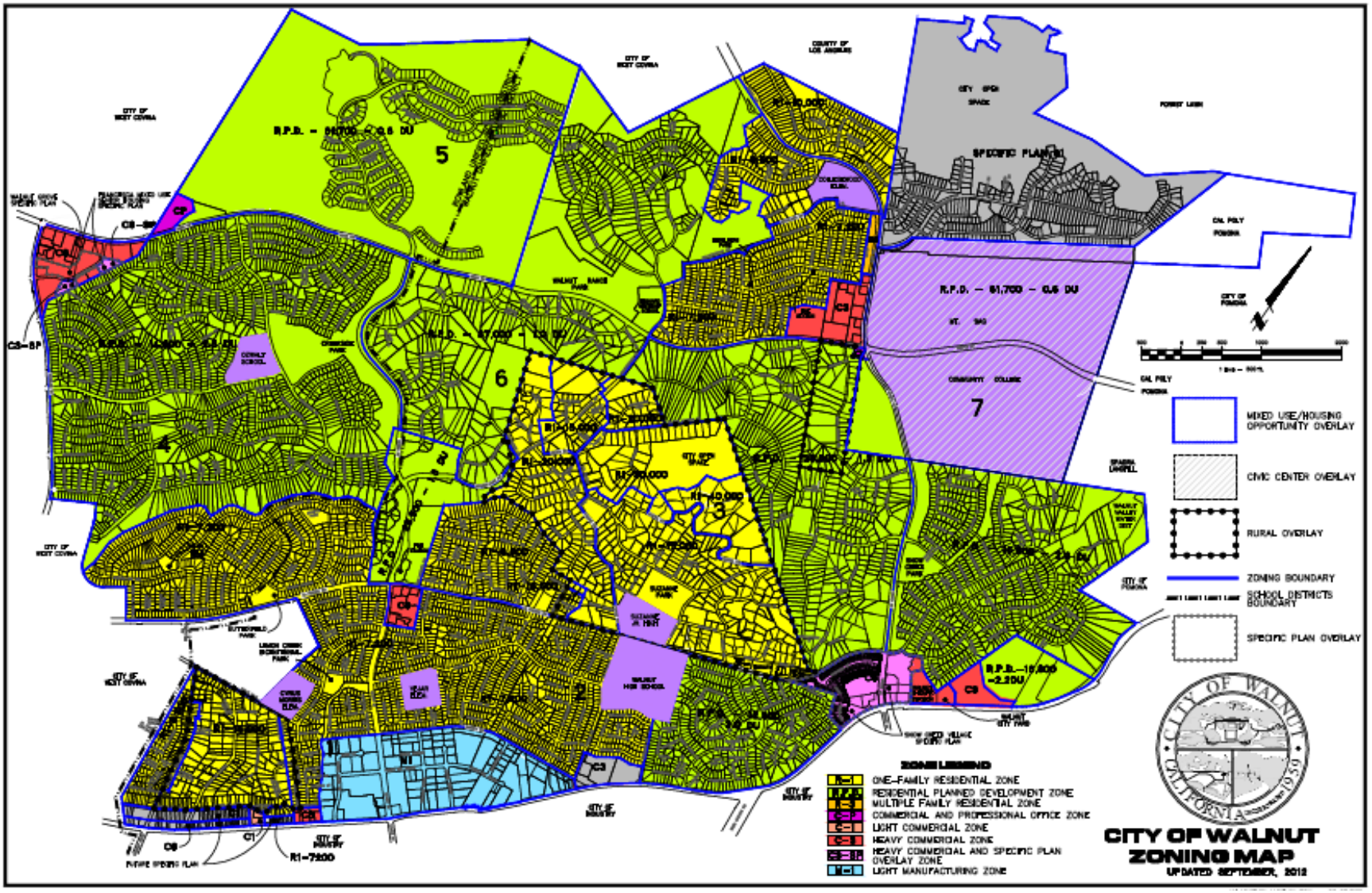


Exhibit 3.3
City of Walnut Zoning



3.1.2 Project Impacts for Land Use Plans

The CEQA Guidelines, Section X: Land Use and Planning (August 11, 2015) includes the following questions. Would the project:

(a) Physically divide an established community?

(b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project does not physically divide an established community because all development subject to the 2015 Facilities Master Plan Update is within the campus.

None of the new projects included in the 2015 FMPU (excluding the PEP project for discussion hereafter) conflict with any specific plan, policy or regulation adopted to avoid or mitigate an environmental effect.

This section will focus only on the land use and planning issues related to campus perimeter or campus interior developments. Examples of the former would be the approved Parking Structure J, West Parcel Solar and Thermal Energy System projects. Examples of the latter would be the Business Computer Technology and Physical Education projects.

Helix Environmental completed a biological resource of the area east of HLS in January 2016 (See Section 3.7 H). The grading for the stadium does not intrude into the natural habitat areas to the east and southeast. Therefore, the project impact on land use/planning is Less than Significant.

The Project does not conflict with any applicable habitat conservation plan or natural community conservation plan. Item c refers to special plans administered by either the U. S. Fish and Wildlife Service or the California Department of Fish and Wildlife. However, the campus has two “community conservation plans” on campus: the Land Use Management and Grazing Area, and the Wildlife Sanctuary and Open Space designations (Exhibit 3.1). The first area is administered through the Board approved Mt. San Antonio College California Black Walnut Management Plan, September 2012. The Wildlife Sanctuary is administered by the Biology Division.

Therefore, the District’s land use/planning programs have a Less than Significant impact.

Section 3.8.H concludes that the PEP has no impacts on biological resources near Hilmer Lodge Stadium. There are also no impacts related to water quality regulations (Section 3.H.F).

The District is exempt from City of Walnut General Plan and Zoning pursuant to Government Code 53094. These processes are not unusual but permitted by law to allow individual agencies to be responsible for their own land use planning and implementing decisions.

The District is not pursuing a land use strategy on campus that diminishes in any manner the public health, welfare or safety of surrounding land uses. Neither does the exemption exclude opportunities for citizens to participate in the District's land use and planning activities. All District activities are subject to laws and regulations that require proper disclosure, adherence to the Brown Act and public noticing provisions.

It is not unusual for property owners of properties located near a different land use designation to disagree with future plans for development adjacent to their property. This situation occurs between single- and multi-family land uses, between commercial and non-commercial land uses, between residential and non-residential land uses, and between residential land uses of the same type with different lot sizes, densities or building height. However, the issues involved in such disputes may or may not violate any existing regulations, and may or may not be a significant impact. Within the confines of a CEQA document, each situation needs to be evaluated in an appropriate manner and focus on potential environmental impacts.

The primary issue related to previous and current land use disputes between the District and adjacent property owners, city officials or representatives of other citizen groups has been the type of land uses proposed by the District near the perimeter of the campus, the cost of such projects, the zoning for such projects and one or more specific issues. The specific environmental issues that have been identified by the public in oral or written comments have focused on traffic, noise, air quality and building damage from construction equipment vibration. Each of these comments (other than project cost) are being addressed in other sections of this document.

The Board of Trustees may exempt the District from City of Walnut General Plan and Zoning controls by adopting a resolution pursuant to Government Code Section 53094. The exemption process is not unusual, but permitted by law to allow community college districts to be responsible for their own land use planning and implementing decisions concerning their property and facilities.

The City of Walnut is now updating its General Plan and may revise the land use designations for the campus. However, the General Plan Update is not anticipated to be adopted until late 2017.

The City of Walnut does not include a Community College land use designation in its General Plan and designates all schools, including the College as Schools (Exhibit 3.2). In its zoning designations (Exhibit 3.3), the campus area east of Grand Avenue, which includes the PEP project site, is designated with a Civic Center Overlay and a residential designation (RPD 61,700 – 0.6 du). The campus has not been in residential use and was developed with institutional uses since the college opened in 1946.

The Civic Center Overlay zone is not applicable to campus development. By stating that the geographical area is "*all that area within a distance of one thousand feet from the present exterior property lines of Mount San Antonio College, being restricted to the present college campus, however,"* the geographic area being regulated is outside the campus, not within the campus.

The Civic Center Overlay applies to development outside of the campus perimeter only within 1,000 feet of the campus perimeter, and not to campus development. Section 25-189 provides the City of Walnut regulatory mechanisms to control the type of development it wants adjacent to the campus. Absent such regulatory powers, the market mechanisms could result in numerous commercial centers, many fast-food outlets, student housing or other student-related services.

With Board action on Section 53094, the District is exempt from the City's inconsistent and incomplete zoning regulations. Therefore, any potential conflict between the 2015 Facilities Master Plan Update (including the PEP) and Section x: Item b of the CEQA Guidelines does not occur.

The Campus Zoning included in the 2015 FMPU does not result in significant land use impacts. The 400-acre campus is divided into seven zones: Agriculture (70 acres), Athletics (91 acres)), Primary Educational 160 acres), Land Use Management (46 acres)), Retail (1 acre), Solar (27 acres) and Wildlife Sanctuary/Open Space (26 acres).

Building Uses

Table 3.1.2
2019–20 Projected Campus Space Inventory (ASF)

Room Use Group	Dominant Use	ASF[1]	Percent of Total
000	Inactive Area	9,277	0.7
100	Classrooms	209,395	15.8
200	Class Laboratories	348,549	26.3
300	Offices	202,768	15.3
400	Library	87,469	6.6
500	Athletics & Demonstration	184,214	13.9
600	Assembly & Meeting Rooms	176,263	13.3
700	Shop & Storage	103,372	7.8
800	Health Services	3,976	0.3
Totals[2]		1,325,282	100.0
Source: Mt. San Antonio CCD Report 17 Certification, January 13, 2016			

There are no major shifts in the campus space inventory in 2020. The increase is approximately 4.6 percent annually. Given the timeframe for design and construction related to annual student enrollment increases, this represents reasonable and prudent facility planning.

3.1.3 Mitigation Measures for Land Use Plan Changes

LU-01. 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 other applicable) zoning district so the General Plan and Zoning District are consistent. The Community Development Department of the City of Walnut shall ensure compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2016 MMP for the 2015 FMPU are:

1a. All future land uses on campus, building locations and square footage (ASF) shall be substantially consistent with the 2015 Facilities Master Plan Update. Facilities Planning & Management shall ensure compliance.

1c. 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/Parking Plan. Planning Facilities & Management shall ensure compliance.

3.1.4 Level of Significance for Land Use Plans

Not applicable.

3.1.5 Existing Cumulative Conditions for Land Use Plans

There are no other projects off-campus near the Project. Therefore, there are no cumulative land use/planning impacts.

3.1.6 Cumulative Impacts for Land Use Plans

Since there are no cumulative projects, there are no land use/planning cumulative impacts.

3.1.7 Mitigation Measures for Cumulative Conditions for Land Use Plans

None are required

3.1.8 Level of Significance for Cumulative Conditions for Land Use Plans

Not applicable.

3.2 TRAFFIC/PARKING (CEQA)

3.2.1 Existing Traffic/Parking Conditions

Iteris, a transportation planning and traffic engineering firm completed a traffic study for the 2015 FMPU and the PEP (Phase 1, 2) projects in April 2016. New peak hour AM and PM peak period traffic counts were completed for the study area during the Fall Semester in October 2015.

The traffic report is summarized herein (Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study: Draft Report, Iteris, April 1, 2016) is summarized herein and and the entire report is included as Appendix B.

Regional access to the campus is from Interstate 10 (San Bernardino Freeway) and State Route 57 (Pomona Freeway). Grand Avenue and Temple Avenue provide the primary routes from the two freeways to the campus. The major roadways serving the campus are Grand Avenue and Temple Avenue. Mountaineer Road, Edinger Way, Bonita Drive, Walnut Avenue and Mt. SAC Way provide interior access to the campus. Temple Avenue becomes Amar Road west of Grand Avenue. The area circulation system is shown in Exhibit 3.4.

Grand Avenue is a four-lane divided to five-lane divided roadway classified as a Major Highway in the County of Los Angeles Highway Plan with 36,994 ADT near San Jose Hills Road adjacent to campus.

Amar Road/Temple Avenue is a four to six-lane divided roadway classified as a Major Highway with 29,832 ADT adjacent to campus near Mt. SAC Way. (The classification and volumes of other roadways in the study area are listed Figure 3-A, 3-B in Appendix B).

<u>Methodology</u>

In the City of *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal. App.4th 1351, disapproved on another ground in *Neighbors for Small Rail v. Exposition Metro Line Construction Authority* (2013) 5 Cal.45h 439, the court stated that a congestion management program (CMP) by itself cannot be used to identify CEQA traffic impacts. Similarly, the County of Los Angeles Metropolitan Transportation Authority CMP methodology does not provide a baseline for traffic impact analysis under CEQA.

Section 3.14 also indicated the project does not meet the CMP criteria requiring a traffic impact analysis since there are no CMP arterials or freeway monitoring locations in the project traffic study area.

Section 3.2 used the CEQA methodology, not the CMP methodology for a traffic analysis. The major difference between the two methodologies is the time periods used to determine significant project impacts. CEQA requires a comparison of existing and buildout conditions. The CMP methodology compares pre- and post-project conditions. The first methodology compares 2015 and 2020 traffic conditions, while the latter compares 2020 traffic conditions with, and without the project. The differences between the two methodologies may be slight, or major, depending on the capacity of the area circulation system. In urban developed areas, the differences in traffic impacts resulting from the two methodologies tend to be slight.

The traffic study is based on a student headcount increase of 4,606 assigned trips on the network in 2020 and 8,798 in 2025. The 2025 scenario is used because most public use 2020 for preparing of their Circulation Elements for buildout of their General Plan Updates. Of the 18 intersections analyzed, only the Temple Avenue and Lot F intersection is stop-sign controlled.

Traffic service levels were evaluated using the Intersection Capacity Utilization (ICU) methodology for signalized intersections. The ICU methodology focuses on how close an intersection is operating to its capacity (expressed as a percent) and relates operational data to a level of service (LOS) A-F, with Level of Service D being the lowest acceptable LOS-standard under the *County of Los Angeles Congestion Management Program (CMP).*

The CMP criteria of adding 50 trips to any one movement of an intersection was used to identify the nineteen (19) study intersections (Exhibit 3.4) The traffic study evaluates traffic conditions at thirteen intersections and six intersection ramps (SR-57 at Temple Avenue, SR-60 at Temple Avenue and I-10 at Grand Avenue).

Existing traffic conditions are acceptable (LOS A-D) at 4 of the 18 locations evaluated. The four locations with existing unacceptable levels of service are: (1) Grand Avenue at Cameron Avenue (LOS F, AM), (2) Grand Avenue at San Jose Hills Road (LOS E, AM), (3) Grand Avenue at La Puente Road (LOS F, AM and LOS E, PM) and (4) Grand Avenue at Valley Boulevard (LOS E, PM).

Currently, partial access is provided from Temple Avenue to Lot F. Left-turns from the driveway onto Temple Avenue are prohibited and the driveway is only open for inbound traffic on special event days.

The Grand Avenue and Cameron Avenue intersection is located in unincorporated Los Angeles County. The Grand Avenue and Valley Boulevard intersection is partially within the County of Los Angeles. The Traffic Impact Guidelines of the County of Los Angeles Department of Public Works was used for these intersections.

The project contributes less than the minimum threshold of 150 trips at the CMP mainline locations on SR-10, SR-57 and SR-60.

Since the traffic study is complex (six scenarios) the following table summarizes the scenarios, identified what components generate trips for each scenario, the tables in the Iteris traffic study in Appendix B, and identified the corresponding table in the summary below. Since there are lots of similar data in the tables, the summary herein references primarily the existing and mitigated LOS (Tables 4, 8, 9, 10, 15 and 16) from the Iteris traffic study.

Table 3.2.1
Table References in Section 3.2 and in Appendix A

Index	Traffic Study Scenario (Symbol)	Appendix A	Section 3.2
1	2015 Existing Enrollment Trips (E)	5, 6	3.3
2	2015 Existing Level of Service (LOS)	4	3.2.2
3	2015 Existing Parking Inventory	---	3.2.3
4	Traffic Thresholds of Significance		3.2.4
6	2015 Existing Enrollment Plus 2020 Enrollment Increase (Project) LOS without Mitigation (E + P 2020)	7	3.2.5
7	2020 Campus Parking Demand/Supply	---	3.2.6
8	2015 Existing Enrollment Plus 2025 Enrollment Increase LOS without Mitigation (E + P 2025)	9	3.2.7
9	Existing Plus Project 2020 LOS with Mitigation	8	3.2.8
10	2025 Campus Parking Demand/Supply	---	3.2.9
11	2020 Cumulative Project Trips in the Study Area	11	3.2.10
12	Cumulative Trips by Jurisdiction in the Study Area	13	3.2.11
13	Exiting + Project + Cumulative 2020 LOS without Mitigation	15	3.2.12
14	Additional Cumulative Projects in Study Area in 2025	10	3.2.13
15	Existing + Project + Cumulative 2025 LOS without Mitigation	18	3.2.14
16	Existing + Project + Cumulative 2020 LOS with Mitigation	16	3.2.15
17	Existing + Project + Cumulative 2025 LOS with Mitigation	19	3.2.16
18	Fair Share Allocation of Improvement Costs	20	3.2.17
Source: Facilities Planning & Management, April 2016			

Exhibit 3.4
Area Circulation Network

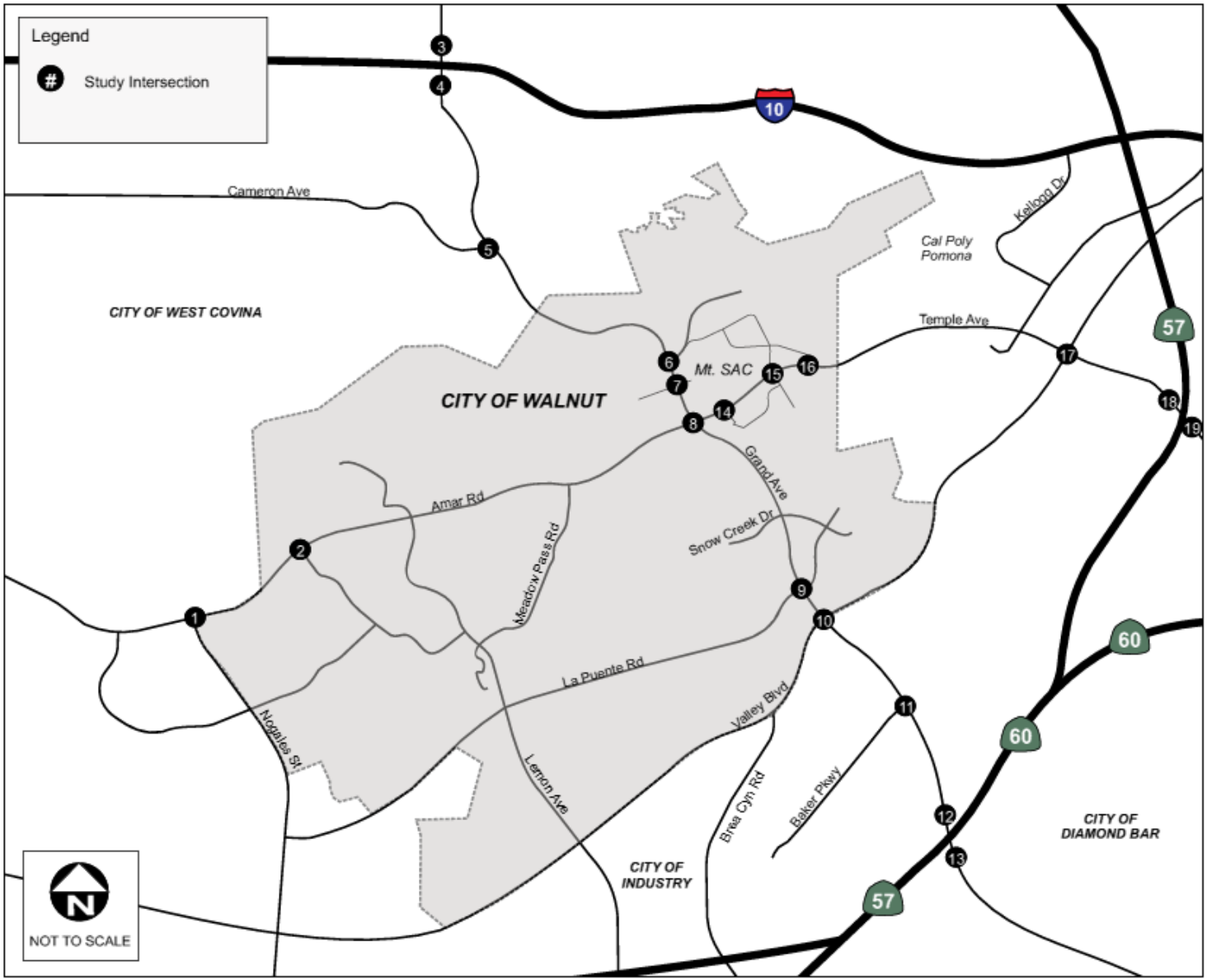


Table 3.2.2
2015 Existing Level of Service (Volume-to-Capacity, LOS)

Intersection		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Nogales Street./Amar Road	0.760	C	0.725	C
2	Lemon Avenue/Amar Road	0.706	C	0.636	C
3	Grand Ave/I-10 WB Ramp	23.4	C	24.8	C
4	Grand Avenue/I-10 EB Ramps	26.3	C	16.7	B
5	**Grand Avenue/Cameron Avenue**	**1.084**	**F**	**0.659**	**F**
6	Grand Avenue/Mountaineer Road.	0.666	B	0.721	B
7	**Grand Avenue/San Jose Hills Road**	**0.944**	**E**	**0.844**	**E**
8	**Grand Avenue/Temple Avenue**	0.885	D	**0.762**	**E**
9	**Grand Avenue/La Puente Road**	**1.065**	**F**	**0.950**	**F**
10	Grand Avenue/Valley Boulevard	0.845	D	0.928	D
11	Grand Avenue/Baker Parkway	0.828	D	0.543	D
12	Grand Avenue/SR-60 EB Ramps	22.8	C	22.8	C
13	Grand Avenue/SR-60 WB Ramps	31.9	C	21.4	C
14	Mt. SAC Way/Temple Avenue	0.724	C	0.700	C
15	Bonita Drive/Temple Avenue	0.580	A	0.601	B
16	Lot F/Temple Avenue	15.3	C	0.0	C
17	Valley Blvd/Temple Avenue	0.751	C	0.763	C
18	SR-57 SB Ramps/Temple Avenue	22.9	C	24.5	C
19	SR-57 NB Ramps/Temple Avenue	13.6	B	8.8	A

Source: Appendix B, Table 8, Ibid., Iteris, February 2016. Location 16 is not signalized but stop-sign controlled for right-turn outbound only and right-turn inbound on special event days only. Locations with LOS E or LOS F are in **bold** type.

For existing conditions, all intersections adjacent to campus operate at acceptable levels except at Grand Avenue and Cameron Avenue that currently operates at LOS F for both peak hours, at Grand Avenue and San Jose Hills that currently operates at LOS E for both peak hours, and at Grand Avenue at Temple Avenue that operates at LOS E during the pm peak hour. Grand Avenue at La Puente Road operates at LOS F for both peak hours.

Existing average daily traffic (ADT) volumes at area intersections for am and pm peak hours are shown in Figure 2 in Appendix B.

Circulation/Parking Plan

The 2015 FMPU Land Use Plan includes: (1) Dedication for potential lane widening on the south side of Temple Avenue in the PEP site plan, (2) A new signal on Temple Avenue for access to the proposed Public Transit Center in Lot D1. The signal needs to be installed prior to the Public Transit Center buildout.

Universal Access Plan

A revised Universal Access Plan, to be completed following EIR certification, will incorporate 2015 FMPU changes and specify access paths, path grade separation, accessible parking zones and bus/tram stops throughout campus. These facilities do not raise new environmental issues.

In addition, the Campus Pedestrian Plan Concept, Campus Sign Plan, Emergency Access Plan and Universal Access Plan impact pedestrian and vehicular movements on campus. These components of the Facilities Master Plan will be updated after the Final EIR is certified.

Existing Campus Parking

In March 2016, approximately 8,985 parking spaces were available on campus. Approximately 6,724 spaces were reserved for students, 1,415 spaces reserved for faculty and staff, and the remainders are visitor, handicapped, motorcycle, service, EV, construction or metered spaces, etc.

The total number of available spaces excludes the existing fifty (50) on-street metered-spaces along the north side of Temple Avenue, which are within City of Walnut right-of-way and city-owned.

Table 3.2.3
2016 Campus Parking Inventory

Lot Index	Total Spaces 4/12/16	Student Spaces	Staff Spaces	Other
Lot A	165	165	0	0
Pay Lot A, B	459	247	0	178
Lot A1, A2, A5	201	0	164	37
Lot B	831	756	20	55
Lot B1 – B4	259	0	226	33
Lot D	623	357	100	166
Lot D1 – D3	319	0	286	33
Lot F	1,286	1,181	67	38
Lot G	268	166	48	49
Lot H	1,557	1,522	35	54
Lot M	971	971	0	0
Lot R	700	686	0	16
Lot S	268	261	0	7
Lot V	34	22	0	12
Lot W	355	304	25	26
Lot F2 – F10	38	0	13	46
Lots 5G, 1 B/C, 2, 6	14	0	4	10
Bldg 23, 23A	152	0	141	4
Bldg 29, 30	7	0	2	5
Bldg 36, 40	88	0	72	16
Bldg 46A, 47, 48	140	0	110	30
Bldg 50 G	125	86	31	8
Bldg 67	57	0	40	17
Bldg 73, 80	59	0	31	28
Sherman Park	9	0	0	9
Subtotals	8,985	6,758	1,415	814
Source: Facilities Planning & Management, April 12, 2016				

Emergency Campus Evacuation.

The Public Safety Department assesses all risks on campus, natural or man-made, and determines when an Emergency Evacuation is required. Once that decision has been made, all registered students, faculty and staff with cell phones receive an automated message to evacuate. Other forms of communication include text, e-mail, land phone line, portal posting, and several social media sites (Facebook, Twitter, etc.). All students, faculty and staff may sign up for the campus-wide emergency notification system for one, or all types of communication. An evacuation order is also posted on everyone's portal and on several different media sites. This provides all personnel on- or off-campus immediate information of an evacuation order.

Some emergencies may require a limited or complete lock-down on campus, while other emergencies require a limited or extreme emergency evacuation. The response is tailored to the type of emergency and available options. Our concern here is the extreme emergency evacuation in which time is of the essence and the entire campus needs to be evacuated.

Section 3.13 discusses emergency evacuation plans related to very high fire hazard severity zones. Since there are no fire hazard severity zones near campus, this issue is not concerned in this section.

The details of any campus emergency response are not fully disclosed, but is approved by the Board of Trustees and updated regularly by the Public Safety Department. As required, communication and coordination occurs with outside agencies (i.e. City of Walnut, County of Los Angeles Sheriff Department, Federal Bureau of Investigation, Homeland Security, etc.).

Most cities identify Emergency Evacuation Routes in the Circulation Element of their General Plans. The emergency routes (i.e. streets) are usually defined for earthquake, fire or other natural disasters. Usually no other information is included in the General Plan regarding emergency procedures.

The City of Walnut General Plan (1979) Public Safety Element includes general policies for fire and seismic hazards, including providing assistance to areas where conditions warrant evacuation of people and property. The City's website also includes extensive information on Disaster Preparedness. According to the section titled "Alert & Warning to Evacuate," city evacuation orders are initiated by loud speaker and door-to-door contact, with the goal of moving people from the disaster site to emergency shelters.

The City Public Information Officer and the American Red Cross may also issues statements to the local media and the Emergency Broadcast System.

The General Plan does not identify an emergency evacuation plan or emergency evacuation roués. The City does have an emergency evacuation plan for City Hall. However, it is anticipated that the General Plan Update, now being prepared for the City will include Emergency Evacuation Routes in the Circulation or Pubic Safety Elements.

The recent evacuation in March 24, 2016 for a bomb scare did not originate on-campus but originated off-campus and the note named both Walnut Public High School and Mt. San Antonio College. The high school was locked down and the campus was evacuated.

3.2.2 Traffic/Parking CEQA Impacts

The Circulation/Parking element of the Facilities Master Plan will be revised to conform to the 2015 FMPU when additional parking design is completed for the campus surface parking lots and the location of the proposed Parking Structure is finalized.

Construction

Construction of the facilities included in the 2015 FMPU will occur incrementally until buildout. Currently there are three projects under construction and renovation (May 2016). The Long-Term Campus Projects for the 2008 MPU indicate only two or three building projects completed in a single year. However, Campus-wide Infrastructure improvements will occur continuously from 2016 - 2020. During construction, up to 300 workers may be onsite daily, while equipment/material deliveries will occur throughout project construction. Typically construction workers are onsite from 7:00 am to 3:00 pm weekdays. Construction employees will be required to park onsite at sites specified in the construction contract.

Relocation or demolition of all existing structures onsite will occur, requiring hauling of equipment and materials, removal of demolition materials and other construction activities. Construction debris from demolition of 123,000 gsf of buildings onsite will require export hauling. The quantity of debris from all buildings being demolished is not available. However, the demolition-related trips will occur over sporadically a four-year period. Debris hauling, construction worker or construction-related trips are not anticipated to impact the circulation network.

A Truck Hauling Plan has been completed for the PEP (Phase 1) and a plan is required for all hauling operations of more than 15 trucks per hour and more than 100,000 cubic yards.

Mitigation measures for truck hauling and construction activities are required for site-specific projects and are incorporated in construction contracts. Other potential construction impacts are temporary lane closures, temporary sidewalk closures, and closed parking lots. Student pedestrian routes on campus will be impacted by some construction activities.

Interim Parking During Construction

Construction activities will result in changes in the availability of parking spaces on campus during demolition or construction of new facilities and during resurfacing and redesign of the existing parking lots. Access routes to the available parking lots may also be altered. Temporary signage will be required to direct vehicles to available parking lots throughout construction. Literature indicating parking lot availability should be distributed to registrants during each campus term during periods of major construction. An adequate parking supply will be maintained for the campus throughout the construction period. Pedestrian pathways and signage may also need to be altered during construction periods in specific areas.

The TES project is under construction and results in the temporary loss of 548 spaces until January 2017. Future projects may also result in the temporary loss of parking but the number of spaces is not significant.

With the recommended mitigation measures listed below to improve traffic and pedestrian safety, construction-related project impacts are reduced to Less than Significant Impacts With Mitigation Incorporated.

Project Trip Distribution

The project will generate an additional 4,606 trips in 2020 (Appendix B, Table 5, Ibid, Iteris, February 2015). This is based on the ITE Trips Generation 9th Edition generation rate for Junior/Community Colleges of 1.23 trips /student daily.

The additional trips will be distributed to the area circulation network, with approximately twenty-four (24) percent directed north along Grand Avenue, twenty-four (24) percent directed south along Grand Avenue, 36 percent east along Temple Avenue, fourteen (14) percent west along Amar Road and one (1) percent on San Jose Hills Road (Appendix B, Figure 4, Ibid., Iteris, February 2016).

Existing plus project peak hour intersection volumes for 2015, 2020 and 2025 are shown in Appendix B in Figures 2, 7 and 8 respectively.

The existing plus project conditions for the CEQA analysis do not include ambient growth in trips of one (1) percent annually. The timeframe for comparison of project impacts is the 2015 baseline. This CEQA traffic methodology was required by the Sixth Court of Appeals of California in the case City of Sunnyvale West Neighborhood Association versus City of Sunnyvale City Council (HO35135, December 16, 2010). The project trips being added to the area circulation network is 4,606 trips in 2020.

Section XIV: Transportation of the CEQA Guidelines (August 11, 2015) includes the following four questions: Would the Project:

1) Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?

2) Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate measure)?

3) Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e. by adding new mixed-flow lanes) or by adding new roadways to the network?

4) Result in inadequate emergency access?

Iteris has evaluated the 2015 FMPU with the four criterion listed above in identifying significant effects for buildout of the 2015 FMPU. There are no conflicts between the 2015 FMPU and the safety or performance of the circulation system.

Public transit companies serving the campus include Metro Transit and the Foothill Transit Agency (FTA). Foothill Transit Lines 195, 289, 480, 482, and 486 travel east-west along Amar Road/Temple Avenue through the study area. The FTA and the District offer all registered students a GoPass that provides free service. However, all students pay a fee during registration for the service.

Metro bus lines 190/194 travel north-south along Grand Avenue and east-west along Valley Boulevard through the study area. Metro Discount Bus Passes are also available on campus.

The nearest Metro Rail service is at the Industry Metrolink Station. However, there are no buses from the Station to campus.

MM 2m also requires discussions with Cal Poly concerning establishing a shuttle system between the Mt. SAC and Cal Poly campuses.

The Circulation/Parking Plan and the Pedestrian Circulation Plan address internal campus vehicular and pedestrian safety and performance. Bicycle lanes near campus are administered by the Cities of Walnut and Pomona. Bicycle lanes occur on Grand Avenue and Temple Avenue. However, bike rider volume is very low. The Public Transit Center will include bike lockers when completed.

Threshold of Significance

Projects impacts in CEQA methodology are obtained by comparing the existing (2015 baseline) and Existing plus Project (E + P) buildout conditions in 2020. The threshold of significance used in the CEQA analysis is identical to a County of Los Angeles Traffic Impact Analysis criterion. The criteria used for the project is more restrictive than the significance thresholds in the CMP analysis.

Table 3.2.4
Traffic Thresholds of Significance

Intersection LOS in With Project Conditions	V/C	Project V/C Increase
C	0.701 to 0.800	0.040 or more
D	0.801 to 0.900	0.020 or more
E / F	0.901 or more	0.010 or more
Source: Appendix C, Table 1, Iteris, Ibid., February 2016		

In addition, a project impact is considered significant to a Caltrans facility if the project traffic results in a worsening level of service from LOS D or better to LOS E or F. In addition, a project impact is considered significant if a Caltrans facility is currently operating at LOS E or F and the project traffic results in an increase in average vehicle delay.

Table 3.2.5
Existing Plus Project (i.e. 2015 FMPU) 2020 LOS without Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2015 Existing Conditions		2020 Existing + Project	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Nogales Street./Amar Road	0.760-C	0.725-C	0.764-C	0.730-C
2	Lemon Avenue/Amar Road	0.706-C	0.636-B	0.716-C	0.646-B
3	Grand Ave/I-10 WB Ramp	23.4-C	24.8-C	23.5-C	25.1-C
4	Grand Avenue/I-10 EB Ramps	26.3-C	16.7-C	28.0-C	18.0-C
5	**Grand Avenue/Cameron Avenue**	1.084-F	0.659-B	1.116-F	0.685-B
6	Grand Avenue/Mountaineer Road.	0.666-B	0.721-C	0.698-B	0.751-C
7	**Grand Avenue/San Jose Hills Road**	0.944-E	0.844-D	0.967-E	0.865-D
8	**Grand Avenue/Temple Avenue**	0.885-D	0.762-C	0.928-E	0.775-C
9	**Grand Avenue/La Puente Road**	1.065-F	0.950-E	1.089-F	0.960-E
10	Grand Avenue/Valley Boulevard	0.845-D	0.928-E	0.859-D	0.935-E
11	Grand Avenue/Baker Parkway	0.828-D	0.543-A	0.837-D	0.550-A
12	Grand Avenue/SR-60 EB Ramps	22.8-C	22.8-C	23.1-C	22.9-C
13	Grand Avenue/SR-60 WB Ramps	31.9-C	21.4-C	32.4-C	21.4-C
14	**Mt. SAC Way/Temple Avenue**	0.724-C	0.700-B	0.752-C	0.741-C
15	Bonita Drive/Temple Avenue	0.580-A	0.601-B	0.618-B	0.635-B
16	Lot F/Temple Avenue	15.3-C	0.0-A	16.7-C	0.0-A
17	**Valley Blvd/Temple Avenue**	0.751-C	0.763-C	0.796-C	0.772-C
18	SR-57 SB Ramps/Temple Avenue	22.9-C	24.5-C	23.64-C	25.2-C
19	SR-57 NB Ramps/Temple Avenue	13.6-B	8.8-A	14.3-B	9.1-A

Source: Appendix B, Table 8 Ibid., Iteris, February 2016. Value in v/c column for Lot F/Temple intersection is average delay per vehicle. Assumes RKA Mitigation Plan for Temple/Grand intersection with project. Locations in **bold** type are locations where the project has significant impacts.

The 2015 FMPU project at buildout does not have a significant impact at a freeway ramp in the study area in 2020.

Future student enrollment increases from 2015 – 2020 generate only an additional 3,745 trips, compared to 41,264 additional trips from cumulative projects. The intersections with significant impacts are the following six (6) locations:

- Grand Avenue/Cameron Avenue (am peak hour);
- Grand Avenue/San Jose Hills Road (.m and pm peak hour);
- Grand Avenue/Temple Avenue (am peak hour);
- Grand Avenue/La Puente Road (am peak hour);
- Mt. SAC Way/Temple Avenue (pm peak hour);
- Valley Boulevard/Temple Avenue (am peak hour).

Freeway Mainline Impacts

According to the CMP Traffic Impact Analysis (TIA) Guidelines, a CMP freeway analysis is required at freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the am or pm weekday peak hours.

The nearest freeway segments are the I-10, SR-60, and SR-57. Based on the project trip generation estimates, the proposed project would add less than 150 new peak hour trips in either direction at the three freeway segments. Therefore, no CMP mainline freeway segment analysis was completed for the traffic study.

Parking Demand in 2020

Iteris prepared a parking demand analysis for buildout of the 2015 FMPU. The projected 2020 demand for buildout of the 2015 FMPU in 2020 is 8,017 parking spaces. The required parking for project buildout used the same methodology used in the 2008 Final EIR.

The existing spaces on campus in March 2016 are 8,985 spaces. Some existing spaces will be lost during construction of the 2015 FMPU. The proposed Parking Structure is planned for 2,300 parking spaces. Based on the parking lots and facilities in the 2015 FMPU and the construction schedule, the anticipated parking spaces in 2020, without Parking Structure J, is 8,308 spaces. Therefore, the parking supply is sufficient for the projected demand in the Fall Term of 2019 – 2020.

Table 3.2.6
2020 Campus Parking Demand/Supply

Scenario	2015-16 Headcount	2020-21 Headcount	August 1, 2020 Supply
Enrollment (Headcount)	35,986	39,731	
Daytime Students on Campus	20,980	23,176	
Peak Daily Student Attendance	17,833	19,670	
Peak Daily Faculty/Staff	1,650	1,822	
Student Parking Demand (0.346)	6,170	6,805	
Faculty/Staff Parking Demand (0.665)	1,097	1,211	
Required Parking Spaces	7,267	8,017	8,308[1]
Source: Facilities Planning & Management. Daytime students based on 0.583 of Headcount. Peak daily attendance is 85% daytime students. Student demand based on 0.346 of peak daily attendance. Faculty Parking based on 0.665 of 80 percent of faculty on-campus. 1 Assumes Parking Structure J not constructed and PEP (Phases 1) is constructed.			

The methodology used to project 2020 parking demand is based on the parking surveys and methodology used in the 2008 traffic study (Iteris, May 2008). The demand projections included an additional "cushion" to assure that the parking system is not operating at 100 percent of capacity. A ten percent increase in demand was added for "functional capacity." This provides more available parking spaces, less circulation of vehicles seeking an open parking space, and lower traffic-related air quality emissions. This factor was applied separately to the student parking ratio and to the staff (i.e. staff/faculty) parking ratio.

The Performing Arts programs on campus provide cultural opportunities for students and area citizens. In 2015–2016, forty-three (43) public evening performances were scheduled on campus. The event count includes the Clarke Theater, Feddersen Recital Hall and the Studio Theater. The campus's largest venue accommodates 423 patrons at maximum capacity, which is seldom reached.

Evening events usually occur from 7:30 – 10:30 pm or 8:00 to 11:00 pm with intermissions. These events almost exclusively take place on Friday – Sunday evenings. Therefore, the events have no impact on existing or 2020 parking demand during the day.

Lot F Pedestrian Overcrossing of Temple Avenue

The PEP (Phase 2) includes construction of a pedestrian overcrossing from Lot F to the PEP site (Phase 1). This assures increased pedestrian safety between Lot F and the new Hilmer Lodge Stadium (HLS) without reducing service levels at the intersection. The design of the pedestrian overcrossing has not been completed and the overcrossing will not be completed until after 2020.

District Compliance with Rule 2202

The college has elected to comply with Rule 2202 by purchasing Mobile Source Emission Reduction Credits. The money spent on credits is used for programs such as scrapping older model vehicles.

Existing Plus Project 2025

The following scenario is based on student enrollment projections for 2025. The traffic study is based on student enrollments and not the gross square footage on campus at any period of time. Therefore, the extended 2025 timeframe provides information on the potential long-range area circulation improvements that may be required to achieve acceptable levels of service at local intersections and freeway ramps.

The methodology may be compared to the use of Capital Improvement Programs used by adjacent cities.

Table 3.2.7
Existing Plus Project (i.e. 2015 FMPU) 2025 LOS without Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2015 Existing Conditions		2025 Existing + Project	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Nogales Street./Amar Road	0.760-C	0.725-C	0.769-C	0.735-C
2	Lemon Avenue/Amar Road	0.706-C	0.636-B	0.726-C	0.657-B
3	Grand Ave/I-10 WB Ramp	23.4-C	24.8-C	23.7	25.5-C
4	Grand Avenue/I-10 EB Ramps	26.3-C	16.7-C	29.9	19.2-B
5	**Grand Avenue/Cameron Avenue**	1.084-F	0.659-B	1.146-F	0.708-C
6	**Grand Avenue/Mountaineer Road.**	0.666-B	0.721-C	0.726-C	0.777-C
7	**Grand Avenue/San Jose Hills Road**	0.944-E	0.844-D	0.989-E	0.883-D
8	**Grand Avenue/Temple Avenue**	0.885-D	0.762-C	0.967-E	0.787-C
9	**Grand Avenue/La Puente Road**	1.065-F	0.950-E	1.111-F	0.968-E
10	**Grand Avenue/Valley Boulevard**	0.845-D	0.928-E	0.872-D	0.942-E
11	**Grand Avenue/Baker Parkway**	0.828-D	0.543-A	0.845-D	0.556-A
12	Grand Avenue/SR-60 EB Ramps	22.8-C	22.8-C	23.5-C	23.0-C
13	Grand Avenue/SR-60 WB Ramps	31.9-C	21.4-C	32.8-C	21.5-C
14	**Mt. SAC Way/Temple Avenue**	0.724-C	0.700-B	0.790-C	0.779-C
15	Bonita Drive/Temple Avenue	0.580-A	0.601-B	0.647-B	0.666-B
16	Lot F/Temple Avenue	15.3-C	0.0-A	27.1-D	0.0-A
17	**Valley Blvd/Temple Avenue**	0.751-C	0.763-C	0.838-D	0.776-C
18	SR-57 SB Ramps/Temple Avenue	22.9-C	24.5-C	24.4-C	25.8-C
19	SR-57 NB Ramps/Temple Avenue	13.6-B	8.8-A	14.8-B	9.4-A

Source: Appendix B, Table 9, Ibid., Iteris, February 2016. Value in v/c column for Lot F/Temple intersection is average delay per vehicle. Assumes RKA Mitigation Plan for Temple/Grand intersection with project. Locations in **bold** type are locations where the project has significant impacts.

Buildout of the 2015 FMPU impacts nine (9) intersections in 2025, for which improvements are feasible for four (4) locations.

Intersection Improvements Needed in 2025

With buildout of the 2015 FMPU and the student enrollment increases from 2020 - 2025, nine (9) locations where the project has a significant impact.

Future student enrollment increases from 2020 – 2025 generate only an additional 8,798 trips, compared to 21,807 additional trips, from cumulative projects. The locations with significant impacts include the following nine (9) locations:

- Grand Avenue/Cameron Avenue (a.m. peak hour);
- Grand Avenue/Mountaineer Road (a.m. and p.m. peak hour);
- Grand Avenue/San Jose Hills Road (a.m. and p.m. peak hour);
- Grand Avenue/Temple Avenue (a.m. peak hour);
- Grand Avenue/La Puente Road (a.m. and p.m. peak hour);
- Grand Avenue/Valley Boulevard (p.m. peak hour);
- Grand Avenue/Baker Parkway (a.m. and p.m. peak hour);
- Mt. SAC Way/Temple Avenue (a.m. and p.m. peak hour); and
- Valley Boulevard/Temple Avenue (a.m. and p.m. peak hour).

This scenario provides a long-range forecast of what future improvements may be needed in the area circulation system in 2025. With the recommended mitigation measures below, three of the four intersections are fully mitigated. There are no additional feasible mitigation measures for the Grand Avenue and Temple Avenue intersection without acquisition of private property.

Table 3.2.8
Existing Plus Project (i.e. 2015 FMPU) 2020 LOS with Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2020 Existing + Project Without Mitigation		2020 Existing + Project With Mitigation	
		AM Peak	PM Peak	AM Peak	PM Peak
5	Grand Avenue/Cameron Avenue	1.084-F	0.659-B	0.929-E	0.624-B
8	Grand Avenue/Temple Avenue	0.885-D	0.764-C	0.903-E	0.790-C
9	Grand Avenue/La Puente Road	1.065-F	0.950-E	1.001-F	0.847-D
11	Grand Avenue/Baker Parkway	0.817-D	0.543-A	0.600-B	0.505-A
14	Mt. SAC Way/Temple Avenue	0.724-C	0.700-B	0.704-C	0.708-C
Source: Appendix B, Tables 10, Ibid., Iteris, February 2016					

Table 3.2.9
2025 Campus Parking Demand/Supply

Scenario	2015-16 Headcount	2025-26 Headcount	2025 Supply
Enrollment (Headcount)	35,986	43,139	
Daytime Students on Campus	20,980	25,164	
Peak Daily Student Attendance	17,833	21,390	
Peak Daily Faculty/Staff	1,650	1,978	
Student Parking Supply (0.346)	6,170	7,401	
Faculty/Staff Parking Supply (0.665)	1,097	1,315	
Required Parking Spaces	7,267	8,716	9,096[1]
Source: Facilities Planning & Management, Daytime students based on 0.583 of Headcount. Peak daily attendance is 85% daytime students. Student demand based on 0.346 of peak daily attendance. Faculty Parking based on 0.665 of 80 percent of faculty on-campus. 1 Assumes Parking Structure J complete, PEP (Phase 2), the Fire Training Academy is complete and Future Program Zone 5 is complete (see Table 3.2.9 for parking spaces lost)..			

If Parking Structure J is available in 2025, the total parking spaces on campus is estimated as 9,096 spaces. If Parking Structure J is not available, the total spaces would be 470 spaces less, or 8,308 spaces.

Operational Hazards

No sharp curves or incompatible uses occur near the campus. All intersections near the campus are or will be signalized. (Currently, there is no traffic signal at Lot F and Temple Avenue). None of the intersections are particularly dangerous, although traffic at the Temple Avenue and Grand Avenue is heavy during both peak hours and throughout the day.

The Emergency Access Plan will provide adequate emergency access throughout buildout of the 2015 MPU.

Some minor hazards may occur at the Pomona Drive/Temple Avenue and Lot F/Temple Drive intersection prior to traffic signals being installed at those locations. However, they are regarded as Less than Significant. Signal warrants must be met before traffic signals are installed. A traffic signal is not warranted at Lot F and Temple Avenue now.

Parking Lots/Student Pedestrian Paths

Pedestrian activity in or near campus parking lots is greatest during arrival and departure. Pedestrian activity in the interior of the campus is high during the morning and early afternoons. Maintaining safe pedestrian access in and near parking lots, and near construction areas, where construction traffic may occur, is needed. Prior to construction in any specific area, the pedestrian access routes will be reviewed to minimize conflicts between pedestrians and construction equipment or activities.

Construction Areas/Vehicular Safety

There may be conflicts between construction vehicles and private vehicles near some construction sites, or on area roadways. The Final EIR includes requirements for a Truck Haul Plan (MM 2c) to address any potential impacts from hauling activities. A Truck Haul Plan is required when hauling operations of more than 15 trucks per hour and more than 100,000 cubic yards may occur for a project. Construction contractor are also required (MM2a) to comply with the Work Area Traffic Control Handbook (WATCH) that recommends measures to assure construction site safety for employees and the traveling public.

Emergency Campus Evacuation. Any extreme emergency on campus may pose a risk to persons on campus, or in some circumstances off-campus simultaneously (i.e. a major earthquake). Without proper planning and response, these circumstances may result in inadequate emergency access and represent a potential significant impact.

Emergency access in CEQA documents is usually concerned solely with emergency vehicular access to the campus. However, indirectly it is also related to emergency campus evacuations, which may also prevent or hinder emergency vehicular access to the campus. Therefore, an emergency evacuation plan is recommended herein to minimize the time necessary for people to exit the campus using vehicles parked in campus parking lots. While Public Safety has several evacuation plans and responses, depending on the type of emergency, our concern here is a total campus evacuation in the shortest amount of time. Other emergency plans not discussed herein may include partial evacuations (i.e. personnel only or occupied vehicles), shelter in place, or other alternatives.

Upon receiving information or communication that an emergency evacuation may be needed, the Chief of Police, the Deputy Chief or the highest ranking officer on duty assesses the situation and confers immediately with the Vice President and/or the

President of the College. The decision to evacuate the campus is generally made by the President or the Vice President of the College, and not by outside agencies.

Generally campus security personnel are responsible for directing on-campus vehicular movements during an emergency evacuation, and the Los Angeles Sheriff Department or the California Highway Patrol are responsible for directing off-campus vehicular movement. All agencies communicate with campus security and all of them work together. Having Public Safety personnel with pre-assigned tasks to direct traffic to diverse locations and directions off-campus is the most efficient plan to improve traffic flow during an emergency campus evacuation.

For example, the following emergency evacuation directional plan may minimize the time necessary for all vehicles parked on campus to exit the campus area. Please note that this is a "controlled" evacuation, restricting vehicular travel to pre-determined directions from campus parking lots and would be used for extreme emergency evacuations only in which there is no inherent threat off-campus in a particular direction. If the Public Safety Department declares an extreme campus emergency evacuation, the following actions could occur.

Campus security personnel with pre-assigned tasks initiate immediate traffic controls to direct traffic away from campus as quickly as possible (i.e. based on right-turn vehicular movements when possible). As needed, communication and coordination shall occur with the County of Los Angeles Sheriff Department, the California Highway Patrol or other agencies.

a. All vehicles parked in Lot H are directed west to Grand Avenue and right-turn only northbound.

b. All vehicles parked in Lot M and W exit right-turn only at Mt. SAC Way to Temple Avenue eastbound.

c. All vehicles parking in lots south of Temple Avenue with access to Bonita Avenue (Lot S, R, 50G etc.) exit northbound on Bonita Avenue, with right-turns only to Temple Avenue eastbound.

d. All vehicles parking in Lot B exit left at San Jose Hills Road to Grand Avenue southbound and do a right-turn only onto Amar Road westbound.

e. All vehicles parked in Lot F exit to Bonita Avenue southbound and turn left only to Temple Avenue eastbound.

f.. All vehicles parked in Lot D exit right-turn only onto Temple Avenue westbound and left-turn only to Grand Avenue southbound.

g. Observation of traffic flow or congestion on Edinger Way and Mountaineer Road may result in directing some vehicles parked in Lot G or in Lot H to exit southbound on Bonita Avenue, with a left-turn only onto Temple Avenue eastbound.

The 2015 FMPU does not impede any emergency evacuation plans on-campus or off-campus and may increase mobility in general by providing better circulation and intersection improvements. The increase in enrollments projected for 2020 and 2035 has a Less than Significant with Mitigation Incorporated impact on emergency evacuation routes. No local roadways are near capacity with the increased enrollments.

3.2.3 Traffic/Parking CEQA Impacts Mitigation Measures for 2020 Buildout

The District may be required to fund the traffic improvements related to buildout of the 2015 FMPU for intersections immediately adjacent to campus. However, its funding responsibility may not extend to circulation improvements off-campus. Bond funds cannot be spent on off-campus non-school related facilities.

However, the College did agree to fund its fair share of improvements required at the Grand Avenue and Cameron Avenue intersection if the City of Industry did not include those improvements in its Capital Improvement Program and/or implement the required improvements by buildout of the 2012 FMP. The District's 2020 fair share contribution for improvements at the Grand Avenue and Cameron Avenue intersection equate to 16.3 – 17.6 percent of the trips projected for the intersection (Table 15, Ibid., Iteris, February 2016). Construction costs are not known until preliminary construction documents are completed. The funds would be paid to the City of Industry upon completion of the improvements.

A. Mitigation Measures TR-01 to TR-07 must be implemented by buildout of the 2015 FMPU in 2020.

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.

TR-02. A second EB right-turn lane is required at the Grand Avenue and San Jose Hills Road intersection. However, insufficient ROW is available due to existing development at the SW and NW corner of this intersection. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.

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.

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.

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.

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.

TR-08. The Public Safety Department shall update their evacuation plans for an extreme emergency by Janury 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.

Please note that additional improvements at the Temple Avenue and Valley Boulevard intersection are not feasible due to the ROW constraints near the adjacent railroad line. Therefore, further improvements are not feasible. The City of Pomona is the Lead Agency.

B. <u>The following additional traffic mitigation measures are required to be implemented by 2025</u>.

TR-08. A third NB through-lane is required at the Grand Avenue and Mountaineer Road intersection. However, insufficient ROW is available within the current curb width. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.

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.

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.

Please note that the identical improvement for the Temple Avenue and Grand Avenue intersection in TR-03 are also required by 2025 but will not result in acceptable level of service. All feasible intersection improvements at this location within existing ROW have been completed. Acquisition of the adjacent gasoline station, trunk water line relocation and removal of part of the Wildlife Sanctuary makes further improvements not feasible. The City of Walnut is the Lead Agency.

TR-11. The Public Safety Department shall update their evacuation plans for an extreme emergency by Janury 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.

C. <u>The following mitigation measures were included in the 2012 MMP but required minor revisions before they are included in the Final EIR. Mitigation 2j is omitted because it is included in other measures in the 2016 MMP.</u>

R2l. The following recommendations from the 2002 Mt. San Antonio College Parking Lot and Access Study shall be implement 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.

R3j. 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.

R20e. 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.

A2c. 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 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.

TP-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 1/1/2020. Facilities Planning & Management shall ensure compliance.

R2m. The College shall meet with Cal Poly to discuss a joint CalPoly campus shuttle service by July 1, 2017. Facilities Planning & Management shall monitor compliance.

TS-01 was adopted by the Board of Trustees on May 11, 2016 as part of the District's Thresholds of Significance.

TS-01: Beginning in 2015, whenever a parking study for the last Facilities Master Plan 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.

D. <u>All other Mitigation Measures included in the 2012 MMP, other than those that follows, are omitted for buildout of the 2015 FMPU because the mitigations listed above replace the previous measures in the 2012 MMP. The original indices from the 2012 MMP are retained below</u>.

MM 2a. 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 *Work Area Traffic Control Handbook (WATCH)*. Facilities Planning & Management shall monitor compliance.

MM 2b. 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.

MM 2c: For hauling operations of more than 15 trucks per hour or more than 100,000 cubic yards per hour, 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 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. Facilities Planning & Management shall ensure compliance.

MM 2d. : Demolition and construction contracts shall include plans for construction worker parking areas on campus. Facilities Planning & Management shall monitor compliance.

MM 2e. 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.

MM 2f. 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 monitor compliance.

MM 2h. 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.

MM 2i. Onsite traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project. Facilities Planning & Management shall monitor compliance.

MM 2r. 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.

MM 2x. The City of Walnut shall consider restricting left-turn movements eastbound along Amar Road east of Country Hollow 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 Public Works Department of the City of Walnut shall monitor compliance.

3.2.4 Traffic/Parking CEQA Impacts Level of Significance

A Statement of Overriding Considerations (SOC) is recommends for buildout of the 2015 FMPU for project impacts at six (6) intersection locations in 2020 and for nine (9) intersections in 2020 for cumulative impacts. (The project contributes 23.2 percent of the ADT peak hour trips for 2020 project buildout). A Statement of Overriding Consideration is also required for the 2025 traffic scenario.

3.2.5 Traffic/Parking CEQA Cumulative Conditions

Section 15130 (B) (3) and Section 15064 9h) (3) of the CEQA Guidelines require that when tiering is used in CEQA analysis that the geographical area being considered is identified. Similarly, incremental effects of a project may not be cumulatively considerable if the project complies with a previously adopted plan or mitigation measure for the geographical area where the project is located. Therefore, when applicable, the geographical area for cumulative conditions is identified in each subsequent cumulative conditions section of this document.

The geographical area used for the traffic analysis is the traffic study area identified for the project based on Los Angeles County Traffic Impact Analysis (TIA) requirements.

Cumulative conditions include the following fifty-three (53) projects that generate a total of 41,264 additional future trips in 2020 on the area circulation network. The list of cumulative projects was compiled by contacting the cities of Walnut, Diamond Bar, Pomona and Industry, and Cal Poly Pomona.

Table 3.2.10
2020 Cumulative Project Trips in Study Area

#	Agency	Project Title	Location	Description
				tsf = thousand square feet du = dwelling unit
1	City of Walnut	Shea Homes Project	North of Valley Blvd between Pierre Rd and Suzanne Rd	37 single-family detached homes and 61 single-family townhomes
2		Salamone Subdivision	Off of Meadowpass Rd	6 residential lots
3		Gregorian Subdivision	1521 Meadowpass Rd	7 single-family residential lots
4		The Olsen Company Project	650 Camino De Rosa	8 single-family residences
Subtotal (City of Walnut Trips)				888
5	City of Pomona	22122 W. Valley Blvd.	22122 W. Valley Blvd.	Warehouse - 141,000 SF
6		2001 W. Mission Blvd.	2001 W. Mission Blvd.	Warehouse - 432,843 SF
7		2-16 Village Loop Rd.	2-16 Village Loop Rd.	Single Family Detached – 124 DU and Retail - 6,000 SF
8		92 Rio Rancho Rd.	92 Rio Rancho Rd.	Condominium/Townhome - 56 DU
9		1943 S. Towne Ave.	1943 S. Towne Ave.	Single Family Detached - 48,000 DU
10		715 E. Phillips Rd.	715 E. Phillips Rd.	Condominium/Townhome - 4 DU
11		1041 S. White Ave.	1041 S. White Ave.	Single Family Detached - 20 DU
12		701 S. Garey Ave.	701 S. Garey Ave.	Retail - 37,000 SF
13		1439 S. Palomares St.	1439 S. Palomares St.	Condominium/Townhome - 6 DU
14		1390 S. Palomares St.	1390 S. Palomares St.	Condominium/Townhome - 12 DU
15		Rio Rancho Towne Center Phase II	Rio Rancho Towne Center	Retail - 64,717 SF
16		600 Dudley Ave.	600 Dudley Ave.	Senior Housing - 84 DU
17		855 E. Phillips Blvd.	855 E. Phillips Blvd.	Single Family Detached - 37 DU
18		675 E. Mission Blvd.	675 E. Mission Blvd.	Condominium/Townhome - 38 DU
19		22 Rio Rancho Rd.	22 Rio Rancho Rd.	Automobile Sales - 5,750 SF
20		888 W. Mission Blvd.	888 W. Mission Blvd.	Retail - 20,239 SF

Table 3.2.10 (continued)
2020 Cumulative Project Trips in Study Area

#	Agency	Project Title	Location	Description
				tsf = thousand square feet du = dwelling unit
21	City of Pomona	1368 W. Mission Blvd.	1368 W. Mission Blvd.	Condominium/Townhome - 36 DU
22		1932/1936 S. Garey Ave.	1932/1936 S. Garey Ave.	Condominium/Townhome - 17 DU
23		1300 W. Mission Blvd.	1300 W. Mission Blvd.	Condominium/Townhome - 33 DU
24		1365/1367 S. Garey Ave.	1365/1367 S. Garey Ave.	Condominium/Townhome - 2 DU
25		1940 S. Garey Ave.	1940 S. Garey Ave.	Condominium/Townhome - 10 DU
26		424-446 W. Commercial St.	424-446 W. Commercial St.	Senior Housing - 61 DU
27		952 E. Ninth St.	952 E. Ninth St.	Condominium/Townhome - 11 DU
28		1344 W. Grand Ave.	1344 W. Grand Ave.	Condominium/Townhome - 7 DU
29		1363 S. Buena Vista Ave.	1363 S. Buena Vista Ave.	Condominium/Townhome - 3 DU
30		1480 W. Mission Blvd.	1480 W. Mission Blvd.	Condominium/Townhome - 24 DU
31		1455 S. White Ave.	1455 S. White Ave.	Condominium/Townhome - 2 DU
32		1302 Hansen Ave.	1302 Hansen Ave.	Single Family Detached - 2 DU
33		Rio Rancho Towne Center Hotel (White & Rancho Valley)	White & Rancho Valley	Hotel - 149 Rooms
34		1145 W. 10th St.	1145 W. 10th St.	Religious Facility - 6,019 SF
35		40 Rio Rancho Rd.	40 Rio Rancho Rd.	Restaurant - 1,608 SF
36		1491 E. Ninth St.	1491 E. Ninth St.	Warehouse/Office - 193,500 SF
Subtotal (City of Pomona Trips)				5,436
37	City of Diamond Bar	TR 63623	Larkstone Drive south of Southpointe Middle School	99 detached condominium units
38		TR 72295	Brea Canyon Road and Diamond Bar Blvd	47 single-family lots, 73 detached condominiums, 62 attached condominiums
Subtotal (Diamond Bar Trips)				575

Table 3.2.10 (continued)
2020 Cumulative Project Trips in Study Area

#	Agency	Project Title	Location	Description
				tsf = thousand square feet du = dwelling unit
39	City of Industry	15000 Nelson	15000 Nelson	125,344 sf industrial building
40		489 & 499 Parriott Plce	489 & 499 Parriott Plce	130,170 sf industrial building
41		SE Corner of Azusa and Chestnut	SE Corner of Azusa and Chestnut	614,597 sf industrial building
42		18421 Railroad Ave.	18421 Railroad Ave.	8,850 sf industrial building
43		12851 Crossroads Parkway South	12851 Crossroads Parkway South	77,250 sf office building
44		3718 Capitol Ave.	3718 Capitol Ave.	36,666 sf warehouse
45		Echelon	Echelon	326,700 sf building
46		14700 Nelson	14700 Nelson	232,450 sf building
47		19782 Walnut Drive North	19782 Walnut Drive North	2,662 sf Carl's Jr. restaurant with drive-thru
48		1552 Azusa Ave.	1552 Azusa Ave.	20,621 sf retail building
49		1722 Arenth Avenue	1722 Arenth Avenue	6,760 sf Union Pacific railroad maintenance building
50		Castleton	Castleton	2,492 sf fast-food with drive-thru
51		16801 Gale Ave.	16801 Gale Ave.	39,150 sf warehouse building
Subtotal (City of Industry Trips)				1,383
52	Cal Poly Pomona	Future Enrollment Increase (2020)	3801 W Temple Ave, Pomona, CA 91768	4,089 students by 2020
Subtotal (Cal Poly Pomona Trips)				6,992
Total Cumulative 2020 Area Trips (ADT)				15,274
Source: Appendix C, Table 11 and Appendix C,, Ibid., Iteris, February 2016				

Please note that only the cumulative project trips in the study area are listed above, which is appropriate for the local traffic analysis. However, the cumulative projects above generate greater trips in the region (i.e. inside and outside the project study area). This data is appropriate for regional planning and for regional air quality analysis. The cumulative projects above generate a total of 63,071 ADT.

In 2020 Cal Poly Pomona will generate 6,992 ADT in the study area, and in 2025 Cl Poly will generate 15,200 trips. The City of Industry will generate 1,383 ADT in 2020 and 5,976 ADT in 2015. The City of Pomona will generate 5,436 ADT in 2020 and 2025.

Therefore, cumulative projects in the CalPoly Pomona, the City of Pomona and in the City of Industry generate 70 percent of the trips in the study area in 2020 and 72 percent of the total trips in 2025 in the study area. Buidout of the 2015 FMPU generates 4,606 ADT in 2020 and 8,798 in 2025 or twenty-three (23) percent of the total for all other cumulative projects in the study area in 2020 and 2025.

Table 3.2.11
Cumulative Trips by Jurisdiction in the Study Area

Lead Agency	Cumulative Trips Within Study Area			
	2020 PM Peak Hour Trips	2020 ADT Trips	2025 PM Peak Hour Trips	2025 ADT Trips
Walnut	87	888	87	888
Industry[1]	96	1,383	1,561	14,982
Pomona	703	5,436	703	5,436
Diamond Bar	51	575	51	575
Cal Poly	695	6,992	1,511	15,200
Subtotal	1,632	15,274	2,955	37,081
2015 FMPU	449	4,606	858	8,798
Totals	2,081	19,880	4,771	45,879
Percent of Total	21.6	23.2	18.0	19.2
1 Includes Industry Business Complex (IBC) partial buildout in 2025 only of Twenty (20) percent of 4,779,000 gsf and 67,993 ADT for 4,779.0 ksf)				
Source: Appendix C, Table 11, 12, Ibid., Iteris, February 2015				

3.2.6 Traffic/Parking CEQA Cumulative Conditions Impacts

The Existing + Project + Cumulative scenario is also compared to the 2015 baseline timeframe (i.e Existing Conditions). While this methodology is not used in the Congestion Management Program, it is the CEQA standard reinforced by the City of Sunnyvale West Neighborhood Association versus City of Sunnyvale City Council (HO35135, December 16, 2010).

The additional cumulative projects in this traffic scenario generate an additional 21,807 ADT. Therefore all cumulative projects generate 63,071 ADT in 2025.

A comparison of the level of service in 2015 and 2020 with buildout of the 2015 FMPU and the 2020 cumulative project trips in the study area (15,274 ADT) is provided below.

Table 3.2.12
Existing + Project + Cumulative 2020 LOS without Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2015 Existing Conditions		2020 Existing + Project + Cumulative	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Nogales Street./Amar Road	0.760-C	0.725-C	0.788-C	0.743-C
2	Lemon Avenue/Amar Road	0.706-C	0.636-B	0.736-C	0.658-B
3	Grand Ave/I-10 WB Ramp	23.4-C	24.8-C	24.0-C	26.6-C
4	Grand Avenue/I-10 EB Ramps	26.3-C	16.7-C	30.7-C	18.9-B
5	**Grand Avenue/Cameron Avenue**	1.084-F	0.659-B	1.139-F	0.700-B
6	**Grand Avenue/Mountaineer Road.**	0.666-B	0.721-C	0.713-B	0.775-C
7	**Grand Avenue/San Jose Hills Road**	0.944-E	0.844-D	0.983-E	0.889-D
8	**Grand Avenue/Temple Avenue**	0.885-D	0.762-C	0.952-E	0.804-D
9	**Grand Avenue/La Puente Road**	1.065-F	0.950-E	1.108-F	0.977-E
10	**Grand Avenue/Valley Boulevard**	0.845-D	0.928-E	0.891-D	0.967-E
11	**Grand Avenue/Baker Parkway**	0.828-D	0.543-A	0.856-D	0.565-A
12	Grand Avenue/SR-60 EB Ramps	22.8-C	22.8-C	24.8-C	23.4-C
13	Grand Avenue/SR-60 WB Ramps	31.9-C	21.4-C	34.5-C	21.5-C
14	**Mt. SAC Way/Temple Avenue**	0.724-C	0.700-B	0.774-C	0.752-C
15	Bonita Drive/Temple Avenue	0.580-A	0.601-B	0.626-B	0.656-B
16	Lot F/Temple Avenue	15.3-C	0.0-A	16.7-C	0.0-A
17	**Valley Blvd/Temple Avenue**	0.751-C	0.763-C	0.915-E-C	0.814-D
18	SR-57 SB Ramps/Temple Avenue	22.9-C	24.5-C	32.1-C	29.9-C
19	SR-57 NB Ramps/Temple Avenue	13.6-B	8.8-A	16.1-B	9.8-A

Source: Tables 15, Appendix B, Ibid, Iteris, February 2016. HCM delay-based methodology for Caltrans ramps was used at Locations 12, 13, 18, 19. All intersections are signalized except for Lot F/Temple Avenue, which is stop-controlled. Delay in seconds is reported for Locations 3, 4, 12, 13, 17 - 19. Locations in **bold** type are locations where there is a significant cumulative impact.

Upon buildout of the 2015 FMPU in 2020, the addition of 4,606 trips due to student enrollment increases from 2015–2020, and the additional 15,274 trips for 2020 cumulative projects in the study area, there will be significant cumulative impacts at (9) nine intersections.

Student enrollments generate only twenty-three (23) percent of the total trips being added in the study area in 2020. Any allocation of improvement costs to the District is allocated on a fair share basis, based on trips at a specific locale.

Additional improvements are not feasible in 2020 at four locations for Exiting + Project + Cumulative Conditions: Grand Avenue Mountaineer Road (#6), Grand Avenue/San Jose Hills Road (#7), Grand Avenue/Temple Avenue (#8), Grand Avenue/Valley Boulevard (#9) and Valley Boulevard/Temple Avenue (#17). The constraints that result in no further improvements being feasible have been discussed previously, and are not repeated herein.

The improvements required for buildout of the 2015 FMPU in 2020 are the same improvements that are needed for cumulative conditions for the Grand Avenue and Cameron Avenue (#5), Grand Avenue and Temple Avenue (#8), Grand Avenue and La Puente Road (#9), and Mt. SAC Way and Temple Avenue (#14) intersections. Therefore, the 2020 future cumulative conditions are addressed by the District.

Table 3.2.13
Additional Cumulative Projects in Study Area in 2025

#	Agency	Project Title	Location	Description
53	City of Industry	Industry Business Center East	Southeast corner of Grand Ave. and Baker Parkway	Warehousing and Distribution
54		Industry Business Center West	Southwest corner of Grand Ave. and Baker Parkway	Warehousing and Distribution
Subtotal (Trips)				4,593
52 (revised)	California Poly Pomona	Future Enrollment Increase (2025)	3801 W Temple Ave, Pomona, CA 91768	8,889 students by 2025
Subtotal (Trips)				8,208
Total Additional 2025 Cumulative Trips				12,801
Source: Appendix B, Table 12, Iteris, February 2016				

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A comparison of the level of service in 2015 and 2025 with buildout of the 2015 FMPU and the additional 2020 Cumulative project 12,801 ADT is provided below.

Table 3.2.14
Existing + Project + Cumulative 2025 LOS without Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2015 Existing Conditions		2025 Existing + Project + Cumulative	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Nogales Street./Amar Road**	0.760-C	0.725-C	0.813-D	0.755-C
2	**Lemon Avenue/Amar Road**	0.706-C	0.636-B	0.766-C	0.677-B
3	Grand Ave/I-10 WB Ramp	23.4-C	24.8-C	24.6-C	30.2-C
4	Grand Avenue/I-10 EB Ramps	26.3-C	16.7-C	41.3-D	21.5-C
5	**Grand Avenue/Cameron Avenue**	1.084-F	0.659-B	1.199-F	0.739-C
6	**Grand Avenue/Mountaineer Road.**	0.666-B	0.721-C	0.748-C	0.834-D
7	**Grand Avenue/San Jose Hills Road**	0.944-E	0.844-D	1.012-F	0.939-E
8	**Grand Avenue/Temple Avenue**	0.885-D	0.762-C	1.011-F	0.844-D
9	**Grand Avenue/La Puente Road**	1.065-F	0.950-E	1.138-F	1.001-F
10	**Grand Avenue/Valley Boulevard**	0.845-D	0.928-E	0.909-E	1.035-F
11	**Grand Avenue/Baker Parkway**	0.828-D	0.543-A	1.035-F	0.908-E
12	Grand Avenue/SR-60 EB Ramps	22.8-C	22.8-C	54.9-D	40.4-D
13	**Grand Avenue/SR-60 WB Ramps**	31.9-C	21.4-C	60.3-E	40.5-D
14	**Mt. SAC Way/Temple Avenue**	0.724-C	0.700-B	0.832-D	0.798-C
15	**Bonita Drive/Temple Avenue**	0.580-A	0.601-B	0.701-	0.706-C
16	Lot F/Temple Avenue	15.3-C	0.0-A	20.2-C	0.0-A
17	**Valley Blvd/Temple Avenue**	0.751-C	0.763-C	1.168-F	0.922-E
18	SR-57 SB Ramps/Temple Avenue	22.9-C	24.5-C	43.7-D	38.3-D
19	SR-57 NB Ramps/Temple Avenue	13.6-B	8.8-A	18.0-B	10.4-B

Source: Table 18, Appendix B, Ibid, Iteris, February 2016. HCM delay-based methodology for Caltrans ramps was used at Locations 12, 13, 18, 19. All intersections are signalized except for Lot F/Temple Avenue, which is stop-controlled. Delay in seconds is reported for Locations 3, 4, 12, 13, 17 - 19. Locations in **bold** type are locations where there is a significant cumulative impact.

Upon buildout of the 2015 FMPU and enrollment increases to 2025, the addition of 8,798 trips due to student enrollment increases from 2020 - 2025, and the additional 37,081 trips for 2025 cumulative projects in the study area, there will be significant cumulative impacts at thirteen (13) intersections.

Student enrollments generate only nineteen (19) percent of the total trips being added in the study area in 2025. Any allocation of improvement costs to the District is allocated on a fair share basis, based on trips at a specific locale.

- Grand Avenue/Cameron Avenue (am and pm peak hour);
- Grand Avenue/Mountaineer Road (pm peak hour);
- Grand Avenue/San Jose Hills Road (am and pm peak hour);
- Grand Avenue/Temple Avenue (am and pm peak hour);
- Grand Avenue/La Puente Road (am and pm peak hour);
- Grand Avenue/Valley Boulevard (am and pm peak hour);
- Grand Avenue/Baker Parkway (am and pm peak hour);
- Grand Avenue/SR-60 Westbound Ramps (am peak hour);
- Mt. SAC Way/Temple Avenue (am and pm peak hour);
- Bonita Avenue/Temple Avenue (am and pm peak hour);
- Valley Boulevard/Temple Avenue (am and pm peak hour)
  .
- Nogales Street/Amar Road (am peak hour)
- Lemon Avenue/Amar Road (am peak hour)

Additional improvements are not feasible in 2025 at four locations for Existing + Project + Cumulative conditions: Grand Avenue Mountaineer Road (#6), Grand Avenue/San Jose Hills Road (#7), Grand Avenue/Temple Avenue (#8), Grand Avenue/Valley Boulevard (#9) and Valley Boulevard/Temple Avenue (#17). The constraints that result in no further improvements being feasible have been discussed previously, and are not repeated herein.

The 2025 improvements required for buildout of the 2015 FMPU are the same improvements that are needed for 2025 cumulative conditions for the Grand Avenue and Cameron Avenue (#5), Grand Avenue and Temple Avenue (#8), Grand Avenue and La Puente Road (#9), and Mt. SAC Way and Temple Avenue (#14) intersections. Therefore, the 2025 future cumulative conditions are addressed by the District.

The improvements required for buildout of the 2015 FMPU in 2025 are also the same improvements that are needed for 2020 cumulative conditions for the Grand Avenue

and Baker Parkway (#11) intersection. Therefore, the 2025 future cumulative conditions are addressed by the District.

3.2.6 Mitigation Measures for Traffic/Parking CEQA Cumulative Impacts

The following additional Mitigation Measures shall be implemented by 2025. Mitigation Measures TR-01 to TR-07 were required by 2020. They are not repeated in this section.

TR-08. A third NB through-lane is required att he Grand Avenue and Mountaineer Road intersection. However, insufficient ROW is available within the current curb width. Therefore, further improvements are not feasible. The City of Walnut is the Lead Agency.

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.

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 Officers of Associated Students, by the 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.

There are four (4) additional mitigation measures required for the 2025 Existing + Project + Cumulative scenario that were not previously required:

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.

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.

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.

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.

3.2.8 Level of Significance of Traffic/Parking CEQA Cumulative Impacts

Table 3.2.15
Existing + Project + Cumulative 2020 LOS with Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2015 Existing Conditions		2020 Existing + Project + Cumulative With Mitigation	
		AM Peak	PM Peak	AM Peak	PM Peak
5	Grand Avenue/Cameron Avenue	1.084-F	0.659-B	0.947-F	0.603-C
8	**Grand Avenue/Temple Avenue**	0.885-D	0.764-C	0.873-D	0.775-C
9	Grand Avenue/La Puente Road	1.065-F	0.950-E	0.974-E	0.833-E
14	Mt. SAC Way/Temple Avenue	0.724-C	0.700-B	0.674-B	0.675-B

Appendix B, Tables 8, Ibid. Iteris, February 2016. Value in v/c column for Lot F/Temple intersection is average delay per vehicle. Assumes RKA Mitigation Plan for Temple/Grand intersection with project. Values in **bold type** remain adverse with all feasible mitigation.

A Statement of Overriding Considerations is recommends for six (6) locations: Grand Avenue/Mountaineer Road, Grand Avenue/San Jose Hills Road, Grand Avenue/Temple Avenue, Grand Avenue/Valley Boulevard, Grand Avenue/Baker Parkway, Temple Avenue/Valley Boulevard and Grand Avenue/Baker Parkway.

Please note that the proportion of total trips added by buildout of the 2015 FMPU in comparison to other cumulative project total trips in 2020 is twenty-three (23) percent in 2020 and nineteen (19) percent in 2025.

Table 3.2.16
Existing + Project + Cumulative 2025 LOS with Mitigation (Volume-to-Capacity, Level of Service)

Intersection		2015 Existing Condition		2025 Existing + Project + Cumulative With Mitigation	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Nogales Street/Amar Road	0.760-C	0.725-C	0.765-C	0.708-C
2	Lemon Avenue/Amar Road	0.706-C	0.636-B	0.668-C	0.777-C
5	Grand Avenue/Cameron Avenue	1.084-F	0.659-B	1.002-F	0.883-D
8	**Grand Avenue/Temple Avenue**	0.885-D	0.764-C	0.961-E	0.787-C
9	Grand Avenue/La Puente Road	1.065-F	0.950-E	1.028-F	0.968-E
11	**Grand Avenue/Baker Parkway**	1.035-F	0.543-A	0.845-D	0.556-A
13	Grand Ave/SR-60 EB Ramps	31.9-C	49.5-C	49.5-D	38.6-D
14	Mt. SAC Way/Temple Avenue	0.724-C	0.700-B	0.747-C	0.727-C
15	Bonita Avenue/Temple Avenue	0.580-A	0.601-B	0.685-B	0.660-B

Appendix B, Tables 19, Ibid. Iteris, February 2016. Value in v/c column for Lot F/Temple intersection is average delay per vehicle. Assumes RKA Mitigation Plan for Temple/Grand intersection with project. Values in **bold** type are project significant impact locations with mitigation (e.g. Unavoidable Adverse).

As discussed in Section 3.2.3, the College is not required to implement traffic improvements after 2020 for buildout of the 2015 FMPU in 2020.

However, if the additional mitigation measures identified in Section 3.2.3 were completed, the LOS would improve at several locations. If the District uses the traffic study for CEQA clearances for student enrollment increases to 2025, the traffic mitigation measures for 2025 are required.

Table 3.2.17
Summary of Significant Impacts per Scenario (Without and With Mitigation)

Index	Scenario	Number of Locations with Significant Effects without Mitigation	Number of Locations with Feasible Improvements	Less than Significant Effects with Mitigation	Number of Locations with Significant Effects with Mitigation	Locations with Adverse Effects with Mitigation
1	Existing Plus Project 2020	6	4	No	2	Grand/San Jose Hills Road and Valley/Temple
2	Existing Plus Project 2025	9	5	No	5	Above Plus Grand Ave/ Mountaineer Road, Grand/Valley and Grand/Temple
3	Existing Plus Project 2020 Plus Cumulative	9	5	No	6	All above Plus Grand/Baker Parkway
4	Existing Plus Project 2025 Plus Cumulative	13	9	No	6	All Above
Source: Iteris, Table 19, Appendix B, April 2016						

Therefore, a Statement of Overriding Considerations is recommended for the six locations identified above.

Based on the trips generated by buildout of the 2015 FMPU, the District's fair share contribution toward the feasible traffic improvements is calculated below for each location. The specific cost for the improvement is not known until preliminary engineering plans are completed.

Table 3.2.18
Fair Share Allocation of Improvement Costs

Intersection		Fair Share Contribution			
		Existing Plus 2020 Project Plus Cumulative		Existing Plus 2025 Project Plus Cumulative	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Percent of Total Cost			
1	Nogales St/Amar Rd	N/I	N/I	12	N/I
2	Lemon Ave/Amar Rd	N/I	N/I	24	N/I
5	Grand Ave/Cameron Ave	48	N/I	47	43
6	Grand Ave/Mountaineer Rd	60	59	59	55
7	Grand Ave/San Jose Hills	41	40	40	37
8	Grand Ave/Temple Ave	45	43	39	42
9	Grand Ave/La Puente Rd	47	46	47	43
10	Grand Ave/Valley Blvd	20	19	15	15
11	Grand Ave/Baker Pkwy	19	N/I	5	4
12	Grand Ave/SR-60 WB Ramps	N/I	N/I	6	N/I
14	Mt. SAC Way/Temple Ave	64	62	52	64
15	Bonita Ave/Temple Ave	N/I	N/I	58	69
17	Valley Blvd/Temple Ave	27	27	16	22

N/I = Not impacted during this time period

Source: Table 20, Ibid, Iteris, March 2016.

3.3 AIR QUALITY

3.3.1 Existing Air Quality Conditions

An air quality analysis for buildout of the 2015 FMPU was prepared by Greve & Associates (Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016*)* The complete report is included in Appendix C and the report is summarized herein.

A1. Climate

The proposed project is located in the South Coast Air Basin (SCAB), which includes parts of Los Angeles, Riverside and San Bernardino counties and all of Orange County. The basin is bounded on the west by the Pacific Ocean and surrounded on the other three sides by mountains (i.e. the San Gabriel Mountains, the San Bernardino Mountains, the San Jacinto Mountains and the Santa Ana Mountains). The SCAB forms a low plain and the mountains channel and confine airflow that trap air pollutants within the basin.

The climate in and around the College, as with all of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. It maintains moderate temperatures and comfortable humidity, and limits precipitation to a few storms during the winter "wet" season. Temperatures are normally mild, excepting the summer months, which commonly bring substantially higher temperatures. In all portions of the SCAB, temperatures well above 100 degrees Fahrenheit have been recorded in recent years. The annual average temperature in the SCAB is approximately 62 degrees Fahrenheit.

Winds in the local area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime onshore sea breezes. At night, the wind generally slows and reverses direction traveling towards the sea. Wind direction will be altered by local canyons, with wind tending to flow parallel to the canyons. During the transition period from one wind pattern to the other, the dominant wind direction rotates to the south and causes a minor wind direction maximum from the south. The frequency of calm winds (less than two miles per hour) is less than ten (10) percent. Therefore, there is little air stagnation in the local area, especially during busy daytime traffic hours.

Southern California frequently has temperature inversions that inhibit the dispersion of pollutants. Inversions may be either ground based or elevated. Ground-based

inversions, sometimes referred to as radiation inversions, are most severe during clear, cold, early winter mornings. With ground-based inversion, very little mixing or turbulence occurs, and high concentrations of primary pollutants may occur along major roadways. Elevated inversions are generated by a variety of meteorological phenomena. Elevated inversions act as a lid and restrict vertical mixing. Below the elevated inversion, dispersion is not restricted. Mixing heights for elevated inversions are lower in the summer and more persistent. This low summer inversion puts a lid over the SCAB and is responsible for trapping the high levels of ozone observed during summer months in the SCAB.

A2. Local, State, and Federal Air Quality Agencies

The primary responsible agencies charged with improving air quality in the SCAB are the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is an important partner to the SCAQMD, as it is the designated Metropolitan Planning Authority for the area. SCAG prepares estimates of future regional growth and vehicular travel in the basin that is used for air quality planning. The SCAQMD sets and enforces regulations for non-vehicular sources of air pollution in the SCAB.

The College is located in Source Receptor Area 10: Pomona/Walnut Valley, one of thirty-eight (38) subareas in the SCAB. The CEQA Air Quality Handbook, other SCAQMD publications, and the CEQA Guidelines specify methods, regulations and policies for evaluation of air quality impacts in CEQA documents.

The U.S. Environmental Protection Agency (U.S. EPA) is the primary federal agency for regulating air quality. The EPA implements the provisions of the Federal Clean Air Act (FCAA). The Act establishes national ambient air quality standards (NAAQS) that are applicable nationwide. The EPA designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment areas for each criteria pollutant. States are required by the FCAA to prepare State Implementation Plans (SIP) for non-attainment areas. The SIP demonstrates how areas will attain the NAAQS by the prescribed deadlines and what measures are required to attain the NAAQS standards. The EPA also oversees implementation of the prescribed measures. Areas that achieve the NAAQS after a non-attainment designation are designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare a plan to reduce pollutant concentrations exceeding the California Ambient Air Quality Standards (CAAQS) and ultimately achieve the CAAQS. The districts are required to update these plans every three years. The SCAQMD satisfies this

requirement through the adoption of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and SCAG in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by CARB to satisfy the FCAA requirements discussed above.

The 2013 California Emission Estimator Model (CalEEMod) Version 2.2 is a tool SCAQMD completed to assess project air quality impacts, including operational and construction air quality emissions.

A3. Criteria Pollutants, Health Effects, and Standards

Consistent with the Federal Clean Air Act (FCAA), the U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six major "criteria pollutants"; ozone (O_3), resizable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The NAAQS primary objective is to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the California Clean Air Act (CCAA), the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards are established for the six criteria EPA criteria pollutants and four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Table 3.3.1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[10]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[10]	—	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: Exhibit 3, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The current criteria pollutants for the South Coast Air Basin (SCAB) are classified by their state and federal status (i.e. attainment or nonattainment) below.

Table 3.3.2
Criteria Pollutants for the South Coast Air Basin

Pollutant	Federal	State
Ozone (O_3)	Extreme Nonattainment (2023)	Nonattainment
Respirable Particulate Matter (PM_{10})	Attainment/Maintenance (2013)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Moderate Nonattainment (2015)	Nonattainment
Carbon Monoxide (CO)	Attainment/Maintenance (2000)	Attainment
Nitrogen Dioxide (NO_2)	Attainment/Maintenance (1995)	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Attainment
Visibility Reducing Particles	n/a	Unclassified
Sulfates	n/a	Unclassified
Hydrogen Sulfide	n/a	Attainment
Vinyl Chloride	n/a	Attainment

Source: Table 1, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The U.S. EPA is designated the SCAB as Extreme Non-attainment for ozone, Attainment/Maintenance for PM_{10}, Moderate Non-attainment for $PM_{2.5}$, and Attainment/Maintenance for CO and NO_2.

For the EPA designations, the qualifiers Extreme and Moderate, affect the required attainment dates as the federal regulations have different requirements for areas that exceed the standards by greater amounts at the time of Attainment/Non-attainment designation. The SCAB is designated as Attainment for the Federal SO_2 and lead NAAQS, as well as the state CO, NO_2, SO_2, lead, hydrogen sulfide, and vinyl chloride CAAQS.

The SCAB is designated by the state as Non-Attainment for ozone, PM_{10}, and $PM_{2.5}$ and in attainment for state standards for Carbon Monoxide, Nitrogen Dioxide and Sulfur Dioxide only. The SCAB is also designated as Attainment of the SO_2 and lead NAAQS as well as the state CO, NO_2, SO_2, lead, hydrogen sulfide, and vinyl chloride CAAQS. Generally, these pollutants are not considered a concern in the SCAB.

A4. Monitored Air Quality

Air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin.

SCAB emission estimates for existing emissions are included in the Final 2012 Air Quality Management Plan, February 2013. The data indicates that on-road (e.g.; automobiles, busses and trucks) and off-road mobile sources (e.g.; trains, ships, and construction equipment) are the major source of current emissions in the SCAB.

Mobile sources account for approximately 59 percent of VOC emissions, 88 percent of NOx emissions, 50 percent of direct $PM_{2.5}$ emissions, 75 percent of SOx emissions and 95 percent of CO emissions.

Area sources (e.g., architectural coatings, residential water heaters, and consumer products) account for approximately 36 percent of VOC emissions and 39 percent of direct $PM_{2.5}$ emissions. Point sources (e.g., chemical manufacturing, petroleum production, and electric utilities) account for approximately 23 percent of SOx emissions. Road dust accounts for approximately 10 percent of direct PM2.5 emissions.

The SCAQMD has divided the SCAB into 38 air-monitoring areas with a designated ambient air monitoring station in most areas. The project is in the Pomona/Walnut Valley Source-Receptor Area (SRA) 10. The Pomona monitoring station is the representative facility for SRA 10. The data collected at this station is considered representative of the air quality experienced in the campus area. The air pollutants measured at the Pomona station include ozone and carbon monoxide (CO).

The nearest station that monitors particulates is the Glendora station. Since the 2015 data has not been published, only the 2012 to 2014 is available.

Table 3.3.3
Air Quality Levels Measured at the Pomona/Glendora Stations

Pollutant	California Standard	National Standard	Year	Max.Level	Days State Standard Exceeded	Days National Standard Exceeded
Ozone 1 Hour Average	0.09 ppm	None	2014	0.123	22	0
			2013	0.125	12	0
			2012	0.117	21	0
Ozone 8 Hour Average	0.070 ppm	0.08 ppm[4]	2014	0.099	56	33
			2013	0.099	22	15
			2012	0.092	30	15
CO 8 Hour Average	9.0 ppm	9 ppm	2014	n/a	n/a	n/a
			2013	n/a	n/a	n/a
			2012	1.47	0	0
Fine Particulates $PM_{2.5}$ (24 Hour)	None	35 µg/m^3	2014	53.5	*	*
			2013	78.7	*	*
			2012	38.0	*	*
Fine Particulates $PM_{2.5}$ (Annual)	12 µg/m^3	12 µg/m^3	2014	9.4	0	0
			2013	9.7	0	0
			2012	*	*	*
Respirable Particulates PM_{10} 24 Hour Average	50 µg/m^3	150 µg/m^3	2014	78.0	*	0
			2013	100.7	*	0
			2012	75.8	*	0
Respirable Particulates PM_{10} AAM	20 µg/m^3	35 µg/m^3	2014	33.6	No	No
			2013	30.6	No	No
			2012	29.4	No	No

n/a – data not available
* Insufficient data available to determine the value
Source: CARB Air Quality Data Statistics web site www.arb.ca.gov/adam/ accessed 1/27/2016

Source: Table 2, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

Based on the data from the Pomona and Glendora Monitoring Stations, ozone is the air pollutant of primary concern in the project area. The Federal 8-hour ozone standard was exceeded between 15 days and 33 days per year between 2012 and 2014.

Insufficient data is available to determine the seriousness of particulate levels in the area. The Federal standard for PM_{10} was not exceeded.

A5. Air Quality Management Plan (AQMP)

The AQMP is the most important air management document for the basin because it provides the blueprint for meeting state and federal ambient air quality standards.

The CAA requires plans to demonstrate attainment of the NAAQS when area is designated as nonattainment. The CCAA also requires SCAQMD to revise the AQMP to reduce pollutant concentrations exceeding the CAAQS every three years. In the SCAB, SCAQMD and SCAG, in coordination with local governments and the private sector, develop the AQMP for the SCAB to satisfy the CAA requirements.

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP is to bring the basin into attainment with federal health-based standards for unhealthful fine particulate matter ($PM_{2.5}$) by 2014. The document states that for any reasonable expectation of meeting the 2023 ozone deadline, the scope and pace of air quality improvements must greatly intensify.

The SCAQMD is in the process of developing the 2016 AQMP, which will be a comprehensive and integrated plan primarily focused on addressing the ozone and PM2.5 standards. The upcoming 2016 AQMP will develop integrated strategies and measures to meet the following NAAQS:

- 8-hour Ozone by 2032
- Annual PM2.5 by 2021-2025
- 1-hour Ozone by 2023
- 24-hour $PM_{2.5}$ by 2019

The 2016 Draft AQMP is expected to be released in early 2016 and adopted by the SCAQMD Governing Board in April 2016. The 2012 AQMP will incorporate the planning assumptions of the SCAG's 2012 Regional Transportation Plan and Sustainable Communities Strategies.

3.3.2 Project Construction and Operational Air Quality Impacts

The geographical area used for identification of project air quality impacts is the 400-acre campus and its immediate surroundings.

B1. Program and Project EIR Air Quality Analysis

Since the project is a Program EIR for a Master Plan, the primary focus of the air quality analyses is the operational impacts of the project at buildout. Usually, the college has only 2-3 concurrent construction projects on sites of less than 5-acres that have been previously graded. Therefore, construction emissions have not been a major factor in the daily or total campus emissions. The campus air quality analysis is based on total student enrollment, which captures mobile CO emissions, which are the dominant particulate emission (annually or daily).

The total building square footage has a net increase of 454,906 square feet (including PEP).

Several large projects included in the 2015 FMPU are evaluated as individual projects. These projects include the PEP (Phases 1, 2), Library/Campus Center (A) and the Laboratory Building Expansion (G).

B2. 2015 FMPU Short Term Construction Air Quality Impacts

Air quality impacts are usually divided into short term and long term. Short-term impacts are usually the result of construction or grading operations. Air pollutants will be emitted by construction equipment and fugitive dust will be generated during demolition of the existing improvements as well as during grading and excavation of the site. Long-term impacts are associated with the built out operation of the proposed project. The primary source of operational emissions is vehicle emissions..

It should be noted that the air quality operational emissions for buildout of the 2012 FMPU will be higher than for buildout of the 2012 FMP, since the projected student enrollment was 33,433 in the 2012 FEIR and is 39,731 now. However, an 18.8 increase in enrollment overstates the operational emission increase, as shown by the air quality anlaysis herein. This is because student enrollment increases are higher than net increases in building square footage. Operational emissions, other than mobile sources, are related to square footage.

B3. Construction Emission Estimator Model Program (CalEEMod)

Emissions during the primary phases of construction were calculated using the 2013 California Emissions Estimator Model (CalEE Mod), a computer program issued by the South Coast Air Quality Management.

CalEEMod is a computer model used to estimate both the construction emissions and the operational emissions from a land use project. It calculates the daily maximum and annual average for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions that may be used in CEQA documents. In addition, default values for water and energy use can be used to estimate usage. The model uses “headcount” or student enrollment data for estimating campus air quality emissions.

Specifically the model provides the following calculations:

(1) Short term construction emissions associated with demolition, site preparation, grading, building, coating, and paving from the following sources:

a. Off-road construction equipment
b. On-road mobile equipment associated with workers, vendors, and hauling
c. Fugitive dust associated with grading, demolition, truck loading, and roads (Fugitive dust from windblown sources such as storage piles are not quantified in CalEEMod which is consistent with approaches taken in other comprehensive models.)
d. Volatile emissions of reactive organic gasses (ROG) from architectural coating and paving
e. Operational emissions associated with the fully built out land use development
f. On-road mobile vehicle traffic generated by the land uses
g. Fugitive dust associated with roads
h. Volatile emissions of ROG from architectural coating
i. Off-road emissions from landscaping equipment
j. Volatile emissions of ROG from consumer products and cleaning supplies
k. Wood stoves and hearth usage
l. Natural gas usage in the buildings
m. Electricity usage in the buildings (GHG only)
n. Water usage by the land uses (GHG only)
o. Solid waste disposal by the land uses (GHG only)

p. One-time vegetation sequestration changes
q. Permanent vegetation land use changes
r. New tree plantings
s. Mitigation measures for both short-term construction and operational emissions.

Air quality impacts are usually divided into short term and long term. Short-term impacts are the result of construction or grading operations. Long-term impacts are associated with the operation of the proposed project.

CalEEMod uses six phases to describe the construction process: Demolition, Site Preparation, Grading, Building Construction, Paving and Architectural Coating. These phases may be defined as follows:

1. Demolition involves tearing down of buildings or structures.
2. Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and stones prior to grading.
3. Grading involves the cut and fill of land to ensure the proper base and slope for the construction foundation.
4. Building Construction involves the construction of structures and buildings
5. Architectural Coasting involves the application of coatings to both the interior and exterior of buildings or structures.
6. Paving involves the laying of concrete or asphalt such as in parking lots or roads.

CalEEMod estimates air emission from land sources using CARB's EMFACAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. The CalEEMod emission calculations assume the use of standard construction practices, including compliance with SCAQMD Rule 403 (Fugitive Dust) to minimize fugitive dust emissions. Rule 403 is mandatory for all construction projects. The model assumes watering of exposed surfaces and unpaved roads three times daily, which can reduce PM_{10} and $PM_{2.5}$ dust emissions by 61 percent.

The assumptions used in the CalEEMod program are identified in the program summary printouts included as an appendix in the air quality study.

B4. Existing Campus Emissions

Future air quality emissions for buildout of the 2015 FMPU, and for several individual projects, were completed using CalEEMod.

Table 3.3.4
Existing Campus Emissions (pounds per day)

	ROG	NOx	CO	SOx	PM10	PM2.5
Area	41.5	0.0	3.8	0.0	0.0	0.0
Energy	1.3	12.0	10.1	0.1	0.9	0.9
Mobile	178.6	495.2	1,917.7	3.9	283.5	80.3
Total	221.4	507.2	1,931.6	4.0	284.4	81.2

Source: Table 3, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

Mobile emissions are the most significant category of emissions. These emissions represent vehicular emissions from students and teachers traveling to the campus. Mobile emissions represent almost 98 percent of the total campus emissions.

The District encourages students to use public transit to campus by providing discount Metro bus passes on campus and the GoPass for Foothills Transit buses (students fund this service through their registration fees). Area source emissions represent emissions from painting, consumer products (e.g., using aerosol sprays), and landscaping activities.

Current construction projects on campus (May 2016) include the Thermal Energy Storage System and Cooler Chiller Tank (TES/CCT), and the Business Computer Technology Center (BCT). The estimated cumulative construction and operational emissions for these two larger projects under construction concurrently do not exceed SCAQMD significance thresholds.

Table 3.3.5
2015 Cumulative Emissions from Projects under Construction

	ROG	NOx	CO	SOx	PM10	PM2.5
Pollutant Emissions (lbs.)						
Business & Computer Technology (BCT) and Thermal Energy System (TES/CCT)						
Demolition	6.7	67.4	53.5	0.0	9.7	4.3
Site Preparation[1]	8.1	82.0	67.4	0.0	23.0	14.2
Grading	3.9	40.5	27.7	0.0	9.0	5.6
Construction	5.0	38.7	29.7	0.0.	3.5	2.7
Paving	3.0	27.6	22.1	0.0	2.1	1.7
Architectural Coating[2]	69.6	2.2	2.4	0.0	0.3	0.2
Thermal Energy System/Cooler Chiller Tank (TES/CCT)						
Backfill and Trenching	2.0	9.2	7.3	0.0	0.8	0.7
Potential Overlap for Tasks 4 Only for 6 months[3]	5.0	38.7	29.7	0.0	3.5	2.7
SCQAMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*	*No*

1 Includes Excavation of Tank Hole for TES
2 Architectural Coating for BCT only
3 Concrete Pour for TES/CCT and Construction for BCT.
Source: Greve & Associates, Table 3, *BCT and Language Center Lobby (LCL) Addition Air Quality Construction Analysis* (Report #15-110), October 16, 2015 and *TES/CCT – Air Quality Construction Analysis* (Report #15-104), October 21, 2015.

Using CalEEMod, the 2015 construction and operational emissions for do not exceed SCAQMD thresholds. The BCT project received its CEQA clearances in the 2012 Final EIR (SCH 2002041161). The TES/CCT project received its CEQA clearances in 2015 in a Final Mitigated Negative Declaration (December 2015).

The LST analysis is for potential air quality emissions off-site at a specific distance, combining the BCT and TES/CCT LST analysis is not appropriate. However, the prior analysis of potential off-site impacts on residential uses for both projects is listed below.

Table 3.3.6
Business & Computer Technology Emissions

Activity	Daily Emissions (lbs./day) NOx	CO	PM10	PM2.5
Demolition	48.4	36.1	4.6	2.6
Site Preparation	56.9	42.6	21.2 (10.1)	12.8 (6.7)
Grading	40.4	26.7	8.9 (4.9)	5.5 (3.5)
Building Construction	30.0	18.7	2.1	2.0
Paving	16.8	12.5	1.0	0.9
Architectural Coating	2.2	1.9	0.2	0.2
Paving + Architectural Coat.	19.0	14.4	1.2	1.1
Thresholds for Residential	*488*	*12,697*	*112*	*51*
Exceed Threshold?	No	No	No	No

Note: Values in parenthesis include watering of the active area three times a day.

Source: Table 4, *Business Computer Technology (BCT) and Language Center Lobby (LCL) Addition Air Quality Construction Analysis* (Report #15-110), Greve & Associates, October 16, 2015

Table 3.3.7
Thermal Energy Storage/Chiller Cooling Tower Emissions

Activity	Daily Emissions (lbs./day) NOx	CO	PM10	PM2.5
Demolition	15.0	10.9	4.5	1.5
Excavation of Tank Hole	22.6	13.3	1.5	1.3
Trenching	5.9	4.3	0.5	0.4
Tank Construction	5.3	3.9	0.4	0.4
Backfilling	3.3	2.4	0.3	0.2
Paving	10.6	7.3	0.7	0.6
Thresholds for Residential	*128*	911	*14*	4
Exceed Threshold?	*No*	*No*	*No*	*No*

Note: Values in parenthesis include watering of the active area three times a day.

Source: Source: Table 3, Thermal Energy Storage Tank & Central Plant Chiller – Air Quality Construction Analysis (Report 15-104), Greve & Associates, October 21, 2015

B5. Thresholds of Significance from Multiple Agencies

A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the Lead Agency and compliance with which means the effect normally will be determined to be Less than Significant (CEQA Guidelines Section 15064.7).

A. SCAQMD Thresholds of Significance

SCAQMD has established significance thresholds to assess the impact of project related air pollutant emissions. Table 3.2.4 lists the significance thresholds. There are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds are considered to have a less than significant effect on air quality.

Reactive organic gases (ROG) are also known as reactive organic compounds (ROCs) and volatile organic compounds (VOCs), consist of non-methane hydrocarbons and oxygenated hydrocarbons. Hydrocarbons are organic compounds that contain only hydrogen and carbon atoms. Non-methane hydrocarbons are hydrocarbons that do not

contain methane. ROG and VOC are used as equals in the project air quality analysis. (SCAG states a VOC standard and CalEEMod projects ROG emissions).

Table 3.3.8
SCAQMD Thresholds of Significance

	Pollutant Emissions (lbs./day)					
	CO	ROG	NOx	PM10	PM2.5	SOx
Construction	550	75	100	150	55	150
Operation	550	55	55	150	55	150

Source: Table 4, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The primary means of reducing mobile emissions, including NO_x is to increase the percentage of more efficient vehicles in the total vehicle feet and promote trip reduction strategies. The college will comply with Rule 2202, implement the County of Los Angeles Transportation Demand Management (TDM) ordinance, and will continue to promote increased bus ridership. Mitigation Measures AQ-01 to AQ-10 in Section C will reduce emissions to acceptable levels.

B. Consistency with the Air Quality Management Plan

The SCAQMD's CEQA Handbook states "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the Air Quality Management Plan (AQMP)." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (except as provided for CO in Section 9.4 for relocating CO hot spots).

(2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

C. CEQA Environmental Checklist

Appendix G of the California CEQA Guidelines (August 11, 2015) offers the following four (4) criteria for air quality impact significance. The specific CO California and Federal 1-hour and 8-hour standards were listed in Section 3.2.1. Would the *project:*

1) Conflict with or obstructs implementation of the applicable air quality plan or exceed significance criteria established by the applicable air quality management or air pollution control district,

2) Violate any air quality standard or results in a cumulatively considerable net increase in an existing or projected air quality violation,

3) Expose sensitive receptors to substantial pollutant concentrations,

4) Result in frequent and substantial emissions (such as odors, dust or haze) for a substantial duration that adversely affects a substantial number of people.

D. Mt. SAC Thresholds of Significance

The District adopted limited Thresholds of Significance for CEQA evaluations on May 11, 2016. The four (4) Thresholds adopted for air quality analysis are:

(*1) A FMP air quality impact for multiple projects in a Master Plan occurs if SCAQMD daily construction and daily operational thresholds, due to the net trip increase from baseline to buildout (based on fall student enrollment headcount increases), are exceeded; Site-specific project thresholds for single projects are stated below);*

(2) A significant construction or operational air quality impact occurs if the SCAQMD construction & operation thresholds (Table 1 of Report 15-116A) are exceeded;

(3) Localized Significant Thresholds (LST) analysis is required for construction emissions for all site-specific projects of 56,000 ASF (80,000 gsf); when a new building is located less than 427 feet (130 meters) from a sensitive receptor offsite (See Table 3 of Report 15-116A);

(4) See Report 15-116A for evaluating Scenario 1A in support of the air quality thresholds[4]; Watering twice per day, painting with 80 g/l or less to lower VOCs for the site-specific Scenario 1A;

(5) The stated thresholds apply to project air quality impacts only (existing plus project); not to air quality cumulative impacts (existing + project + cumulative);

B6. 2015 FMPU Construction Schedule

There are usually two or three construction projects occurring on campus. Projects included in the 2015 FMPU are no exception. There will be some demolition and some new construction occurring continuing from prior project approvals with CEQA clearances from the 2012 FMP Final EIR (SCH 2002041161). As soon as the 2015 FMPU Final EIR is certified, one or more new projects that receive their CEQA clearances in the Spring of 2016 will be initiated.

B3. Short-Term Construction Air Quality Impacts of 2015 FMPU Buildout

The 2015 FMPU analysis consists of three components: (1) Estimation of existing campus emissions for a student enrollment of 35,986, (2) Projection of 2012 FMPU buildout emissions for 39,731 students, and (3) Estimation for cumulative emissions from all future projects identified by local agencies.

The long-term buildout of the 2015 FMPU will result in a net increase of 425,906 square feet (including PEP). To make room for some of the new construction, demolition of some existing buildings is necessary. The total square footage may change monthly. The March 3, 2016 projections were 2020 buildout of 238,098 ASF and 425,906 gsf with a five (5) percent contingency. The projected demolitions for buldout in 2020 are 122,976 gsf.

However, the CalEEMod program uses student enrollments, not building square footage as a data input for 2020 FMPU buildout. The program translates student enrollments into gross square footage for some projections (i.e. energy use, water usage etc.).

Demolition quantities, construction quantities, the appropriate number of acres, and other data for each project are entered into CalEEMod to generate air quality emission estimates for site-specific projects. If a construction schedule is not available, CalEEMod default values are used. CalEEMOD lists any changes made to the default values in the printouts.

Some facilities in the 2015 FMPU will not be completed until 2020 or 2025. Therefore, the entire 2015 FMPU (excluding PEP) was modeled using early years (e.g., 2018) since the emissions factors for heavy equipment decrease slightly for later years. This represents a “worse case” analysis. No overlap between construction phases is also assumed.

Only two mitigation measures adopted in the 2012 Mitigation Monitoring Program were used included in CalEEMod. Specifically, only paints with a volatile organic content (VOC) of 75 grams per liter (g/l) will be used, and watering twice per day will be employed during grading to reduce particulate emissions. CalEEMod printouts (i.e. complete reports including assumptions and results) are included in the air quality study in Appendix C.

Table 3.3.9
Construction Emissions for 2015 FMPU Buildout

	ROG	NOx	CO	SOx	PM10	PM2.5
	Pollutant Emissions (lbs.)					
FMPU (Excluding PEP)	2,922	9,526	8,672	14	1,093	695
PEP Phase 1	12,130	23,763	32,064	63	4,438	1,942
PEP Phase 2	2,219	6,537	6,858	12	701	442
Total Construction	17,271	39,826	47,594	90	6,232	3,079
	Pollutant Emissions (lbs. per day)					
Average Over 5 Years	13.2	30.6	36.5	0.1	4.8	2.4
Average Over 10 Years	6.6	15.3	18.3	0.0	2.4	1.2
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Table 5, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The total air quality emissions averaged over a five-year period and a ten-year period represent a “best case” and “worse-case” emission estimates for construction on campus.

A ten-year averaging period would extend past 2025, which is a realistic construction period for all facilities included in the 2015 FMPU. A five-day construction workweek was assumed since many contracts give the contractor the option to work five days or six days.

The five year average represents a much higher rate of construction, and it is unlikely that the 2015 FMPU wwill be built out in five years. Construction emissions will vary for different phases of construction, and from project to project. For this reason specific

projects that are above the District Thresholds of Significance, will be evaluated as site-specific projects when more project information is available.

The projected construction emissions for buildout of the 2015 FMPU are far below the SCAQMD thresholds of significance. Therefore, the project construction emissions will not impact local and regional air quality and no additional mitigation measures beyond that included in the 2012 Mitigation Monitoring Program (MMP) are required. The mitigation measures are required to reduce emissions in the SCAB, which is in nonattainment for ozone and fine particulate matter. Therefore, the project air quality impacts are Less than Significant with Mitigation Incorporated.

Please note that the 2012 MMP includes several measures that reduce air quality emissions that were not used in the CalEEMod projections, including using some construction equipment meeting EPA-Certified Tier 4 emission standards (3f), using ultra-low sulfur diesel fuel (MM 3g) and implementation (MM 3a) of Best Available Control Measures (BACT).

CalEEMod has the capability to estimate the emission reductions resulting from use of Diesel Oxidation Catalysts (DOC) and Diesel Particulate Filters (DPF) but these features were not used in the modeling for buildout of the 2015 FMPU. Therefore, the ROG emissions are higher than what may occur with use of DOC and DPF during construction.

The construction emissions generated during PEP Phase 1 are substantially higher than generated by the rest of the 2015 FMPU because of the demolition, hauling and scale of the project in comparison to other projects.

B4. Construction and Operational Air Quality Impacts of PEP Buildout

Since the PEP is the first major large project scheduled, a separate air quality analysis was completed for this project. The construction schedule assumes demolition in September 2016 and buildout (Phases 1, 2) occurs at the end by April 2020.

Phase 1 will include demolition of the existing Stadium, construction of a new Stadium, a new Field House, installation of several practice fields and other improvements. Phase 1 construction emissions were calculated using the CalEEMod.

Table 3.3.10
Physical Education Project (Phase 1) Construction Emissions

	Pollutant Emissions (Pounds Per Day)					
Activity	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	5.0	55.7	43.7	0.1	6.6	3.0
Site Preparation	5.2	54.7	42.2	0.0	11.3	7.2
Grading	11.2	147.2	106.9	0.3	32.6	11.9
Building Const.	7.3	49.1	76.9	0.2	10.3	4.2
Paving	1.8	17.2	15.2	0.0	1.1	0.9
Architectural Coating	10.3	2.6	7.6	0.0	1.5	0.5
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Threshold?	No	Yes	No	No	No	*No*

Source: Table 13, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The projected construction emissions are below the SCAQMD significance thresholds for all emissions except NOx during the grading phase. The exceedance is due to grading equipment onsite and exporting of 81,429 cy of earth. The recommended mitigation measure will reduce the projected NOx emission to Less than Significant with Mitigation Incorporated.

Phase 2 will include the construction of a gymnasium and aquatic center, 50-meter pool, diving pool, and nine (9) tennis courts. Phase 2 emissions were calculated using the CalEEMod using similar assumptions as used for Phase 1.

However, to reduce regional emissions, the project is subject to the measures included in the 2016 Mitigation Monitoring Program.

Table 3.3.11
Physical Education Project (Phase 2) Construction Emissions

Activity	Pollutant Emissions (Pounds Per Day) ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	7.0	80.9	80.8	0.2	31.1	7.2
Site Preparation	4.4	45.7	37.1	0.0	10.7	6.7
Grading	3.1	31.1	24.7	0.0	4.8	3.1
Building Construction	3.2	26.2	25.5	0.0	2.7	1.8
Paving	1.2	11.7	12.9	0.0	0.9	0.7
Architectural Coating	9.9	1.8	2.6	0.0	0.3	0.2
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Threshold?	Yes	No	No	No	No	No

Source: Table 15, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The projected construction emissions are below the SCAQMD significance thresholds. Therefore, the Phase 2 impact is Less than Significant. However, to reduce regional emissions, the project is subject to the measures included in the 2016 Mitigation Monitoring Program. Current project construction schedules indicate PEP (Phase) 1 will be completed by August 2018.

B5. Construction and Operational Air Quality Impacts of Buildings A, G

One of the largest single projects included in the 2015 FMPU, other than the PEP, is the Library/Campus Center (A) and Laboratory Building Expansion (G) projects. Therefore, the potential construction and operational air quality impacts of the Library/Campus Center & Laboratory Building expansion have been evaluated individually.

At 217,200 gsf, the three-story Library/Campus Center will serve as a focal point on campus and an important new resource for all students. Demolition will be required to clear the site for Building A, but this was assumed to occur during the construction of Building G.

Table 3.3.12
Peak Construction Emissions for Library/Campus Center (A)

Activity	Pollutant Emissions (Pounds Per Day) ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	1.4	12.4	16.1	0.0	0.7	0.5
Site Preparation	1.1	10.2	11.4	0.0	3.2	1.8
Grading	0.9	8.4	9.4	0.0	2.7	1.5
Building Const.	1.4	10.7	13.8	0.0	0.7	0.5
Paving	0.6	5.3	9.1	0.0	0.4	0.3
Architectural Coating	34.9	1.2	1.9	0.0	0.1	0.1
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Table 8, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The projected construction emissions are all well below the SCAQMD significance thresholds for all phases of construction and for all pollutants. The air quality impacts of the construction of Building A will be Less than Significant.

Construction of Building G, the Laboratory Building Expansion, will include construction of an approximately 50,000 gross square foot (gsf) building by 2020. The construction of Building G, and later the adjacent Building A, will require the demolition of Buildings 16, 17, 18, 19 and 21. It was assumed that all of these buildings would be demolished as part of the Building G construction.

Table 3.3.13
Peak Construction Emissions for Laboratory Building Expansion (G)

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	3.6	37.0	34.2	0.1	3.4	1.9
Site Preparation	4.1	42.6	35.6	0.0	10.5	6.5
Grading	2.8	28.4	24.1	0.0	4.7	3.0
Building Const.	2.5	21.6	18.9	0.0	1.6	1.3
Paving	1.4	13.8	15.0	0.0	0.9	0.7
Architectural Coating	19.6	1.7	2.0	0.0	0.2	0.1
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Table 6, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The projected construction emissions for Building G are all well below the SCAQMD significance thresholds all phases of construction and for all pollutants. The air quality impacts of the construction of Building G are Less than Significant.

B6. Localized Construction and Operational Emissions – LST Analysis

SCAQMD encourages the Local Significance Thresholds analysis be completed for major projects that are located near sensitive resource. Since the West Parcel Solar and Parking Structure J projects received their CEQA clearances in the 2012 Final EIR (SCH2002041161) the only project in the 2015 FMPU located near offsite residential uses is the Future Adult Education Zone 2.

The SCAQMD recommends that the LST analysis be completed only for projects of less than or equal to five acres (Final Localized Significance Threshold Methodology, SCAQMD, June 2003, revised July 2008). The use of LSTs by local governments is voluntary and not required by law

SCAQMD recommends that lead agencies perform project-specific modeling for larger projects in determining localized air quality impacts. The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-specific level proposed projects. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile

sources traveling over the roadways. Further, LSTs are applicable to projects at the project-specific level and are not applicable regional projects such as Master Facility Plans.

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area.

Table 3.3.14
LST Construction Emissions for Library/Campus Center (A)

	Daily Emissions (lbs./day)			
Activity	NOx	CO	PM10	PM2.5
Demolition	12.3	15.7	0.5	0.5
Site Preparation	10.1	11.2	3.1	1.8
Grading	8.3	9.2	2.6	1.5
Building Construction	10.4	12.4	0.4	0.4
Paving	5.3	8.7	0.2	0.2
Architectural Coating	1.1	1.8	0.1	0.1
LST Thresholds	*509*	*12,386*	*112*	*49*
Exceed Threshold?	*No*	*No*	*No*	*No*

Source: Table 9, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The emissions for buildout of Building A do not exceed the LST significance thresholds. Therefore, the impact of the construction of Building A on off-site sensitive receptor areas north of Edinger Way is Less than Significant.

Table 3.3.15
LST Construction Emissions for Laboratory Building Expansion (G)

Activity	Daily Emissions (lbs./day) NOx	CO	PM10	PM2.5
Demolition	33.9	30.8	2.9	1.7
Site Preparation	42.5	34.8	10.3	6.4
Grading	28.4	23.4	4.5	2.9
Building Construction	21.0	17.1	1.3	1.2
Paving	13.8	14.4	0.7	0.7
Architectural Coating	1.7	1.8	0.1	0.1
LST Thresholds	*509*	*12,386*	*112*	*49*
Exceed Threshold?	*No*	*No*	*No*	*No*

Source: Table 7, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

None of the emissions for buildout of Building G will exceed the LST significance thresholds. Therefore, the impact of construction of Building G on off-site sensitive receptor areas is Less than Significant. The construction of Building G has no impact on residential areas north of the project site. The nearest off-site residential area is about 978 feet north of the construction and demolition area.

Table 3.3.16
LST Construction Emissions for PEP (Phase 1)

Activity	Daily Emissions (lbs./day) NOx	CO	PM10	PM2.5
Demolition	45.7	35.0	5.7	2.7
Site Preparation	54.6	41.1	11.1	7.2
Grading	74.8	49.1	7.7	4.9
Building Construction	26.4	18.1	1.8	1.7
Paving	17.2	14.5	0.9	0.9
Architectural Coating	2.0	1.9	0.2	0.2
LST Thresholds	*489*	*11,084*	*105*	*44*
Exceed Threshold?	*No*	*No*	*No*	*No*

Source: Table 14, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

None of the emissions for buildout of PEP (Phase 1) will exceed the LST significance thresholds. Therefore, the impact of construction of Phase 1on off-site sensitive receptor areas is Less than Significant. The nearest off-site residential area is about 900 feet south of the construction and demolition area.

Table 3.3.17
On-Site LST Construction Emissions for PEP (Phase 2)

	Daily Emissions (lbs./day)			
Activity	NOx	CO	PM10	PM2.5
Demolition	31.0	29.6	25.6	5.0
Site Preparation	45.6	36.2	10.5	6.6
Grading	31.1	24.0	4.7	3.1
Building Construction	23.3	17.5	1.5	1.4
Paving	11.6	12.1	0.6	0.6
Architectural Coating	1.7	1.8	0.1	0.1
LST Thresholds	489	11,084	105	44
Exceed Threshold?	No	No	No	No

Source: Table 16, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

None of the emissions for buildout of PEP (Phase 2) will exceed the LST significance thresholds. None of the emissions will exceed the LST significance thresholds. Therefore, the impact of construction of Phase 2 on off-site sensitive receptor areas is Less than Significant.

B7. Operational Emissions of Buildout of the 2015 FMPU

Buildout of the 2015 FMPU will result in an increase of approximately 426,000 gsf of facilities on campus in 2020.

By the academic year 2020-2021 the headcount is anticipated to increase 3,745 over baseline up to a total headcount of 39,731. By the academic year 2025-2026, the headcount is anticipated to increase to 43,139, which is an increase of 7,153 over baseline.

Table 3.3.18
2015 FMPU Buildout Emissions in 2020 and 2025

	Pounds per Day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Existing	221.4	507.2	1,932	4.0	284.4	81.2
Year 2020	186.2	384.6	1,485	4.4	312.6	88.3
Change	-35.2	-122.6	-447	0.4	28.2	7.0
Year 2025	176.8	299.3	1,315	4.9	339.7	95.9
Change	-44.6	-207.9	-617	0.9	55.2	14.7
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Thresholds for 2020	*No*	*No*	*No*	*No*	*No*	*No*
Exceed Thresholds for 2025	*No*	*No*	*No*	*No*	*No*	*No*

Source: Table 10, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The CalEEMod analysis indicates that the emissions of ROG, NOx, and CO will decrease in future years even though the student headcount and facilities total square footage will increase. Vehicular emission rates will decrease in the future, which results in a reduction in particulate emissions that offsets the increase in student enrollment.

Emissions of SOx, PM_{10}, and PM2.5 will increase slightly in future years. Again the emission rates for these pollutants will go down in future years, offsetting a portion of the increase in emissions caused by increasing headcount.

Most importantly, all emission changes are less than the SCAQMD thresholds and no impact on local air quality will occur.

However, the mitigation measures for air quality included in the 2012 Mitigation Monitoring Program are required for 2015 FMPU buildout to reduce emissions in the SCAB, which is in nonattainment for ozone and fine particulate matter. Therefore, the project air quality impacts are Less than Significant with Mitigation Incorporated.

B8. Diesel Particulate Matter Emissions during Construction

In 1998, the California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant

(TAC). Most of the heavy construction equipment used on campus during construction will be diesel-fueled and emit DPM.

Impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance over a 70-year lifetime (California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Guide to Health Risk Assessment.)

Final grading for the PEP (Phases 1, 2), when the peak diesel exhaust emissions would occur is expected to take less than three months total with all construction expected to be completed in 22 months for Phase 1 and 46 months from project initiation for completion of Phase 2. Construction of Phase 2 will take 20 months.

Because of the relatively short duration of construction compared to a 70-year lifespan, diesel emissions resulting from the construction of the project, including truck traffic associated with the project, are not expected to result in a significant impact. In addition, the primary risk is to construction employees, and not to residences off-campus.

B9. Air Quality Impacts at Local Intersections

The thresholds of significance thresholds are compared to the Ambient Air Quality Standards to assess local air quality impacts at area intersections. Exceedance of the state CO standards (20 ppm for 1-hour carbon monoxide (CO) concentration levels and 9 ppm for 8-hour CO concentration levels) would be a significant local air quality impact. However, SCAB is in Attainment of the CO air quality standards and CO analysis is generally no longer required by SCAQMD.

CO modeling was originally performed for SCAQMD's 2005 EPA Re-Designation Request at four intersections considered to be the worse-case intersections in the SCAB. The four intersections included, Wilshire at Veteran, Sunset at Highland, La Cienega at Century, and Long Beach at Imperial.

The highest peak a.m. traffic volume were 8,062 (occurred at Wilshire and Veteran), while the highest peak p.m. volume was 8,674 (occurred at La Cienega and Century). The modeled 1-hour average concentrations at these four intersections for 2002 conditions were below the 8-hour standard of 9 ppm. The highest modeled 1-hour

average concentration of 4.6 ppm took place at the Wilshire and Veteran intersection, and was also below the State standard of 20 ppm and the Federal standard of 35 ppm.

Traffic data prepared for the project (Iteris, January 2016) provides intersection volumes for 2015, 2020 plus project, and 2025 plus project. The intersection volumes (vehicles/hour) indicate that all of the intersections will be well below the intersection volumes used in the Re-Designation Request. The highest intersection volume will be 7,102 vehicles per hour, which is below the highest peak p.m. volume of 8,674 in the RE-Designation Request. Therefore, the impact on air pollution related to the 2015 FMPU intersections is Less than Significant.

Table 3.3.19
Intersection Volumes in 2015, 2020 and 2025 (Vehicles per Hour)

	Existing		2020 + Project		2025 + Project	
Intersection	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Nogales St/Amar Rd	3,487	3,498	3,509	3,520	3,529	3,541
Lemon Ave/Amar Rd	2,684	2,667	2,731	2,714	2,774	2,757
Grand Ave/I-10 WB Ramp	2,940	3,167	2,989	3,215	3,032	3,258
Grand Ave/I-10 EB Ramp	2,946	2,781	3,031	2,866	3,109	2,945
Grand Ave/Cameron Ave	3,617	3,072	3,722	3,176	3,817	3,272
Grand Ave/Mountaineer Rd	4,036	3,353	4,204	3,522	4,357	3,675
Grand Ave/San Jose Hills Rd	4,289	3,542	4,368	3,622	4,441	3,694
Grand Ave/Temple Ave	5,759	5,701	5,929	5,871	6,085	6,027
Grand Ave/La Puente Rd	4,443	4,167	4,550	4,274	4,648	4,373
Grand Ave/Valley Blvd	6,052	6,974	6,119	7,041	6,182	7,102
Grand Ave/Baker Pkwy	3,553	3,180	3,584	3,211	3,613	3,240
Grand Ave/SR-60 EB Ramps	3,982	3,772	4,013	3,803	4,042	3,832
Grand Ave/SR-60 WB Ramps	3,618	3,571	3,646	3,596	3,672	3,620
Mt. SAC Wy/Temple Ave	2,747	2,963	2,912	3,129	3,065	3,281
Bonita Ave/Temple Ave	2,958	2,766	3,167	2,975	3,360	3,164
Lot F/Temple Ave	2,580	2,325	2,742	2,487	2,888	2,634
Valley Blvd/Temple Ave	3,671	4,160	3,824	4,313	3,962	4,452
SR-57 SB Ramps/Temple Ave	3,180	4,133	3,289	4,241	3,386	4,339
SR-57 NB Ramps/Temple Ave	3,340	4,099	3,403	4,162	3,461	4,219

Source: Table 11, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

B10. Consistency with the Air Quality Management Plan

Criterion 1 – Does Construction of the 2015 FMPU Increase the Frequency or Severity of AQMP Violations?

Based on the air quality CalEEMod analysis included in the air quality study, there will not be significant short-term construction impacts based on the SCAQMD Localized Significance Thresholds with the mitigation measures required for the project. Therefore, short-term construction activities will not increase the frequency or severity of existing air quality violations.

Buildout of the 2015 FMPU will increase regional emissions, but the total net regional emissions are below the SCAQMD regional thresholds. Because the project is not projected to significantly impact local or regional air quality, the project is consistent with the AQMP for the first criterion.

Criterion 2 – Does Construction of the 2015 FMPU Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by completing the air quality analyses of the project with the assumptions stated in the AQMP. The emphasis of Criterion 2 insures that the project air quality analyses is based on the same forecasts as those included in the AQMP. The SCAQMD Regional Comprehensive Plan and Guide (RCP&G) consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the Plan. These chapters address federal and state requirements for SCAG plans and policies. Local governments are required to use the stated chapters as the basis of their planning for purposes of consistency with applicable regional plans under CEQA.

Since the SCAG forecasts are not detailed, the test for consistency of the 2015 FMPU is general and not specific. The AQMP assumptions are based upon projections from local general plans. For cities, projects that are consistent with a local general plan are consistent with the AQMP assumptions. The 2015 FMPU is the corresponding document to the City of Walnut's General Plan Land Use Element.

The emission projections for the 2015 FMPU show that the project will not increase emissions significantly, and therefore, do not represent a significant increase in activities levels for the campus. Therefore, the second criterion is met for determining consistency with the AQMP.

B11. Air Quality Impact Conclusions

The project impact on local air quality is Less than Significant with Mitigation Incorporated because, with mitigation, the analysis estimates project emissions will not exceed SCAQMD thresholds. The project's net contribution to local and regional air quality emissions, which do exceed State and Federal standards, is less than considerable.

During the architectural coating phase (i.e. painting) phase, ROG emissions are projected for 2015 FMPU buildout are below the SCAQMD threshold of 75 pounds per day (lbs./day). For PEP Phase 1, the emissions are projected to be 10.3 lbs./day, and for PEP Phase 2 the projection is 9.9 lbs./day.

The VOC of the paint is limited to 75 grams per liter (g/l) by the District's Thresholds of Significance and by MM 3i in the 2012 Mitigation Monitoring Program. This limit is more stringent than SCAQMD requirements.

The project is required to implement the air quality mitigation measures listed in Section 3.3.3.

The project has no construction or operational impacts in relationship to LST Thresholds for SRA 10, based on the LST parcel criteria at the distances cited.

3.3.3 Mitigation Measures for Project Construction and Operational Air Quality Impacts

One new mitigation measures is required to address NOx air quality emissions for buildout of PEP (Phase 1):

AQ-01. The requirements shall be placed in construction contracts. 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 shall ensure compliance.

In addition, two air quality measures included in the 2012 MMP are revised:

R3i. 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.

R3j. The District shall negotiate an agreement with additional transit agencies serving the campus to provide an unlimited use bus pass for a fixed student transportation fee per semester (e.g. $5 per semester). Such a fee shall be assessed if a majority vote of students passes the resolution (Ed Code 76361). Facilities Planning & Management shall ensure compliance.

(The students passed the required resolution (Ed Code 76361) which resulted in the GoPass with the Foothill Transit Agency only. A similar agreement may be approved with other transit agencies).

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

3a. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403 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 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. The Planning Facilities Planning & Management shall include the written agreement within the Mitigation Monitoring Program for the project and Facilities Planning & Management shall ensure compliance.

3b. Project construction contracts shall prohibit 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.

3c. 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.

3d. 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.

3e. An energy management system shall be installed in all new facilities to reduce energy consumption and related pollutant emissions. Facilities Planning & Management shall monitor compliance.

3f. 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.

3g. Construction contracts shall specify that all diesel construction equipment used onsite shall use ultra-low sulfur diesel fuel. Purchasing shall ensure compliance.

3h. 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 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.

3.3.4 Level of Significance for Project Construction and Operational Air Quality Project Impacts

The project impact on operational and construction air quality emissions is Less than Significant With Mitigation Incorporated.

3.3.5 Cumulative Air Quality Conditions

Existing cumulative air quality conditions are described in the data from the monitoring station in Section 3.2.1. As indicated previously, the pollutants of concern for the SCAB are Ozone and Particulates (PM_{10} and $PM_{2.5}$).

The geographical area used for air quality for the project is Source Receptor Area 10 for critical pollutants and the SCAQMD construction, operational and Locally Significant Thresholds (LST) for the South Coast Air Basin.

3.3.6 Cumulative Impacts on Existing Air Quality

Thresholds of Significance for Cumulative Air Quality Impacts

A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the Lead Agency and compliance with which means the effect normally will be determined to be Less than Significant (CEQA Guidelines Section 15064.7).

The SCAQMD ambient air quality standards were listed in 3.2.2. The geographical area used for identification of cumulative project air quality impacts is Source Receptor Area 10.

Construction Air Quality Cumulative Impacts

Since air quality in the region continues to violate state and federal standards for some particulates, the cumulative impacts of past, present and future projects in the SCAQMD is cumulatively adverse. The South Coast Air Basin (SCAB) is in Attainment for state standards for Carbon Monoxide, Nitrogen Dioxide and Sulfur Dioxide. But, the SCAB is in Non-Attainment for state standards for Ozone, Suspended Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$).

Although the project will comply with all SCAQMD Rule 403 (Fugitive Dust) regulations, Best Management Practices and the recommended mitigation measures for reduction of PM_{10} and $PM_{2.5}$ emissions, project construction activities will contribute to cumulatively adverse air quality impacts.

However, the project's net contribution to area and regional emissions is less than cumulatively considerable (CEQA Guidelines Section 15130 (3)). The project's long-term air quality impacts, or operational emissions, are primarily from motor vehicles.

The project generates a net increase of 4,606 trips in 2020 and 8,798 trips in 2025 without public transit discounts. Student and staff using public transit are estimated to reduce these trips by at least ten (10) percent. In the Fall Term 2015 Foothill Transit Agency had 11,024 active GoPass users and had issued 17, 682 cards to registered students. The Agency provided 100,730 rides to students in September 2015 and 104,987 rides in October 2015.

Cumulative area and regional air quality emissions in cities are mitigated through the adoption of General Plans (e.g. land use and circulation elements), through adoption of Air Quality or Greenhouse Gas Elements, and are being addressed by state and regional actions (Assembly Bill 32: 2006 Global Warming Solutions Act, SB 375: 2008 Sustainable Communities and Climate Protect Act, the California Green Building Code, CARB Scoping Plan and SCAQMD policies).

The cumulative trips included in the traffic 2020 and 2025 cumulative traffic analysis include trips generated by off-campus projects located in the cities of Covina, Industry, West Covina, Pomona and Walnut, in the County of Los Angeles, and trips generated by Cal Poly Pomona.

From a regional perspective, the campus is a single source of potential air quality emissions in SRA 10 within the South Coast Air Quality Basin.

Cumulative Impacts of Cumulative Traffic

To assess the cumulative local air quality impacts, the cumulative peak hour traffic was related to the Ambient Air Quality Standards by Greve & Associates, which are the significance threshold for this type of impact. Because the area is in attainment of the CO state standards, exceedances of these standards, 20 ppm for 1-hour carbon monoxide (CO) concentration levels and 9 ppm for 8-hour CO concentration levels, would result in a significant local air quality impact. The air basin has reached attainment of the CO air quality standards and CO analysis is generally no longer required by the SCAQMD.

CO modeling was originally performed at four intersections considered to be the worst-case intersections in the South Coast Air Basin (SCAB) as part of the 2003 AQMP to demonstrate attainment of the federal CO standards. This CO modeling is included in the EPA approved 2005 SCAB CO Re-designation Request. The four intersections included, Wilshire at Veteran, Sunset at Highland, La Cienega at Century, and Long Beach at Imperial. The highest peak a.m. traffic volume was 8,062 (occurred at Wilshire and Veteran), while the highest peak p.m. volume was 8,674 (occurred at La Cienega and Century).

Table 4-10 of Appendix V, Section 4 of the 2005 SCAB CO Re-designation Request shows that the modeled 1-hour average concentrations at these four intersections for 2002 conditions are below the 8-hour standard of 9 ppm. The highest modeled 1-hour average concentration of 4.6 ppm took place at the Wilshire and Veteran intersection, and is well below the State standard of 20 ppm and the Federal standard of 35 ppm.

Traffic data prepared for the project (Iteris, April 2016) provides intersection volumes for 2020 for existing plus cumulative plus project, and 2025 for existing plus cumulative plus project. The total intersection volumes are provided in 0. The data indicate that all of the study area intersections for the 2015 FMPU will be well below the intersection volumes used for the Re-designation Request. The highest intersection volume will be 7,805 vehicles per hour, which is below the highest peak p.m. volume of 8,674. Therefore, the cumulative impact on air pollution at intersections will be Less than Significant.

Table 3.3.20
Existing + Project + Cumulative Emissions Trip SCAB Comparisons

Intersection	2020		2025	
	A.M.	P.M.	A.M.	P.M.
Nogales St/Amar Rd	3,609	3,624	3,827	3,727
Lemon Ave/Amar Rd	2,820	2,810	3,059	2,935
Grand Ave/I-10 WB Ramp	3,047	3,298	3,112	3,440
Grand Ave/I-10 EB Ramp	3,145	2,983	3,334	3,209
Grand Ave/Cameron Ave	3,836	3,294	4,042	3,536
Grand Ave/Mountaineer Rd	4,318	3,640	4,582	3,939
Grand Ave/San Jose Hills Rd	4,482	3,740	4,666	3,958
Grand Ave/Temple Ave	6,137	6,092	6,600	6,476
Grand Ave/La Puente Rd	4,671	4,401	4,881	4,647
Grand Ave/Valley Blvd	6,387	7,323	6,900	7,805
Grand Ave/Baker Pkwy	3,717	3,349	4,849	4,725
Grand Ave/SR-60 EB Ramps	4,145	3,944	5,026	4,977
Grand Ave/SR-60 WB Ramps	3,758	3,687	4,334	4,235
Mt. SAC Wy/Temple Ave	3,004	3,229	3,355	3,462
Bonita Ave/Temple Ave	3,259	3,075	3,650	3,345
Lot F/Temple Ave	2,834	2,587	3,178	2,815
Valley Blvd/Temple Ave	4,237	4,733	5,503	5,475
SR-57 SB Ramps/Temple Ave	3,797	4,572	4,486	4,915
SR-57 NB Ramps/Temple Ave	3,995	4,836	4,348	5,015

Source: Table 17, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The potential and 2025 2025 cumulative air quality impacts due to cumulative traffic do not exceed the SCAB guidelines.

3.3.7 Mitigation Measures for Cumulative Impacts on Air Quality

No additional mitigation measures are recommended for cumulative air quality impacts. Section 15130 (a) (3) of the CEQA Guidelines indicates that a project's contribution to a significant cumulative impact is rendered less than cumulatively considerable and thus not significant when the project is required to implement or fund its fair share of mitigation measures designed to alleviate the cumulative impact.

The District must identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable. Since the project is required to implement its fair share of traffic improvements, the cumulative impact is Less than Significant With Mitigation Incorporated.

Examples of mitigation measures included in Section 3.2.3 that require fair share funding for circulation improvements are : MM 2o: Bonita Avenue and Temple Avenue, MM 2p: improvements at four additional campus intersections, MM 2v: Cameron Avenue and Grand Avenue improvements (i.e. last resort funding). The District may also be funding portions of the new Public Transportation Center. A Memorandum of Understanding is being completed between the District and the Foothill Transit Agency.

3.3.8 Level of Significance for Cumulative Impacts on Air Quality

Less than Significant with Mitigation Incorporated

3.4 GREENHOUSE GASES

3.4.1 Existing Conditions for Climate Change

A greenhouse gas emission analysis for buildout of the 2015 FMPU was prepared by Greve & Associates (Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016*)* The complete report is included in Appendix C and the report is summarized herein.

A.1. Climate Change and Greenhouse Gases

The Earth's climate has always been changing due to diverse natural factors. These factors include changes in the Earth's orbit, volcanic eruptions, and energy released by the sun. These differences cause climate temperature fluctuations ranging from ice ages to long periods of warmth. However, since the Industrial Revolution in the 18th Century, mankind has increasingly influenced the rate of climate change.

The term climate change refers to the global warming and cooling, increased temperatures and other environmental effects. Some effects include changes to rainfall, wind, weather patterns, differences in the snow and ice pack, and changes in the sea level.

Depending on which GHG emissions scenario is used, climate models predict that the Earth's average temperature could rise anywhere between 2.5 to 10.4 ºF from 1990 to the end of this century. The degree of change is influenced by the assumed amount of GHG emissions, and how quickly atmospheric GHG levels are stabilized.

Global GHG emissions are measured in million metric tons of carbon dioxide equivalent (MMT CO_2EQ) units. A metric ton is approximately 2,205 lbs. Some GHGs emitted into the atmosphere are naturally occurring, while others are caused solely by human activities. The principal GHGs that enter the atmosphere because of human activities are:

> Carbon dioxide (CO_2) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), agriculture, irrigation, and deforestation, as well as the manufacturing of cement.
>
> Methane (CH_4) is emitted through the production and transportation of coal, natural gas, and oil, as well as from livestock. Other agricultural

activities influence methane emissions as well as the decay of waste in landfills.

Nitrous Oxide (N_2O) is released most often during the burning of fuel at high temperatures. This greenhouse gas is caused mostly by motor vehicles, which also include non-road vehicles, such as those used for agriculture.

Fluorinated Gases are emitted primarily from industrial sources, which often include hydro-fluorocarbons (HRC), per-fluorocarbons (PFC), and sulfur hexafluoride (SF_6). Though they are often released in smaller quantities, they are referred to as High Global Warming Potential Gases because of their ability to cause global warming. These gases have different potentials for trapping heat in the atmosphere, called global warming Potential ("GWP"). One pound of methane has 21 times more heat capturing potential than one pound of carbon dioxide. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents for comparison purposes.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7 percent of total GHG emissions in the state. This category was followed by the electric power sector (including both in-state and out-of-state sources, 22.2 percent and the industrial sector, 20.5 percent (California Energy Commission 2006). A byproduct of fossil fuel combustion is CO_2. Methane, a highly potent GHG, results from emissions associated with agricultural practices and municipal solid waste landfills.

A.2. Impact of Climate Change on California and Human Health

Locally, global warming could cause changing weather patterns with increased storm and drought severity in California. Changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow may occur. Current data suggest California could experience unprecedented heat, longer and more extreme heat waves, greater intensity and frequency of heat waves, and longer dry periods. The California Climate Change Center (2006) predicted that California could witness the following events:

- Temperature rises between 3 and 10.5 degrees Fahrenheit
- 6 to 20 inches or more increase in sea level
- 2 to 4 times as many heat-wave days in major urban centers
- 2 to 6 times as many heat-related deaths in major urban centers
- 1 to 1.5 times more critically dry years

- 10 to 55 percent increase in the risk of wildfires

Global warming has a profound impact on water resources. Climate change can alter the weather patterns and water supply in California leading to increased water shortages (i.e., a dwindling snowpack, bigger flood flows, rising sea levels, longer and harsher droughts). Water supplies are also at risk from rising sea levels. Risks may include degrading California's estuaries, wetlands and groundwater aquifers, which would threaten the quality and reliability of the California fresh water supply.
Higher temperatures may require buildings consume more electricity for cooling and consume more water for landscaping.

Global CO_2 emissions totaled about 33,326 MMT CO_2EQ (million metric tons of Carbon Dioxide Equivalents) in 2006. The United States released 7,017 MMT CO_2EQ in 2006, which is approximately 21% of the earth's total emissions. The burning of fossil fuels produced over 81% of total GHG emissions in the United States. In relation to other states, California is the second highest producer of CO_2 by fossil fuels and has .the second highest level of GHG production in 2001 after Texas.

A.3. Sources of Greenhouse Gases in California

The California Energy Commission (CEC) categorizes GHG generation by source into eight broad categories. The categories are:

(1) Transportation includes the combustion of gasoline and diesel in automobiles and trucks. Transportation also includes jet fuel consumption and bunker fuel for ships.

(2) Agriculture GHG emissions are composed mostly of nitrous oxide from agricultural soil management, methane from enteric fermentation, and methane and nitrous oxide from manure management

(3) Commercial and residential uses generate GHG emissions primarily from the combustion of natural gas for space and water heating

(4) Industrial GHG emissions are produced from many industrial activities. Major contributors include oil and natural gas extraction; crude oil refining; food processing; stone, clay, glass, and cement manufacturing; chemical manufacturing; and cement production. Wastewater treatment plants are also significant contributors to this category.

(5) Electric generation includes both emissions from power plants in California as well as power plants located outside of the state that supply electricity to the state.

(6) Recycling and waste includes primarily landfills.

(7) High (GWP) emissions consist of ozone depleting substance substitutes and electricity grid SF_6 (fluorinated gas) losses.

(8) Forestry emissions are due to wildfires.

Most of California's GHGs are emitted by transportation sources, such as automobiles, trucks, and airplanes. Combustion of fossil fuels in the transportation sector contributed approximately 37.9 percent of the California GHG. This category was followed by the electric power sector (including both in-state and out-of-state sources) with 22.7 percent (and the industrial sector 17.8 percent. Residential and commercial activity accounted for approximately 9.4 percent of the emissions (Exhibit 4, Greve & Associates, Ibid, April 15, 2016).

While California has the second highest rate of GHG production in the nation (6,024 MMT CO^2 in 2007) California has one of the lowest per capita rates of GHG emissions. In an August 2007 draft report, CARB estimated California emitted approximately 480 million metric tons of CO_2 in 2004. Based on the U.S. Census Bureau California 2007 population of 36,553,215, this would result in about 13 metric tons of CO_2 per capita.

A4. Relevant Recent GHG Legislation and Regulation

Assembly Bill 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code § 38500 et seq.) *was signed in* September 2006. While most of its provisions had deadlines prior to 2015, one goal remains. Assembly Bill 32 directs the California Air Resources Board (CARB) to achieve 1990 state-wide levels of GHG emissions by January 1, 2020.

The Governor's Office of Planning and Research (OPR) issued a Technical Advisory on CEQA and Climate Change in June 2008. The Advisory provides an outline of what should be included in a GHG analysis under CEQA. In January 2009, OPR issued amendments to the CEQA Guidelines that addressed GHGs. Among the amendments are the following:

(1) Determining the Significance of Impacts from Greenhouse Gas Emissions (Section 15064.4;

(2) Thresholds of Significance (Section 15064.7(c))

(3) Discussion of Cumulative Impacts (Section 15130 (a) (1) (B) and Section 15130 (f))

(4) Tiering and Streamlining the Analysis of Greenhouse Gas Emissions (Section 15183.5);

Executive Order S-3-05 (June 1, 2005) calls for a reduction in GHG emissions to 2000 levels by 2010; 1990 levels by 2020; and for an 80 percent reduction in GHG emissions below 1990 levels by 2050. It also directs the California Environmental Protection Agency (CalEPA) to prepare biennial science reports on the potential impact of continued global warming on sectors of the California economy.

CARB is the lead agency for implementing AB 32. In October 2008, CARB published a Proposed Scoping Plan, in coordination with the Climate Action Team (CAT), to establish a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California. The measures in the Scoping plan approved by the Board will be in place by 2020. California Executive Order S-3-05 requires an 80 percent reduction of greenhouse gases from 1990 levels by 2050. On a per-capita basis, that means reducing annual emissions of 14 tons of CO_2 equivalent for every man, woman and child in California to 10 tons per person by 2020.

A5. Adaptation Impact

Adaptation refers to potential climate change impacts on a project. Global warming already has a profound impact on water resources in 2015. Climate change has already altered weather patterns and water supplies in California leading to increased water shortages (i.e., a dwindling snowpack, bigger flood flows, rising sea levels, longer and harsher droughts). Water supplies are also at risk from rising sea levels. Other risks include degradation of California's estuaries, wetlands, and groundwater aquifers that can threaten the quality and reliability of California major fresh water supply (Climate Change Adaptation Strategies for California's Water, State of California Department of Water Resources, October 2008).

Higher temperatures will increase electricity demand due to greater air conditioning use. Even if the population remained unchanged, annual electricity demand could increase by as much as twenty (20) percent by the end of the century if temperatures rise into the

higher warming range. However, implementing aggressive efficiency measures could lower the twenty (20) percent estimate.

Higher temperatures may require the 2015 FMPU facilities consume more electricity for cooling. Additionally, more water may be needed for campus landscaping.

A6. SCAGMD and Mt. San Antonio Community College District Standards

The South Coast Air Quality Management District is recommending policies and adopting regulations for GHG emission methodologies and standards. Development of thresholds of significance for CEQA analysis of GHG emissions is part of this effort. However, thresholds have been adopted for some projects and only recommendations provided for others.

The South Coast Air Quality Management District ("SCAQMD") adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" in April 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to each the Air Quality Management Plan Update. The next AQMP Update is scheduled for adoption in April 2016. Therefore, the 1990 policy remains relevant.

In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons (CFCs), methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;

- Phase out the large quantity use and corresponding emissions of hydro-chlorofluorocarbons (HCFCs) by the year 2000;

- Develop recycling regulations for HCFCs (e.g., SCAQMD Rules 1411 and 1415);

- Develop an emissions inventory and control strategy for methyl bromide; and,

- Support the adoption of a California GHG emission reduction goal.

The legislative and regulatory activity detailed above is expected to require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

A7. Mt. San Antonio College Community College District GHG Thresholds of Significance

Mt. SAC does not have an Air Quality Plan, an Air Management Plan or a Greenhouse Gas Control Plan. This is typical of almost all agencies in California. Regulation and legislation is ongoing and continual changes do not foster a climate for adopting local GHG regulation. Like many agencies, Mt. SAC is relying on the State and SCAQMD to develop appropriate policies and plans.

A8. Existing Campus Operational Emissions

Existing campus annual emissions were calculated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a computer program developed by the SCAQMD in conjunction with the California Air Resources Board (CARB). The model calculates emissions for construction and operation of various projects. For campus emissions, the model uses the "headcount" or student enrollment data.

Program (i.e. output) files from the CalEEMod program are included in the GHG study in Appendix C. The specific data used in CAlEEMod for each project is included in Appendix C.

Table 3.4.1
2015 Campus Operational GHG Emissions

	(Metric Tons Per Year)			
	CO^2	CH^4	N_2O	CO^2EQ
Area	1	0	0	1
Energy	7,403	0	0	7,437
Mobile	45,525	2	0	45,567
Waste	1,333	79	0	2,988
Water	695	3	0	768
Total	54,957	84	0	56,762

Source: Table 3, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016.

Please note that mobile sources are the dominant source (80.3 percent) of the campus GHG emissions. This is typical of community colleges that do not have student housing on campus.

A significant GHG impact for the 2015 FMPU is based on non-compliance with Tier 3 and 4 requirements. Therefore, an individual project in the 2015 will have a significant impact if the annual GHG emission net increase for the project exceeds 3,000 MT CO^2EQ. This standard is identical to the Threshold of Significance adopted by the District in Aril 2016.

The SCAQMD annual emissions per service population standard (the number of students and faculty and staff) of 4.6 $MTCO^2EQ$/yr is applicable to the net increase for buildout of the 2015 FMPU (i.e. existing plus project) or any future FMP Update. Exceeding this SCAQMD "plan" standard is also a significant GHG impact.

The SCAQMD methodology recommends total construction emissions be amortized over a 30-year period or the project's expected lifetime if it is less than 30 years. The expected lifetime for the 2015 FMPU is not buildout (20 years) but the expected lifetime of the usefulness of the new facilities (i.e. which is 30 years or more). The campus has many buildings in use that are more than 45 years old.

The 2015 FMPU GHG analyses is based on new construction of 454,906 gsf and demolition of 122,976 gsf.

The GHG analysis also addresses four individual projects: Library/Campus Center (A), Laboratory Building Expansion (G), PEP (Phase 1) and PEP (Phase 2). This analysis provides CEQA clearances for GHG emission impacts for these projects individually.

In addition, the GHG analysis evaluates construction and operational GHG emissions for buildout of the 2015 FMPU in 2020, and for cumulative GHG impacts (i.e. 2015 FMPU buildout and all identified cumulative projects in the area) for 2025. The CalEEMod worksheets for these analyses are included in Appendix C.

Amortized construction and demolition emissions for all projects included in the 2015 FMPU total 128.4 $MTCO^2EQ$ per year.

3.4.2 Project Impacts on Climate Change

B.1. SCAQMD Thresholds of Significance

The SCAQMD guidance document prepared for the stationary source. Staff of the SCAQMD GHG Working Group SCAQMD staff recommended two options for the Tier 3 screening threshold for residential and commercial projects. The first option would use a 3,500 $MTCO_2EQ$/yr. threshold for residential projects, a 1,400 $MTCO_2EQ$/yr. threshold for commercial projects and a 3,000 $MTCO_2EQ$/yr. for mixed-use projects. The second option would apply the 3,000 $MTCO_2EQ$/yr. for all commercial and residential projects.

The SCAQMD proposed compliance options for Tier 4 of the significance thresholds at subsequent GHG Working Group meetings. The first option would be a reduction of 23.9% in GHG emissions over the base case. This percentage reduction is the land use sector portion of the CARB Scoping Plan's overall reduction of 28 percent. This target would be updated as the AB 32 Scoping Plan is revised. The base case scenario for this reduction still needs to be defined. Residual emissions would need to be less than 25,000 $MTCO_2EQ$/year to comply with the option.

Staff also proposed efficiency targets for the third option of 4.6 $MTCO_2EQ$/year per service population in the population of residential portions of projects plus the number of employees of commercial portions of projects.) for project level analysis. For project level analyses, residual emissions would need to be less than 25,000 $MTCO_2EQ$/year to comply with this option. A 6.6 $MTCO_2EQ$/year was proposed for plan level analyses.

In the context of the 2012 FMPU, the logical equivalent for the 2015 FMPU (i.e. a plan) service population is students, faculty and staff (i.e. employees) or approximately 3,741 students for 2020 and 7,153 students in 2025. Full-time equivalent faculty and staff levels (FTE) are approximately 5.73 percent of student enrollment or 214 and 410 respectively. Therefore, the 2015 FMPU buildout service population is approximately 3,960 for 2020 and 7,560 for 2025.

B2. CEQA Environmental Checklist for GHG Impacts

The CEQA Guidelines (August 11, 2015) includes the following two questions for identification of greenhouse gas emission impacts in the CEQA Environmental Checklist Form (Appendix G): *Would the project:*

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

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

B.2 Mt. San Antonio Community College District GHG Plans

The District adopted three (3) CEQA Thresholds of Significance for Facility Master Plans and/or site-specific projects on May 11, 2016:

(1) *Site-specific projects of less than 3.0 acres with import or export of 10,000 cy and buildings of 56,000 ASF (80,000 gsf) do not exceed the GHG standard of 3,000 MT/Year CO^2EQ for annual operational and 30-year amortized construction GHG emissions (*CEQA Thresholds and Procedures for Air Quality (Report #15-116A), Greve & Associates, LLC, December 7, 2015)*;*

(2) See Report 15-116A for information regarding the GHG thresholds; all assumptions for Scenario 1A for air quality (i.e. watering twice per day, and painting with 80 g/l or less) are required fin a GHG analysis.

(3) The stated GHG thresholds apply to GHG impacts only (existing plus project); not to GHG cumulative impacts (existing + project + cumulative) or global GHG emission impacts;

B.3. Project Construction GHG Emissions

The project will result in short-term construction GHG emissions. These emissions, primarily CO_2, CH_4, and N_2O result from fuel combustion from construction equipment used onsite and construction motor vehicles. The same construction schedule and phasing assumed in the air quality particulate emission analysis (Section 3.3) is used for the GHG emissions analysis. The SCAQMD methodology annualizes (i.e. amortizes) the construction-related GHG mitigated emissions over a 30-year period.

Temporary impacts will result from construction activities. The primary source of GHG emissions generated by construction activities is from use of diesel-powered construction equipment. Typical emission rates for construction equipment were obtained from CalEEMod (California Emissions Estimator Model).

Most construction projects involve six phases; demolition, site preparation, grading, paving, and painting.

Major construction projects that are part of the analysis include construction of Laboratory Building Expansion (G,) Library/Campus Center (A), PEP (Phase 1), and PEP (Phase 2). Each of these projects exceeds 80,000 GSF. Therefore, construction GHG emissions were completed for each of the four projects to provide CEQA

clearances for GHG analysis. These four projects have preliminary construction schedules. The smaller projects are included in the Remainder FMPU category.

Table 3.4.2
2015 FMPU Net Construction GHG Emission Increases

Project	CO^2EQ (Metric Tons per Year)
Building G	13.3
Building A	8.3
PEP Phase 1	105.8
PEP Phase 2	42.3
Remainder FMPU	2.8
Total	172.5

Source: Table 9, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016, based on headcount

Construction emissions are temporary, and usually cease in 12 – 36 months, depending on the magnitude of an individual project. Therefore, SCAQMD amortizes GHG construction emissions over a thirty-year period and are not directly subject to a project GHG annual limit.

B.4. Project Operational GHG Emissions

Buildout of the 2015 FMPU will result in 2020 will result net new construction of 454,485 square feet (including PEP). To make room for some of the new construction, demolition of some existing buildings are necessary. The 2015 FMPU indicates that approximately 122,976 square feet will be demolished. Some parts of the FMPU may be completed by 2017 while other parts would not be completed until 2020 or 2025.

Therefore, the entire 2015 FMPU (excluding PEP, construction of Buildings A and G, and demolition necessary for Buildings A and G) was modeled using early years (e.g., 2017) since the emissions factors for heavy equipment decrease slightly for later years. Therefore, the analysis represents a “worse case” scenario for GHG emissions of 2.8 metric tons annualized over thirty-years. This analysis, based on square footage, is presented in Table 8 in Appendix C.

Table 3.4.3
2015 FMPU Net Operational GHG Emission Increases

Scenario	CO^2EQ (Metric Tons per Year)
Existing	56,762
Year 2020	55,764
Change	-997
Year 2025	59,006
Change	2,245
District & SCAQMD Thresholds	3,000
Exceed Thresholds for 2020	No
Exceed Thresholds for 2025	No

Source: Table 10, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016

Buildout of the 2015 FMPU does not result in significant GHG operational emission impacts.

Table 3.4.4
Change in GHG Operational and Construction Emissions

Scenario	($MTCO_2EQ/Yr$)	
	2020	2025
Change in Operational Emissions	-997	2,245
New Annualized Construction Emissions	173	173
Total Change in Annual Emissions	-824	2,418

Source: Table 11, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016

The change operational and construction GHG emissions is shown above. The change in operational emissions is combined with the annualized construction emissions to obtain the Total Change in Annual Emissions. The total GHG emissions for the project will be less in 2020 by 824 $MTCO_2EQ$ per year. By 2025, there will be an increase of about 2,418 $MTCO_2EQ$ per year. This is lower than the District Threshold of

Significance of 3,000 $MTCO_2EQ$ per year. Therefore, the project impact on climate change is Less than Significant.

GHG emissions decrease for 2015 FMPU in 2020 because the decline in GHG emissions due to more energy efficient motor vehicles more than offsets the increased GHG emission due to total square footage increases on campus and the associated operational emissions. Therefore, the resulting change is negative.

Operational for PEP, and Buildings A and G are included in the 2020 and 2025 data.

Table 3.4.5
2015 FMPU Net Operational GHG Increases

Scenario	CO^2EQ
	(Metric Tons per Year)
Existing	56,762
Year 2020	55,764
Change	-997
Year 2025	59,006
Change	2,245
District & SCAQMD Thresholds	3,000
Exceed Thresholds for 2020	No
Exceed Thresholds for 2025	No

Source: Table 10, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016

Buildout of the 2015 FMPU does not result in a significant GHG emission impact.

3.4.3 Mitigation Measures for Project Climate Change Impacts

No new additional mitigation measures for GHG emission impacts are required.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

4a. 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.

4b. 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.

3.4.4 Level of Significance for Project Climate Change

Less than Significant

3.4.5 Cumulative Conditions for Climate Change

The geographical area used for identification of cumulative greenhouse gas emissions is the South Coast Air Basin (SCAB). Projections of greenhouse gas emissions in the SCAB project are published by SCAQMD and CARB.

CalGreen includes volunteer tiers intended to further encourage building practices that improve public health, safety and general welfare by promoting the use of building concepts that minimize the building's impacts on the environment and promote a more sustainable design. Selected voluntary measures are recommended below to provide the college's fair share of mitigation for reducing significant regional cumulative GHG emission impacts.

3.4.6 Cumulative Impacts for Climate Change

GHG emissions in the SCAQMD are cumulatively significant and the project contributes toward the total GHG emissions in the South Coast Air Basin. Since the project's contribution is less than cumulatively considerable, The project is implementing its fiar shre of mitigiaton measures, as well as building LEED projects and other energy conservation projects (i.e. Thermal Energy System and Chiller Cooler Tower projects. Assembly Bill 32 directs the California Air Resources Board (CARB) to achieve 1990 state-wide levels of GHG emissions by January 1, 2020.

However, SCAQMD is continuing to develop Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS has sub-regional components, which may include GHG policies or regulations in the future.

3.4.7 Mitigation Measures for Cumulative Impacts on Climate Change

No additional new mitigation measures are required for GHG emissions. The following measures from the 2012 MMP are required of the 2015 FMPU:

GG-01. Future buildings exceeding 20,000 ASF shall have building roof coverings have 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 and 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

GG-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 o 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.

GG-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 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.

GG-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 (OSHPD), 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.

3.4.8 Level of Significance for Cumulative Climate Change Impacts

Section 15130 (3) of the CEQA Guidelines indicates that if a project's contribution to a significant cumulative impact is rendered less than cumulatively considerable, and not significant, if the project contributes its fair share of mitigation measures to reduce a cumulative impact,. Since the project is providing its fair share of reductions in greenhouse gas emissions, the cumulative impact is Less than Significant.

3.5 NOISE

3.5.1 Existing Noise Conditions

Greve & Associates, LLC completed a noise evaluation for the 2015 Facilities Master Plan Update in February 2016 (Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016). The report is summarized below and the complete report is included in Appendix D.

Noise Terminology

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is commonly defined as unwanted sound. Noise, defined as unwanted or excessive sound, is a form of environmental degradation. Noise is typically a byproduct of transportation systems, certain land uses and on-going human activity. The full effect of noise on individuals in the community varies with the duration of the noise, its intensity and frequency, and the tolerance level of those exposed. The common unit for measuring sound (or noise) to the faintest level detectable by a person with good hearing is called a decibel (dB).

Because sound or noise can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale similar is used to keep sound intensity numbers at a convenient level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting, written as dB(A). Any reference to decibels herein written as dB should be understood as A-weighted.

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption and ground attenuation. As the sound wave form

travels away from the source, the sound energy is dispersed over a greater area, thereby dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer. The greater the distance noise travels, the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation. Intervening topography can also have a substantial effect on the effective perceived noise levels.

Noise has several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criterion are based on impacts of noise on people as speech interference, sleep interference, and annoyance. Some of the potential noise impacts on people that arise within a campus setting are briefly described below:

(a) Speech interference is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level.

(b) Sleep interference is a major noise concern for traffic noise. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

(c) Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

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. They are designed to account for the known effects of noise on people. Based on these effects, the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to measure this effect. Two of the

predominate noise scales are the: Equivalent Noise Level (L_{eq}) and the Community Noise Equivalent Level (CNEL):

(a) L_{eq} 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. L_{eq} is the "energy" average noise level during the time period of the sample. L_{eq} can be measured for any time period, but is typically measured for 1 hour. It is the energy sum of all the events and background noise levels that occur during that time period.

(b) CNEL, Community Noise Equivalent Level, is the predominant rating scale now in use in California for land use compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL." Typical noise levels in terms of the CNEL scale for different types of communities are presented in Exhibit 4 of the noise study in Appendix D.

(c) L(%), also represented as L(N), is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L (%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example since 15 minutes is 25 percent of one hour, L(25) is the noise level that is equal to or exceeded for 15 minutes in a one hour period. It is L(%) that is commonly used in Noise Ordinance standards. For example many daytime County and City Noise Ordinances use an ordinance standard of 55 dBA for 30 minutes per hour or an L(50) level of 55 dBA. In other words, the Noise Ordinance states that no noise level should exceed 55 dBA for more than 50 percent of a given period.

Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA.

Community Noise Equivalency Level (CNEL)

The California Noise Insulation Standards (*Title 25 of the California Code of Regulations*) uses CNEL as its primary noise rating method. An interior CNEL of 45 dB(A) is mandated for multiple family dwellings in Title 24 of the California Code of Regulations, and is considered the desirable noise exposure for single family dwelling units also. Since typical noise attenuation within residential structures is about 20 dB, an exterior noise exposure of 65 dB CNEL is generally considered an acceptable level for residential and other noise-sensitive land uses, such as schools, hospitals and convalescent homes.

California Compatibility Guidelines

The State of California Guidelines, published by the Department of Health, provide guidance for the acceptability of different land uses. The guidelines are be used to evaluate the compatibility of proposed land uses with the noise environment. The guidelines show compatibility of various land uses with different noise environments.

The guidelines show that school uses are normally acceptable in noise environments up to 70 CNEL. If development occurs in environments beyond this standard, special attenuation measures are required, especially for interior classroom noise levels.

District Noise Standards

The Mt. San Antonio Community College District is exempt from City zoning and the City's Noise Ordinance pursuant to California Government Code 53096. The District complies with Division of the State Architect (DSA) and California Educational Code interior noise requirements for classroom facilities.

The District adopted the following mitigation measure in the 2012 Mitigation Monitoring Program in December 2013 to reduce noise exposure from construction:

5a. All construction 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.

The District has also adopted Thresholds of Significance for noise impacts, which are listed in Section 3.5.2.

City of Walnut Noise Ordinance

All jurisdictions in the state of California are required to have a *Noise Element* in the *General Plan*. Such elements typically articulate noise exposure standards designed to insure that noise does not excessively impact the quality of life of its citizens. For noise sources amenable to local control, acceptable noise levels by land use is regulated by ordinance. These ordinances limit the allowable noise levels at the property line from the noise source offsite. However, for the most common noise sources (e.g., vehicles, trains or airplanes) local jurisdictions are pre-empted from regulating the noise emissions from the source.

The City of Walnut Noise Ordinance is part of the City's Code (Title 4, Division 6 – Noise Control) and is enforceable throughout the City. The Noise Ordinance regulates noise on one property impacting a neighboring property. Typically, it sets limits on noise levels that can be experienced at the neighboring property.

The Walnut Noise Ordinance (Chapter 16B of the Municipal Code) establishes exterior and interior noise standards that protect residential, commercial, and industrial areas. Section 16B-5, quoted below, presents the City's Noise Ordinance Standards.

Section 16B-5: Citations for violations of the City's Noise Ordinance are hereby authorized when:

(a) Exterior noise levels shall apply to all receptor properties as follows, unless otherwise noted:

Table 3.5.1
City of Walnut Noise Ordinance

Receptor Land Use	Time of Day	Noise Level
Residential	11 p.m. to 7 a.m.	45 dB
	7 a.m. to 11 p.m.	50 dB
Commercial	11 p.m. to 7 a.m.	45 dB
	7 a.m. to 11 p.m.	50 dB
Industrial	Anytime	70 dB

Source: Walnut Noise Ordinance (Chapter 16B of the Municipal Code), Section 16B-5.

(b) If the measurement location is on a boundary property between two different zones, exterior noise level utilized in subsection (a) of this section to determine

the exterior standard shall be the daytime exterior noise level of the subject receptor property.

The noise scales associated with the City's noise level limits presented in Section 16B-5 of the City's Noise Ordinance are not stated. If one assumes that the levels specified in the Noise Ordinance were the levels that could not be exceeded at any time, the Ordinance would be overly restrictive and almost any commercial use adjacent to a residential use would likely violate the Noise Ordinance limits on a regular basis.

It is more likely that the City's Noise Ordinance limits are intended to duplicate the County of Los Angeles Noise Ordinance limits. The County's Noise Ordinance base limits are the same as specified in the City's Noise Ordinance. In the County's Ordinance, the base noise level limits are noise levels that cannot be exceeded for 30 minutes in one hour (dBA L50).

The City's Noise Ordinance (Article II Regulations, Section 16B-3(a)) exempts construction noise from the noise level limits between the hours of 7:00 a.m. and 8:00 p.m. on weekdays. Construction is not allowed on holidays, Saturdays, and Sundays without special approvals or exceptions. If construction occurs outside the permitted hours, then the construction activities would be subject to the limits in Section 16B-5.

Noise on Residential Land Uses

The noise/land use compatibility standards for developments in the City of Walnut are included in the Noise Element of the City of Walnut Plan. The goal of the Element is to prevent degradation of the noise environment from land use intensification and to minimize the adverse effects of existing noise sources. A noise exposure goal of 60 dB CNEL is the desirable maximum noise exposure, but the Element recognizes that attainment of this goal is not always possible. The Element requires that any residences built in areas exceeding 60 dB CNEL use site design, construction and/or sound insulation features to achieve the 60 dB CNEL objective. A 65 CNEL threshold is usually used to assess the noise impact of a project or of project-related traffic on sensitive receivers.

Table 3.5.2
City of Walnut Exterior Residential Noise Standards

		Noise Level Not To Be Exceeded	
Maximum Time of Exposure	Noise Metric	Daytime 7 am to 11 pm	Nighttime 11 pm to 7 am
30 minutes/hour	L50	50 dBA	45 dBA
15 minutes/hour	L25	55 dBA	50 dBA
5 minutes/hour	L8.3	60 dBA	55 dBA
1 minute/hour	L1.7	65 dBA	60 dBA
Any period of time	L_{max}	70 dBA	65 dBA
Source: Walnut Noise Ordinance (Chapter 16B of the Municipal Code), Section 16B-5.			

Existing Noise Levels

Existing noise levels near the campus are primarily related to traffic on area streets. Commercial or athletic event activity noise may be audible, but vehicular traffic noise on 002NZTemple Avenue and Grand Avenue is the dominant noise source.

Existing noise levels near area streets was modeled based on trips counted in the traffic study and use of the Federal Highway Noise Model (FHWA Highway Traffic Noise prediction Model, FHWA-RD-77-108, December 1978) using the CALVENO noise emission curves developed by Caltrans. Table 3.25 includes the existing CNEL contours for roadways near the campus, based on the trip counts collected by Iteris Inc. in September 2015.

Existing Roadway Noise Levels

The street noise levels projected in this report were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December, 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the "equivalent noise level." Computer codes have been written which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these noise levels and summing them result in the CNEL contour for the traffic projections. CNEL contours are found by iterating over many distances until the distances to the 60, 65, 70, and 75 CNEL contours are identified.

Average daily traffic volumes (ADTs) were provided by Iteris, Inc., based on traffic counts taken in September 2015. Traffic volumes and posted speed limits were used

with the FHWA Model to estimate the noise levels in terms of CNEL. The distances to the CNEL contours for the roadways in the vicinity of the project represent the distance from the centerline of the road to the noise contour value shown. The data does not take into account any reduction in noise levels due to noise barriers or topography that may lower ambient noise levels.

Table 3.5.3
2015 Existing Roadway Noise Levels

Roadway Segment	Extent of Segment	CNEL @ 100' †	Distance To CNEL Contour from Centerline of Roadway (feet)		
			70 CNEL	65 CNEL	60 CNEL
Grand Ave	North of I-10 WB Ramps	66.9	62	133	288
Grand Ave	between I-10 WB/EB Ramps	66.8	60	131	282
Grand Ave	between I-10 EB Ramps and Cameron Ave	66.2	56	120	260
Grand Ave	between Cameron Ave and Mountaineer Rd	67.5	68	147	317
Grand Ave	between Mountaineer Rd and San Jose Hills Rd	66.4	57	123	266
Grand Ave	between San Jose Hills Rd and Temple Ave	66.4	57	124	268
Grand Ave	between Temple Ave and La Puente Rd	69.1	86	186	402
Grand Ave	between La Puente Rd and Valley Blvd	69.5	92	200	431
Grand Ave	between Valley Blvd and Baker Pkwy	68.9	84	182	393
Grand Ave	between Baker Pkwy and SR-60 EB Ramps	68.9	84	182	392
Grand Ave	between SR-60 EB/WB Ramps	68.3	76	165	357
Grand Ave	South of SR-60 WB Ramps	67.6	69	148	320
Nogales St	North of Amar Rd	47.0	RW	RW	13
Nogales St	South of Amar Rd	65.4	49	105	227
Lemon Ave	South of Amar Rd	58.6	17	37	81
Mt SAC Wy	North of Temple Ave	55.7	11	23	51
Mt SAC Wy	South of Temple Ave	51.2	RW	RW	26
Bonita Ave	North of Temple Ave	58.1	16	34	74
Bonita Ave	South of Temple Ave	54.7	RW	20	44
Lot F	North of Temple Ave	38.2	RW	RW	RW
Valley Ave	North of Temple Ave	65.6	50	109	236
Valley Ave	South of Temple Ave	65.6	51	109	236
SR-57 SB Off Ramp	North of Temple Ave	67.0	63	136	294
SR-57 SB On Ramp	North of Temple Ave	55.7	RW	23	51
SR-57 NB Off Ramp	South of Temple Ave	65.2	47	102	221
SR-57 NB On Ramp	South of Temple Ave	63.0	33	73	157

Table 3.5.3 (continued)
2015 Existing Roadway Noise Levels

Roadway Segment	Extent of Segment	CNEL @ 100' †	Distance To CNEL Contour from Centerline of Roadway (feet)		
			70 CNEL	65 CNEL	60 CNEL
Amar Rd	West of Nogales St	67.8	70	152	329
Amar Rd	between Nogales St and Lemon Ave	66.5	58	126	272
Amar Rd	between Lemon Ave and Grand Ave	66.5	58	125	270
Temple Ave	between Grand Ave and Mt SAC Wy	65.5	50	108	232
Temple Ave	between Mt SAC Wy and Bonita Ave	65.1	47	101	219
Temple Ave	between Bonita Ave and Lot F	67.6	69	149	321
Temple Ave	between Lot F and Valley Blvd	67.7	70	151	326
Temple Ave	between Valley Blvd and SR-57 SB Ramps	66.8	61	131	284
Temple Ave	between SR-57 SB/NB Ramps	68.4	78	169	364
Temple Ave	East of SR-57 NB Off Ramp	68.0	74	159	343
I-10 WB Ramps	West of Grand Ave	65.8	52	113	244
I-10 EB Ramps	West of Grand Ave	64.3	41	89	192
Cameron Ave	West of Grand Ave	62.9	33	72	155
Mountaineer Rd	East of Grand Ave	57.2	14	30	65
San Jose Hills Rd	West of Grand Ave	54.9	RW	21	45
San Jose Hills Rd	East of Grand Ave	55.1	RW	21	47
La Puente Rd	West of Grand Ave	62.0	29	62	135
La Puente Rd	East of Grand Ave	55.6	RW	23	50
Valley Ave	West of Grand Ave	69.6	93	202	435
Valley Ave	East of Grand Ave	69.4	90	195	420
Baker Pkwy	West of Grand Ave	58.2	RW	35	75
SR-60 EB Ramps	East of Grand Ave	67.0	63	136	293
SR-60 WB Off Ramp	West of Grand Ave	60.4	22	49	106
SR-60 WB On Ramp	East of Grand Ave	65.0	46	100	216

* From roadway centerline
RW – Noise contour falls within roadway right-of-way.
Source: Table 3, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

Local streets in the campus area with the higher noise levels include portions of Valley Avenue, Temple Avenue and Grand Avenue.

The noise levels along area freeways are very high (79-83 CNEL at 100 feet from freeway centerlines). Noise levels along Amar Road, Temple Avenue and Grand Avenue are moderate (65-68 CNEL at 100 feet from roadway centerlines) and noise levels along Cameron Avenue and Valley Boulevard are typical of suburban areas (62-65 CNEL at 100 feet from roadway centerlines).

Noise from Outdoor Physical Education Activities

Noise levels were measured for eight (8) sites adjacent to Mt. San Antonio College by Greve & Associates in August 2015 during a home football game. A description of the noise environment for each site was completed and is used to project future noise levels from future football games in Section 3.8.3 (F).

Since the new Hilmer Lodge Stadium (HLS) design is open-ended on the north and south, two residential neighborhoods may be impacted by PEP sports activities. The Snow Creek neighborhood south of the HLS is 1,600 feet from the HLS and the Timberline neighborhood is 1,800 feet from the HLS. The Snow Creek neighborhood near Grand Avenue, the residential neighborhoods west of Grand Avenue and the Edinger Way neighborhoods are not impacted because of distance and location (i.e. not direct line of sight from the open ends of the HLS).

Existing noise levels were measured off-campus for eight sites. The two sites most relevant for the PEP project are the sites north of the HLS at 21034 Granite Wells Road (Site 1) and south of the HLS at 20905 Granite Wells Road (Site 2). The measurements were completed in August 2016.

Table 3.5.4
2015 Noise Monitoring for PEP (Phase 1)

Site	Start	L_{eq}	L_{max}	L1.7	L8.3	L25	L50	L90	L_{min}
1	1332	51	65	58	54	52	49	47	45
2	1407	57	69	61	59	58	56	51	46
Source: “Ambient Noise Levels,” (Memo to Ms. Mikaela Klein), by Greve & Associates, August 23, 2015									

The results of noise monitoring at all eight (8) sites are listed below.

Table 3.5.5
Noise Measurement Results for Eight Off-Campus Sites (dBA)

	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
Start Time	10:22	10:52	13:35	14:10	11:24	12:33	12:59	14:40
L_{eq}	52.7	55.7	46.9	51.8	61.6	43.7	50.1	59.2
L_{max}	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
L_{min}	37.4	42.4	37.4	37.6	45.5	36.4	37.7	42.6

Source: Table 1, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

The noise levels for all eight 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 (L_{eq}) ranged from 47 dBA to 62 dBA. The noise was mainly generated by traffic on local roadways. Maximum noise levels were usually caused by a louder vehicle (e.g., trucks) or an aircraft over-flight. Specific notes for each site are listed below.

Site 1: Residence at 21034 Granite Wells Road

Site 1 is located in front of the residence at 21034 Granite Wells Road. The dominant source of noise at Site 1 was traffic on Granite Wells Road. The Lmax at Site 1 was 73.6 dBA and was due to a loud truck. The L_{eq} 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

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Site 2 is located in line with the rear yard of the residence at 20905 Granite Wells Road along Stoddard Wells Road. The dominant source of noise at Site 2 was traffic on the local roadways. The L_{max} at Site 1 was 72.4 dBA and was due to a loud vehicle. The

L_{eq} 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 near Site 3. The traffic noise from North Grand Avenue was very faint at 20:37. Site 3 had an average noise level (L_{eq}) 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. The small amount of traffic on Stonybrook Drive was the most significant source of noise in the area. Site 4 had an average noise level (L_{eq}) 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

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Site 5 is located in front of the residence at 1433 Kem Way. The street 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. Site 5 had the loudest noise with an L_{eq} 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

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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. Site 6 had the lowest noise level and the L_{eq} 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 is adjacent to Mt. San Antonio College and Buckskin Drive is a dead-end road. Site 7 had an

average noise level (L_{eq}) 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: Parking Lot F

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 Hilmer Lodge Stadium. The site is dominated by traffic noise from Temple Avenue. The site had an average (L_{eq}) noise level of 59.2 dBA. Some low flying general aviation aircraft were also heard during the measurements.

Noise Measurements for Football Game

Noise levels in the surrounding community were also measured during a home football game in October 2016. As shown, the L_{eq} ranged from 41.4 to 49.5 for the eight measurements.

Table 3.5.6
Noise Measurements for Home Football Games (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
L_{eq}	42.8	44.5	49.3	49.1	49.5	48.6	41.4	42.4
L_{max}	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

Source: Data from Stadium Noise Measurements – Hilmer Lodge Stadium," (Memo to Ms. Mikaela Klein, Mt. San Antonio College, October 27, 2015.

At Site 4, the public address system and occasionally the crowd could be heard. At the other three sites, HLS noise could not be heard. The game was still underway when the measurements ended. It was estimated that west side of the stadium was filled to about

45 percent capacity and that the east side had fifteen (15) percent of capacity, or an estimated total attendance of approximately 4,500 people.

Flight Traffic Noise

The project site is not located within two miles of any airport. Some indirect over-flight noise may occur when planes from Brackett Field in La Verne or Cable Airport in Upland fly nearby. The nearest airport is Brackett Field, which lies to the northeast approximately 4.5 miles. This airport serves general aviation (GA) aircraft. But most of the area air traffic occurs north of Interstate-10 and north of the San Jose Hills. Commercial flights may occur at higher elevations.

Aircraft over-flights were monitored during ambient noise measurements conducted on campus but over-flights were not a significant cause of noise on-campus or off-campus in the adjacent surrounding community.

Therefore, existing noise impacts onsite from airport operations offsite pose No Impact for the project.

3.5.2 Noise Impacts for 2015 FMPU Buildout

District Noise Thresholds of Significance

The District adopted Thresholds of Significance for use in CEQA analyses on May 11, 2016. The Thresholds of Significance adopted for noise include:

(1) Traffic generated net noise increases on public roadways equal or less than 3 dBA at 100 feet from centerline that result in noise levels at or below 65 Community Noise Equivalent Level (CNEL) in off-campus sensitive- noise- receptor areas (residential or hospitals), or at or below 70 CNEL for off-campus commercial areas, due to baseline versus buildout project net FMP trip increases are not a significant impact.

(2) Cumulative projects traffic generated noise impacts (existing plus project baseline versus existing plus project plus cumulative) are not significant if the same noise criteria stated above is applied to sensitive receptors or commercial areas off-campus

(3) Site-specific projects that generate operational noise as measured at a residential property line greater than 55 dBA (L_{eq}) from 7 am to 10 pm and 50 dBA (L_{eq}) from 10 pm to 7 am have a significant noise impact. The maximum operational noise level shall not exceed 75 dBA (L_{max}) during the day or 70 dBA (L_{max}) during the night, nor should they exceed 55 dBA (L_{eq}) from 7 am to 10 pm and 50 dBA (L_{eq}) from 10 pm to 7 am. If the ambient noise levels are higher than the stated L_{eq} or L_{max} criteria, the

L_{eq} and L_{max} criteria levels are increased to the ambient noise level. Noise levels below the stated criteria are not significant;

(4) Site-specific construct-ion projects lasting one year or less for site preparation, demolition, grading and shell building construction located within 1,500 feet or more from a sensitive off-site land use have a significant construction noise impact if construction occurs outside of permitted construction hours. (Construction hours are defined in MM-5 (a) in the MMP, as 7 am to 7 pm, Monday through Saturday, excluding federal holidays);

(5) Site-specific construct-ion projects lasting more than one year, with site preparation, demolition, grading and shell building construction, located within 1,500 feet or more from a sensitive off-site land use have a significant construction noise impact if: (1) Construction occurs outside of permitted construction hours. (Construction hours are defined in MM 5a in the MMP) and (2) L_{max} noise levels from 7 am to 7 pm are less than 90 dBA and less than 65 dBA L_{eq} at any off-site sensitive receptor property line and (3) From 7 pm to 7 am, the L_{max} is less than 75 dBA and less than 55 dBA L_{eq} offsite at any off-site sensitive property line; See Report 15-113;

(6) A significant construct-ion equipment vibration impact occurs for a site-specific project if a peak particle velocity (PPV) of 0.04 inches/ second or more occurs offsite in a sensitive receptor area for more than fifteen (15) minutes in any one hour. See Report 15-116;

(7) On-campus generated site-specific operational noise shall not exceed 55 dBA L_{eq} from 7 am to 10 pm and 50 dBA L_{eq} from 10 pm to 7 am. (The noise level criterion is applied to the closest property line of the off-campus noise sensitive receptor). A site-specific project shall also not exceed 75 dBA L_{max} during the day or 70 dBA L_{max} from 10 pm to 7 am at any noise sensitive land use. (If the ambient noise levels are higher than the noise criteria, the standard should be increased to the ambient noise level. See Report 15-116);

Prior to adoption, the proposed Thresholds were circulated for public review for 30-days to state and local agencies and interested groups. The District's Thresholds of Significance are applicable to projects described in a Program EIR and projects included in a Project EIR.

The District's Thresholds of Significance indicate that any construction project more than 1,500 feet from an off-campus residential area will result in a Less than Significant impact. If a project is less than 1,500 feet from a sensitive receptor, but construction lasts less than one year, then it will have a Less than Significant impact when mitigated per Mitigation Measure 5a of the 2012 Mitigation Monitoring Plan.

Mitigation Measure 5a limits construction to 7 a.m. to 7 p.m. on Monday through Saturday. Projects requiring more than one year of construction located near sensitive

receptors may result in a noise impact and may require further analysis prior to the initiation of construction to determine what mitigation is feasible and if the mitigation is effective.

In summary, construction noise impacts have two thresholds based on the duration of construction. Longer term construction projects have a more stringent threshold since they represent a greater annoyance to the community. One threshold addresses potential vibration impacts. Long-term off-site impacts from traffic noise are addressed in two thresholds. Both criteria must be met for a significant impact to be identified. One threshold addressed cumulative noise impacts and the last threshold addresses long-term off-site impacts from operations on-campus.

CEQA Environmental Checklist

The CEQA Environmental Checklist (Appendix G) includes two questions to assess potential project noise impacts:

X. NOISE: Would the project result in:

(a) Exposure of persons to or generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

(b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Potential noise impacts from implementation of 2012 FMPU may result from four sources: (1) Increase in student enrollment that will generate more traffic, (2) Relocation of onsite buildings relative to offsite receivers, (3) Development of facilities for new programs, some of which may add to existing noise levels (e.g. athletic fields and facilities) and, (4) Temporary construction activity noise generation during demolition or new construction near offsite sensitive receptors or onsite near existing classrooms.

For noise sources on-campus but potentially impact noise-sensitive uses in the surrounding community, noise impacts are considered significant if they create long-term violations of the District noise standards or Thresholds of Significance. Traffic on public roadways will cause a significant noise impact if the project causes an increase in the CNEL noise level of 3 dB or more, impacts a noise-sensitive area, and the resultant noise level exceeds 65 CNEL.

A 3 dB increase requires a doubling of traffic volumes. Few projects individually double traffic volumes on already noisy, heavily traveled streets. Traffic noise impacts in areas already exceeding standards are usually a cumulative impact rather than a project impact. The project is considered to have significantly contributed to a long-term cumulative noise impact if it also increases noise levels more than 3.0 dB (i.e. existing plus project plus cumulative at buildout of the 2015 FMPU in 2020).

Three potential noise sources related to implementation of the 2015 FMPU are: (1) Construction equipment may create short-term noise increases near the project site. Such increases may be important if they occur near noise-sensitive receptors, (2) Project-related traffic may cause a discernible incremental increase in area noise levels off-campus and, (3) Outdoor assembly areas, competitive athletic events and vehicles using the parking lots may generate added noise offsite and onsite.

Construction Noise

Temporary construction noise impacts vary greatly because of the different types of construction equipment used. Short-term construction noise impacts tend to occur in phases, initially dominated by earth-moving equipment, then by foundation and building superstructures, parking area construction, and finally interior building construction.

Demolition and construction activities will result in temporary noise impacts in the immediate project vicinity. Any vibration due to heavy equipment operations in area soils typically is dissipated within 50 feet, before it would reach offsite residences near the project site. Construction employee-related traffic will not significantly increase traffic-related noise in the site vicinity. However, there may be a relatively high single event noise level of 87 dBA at 50 feet from passing trucks related to construction. Since truck traffic is related to equipment delivery, demolition, and building material transport, it is intermittent and does not result in a significant impact to noise receptors along the truck routes and within the local area. The projects will not create excessive ground-borne vibration or noise levels since pile driving is not involved.

Noise generated by onsite construction operations will differ by construction phase, equipment usage and level of construction activity. The range of construction equipment noise levels is shown in Exhibit 8 in Appendix D.

Typical construction equipment noise levels at 50 feet from the operation may range from 70 dBA for generators and compressors to 85 dBA for front loaders, graders and concrete mixers. Noise ranges are usually similar during all phases of construction and may range up to 90 dBA at 50 feet (or up to 100 dBA with pile drivers) during the

noisiest construction phases. No pile driving is proposed on campus. Excavating machinery, earthmoving and compaction equipment typical operate at full power for one to two minutes, followed by three to four minutes at lower power setting, creating fluctuations in noise levels.

Structural attenuation varies from 10 dB for least favorable conditions (e.g., single-pane sliding windows, slightly open) to 30 dB for optimum noise reduction (no windows, solid wall). Dual-pane sliders with air conditioning provide 25 dB noise reductions. The use of air conditioning to allow for window closure in existing classrooms minimizes the noise disturbance of construction near existing buildings on campus. All construction on campus must adhere to Division of the State Architect (DSA) standards.

Construction noise is not strictly relatable to a noise standard because they occur during brief periods and the noise level varies sharply with time. However, to minimize noise disturbance during quiet hours, construction activities is usually restricted from 7 pm to 7 am Monday to Saturdays and prohibited on Sundays and all legal holidays (Mitigation Measure 5a). Temporary or periodic increases in ambient noise levels in the project area, due to construction equipment may occur, but are Less than Significant With Mitigation Incorporated.

Table 3.5.7
Construction Noise Impacts for 2015 FMPU Projects

Project	Greater Than 1,500 feet	Lasting Less Than 1 Year	Potential Impact?
Demolition Projects			
Campus Inn	No	Yes	Less than significant with MM5a
Administration (Bldg 4)	No	Yes	Less than significant with MM5a
Bldg 12A, 12B	No	Yes	Less than significant with MM5a
Bldg 18A, 18B	No	Yes	Less than significant with MM5a
Bldg 38A, 38B	No	Yes	Less than significant with MM5a
PEP Demolitions	No (part only)	Yes	See Note (2)
Bldg 27A-C	Yes	N.A.	Less than significant
Gym (03)	No	Yes	Less than significant with MM5a
Student Center (9C)	No	Yes	Less than significant with MM5a
Bldg 17	No	Yes	Less than significant with MM5a
Bldg 18A	No	Yes	Less than significant with MM5a
Bldg 18B	No	Yes	Less than significant with MM5a
Bldg 19A-C	No	Yes	Less than significant with MM5a
Bldg 20	No	Yes	Less than significant with MM5a
Construction Projects			
Student Success Center	No	Yes	Less than significant with MM5a
Food Service	No	Yes	Less than significant with MM5a
BCT/Language Lab Lobby	No	No	Less than significant with MM5a (1)
Library/Campus Center	No	No	Potential significant impact
Auditorium (1,200 seats)	No	No	Potential significant impact
PEP/Stadium/Auxiliary	No (part only)	No	See Note (2)
Career & Tech Ed (E2)	No	Yes	Less than significant with MM5a
Future Instruction Zone 1	No	No	Potential significant impact
Future Instruction Zone 2	No	No	Potential significant impact
Future Instruction Zone 4	No	No	Potential significant impact
Future Instruction Zone 5	No	No	Potential significant impact
Future Instruction Zone 6	Yes	N.A.	Less than significant

Notes: N.A. – Not Applicable

1. Construction noise analysis has been previously prepared; Memo to Mikaela Klein, "*Business Computer Technology (BCT) and Language Center Lobby (LCL) Addition - Construction Noise Analysis*," October 16, 2015.

2. See Section 2.3.1 for detail analysis in source listed below.
Table 4, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

Construction Equipment Vibration Impacts

Construction equipment operating near sensitive receptors may cause vibration impacts that do not cause damage but are annoying because they are perceptible. Vibrations below 5.0 in/sec are not damaging to structures but may be perceived above 0.04 inches/second. Vibrations are most annoying if they continue for a longer period of time or are periodic over a long period of time. The District has adopted a Threshold of Significance for vibration, which was listed above.

Project-Related Traffic Noise Impacts

Long-term off-site impacts from operations on-campus are also subject to noise thresholds. The following District Threshold of Significance applies:

(1) *Site-specific projects that generate operational noise as measured at a residential property line greater than 55 dBA (L_{eq}) from 7 a.m. to 10 p.m. and 50 dBA from 10 p.m. to 7 a.m. have a significant noise impact. The maximum operational noise level shall not exceed 75 dBA (L_{max}) during the day or 70 dBA (L_{max}) during the night. If the ambient noise levels are higher than the stated L_{eq} or L_{max} criteria, the corresponding L_{eq} and L_{max} criteria levels are increased to the ambient noise level. Noise levels above the stated criteria are a significant impact.*

Long-term noise increases related to development of the 2015 FMPU are primarily noise increases along adjacent roadways. Noise increases due to increased traffic was projected using the CALVENO computer projection model. The 24-hour CNEL level at 100 feet from the roadway centerline along area streets was projected for existing and future conditions with and without buildout of the 2015 FMPU.

Buildout of the 2015 FMPU does not substantially affect future traffic noise levels. Almost all CNEL noise increases due to the project are 1.5 dB or less in 2020 and less than 1.8 dB in 2025 (non-freeway locations). Since all increases are less than the 3.0 dB, the project noise impacts are Less than Significant.

Table 3.5.8
Traffic Noise CNEL Increases Due to the 2015 FMPU (dB)

Roadway	Segment	2020 Existing v. Existing + Project	2025 Existing v. Existing + Project
Grand Ave	North of I-10 WB Ramps	0.01	0.02
Grand Ave	between I-10 WB/EB Ramps	0.07	0.13
Grand Ave	between I-10 EB Ramps and Cameron Ave	0.14	0.27
Grand Ave	between Cameron Ave and Mountaineer Rd	0.13	0.25
Grand Ave	between Mountaineer Rd & San Jose Hills	0.08	0.15
Grand Ave	between San Jose Hills Rd and Temple Ave	0.08	0.15
Grand Ave	between Temple Ave and La Puente Rd	0.12	0.23
Grand Ave	between La Puente Rd and Valley Blvd	0.07	0.13
Grand Ave	between Valley Blvd and Baker Pkwy	0.06	0.11
Grand Ave	between Baker Pkwy and SR-60 EB Ramps	0.04	0.07
Grand Ave	between SR-60 EB/WB Ramps	0.03	0.06
Grand Ave	South of SR-60 WB Ramps	0.02	0.03
Nogales St	North of Amar Rd	0.00	0.00
Nogales St	South of Amar Rd	0.02	0.05
Lemon Ave	South of Amar Rd	0.08	0.15
Mt SAC Wy	North of Temple Ave	0.28	0.52
Mt SAC Wy	South of Temple Ave	0.73	1.30
Bonita Ave	North of Temple Ave	0.41	0.76
Bonita Ave	South of Temple Ave	0.85	1.50
Lot F	North of Temple Ave	0.00	0.00
Valley Ave	North of Temple Ave	0.07	0.13
Valley Ave	South of Temple Ave	0.02	0.03
SR-57 SB Off Ramp	North of Temple Ave	0.05	0.10
SR-57 SB On Ramp	North of Temple Ave	0.00	0.00
SR-57 NB Off Ramp	South of Temple Ave	0.16	0.30
SR-57 NB On Ramp	South of Temple Ave	0.13	0.25
Amar Rd	West of Nogales St	0.02	0.03
Amar Rd	between Nogales St and Lemon Ave	0.04	0.07
Amar Rd	between Lemon Ave and Grand Ave	0.07	0.14
Temple Ave	between Grand Ave and Mt SAC Wy	0.15	0.29
Temple Ave	between Mt SAC Wy and Bonita Ave	0.18	0.33
Temple Ave	between Bonita Ave and Lot F	0.25	0.47
Temple Ave	between Lot F and Valley Blvd	0.25	0.46
Temple Ave	between Valley Blvd and SR-57 SB Ramps	0.16	0.30
Temple Ave	between SR-57 SB/NB Ramps	0.09	0.16
Temple Ave	East of SR-57 NB Off Ramp	0.02	0.04
I-10 WB Ramps	West of Grand Ave	0.12	0.22
I-10 EB Ramps	West of Grand Ave	0.17	0.31

Table 3.5.8 (continued)
Traffic Noise CNEL Increases Due to 2015 FMPU (dB)

Roadway	Segment	2020 Existing v. Existing + Project	2025 Existing v. Existing + Project
Cameron Ave	West of Grand Ave	0.04	0.07
Mountaineer Rd	East of Grand Ave	1.01	1.77
San Jose Hills Rd	West of Grand Ave	0.02	0.04
San Jose Hills Rd	East of Grand Ave	0.78	1.38
La Puente Rd	West of Grand Ave	0.09	0.17
La Puente Rd	East of Grand Ave	0.14	0.26
Valley Ave	West of Grand Ave	0.02	0.04
Valley Ave	East of Grand Ave	0.00	0.00
Baker Pkwy	West of Grand Ave	0.00	0.00
SR-60 EB Ramps	East of Grand Ave	0.02	0.04
SR-60 WB Off Ramp	West of Grand Ave	0.10	0.18
SR-60 WB On Ramp	East of Grand Ave	0.00	0.00

Table 5, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-002NZ, Greve and Associates, LLC, May 26, 2016.*

The threshold criteria for future cumulative impacts of the 2015 FMPU is that the noise must increase by 3 dB or more. No increases greater than 3 dB are projected for buildout of the 2015 FMPU in 2020 or 2030.

For the year 2020, the greatest increase is 1.01 dB, and it is for Mountaineer Road east of Grand Avenue. For 2025, the greatest increase is 1.77 dB, and it is also for Mountaineer Road.

Mountaineer Road is a low volume roadway now (2015), and therefore, relatively small increases in traffic result in higher increases in noise. It should be noted that Mountaineer Road will remain a low volume road with low levels of noise in 2020 and 2025 (i.e. less than 59.0 dB at 100 feet from centerline).

Since the increases on all local roadways due to the project are less than 3 dB, the traffic noise impacts due to buildout of the 2015 FMPU are Less than Significant.

Table 3.5.9
Future Traffic Noise Levels (Existing Plus Project 2025)

Roadway	Segment	CNEL @ 100' *	Distance To CNEL Contour from Centerline of Roadway (feet)		
			70 CNEL	65 CNEL	60 CNEL
Grand Ave	North of I-10 WB Ramps	66.9	62	134	289
Grand Ave	between I-10 WB/EB Ramps	66.9	62	133	288
Grand Ave	between I-10 EB Ramps and Cameron Ave	66.5	58	125	271
Grand Ave	between Cameron Ave and Mountaineer Rd	67.8	71	153	330
Grand Ave	between Mountaineer Rd and San Jose Hills Rd	66.5	58	126	272
Grand Ave	between San Jose Hills Rd and Temple Ave	66.6	59	127	275
Grand Ave	between Temple Ave and La Puente Rd	69.3	89	193	417
Grand Ave	between La Puente Rd and Valley Blvd	69.7	94	204	439
Grand Ave	between Valley Blvd and Baker Pkwy	69.0	86	185	400
Grand Ave	between Baker Pkwy and SR-60 EB Ramps	69.0	85	184	396
Grand Ave	between SR-60 EB/WB Ramps	68.4	77	167	360
Grand Ave	South of SR-60 WB Ramps	67.6	69	149	321
Nogales St	North of Amar Rd	47.0	RW	RW	RW
Nogales St	South of Amar Rd	65.4	49	106	229
Lemon Ave	South of Amar Rd	58.8	RW	38	83
Mt SAC Wy	North of Temple Ave	56.2	RW	25	55
Mt SAC Wy	South of Temple Ave	52.5	RW	RW	31
Bonita Ave	North of Temple Ave	58.8	18	38	83
Bonita Ave	South of Temple Ave	56.2	12	26	56
Lot F	North of Temple Ave	38.2	RW	RW	RW
Valley Ave	North of Temple Ave	65.7	52	112	241
Valley Ave	South of Temple Ave	65.6	51	110	238
SR-57 SB Off Ramp	North of Temple Ave	67.1	64	138	299
SR-57 SB On Ramp	North of Temple Ave	55.7	RW	23	51
SR-57 NB Off Ramp	South of Temple Ave	65.5	49	107	231
SR-57 NB On Ramp	South of Temple Ave	63.2	35	76	163
Amar Rd	West of Nogales St	67.8	71	153	330
Amar Rd	between Nogales St and Lemon Ave	66.6	59	127	275
Amar Rd	between Lemon Ave and Grand Ave	66.6	59	128	276
Temple Ave	between Grand Ave and Mt SAC Wy	65.8	52	112	243
Temple Ave	between Mt SAC Wy and Bonita Ave	65.4	49	107	230
Temple Ave	between Bonita Ave and Lot F	68.1	74	160	345
Temple Ave	between Lot F and Valley Blvd	68.2	75	162	350
Temple Ave	between Valley Blvd and SR-57 SB Ramps	67.1	64	138	297
Temple Ave	between SR-57 SB/NB Ramps	68.6	80	173	373
Temple Ave	East of SR-57 NB Off Ramp	68.1	74	160	345
I-10 WB Ramps	West of Grand Ave	66.1	54	117	253
I-10 EB Ramps	West of Grand Ave	64.6	43	93	202
Cameron Ave	West of Grand Ave	62.9	33	72	157
Mountaineer Rd	East of Grand Ave	59.0	RW	39	86
San Jose Hills Rd	West of Grand Ave	54.9	RW	21	45
San Jose Hills Rd	East of Grand Ave	56.5	RW	26	58

Table 3.5.9 (continued)
Future Traffic Noise Levels (Existing Plus Project 2025)

Roadway	Segment	CNEL @ 100' *	Distance To CNEL Contour from Centerline of Roadway (feet)		
			70 CNEL	65 CNEL	60 CNEL
La Puente Rd	West of Grand Ave	62.1	29	64	138
La Puente Rd	East of Grand Ave	55.8	RW	24	52
Valley Ave	West of Grand Ave	69.6	94	203	437
Valley Ave	East of Grand Ave	69.4	90	195	420
Baker Pkwy	West of Grand Ave	58.2	RW	35	75
SR-60 EB Ramps	East of Grand Ave	67.1	63	137	295
SR-60 WB Off Ramp	West of Grand Ave	60.6	23	50	109
SR-60 WB On Ramp	East of Grand Ave	65.0	46	100	216

* From roadway centerline
RW – Contour falls within road right-of-way

Source: Table 6, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve and Associates, LLC, May 26, 2016.*

The roadways in the area with the loudest noise continue to be portions of Valley Avenue, Temple Avenue and Grand Avenue. However, the roadways in the area have noise levels typical for a suburban location.

Parking Lot F

Future development in Lot F (i.e. Future Instructional Building Zone 5) will reduce the parking spaces in this lot but Lot F will be heavily used for Special Events or for the 2020 Olympic Track & Field Trials parking. Lot F will continue to be a source of noise.

The nearest sensitive land use is the residential area to the north as near as 1,300 feet from the parking area.

Traffic associated with parking lots is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by car door slamming, engine start-up, alarm activation and car pass-bys can still be annoying to nearby residents.

Estimates of the maximum noise levels associated with some parking lot activities are presented below. The noise levels presented are for a distance of 1,300 feet from the source, and are the maximum noise level generated. A range is given to reflect the variability of noise generated by various automobile types and driving styles.

The nearest residences to Lot F may experience a maximum noise level of 42 dBA for car activity. Ambient noise measurements (i.e., Site 1: 21034 Granite Wells Road), and a peak noise level of 73.6 dBA was recorded. Therefore, parking lot activity noise is below the ambient noise levels, and the noise impact caused by the vehicles in Lot F will be Less than Significant.

Cumulative noise impacts from existing, background and other projects will increase beyond 65 CNEL in all residential areas projected at 100 feet from centerline except for Cameron Avenue West of Grand Avenue. The trips from cumulative projects used in the traffic study are also used in the noise analysis.

Cumulative noise levels along Grand Avenue from Cameron Avenue to Valley Road are approximately 68 CNEL. While the noise increase from existing (67 CNEL) is not significant, the future noise level is above levels desired for residential uses without attenuation. Therefore, there is a Significant Cumulative Noise Impact at this location. Residences without attenuation barriers (i.e., sound walls) facing Grand Avenue located less than 164 feet to 171 feet from centerline have projected noise levels above 65 CNEL. However, the project does not have a cumulatively considerable impact, as defined in Section 15130 of the CEQA Guidelines. Cumulative noise impacts are addressed within the City's General Plan when the Circulation Element and Noise Element are updated.

Onsite and Off-site Noise Impacts

Onsite noise generated by public address systems, crowd noise from athletic events or non-athletic entertainment (e.g. bands or special events) or campus equipment (i.e. chiller and cooling tower, air conditioning systems) on campus may be audible off-campus during quiet periods. Since the existing and future athletic facilities on campus are not located near offsite sensitive receptors, these sources are not of great concern. However, mitigation measures are proposed to assure noise levels are not intrusive during quiet hours.

Several noise studies were completed to evaluate potential noise impacts from construction and operation of the Thermal Energy Storage and Chiller Cooling Tower project, and for the Business Computer Technology Center in 2015. Noise monitoring near campus in the residential areas north of Edinger Way were also completed. These studies are listed in Section 9.0. The CEQA documentation for these projects has been adopted and is not part of this EIR. The potential noise impacts of construction and operation of the Physical Education Project (PEP Phases 1, 2) is listed in Section 3.8.

The increases in traffic –related noise along Edinger Way due to the 2015 FMPU will be less than 3 dB, and therefore, the noise impact will be Less than Significant.

Other activity in Parking Structure J (e.g. door slam, engine start-up, car alarms) is anticipated to generate noise levels below the 65 dBA and 70 L_{max} Noise Ordinance Limits. The project received its CEQA clearances when the 2012 FMP Final EIR (SCH 2002041161) was certified in December 2013. However, since car alarms are extremely annoying, a mitigation measure was adopted in the 2012 Mitigation Monitoring Program (e. g., tow the vehicle if the alarm persists) to reduce the most annoying noise levels.

Table 3.5.10
Noise Levels Generated By Lot F Parking

Event	L_{max} (dBA)
Door Slam	32 to 42
Car Alarm Activation	37 to 42
Engine Start-up	32 to 42
Car pass-by	27 to 42

Source: Table 11, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008NZ, Greve & Associates, May 26, 2016

Many of the 2015 FMPU projects will have a Less than Significant construction noise impacts with Mitigation Measure 5a. These projects include; demolition of the Campus Inn, demolition of the Administration Building, demolition of Buildings 12A and 12B, demolition of Buildings 18A and 18B, demolition of Buildings 38A and 38B, the demolition of Hilmer Lodge Stadium, demolition of the Gym, demolition of the Student Center, demolition of Building 17, demolition of Buildings 19A to 19C, demolition of Building 20, demolition of Buildings 27A to 27C, construction of the Student Success Center, construction of the Food Service, construction of the PEP (Phases 1, 2). Most of the projects are not large and are located near sensitive receptors. With the strict enforcement of Mitigation Measure 5a all of these projects will have a Less than Significant noise impact.

There is insufficient information available now to evaluate the environmental impacts of the following projects: Library/Campus Center (A, G), and Future Instruction Zones 1 – 5. The 2015 Final EIR does not provide CEQA clearances for these projects and site-specific analyses at a later date are required when the site plans are available.

The use of landscaping equipment on campus (i.e. lawn mowers, blowers, street/parking lot vacuums and street/parking lot sweepers) does not occur between 8:00 pm to 4:30 am. Some of the maintenance crews work from 4:30 a.m. to 1:00 p.m. weekdays, while others start later and work until 5:00 p.m. They do not work on weekends. Sweepers and blowers may be used in parking lots and along sidewalks beginning at 4:30 am. Blowers may omit the loudest noise levels of landscaping equipment, while street sweepers or street vacuums emit the lowest noise levels. Since the noise levels are low, intermittent and the locations of equipment use changes quickly, the noise is not a significant effect in any specific locale.

With the mitigation measures recommended below, the project-related noise impacts of construction and operation of projects included in the 2015 FMPU are reduced to Less than Significant With Mitigation Incorporated. The project's traffic related noise increases are Less than Significant.

3.5.3 Mitigation Measures for 2015 FMPU Noise Impacts

The following measure is (NOI-01) is similar to a Threshold of Significance adopted by the Board of Trustees in May 2016. It is hereby added to the DEIR as a mitigation measure.

NOI-01. 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 exceed 15 minutes in any one hour. Facilities Planning & Management shall monitor compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

5a. 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 offsite 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.

5b. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB L_{max} at the nearest offsite residences. Facilities Planning & Management shall monitor compliance.

5c. 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.

5d. Concrete pouring for the proposed parking structure south of Edinger Way shall be located as far away from residences as possible. Concrete trucks shall use Bonita Drive and Walnut Drive for access. Construction of the parking structure is limited to the hours of 7 am to 7 pm Monday-Saturday. Facilities Planning & Management shall monitor compliance.

5e. 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.

3.5.4 Level of Significance for Noise Impacts

The level of significance for construction and operation of the 2015 FMPU for noise impacts is Less than Significant with Mitigation Incorporated.

3.5.5 Cumulative Noise Conditions

The geographical area used for noise analysis for the project is all sensitive receptor areas adjacent to campus, and the traffic study area for traffic-related noise impacts.

Cumulative short-term impacts may occur when construction projects in close proximity to one another are completing the same phase of construction at the same time. This situation is extremely rare since the pace of construction on campus is constrained by funding availability and the time required to design, obtain approvals and approve construction contracts.

Most cumulative impacts of buildout of the 2015 FMPU are traffic-related and include noise increases along area roadways. None of the cumulative projects identified by outside agencies are located near campus. Local cities address cumulative projects in their General Plan Updates and service agencies address cumulative impacts in their long-range planning programs. SCAG, SCAQMD and CalEPA prepare plans and policies to address regional and state cumulative impacts for air quality and greenhouse gases.

Future cumulative traffic-related noise impacts were identified in Section 3.5.2 based on trip projections for 2025.

Cumulative noise conditions in 2020 are based on the trip increase of 3,745 for buildout of the 2015 FMPU and the 15,274 additional trips in the traffic study area due to cumulative projects (Section 3.2.3). Campus trips comprise about twenty-three (23) percent of the total trips added in the study area.

3.5.6 Cumulative Noise Impacts

As shown in Section 3.5.2, buildout of the 2015 FMPU does not result in cumulative traffic-related noise significant impacts for 2020.

3.5.7 Mitigation Measures for Cumulative Noise Impacts

No additional mitigation measures, beyond those listed in Section 3.5.3 are required for cumulative noise impacts.

3.5.8 Level of Significance for Cumulative Noise Impacts

Not applicable.

3.6 CULTURAL RESOURCES (CAMPUS)

Section 3.7 evaluates cultural resources throughout the campus, including the Physical Education Projects site (PEP (Phases 1, 2). The CEQA Guidelines (Section 15064.5) defines significant historical impacts as a substantial adverse change to a historic resource, encompassing "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired." Impair means to diminish in quality.

ASM prepared the cultural resources study for the 2015 FMPU and the PEP (Phases 1, 2) in April 2016. The study is summarized herein and included as Appendix H. The study methodology complies with the CEQA and uses the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (SOI Standards).

ASM also prepared the cultural resource study for five buildings in the certified 2012 Final EIR (Historical Resources Analysis for Five Buildings at Mount San Antonio College, Los Angeles County, Walnut California, ASM Affiliates, July 12, 2012).

3.6.1 Existing Conditions for Cultural Resources

Brief History of Historic Resources Studies at Mt. SAC

The campus was first recommended to be the Mount San Antonio College Historic District (Mt. SAC Historic District) in May 2003 by Tim Gregory, RPG in his report (Historic Resources on the Campus of Mt. San Antonio College, Walnut, California, June 1, 2003). The theme of the District was Education and its Period of Significance (1947 -). The Applicable Criteria for designation as a District is Criterion 1.

A Brief History of the San Gabriel Valley and Walnut, California, Early Educational Facilities in Walnut and the San Gabriel Valley, and the Mt. SAC Property History are included in Appendix H. The history is not summarized herein.

Primary Records (DPR 523 A) were included for the Art Center West (1B/C), Gymnasium (3), Information Technology/Nursing (5/5A), Campus Inn (8), Faculty Center (10), Oden House (12A/B), Row Buildings, (13, !4N, 15 – 18, 19B), Nursery School (19A), Homemaking (20), Shops (21), Welding (22), Hilmer Lodge Stadium (50), and the Beef Unit (F9). All of the DPR 523A forms were included in Appendix F of the 2012 certified Final EIR.

Of the buildings listed above, only the Gym (3), Buildings 17, 18 (Row buildings), Langdon House (20) and Hilmer Lodge Stadium (50) remain on campus. The Gym (3) will not be demolished until the PEP (Phase 2) is occupied.

The projects identified above were evaluated, and received their CEQA clearances in the certified 2012 Final EIR (SCH 2002041161). All of the projects listed are subject to the mitigation measures adopted for historical resources in the 2012 Mitigation Monitoring Program (MM 10a – 10c). A Statement of Overriding Considerations for historic resources was also adopted when the 2012 Final EIR was certified in December 2013.

In July 2012 Shannon Davis and Evanne St. Charles completed a report to determine the historical and architectural significance of five additional buildings on campus not evaluated in 2003 (Historical Resources Analysis for Five Buildings at Mount an Antonio College, Los Angeles County, Walnut California, ASM Affiliates, July 12, 2012).). The theme of the District was again Education and its Period of Significance (1947 - 1972). Four of the five buildings were recommended as eligible contributors to the Mt. SAC Historic District. One building, the Snack Bar (9A), known as the Mountie Grill, was not recommended as an eligible contributor to the District.

None of the five buildings were recommended as individually eligible (i.e. Code CB) for the California Register of Historic Resources (CRHR).

Primary Records (DPR 523 D) were included for the five buildings, four of which were recommended as contributors to the Mt. San Antonio College Historic District (Mt. SAC Historic District): Student Life Center (9C), Exercise Science/Wellness Center (27A), Marie T. Mills Aquatic Facility (27B), Locker Rooms (27C), Snack Bar (9A). The Snack Bar was not recommended as an eligible contributor to the District.

The Snack Bar (9A) will not be demolished soon since the new Food Service Center is occupied. The remaining four buildings will not be demolished until the PEP (Phase 2) is occupied.

The four projects were also subject to the mitigation measures adopted for historical resources in the 2012 Mitigation Monitoring Program (MM 10a - 10c). A Statement of Overriding Considerations for historic resources was also adopted when the 2012 Final EIR was certified in December 2013.

Both the 2008 and 2012 Final EIRs were circulated to local agencies and to the State Historical Planning Office (SHPO) during the 45-day public review period. No comments were received from outside agencies on historic resources.

Archival Records Search

Upon request, an archival records search was completed by South Central Coastal Information Center (SCCIC) staff in 2016. The SCCIC is located at California State University, Fullerton. The records search included a 1/2-mi. radius around the campus.

The records search found nine (9) cultural resource inventories and/or research projects have occurred within a 1/2-mi. radius of the campus. The search resulted in the documentation of only one resource within that radius, which is the College.

However, the reports that previously addressed eligibility of the Mt. SAC Historic District (Gregory 2003; Davis 2012) in the certified 2012 Final EIR were again reviewed by ASM.

Table 3.6.1
Prior Cultural Resource Projects within 1/2-Mile Radius of the College

NADB Number	Author(s)	Date	Report Title
LA-00342	Taylor, Thomas T.	1978	Report of the Archaeological Survey of Five Possible Steel Tank Reservoir Sites and Pipe Routes for the Walnut Valley Water District
LA-00481	Van Horn, David M.	1979	Archaeological Survey Report: a Parcel Located in the City of Walnut in the County of Los Angeles, California
LA-01268	Mason, Roger D. and Nancy Whitney-Desautels	1983	Archaeological Survey Report and Records Search on Proposed Revised Tract 32158 in the City of Walnut, Los Angeles County, Ca
LA-01346	Brock, James P.	1984	Archaeological Assessment Report for Proposed Sanitary Landfill Expansion Adjacent to the Spadra Landfill Los Angeles County (140 +/- Total Acres)
LA-02679	Cottrell, Marie G.	1979	Focused Draft Environmental Impact Report for Via Verde Development Company Residential Development Tentative Tract
LA-03835	Cottrell, Marie G.	1979	Records Search and an Archaeological Survey for the 400 Acre Parcel Designated South Ranch, City of Walnut, Los Angeles County, California
LA-05644	Duke, Curt	2002	Cultural Resource Assessment: Cingular Wireless Facility No. Vy 130-02 Los Angeles County, California
LA-05646	Duke, Curt	2001	Cultural Resource Assessment: Cingular Wireless Facility No. Vy-130-01 Los Angeles County, California
LA-06262	Duke, Curt	2002	Cultural Resource Assessment Cingular Wireless Facility No. Vy 130-04 Los Angeles County, California
Source: Table 1, Historical Resources Analysis for Five Buildings at Mount San Antonio College, Los Angeles County, Walnut California, ASM Affiliates, July 12, 2012			

Table 3.6.2
Previously Documented Resources within 1/2-Mile Radius of the APE

Primary #	Site Type	Description	Construction Date	California Status Code
P-19-186869	HP15 (Educational building); HP41 (Hospital); HP42 (Stadium/sports arena)	Mt San Antonio College 1100 N Grand Ave	1946	5S1*

**In 2003, the California Status Code for 5S1 was defined as, "Not eligible for the National Register, but of local interest and eligible for listing in a local historic resources survey." The California status codes have since been re-categorized. As of 2016, this definition is listed under the code "5S3."*

Table 2, Ibid., ASM Affiliates, July 12, 2012

In addition to the buildings impacted directly by buildout of the 2015 FMPU and the PEP (Phases 1, 2) ASM Affiliates evaluated twenty-four (24) buildings more than 41 years old on campus and the Wildlife Sanctuary.

Nine (9) of the agricultural facilities are equal or less than 4,000 gsf and five of the remaining sixteen (16) buildings are less than 25,000 gsf. Four of the buildings are proposed for renovation in the 2015 FMPU: Art Center (1A), Library/Learning Technology Center (6), Humanities North (26A) and Humanities South (26B).

As long as the renovations comply with the SOI Standards for Rehabilitation, those aspects of the project will not result in a significant direct impact pursuant to CEQA Section 15064.5.

Table 3.6.3
Contributing and Non-Contributing Resources to the Mt. SAC Historic District
(April 2016)

Building Number	Building Name	Current Status	Contributing Resource	Individually Eligibility	CA SHPO Status Code
A	Art Center	Extant	Yes		3CD
1B/C	Art Center/Gallery	Extant	Yes		**3CD**
3	Gym	Extant	Yes		**3CD**
4	Administration	Extant	Yes		**3CD**
5/5A	Information Educational Technology	Demolished	No longer		
6	Library	Extant	Yes		**3CD**
7	Science South	Extant	Yes		**3CD**
8	Campus Café	Demolished	No longer		
9A	Bookstore/Auxiliary Services	Extant	Yes		**3CD**
9C	Student Life Center	Extant	Yes		**3CD**
10	Founder's Hall	Extant	Yes		**3CD**
11	Science North	Extant	Yes		**3CD**
12	Counseling Support	Extant	No		6Z
12A/B	Oden House	Extant	No longer		6Z
13	Design Technology	Demolished	No longer		
14N	Biology	Demolished	No longer		
14S	History/Geography/Political Science	Demolished	No longer		
15	Modern Languages	Demolished	No longer		
16	Building 16	Demolished	No longer		
17	Building 17	Extant	Yes		**3CD**
18	Building 18	Extant	Yes		**3CD**
19A	Building 19A	Extant	Yes		**3CD**
19B	Building 19B	Extant	Yes		**3CD**
19C	Mountie Grill	Extant	No (Davis 2012)		6Z
20	Building 20	Extant	Yes		**3CD**
21	Building 21	Demolished	No longer		

Source: ASM Affiliates, Inc., *Cultural Resource Evaluation Report for the Mt. SAC SEIR for the 2015 Facilities Master Plan Update and Physical Education Projects*, Walnut, Los Angeles County, California, Table 4, April 2016.

Table 3.6.3 (continued)
Contributing and Non-Contributing Resources to the Mt. SAC Historic District
(April 2016)

Building Number	Building Name	Current Status	Contributing Resource	Individually Eligibility	CA SHPO Status Code
22	Welding	Demolished	No longer		
26A/B/D	Technology Center	Extant	Yes		**3CD**
26C	Planetarium	Extant	Yes		**3CD**
27A	Exercise Science/Wellness Center	Extant	Yes		**3CD**
27B	Pool	Extant	Yes		**3CD**
27C	Physical Education Center	Extant	Yes		**3CD**
28A/B	Technology Center	Extant	Yes	Yes, Criterion 3	3CB
47	Maintenance/Facilities	Extant	Yes		**3CD**
48	Receiving/Transport	Extant	Yes		**3CD**
F1	Horticulture Unit/G3	Extant	Yes		**3CD**
F2A	Farm Offices	Extant	Yes		**3CD**
F2B	Horticulture Storage	Extant	Yes		**3CD**
F3A	Old Dairy Unit	Extant	Yes		**3CD**
F4A	Swine Market Pens	Extant	Yes		**3CD**
F5	Vivarium	Extant	Yes		**3CD**
F6	Breeding Barn	Extant	No		6Z
F7	Equipment Tech Unit	Extant	Yes		**3CD**
F9	Livestock Pavilion	Demolished	No longer		
G2	Greenhouse	Extant	Yes		
50A-H	Stadium	Extant	Yes	Yes, Criterion 1	3CB
WS	Wildlife Sanctuary	Extant	Yes		**3CD**

Source: Ibid, ASM Affiliates, Inc., Table 4

Photographs and documents of the of each resource are included in the complete report in Appendix H.

Native American Heritage Consultation

ASM requested a search of the Sacred Lands File (SLF) at the California Native American Heritage Commission (NAHC) in Janury 2016 to identify any registered cultural resources, traditional cultural properties or areas of heritage sensitivity within the APE.

The request included identifying any interested Tribal contacts for the purpose of facilitating the Mt. San Antonio Community College District's compliance with the Native American Historic Resource Protection Act (AB 52), which amends CEQA to establish a new category of resources called "Tribal Cultural Resources." On February 10, 2016, the NAHC stated that the SLF search did not identify the presence of Native American traditional cultural places/sites in the APE. The NAHC provided a list of nine Native American Tribes and individuals who may have information related to or interest in the APE.

Under AB 52 and CEQA Public Resources Code Section 21080.3.1, Subdivisions (b), (d), and (e), Lead Agencies are required to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

Mt. SAC initiated contact with nine potential tribes in March 2016. Two tribes expressed interest (Gabrielleno Band of Mission Indians – Kizh Nation and the Tongva Ancestral Territorial Tribal Nation) in the project. Both tribes will be added to all SEIR distribution lists and all correspondence is included in Appendix H.

The Office of Planning & Research and the California Natural Resources Agency are finalizing changes in the CEQA Checklist (Appendix G) for cultural resources. However, the final rule making will not be completed until July 1, 2016. There have been substantial changes in the Checklist language since the draft was first circulated in August 2015.

Previous Native American Consultation

In July 2014, the two tribes mentioned above were the only two tribes responding to information sent by Applied Earthworks Inc. to ten tribes during preparation of the cultural resource study for the West Parcel Solar project. This information was included in the 2012 Final EIR, which was certified in Janury 2013. No preliminary construction activities or grading have occurred on the West Parcel site to date pending resolution of litigation with the City of Walnut and the United Walnut Taxpayers Association. All correspondence related to prior tribal consultations was included in the 2012 Final EIR.

3.6.2 Project Impacts on Cultural Resources

The CEQA Guidelines (August 11, 2015) includes the following three questions regarding cultural resources impacts: *Would the project:*

1) Cause a substantial adverse change in the significance of a historical resource or of a unique archaeological resource pursuant to Section 15064.5?

2) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074?

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

However, the Office of Planning & Research, along with the California Natural Resources Agency in its rule making capacity are now reviewing revisions to the questions stated above. The final document will be adopted on or before July 1, 2016. The proposed draft language is: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource or of a unique archaeological resource pursuant to Section 15064.5?

b) Cause a substantial adverse change in the significance of a archaeological resource pursuant to Section 15064.5?

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

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

e) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either:

1) A site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or:

2) A resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code Section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.

Generally, a resource shall be considered by the Lead Agency to be a "historical resource" if it:

1. *Is listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4850 et seq.).*

2. *Is included in a local register of historical resources, or is identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the PRC.*

3. *Is a building or structure determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California? Generally, a resource is considered "historically significant" if it meets the criteria for listing in the CRHR.*

The Mt. SAC Historic District is eligible for the California Register of Historical Resources (CRHR) under Criterion 1 at the local level, under the theme of education, for its association with the development of the City and its surrounding communities.

Under Criterion 1, a resource shall be considered by the Lead Agency to be a "historical resource" if it is listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resource Code, Section 5024.1, Title 14 CCR, Section 4850 et seq.

Evaluating the campus as a Historic District is the best method for documentation and evaluation of the cultural resources onsite. The individual buildings/structures that comprise the Historic District are recorded with CRHR Status Code 3CD. Two buildings that are individually eligible are recorded as Status Code 3CB.

Status Code 5S1 indicates a building is not eligible for the NRHP or CRHR, but of local interest and listed in a local register.

To be determined eligible, the resources need to have been surveyed and documented in accordance with policies and procedures recognized by the State Office of Historic Preservation (SHPO) and formally nominated to the California Register. To be actually listed on the Register, the resources' owner must approve. Neither the City of Walnut nor the college has a local historic ordinance or regulation. The District has not in the past and is not now seeking a listing on the Register for buildings determined eligible.

Status Code 3CD indicates a building is not eligible for the National Register, but is a contributor to a fully documented District that is eligible for designation as a Local Historic District.

Secretary of the Interior (SOI) Guidelines

Standards 9 and 10 address new construction related to historic properties (Weeks et al. 2001) in the SOI Standards for Rehabilitation.

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The SOI Guidelines for Rehabilitation and Illustrated Guidelines for Applying the Standards (1992) reference new construction within historic districts as part of the guidelines for "Setting." The section pertaining to "Alterations/Additions for the New Use" was used in the ASM analysis of direct impacts. The "Recommended" and "Not Recommended" actions for historic buildings are:

1. Recommended. Designing and constructing new additions to historic buildings when required by the new use. New work should be compatible with the historic character of the setting in terms of size, scale design, material, color, and texture.

2. Not Recommended. Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the setting.

Integrity

In order to be eligible for listing in the CRHR, a property must retain sufficient integrity to convey its significance. The NRHP publication *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, establishes how to evaluate the integrity of a property: "Integrity is the ability of a property to convey its significance" (National Park Service, National Register of Historic Places 1998).

The evaluation of integrity is centered on an understanding of a property's physical features, and how they relate to the concept of integrity. To retain historic integrity, a property must possess several, and usually most, aspects of integrity:

1. *Location is the place where the historic property was constructed or the place where the historic event occurred.*
2. *Design is the combination of elements that create the form, plan, space, structure, and style of a property.*
3. *Setting is the physical environment of a historic property, and refers to the character of the site and the relationship to surrounding features and open space. Setting often refers to the basic physical conditions under which a property was built and the functions it was intended to serve. These features can be either natural or manmade, including vegetation, paths, fences, and relationships between other features or open space.*
4. *Materials are the physical elements that were combined or deposited during a particular period or time, and in a particular pattern or configuration to form a historic property.*
5. *Workmanship is the physical evidence of crafts of a particular culture or people during any given period of history or prehistory, and can be applied to the property as a whole, or to individual components.*
6. *Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, when taken together, convey the property's historic character.*
7. *Association is the direct link between the important historic event or person and a historic property.*

Recommended Criteria for Assessing Visual Impacts

There is no universally accepted yardstick for measuring visual impacts used by professional historians. Because visual impacts do not always damage the defining characteristics of an historic property in any physical manner, assessing them is difficult and complicated. If a historic property is affected when its historic significance and integrity are diminished by adjacent new construction, determining how the new construction harms the resource's historical significance and integrity is essential to the assessment.

In assessing the indirect impacts for historic resources, the criteria for significance and the aspects of integrity are factors that provide a defensible qualitative professional methodology for determining visual impacts on historic resources.

For a thorough analysis of visual impacts, ASM augmented the nationally recognized guidance of Section 106 (36 CFR 800) regulations of the NHPA and SOI Standards with more specific guidance developed by two state agencies: the Delaware State Historic Preservation Office (Delaware SHPO 2003) and the Wyoming Bureau of Land Management and Wyoming State Historic Preservation Office (Wyoming BLM 2006).

(a) Historic Property or Historic Resource**.** A historic site, district, building, structure, or object that is either eligible for inclusion in the NRHP or listed therein.

(b) Adverse Visual Impact. Any impact negatively affecting the integrity of the setting, or feeling of a historic property, so the significance and eligibility for listing in the NRHP are compromised. In particular, adverse visual impacts negatively affect the following characteristics of integrity: setting, feeling, or association.

(c) Obstructive Visual Impacts. Any visual impact that has the potential to obstruct any part of the view of a historic property, or the scenic view from such a resource is obtrusive. Adverse obtrusive impacts can obstruct all or a portion of a historic property and/or its viewshed; negatively affecting the property's historic character.

(d) Scenic Views. Any scenic resources or resources that are visually and aesthetically important that contributes to an historic property's significance.

(e) Viewsheds. The viewshed is any area visible from a specified location or locations.

(f) Visual Impacts. Any aspect of new construction that may be visible from or is in the view of a historic property may cause a visual impact. A visual impact may be beneficial or adverse and may affect the historic property in an aesthetic or obstructive manner. The determination that a visual impact exists does not automatically imply that the impact is adverse.

Guidelines for Adverse Visual Impact Analysis

Adverse visual impacts may be created when new construction is visible within the viewshed of the historic property, when it blocks a view toward the historic property, or when it introduces an element that is incompatible with the criteria under which the property is eligible.

Simply because an undertaking will be visible from an historic property does not mean it automatically will create an adverse visual impact. Therefore, it is necessary to evaluate the visual changes and alterations the undertaking will introduce to the resource. In assessing adverse visual impacts on a historic property, it is necessary to identify the criteria by which the resource is eligible and what qualities or characteristics of the resource contribute to its significance or eligibility.

For example, if a resource is eligible for its innovative engineering qualities, visual impacts on the property may not be adverse, whereas if the property is eligible on the basis of its architectural significance, an adverse impact may be created.

An adverse visual impact may be obstructive, either by blocking the view to or from a historic property. It may also not be obstructive and still create an adverse visual impact by introducing elements so incompatible with the criteria under which the property is eligible for listing that it diminishes the property's significance to a substantial degree.

For example, a highway proposed to run alongside an historic rural church, while it would not directly obstruct the view to or from the building, might introduce an element so incompatible with the rural setting of the property that it would have a diminishing impact upon the integrity of the property's setting.

Adverse visual impacts should be determined on a case-by-case basis, weighing the following factors:

(1) Significance. An historic built-environment resource's historical significance and its key aspects of integrity must be taken into account in order to evaluate the Project's impacts on the property's eligibility for listing in the NRHP.

(2) Character-Defining Features**.** The alteration of character-defining features at the Project location (including open space) can affect the view from the historic built-environment resource and possibly the location, feeling, setting, and association of that resource.

(3) Compatibility. Whether in an open space or a developed area, the compatibility of the Project with the character of the Project's location and surrounding area, including historic resources, is important. The character of the historic property's site and architectural features should be the basis for determining the appropriate characteristics of the proposed Project. The compatibility of the Project is determined by:

- Mass – the arrangement of the Project's spaces;
- Scale and proportion—the size and the proportion of the Project to the surrounding structures and features;
- Height—sometimes it may be necessary that a Project height extend beyond that of the surrounding buildings and other features within view of the Project; it is important that the height of the Project not cause the line of sight to move so far up that the surrounding features are out of view, thereby detracting from the original view;
- Shadows;
- Color;
- The degree to which the Project would contribute to the area's aesthetic value;
- The degree of contrast, or lack thereof, between the Project and the background, surrounding scenery, or neighborhood; and
- The amount of open space.

(4) Obstructive Impacts**.** Whether a Project is on or near an historic property, it can block the resource from being viewed, or block a view seen from that resource, thereby possibly diminishing its integrity. Determination of adverse obstructive impacts should be made on a case-by-case basis, considering the following factors:

- The historic property's significance. It is necessary to understand the resource's historic significance and its key aspects of integrity in order to evaluate the Project's impacts on the resource's eligibility for listing in the NRHP.

- Nature and quality of the view from the historic property. This includes such features as natural topography, settings, man-made or natural features of visual interest, and other historic property seen from the historic built-environment resource, any of which would contribute to its significance and integrity.

- Extent of obstruction. This includes total blockage, partial interruption, or interference with a person's enjoyment and appreciation of a scenic view or historic property viewed from the historic property, to the extent it affects the integrity of the historic property.

- Obstruction of an historic property. The Project might obstruct the historic property from being viewed from the Project site or other area. If the historic

property is visually appreciated from surrounding viewpoints, obstructing its view may affect its feeling, setting, location, or association.

Buildings Eligible for the Historic District that Remain On Campus

Four buildings on campus that were proposed for demolition in the 2012 Facilities Master Plan, constructed from 1958 to 1972, remain on campus. The four buildings are the Aquatic Facility (27B), the Locker Rooms (27C), the Exercise Science/Wellness Center (27A) and the Mountie Grill (19C).

All four buildings were designed by Austin, Field & Fry Architects and maintain a high level of integrity in all seven aspects (location, design, setting, feeling, association, workmanship, and design). Four of the five buildings, Mountie Grill being the exception, are considered contributors to the Mt. SAC Historic District. The four buildings were given the NRHP Status 3CD. Code 3CD indicates the building appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.

The Mountie Grill was not recommended as an eligible contributor to the District since its historic function does not directly reflect the educational themes of the historic district. The Mountie Grill was given the NRHP Status Code 6Z. Code 6Z indicates the building is found ineligible for the National Register, the California Register or Local designation through survey evaluation.

Additional details on the five buildings architectural features and relationship to the educational theme were included in the original 2012 report. None of the four buildings are recommended as individually eligible for the CRHR. As individual buildings, none sufficiently illustrate or represent the significant themes and/or criteria. However, the Student Life Center, Aquatic Facility, Locker Rooms and Exercise Science/Wellness Center are recommended eligible as contributors to a potential historic district for the CRHR. Therefore, they should be considered historic resources under CEQA.

The projects identified above were evaluated, and received their CEQA clearances in the certified 2012 Final EIR (SCH 2002041161). All of the remaining projects listed are subject to the mitigation measures adopted for historical resources in the 2012 Mitigation Monitoring Program (MM 10a – 10C).

A Statement of Overriding Considerations for historic resources was also adopted when the 2012 Final EIR was certified in December 2013.

Future demolition of the four buildings is regarded as a significant effect. Implementation of MM 10a – 10C reduces but not eliminates the significant effect on historic resources. With mitigation, the potential historic impact remains adverse.

Photo documentation of cultural resources, in and of itself, is not sufficient mitigation to reduce adverse impacts to Less than Significant. (*League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland* [1997] 52 Cal. App. 4th 896, and *Architectural Heritage Association v. County of Monterey* [2004] 19 Cal. Rptr. 3d 469)

Sixteen buildings on campus scheduled for demolition evaluated in the 2003 Gregory historic report, constructed from 1931 to 1972, remain on campus. (The Stadium was not scheduled for demolition in 2003). The remaining buildings that are contributors to the Mt. SAC Historic District are the Art Center West (1B/C), Gymnasium (3), Row Buildings (17, 18, 18A – 18D, 19B), Hilmer Lodge Stadium and Auxiliary buildings (50A – 50F, 50H). Buildings 16C, 16D and 19B are modular buildings. Buildings 17 (1949), and Building 18 (1953) are not modular and are both less than 8,900 gsf.

Only the following three buildings remain in 2016 that were deemed contributors in 2003 to the Mt. SAC Historic District (17, 18, 19B).

Funders Hall (10) is a contributor to the District and was restored and adapted for continued. It is now known as the President's House and provides facilities for the Board Room, receptions, other events, offices and meeting space.

The Gym (3) will not be demolished until the PEP (Phase 2) is occupied. The remaining Row buildings will be demolished when the Library/Campus Center (A), Laboratory Building Expansion (G) and Future Instructional Zone 1 are constructed.

All the buildings studied in 2003 were designed by Austin, Field & Fry Architects and vary in their level of integrity in all seven aspects (location, design, setting, feeling, association, workmanship, and design). All of the buildings are considered contributors to the Mt. SAC Historic District. The buildings are given the NRHP Status 3CD. Code 3CD indicates the building appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.

The projects identified above were evaluated, and received their CEQA clearances in the certified 2002 and 2012 Final EIR (SCH 2002041161). All of the remaining buildings studied in 2003 that remain are subject to the mitigation measures adopted for historical resources in the 2012 Mitigation Monitoring Program (MM 10a - 10c).

A Statement of Overriding Considerations for historic resources was also adopted when the 2012 Final EIR was certified in December 2013. The District will comply with all requirements of CEQA and for historical analysis in its removal of the four (4) buildings listed above.

Future demolition of the four buildings studied in 2003 that remain is regarded as a significant effect. Implementation of CR-01 to CR-12 (i.e. the new mitigation measure index for cultural resources) reduces but not eliminates the significant effect on historic resources. The potential historic impact remains adverse.

Campus Buildings on Campus Built in 1971 or Earlier

There are five buildings on campus that were built on or before 1971 and are now 45 years old or more. All of the five are proposed renovation projects are potentially eligible for the Mt. SAC Historic District. The buildings are Library/Learning Technology Center (6), Bookstore/DHH (9A), Counseling Support (12), and the Technology Center (28A/28B).

The SOI Standards for Rehabilitation (Standards 9 and 10) address new constructions related to historic properties:

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Two situations make any determination of the eligibility as a historic resource of future renovation projects for buildings more than 45 years old problematic. No specific building designs have been completed so the extent of the renovation is not known.

Assuming that none of the building facades, massing or exterior architectural features are altered by the renovation, a visual inspection of the five buildings was completed by ASM. In their professional opinion, all of the five buildings are contributors to the Mt. SAC Historic District.

Only the Technology Center (28A/B) and Hilmer Lodge Stadium (50A-H) are considered individually eligible as individual contributors to the Mt. SAC Historic District.

Technology Center. The Technology Center (28A/B) embodies the distinctive characteristics of the Modern architectural style. The building exhibits this style through its character-defining features, which include exterior materials of concrete and brick veneer, the wide cantilevered overhanging flat roof, the heavy rectangular Neo-classical pilasters on Building 28B, the full-height stepped-out concrete plane at the east and west façades of Building 28B, the irregular massing, the lack of emphasis on entrances in the recessed central entrance between Buildings 28A and 28B, and the doors at the sides of the concrete planes.

The buildings have not experienced any significant alterations and retain a high degree of integrity of materials, design, and workmanship–the most important aspects of integrity under Criterion 3 (National Park Service 1991:48).

In comparison with other local examples of the Modern style in Walnut, specifically with other examples found on the Mt. SAC campus, the building is a relatively good local representation of Modernism (National Park Service 1991:47).

In order to be eligible for listing in the CRHR under Criterion 3, a resource must embody the distinctive characteristics of a type, period, region, or method of construction or possesses high artistic values. Therefore, the Technology Center (28A/B) is recommended individually eligible for the CRHR under Criterion 3 under the Theme of Architecture, with a period of significance of 1971.

Hilmer Lodge Stadium. Hilmer Lodge Stadium (50A-H) played a prominent role at the College's early athletic program and reflects the College's long-standing efforts to foster student participation in extracurricular and recreational activities. The Stadium was one of the first buildings constructed for the new college in 1948. Mt. SAC has since hosted several national and international track and field events. The Mt. SAC Relays soon became one of the world's largest track and field meets, held annually in April. As a result of the events that took place at Hilmer Lodge Stadium, Mt. SAC garnered a worldwide reputation in the third quarter of the twentieth century as one of the largest venues for track and field relays.

Historically, athletics and recreation have been a major influence in the educational focus of the College, which has played a strong role regionally as well at the community college level. In order to be eligible for listing in the CRHR under Criterion 1, a resource must embody the associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the

United States. Therefore, Hilmer Lodge Stadium (50A-H) is recommended individually eligible for the CRHR under Criterion 1 under the Themes of Education and Recreation, with a period of significance of 1948-1972.

Table 3.6.4
Future Renovation Projects

Index	Building	Date Built	Gross Sq. Feet	Preliminary Contributor Status[1]
6	Library/Learning Technology Center	1963	101,652	Probable
9A	Bookstore/DHH	1969	21,311	Probable
12	Counseling Support	1963	15,670	Not Eligible
28A	Technology Center	1971	47,400	Individually Eligible
28B	Technology Center	1971	80,743	Individually Eligible
Source: Facilities Planning & Management, February 2016				

The library was designed by the architectural firm, Hall and Pietzsch of Los Angeles.

The four buildings, if 28A/B is counted as one building, will be re-evaluated and documented for their historic significance again in the future when renovation plans are known and before renovation or new construction is initiated.

Previous Demolitions on Campus

Twenty-two (22) potential contributing resources to the Mt. SAC Historic District were documented as a result of this survey from November 2015 - March 2016. Of those twenty-two (22), one was determined to not be old enough to be a potential contributor (Building F6), and one was found to not retain sufficient integrity (Building 12).

Of the twenty-four (24) buildings previously identified as contributing resources to the Historic District, ten (10) were found to have been demolished, and one additional resource was documented as having lost integrity (Building 12A/B).

An additional eleven (11) are planned to be demolished in the next few years, and three (3) will be retained. The three buildings being retained are Founders Hall (10), Art Center/Gallery (1B/1C) and the Art Center (1A).

The Mt. SAC Historic District in April 2016 includes fourteen (14) existing (i.e. extant) contributing resources that have not been demolished.

Exhibit 3.5
Extant and Demolished Contributing Resources Since 2003

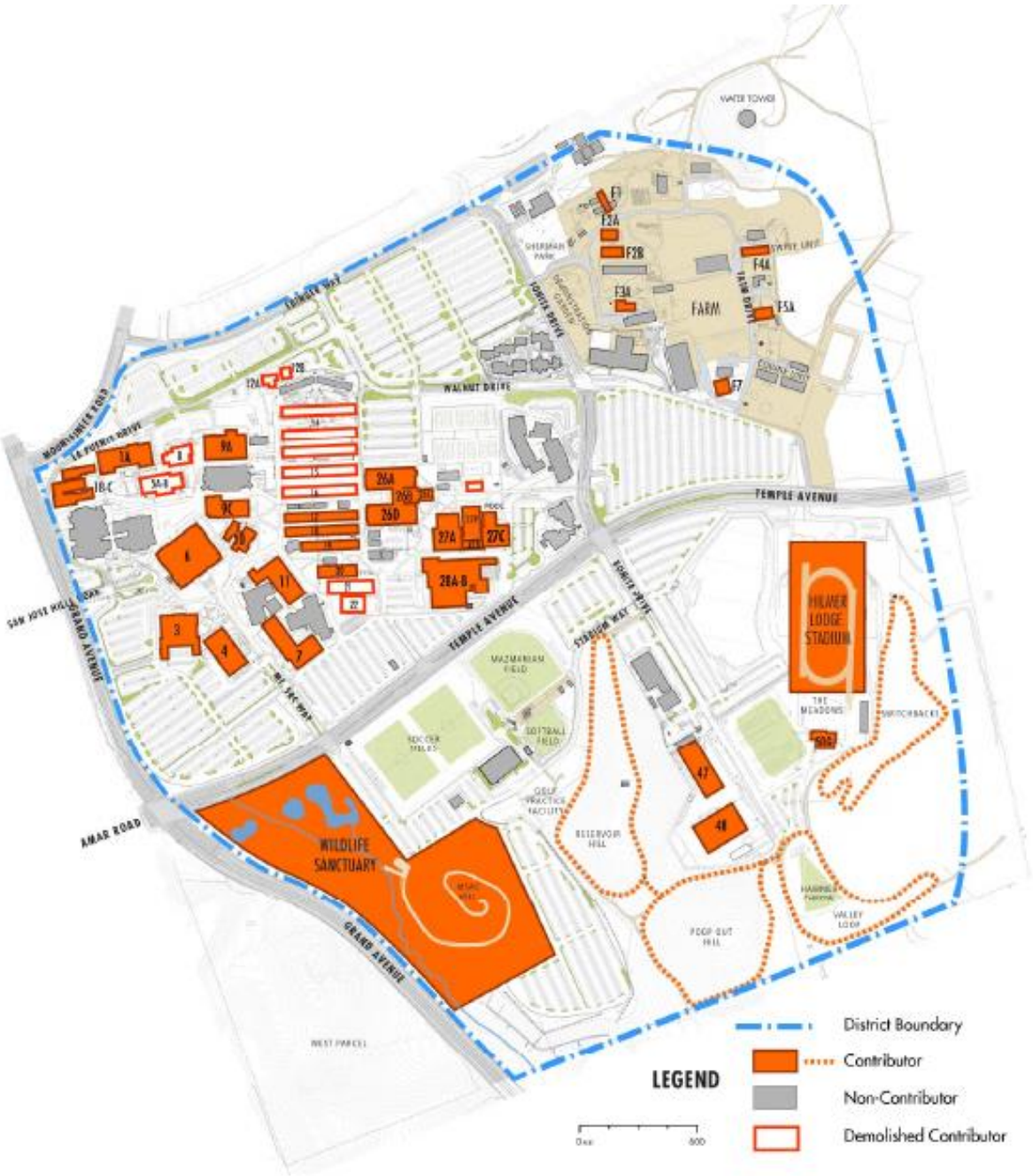


Table 3.6.5
Contributing Resources to the Mt. SAC Historic District
(April 2016)

Building Number	Building Name	Current Status	Contributing Resource	Individually Eligibility	CA SHPO Status Code
A	Art Center	Extant	Yes		3CD
1B/C	Art Center/Gallery	Extant	Yes		**3CD**
3	Gym	Extant	Yes		**3CD**
4	Administration	Extant	Yes		**3CD**
6	Library	Extant	Yes		**3CD**
7	Science South	Extant	Yes		**3CD**
9A	Bookstore/Auxiliary Services	Extant	Yes		**3CD**
9C	Student Life Center	Extant	Yes		**3CD**
10	Founder's Hall	Extant	Yes		**3CD**
11	Science North	Extant	Yes		**3CD**
17	Building 17	Extant	Yes		**3CD**
18	Building 18	Extant	Yes		**3CD**
19A	Building 19A	Extant	Yes		**3CD**
19B	Building 19B	Extant	Yes		**3CD**
20	Building 20	Extant	Yes		**3CD**
26A/B/D	Technology Center	Extant	Yes		**3CD**
26C	Planetarium	Extant	Yes		**3CD**
27A	Exercise Science/Wellness Center	Extant	Yes		**3CD**
27B	Pool	Extant	Yes		**3CD**
27C	Physical Education Center	Extant	Yes		**3CD**
28A/B	Technology Center	Extant	Yes	Yes, Criterion 3	3CB
47	Maintenance/Facilities	Extant	Yes		**3CD**
48	Receiving/Transport	Extant	Yes		**3CD**
F1	Horticulture Unit/G3	Extant	Yes		**3CD**
F2A	Farm Offices	Extant	Yes		**3CD**
F2B	Horticulture Storage	Extant	Yes		**3CD**
F3A	Old Dairy Unit	Extant	Yes		**3CD**
F4A	Swine Market Pens	Extant	Yes		**3CD**
F5	Vivarium	Extant	Yes		**3CD**
F7	Equipment Tech Unit	Extant	Yes		**3CD**
G2	Greenhouse	Extant	Yes		
50A-H	Stadium	Extant	Yes	Yes, Criterion 1	3CB
	Wildlife Sanctuary	Extant	Yes		**3CD**

Source: Ibid, ASM Affiliates, Inc., Table 4

The contributing resources that are impacted by buildout of the 2015 FMPU and PEP are identified in Exhibit 3.5. The facilities that are impacted by the proposed project are: HiIlmer Lodge Stadium (50), Wildlife Sanctuary (WS), Library/Learning Technology Center – 28A/B (renovation), Bookstore – 9A (renovation), Exercise Science/Wellness Center (27A), Pool (27B) and the Physical Education Center (27C). The latter three buildings were proposed for demolition in the 2012 Final EIR but will remain until the PEP (Phase 2) is constructed.

Of the contributors that remain and identified in red, and are not impacted by the project, the Art Center, Art Gallery and Founder's Hall in the Campus Core are not proposed for demolition. The Gym is proposed for demolition when the PEP (Phase 2) is complete.

The remaining "Row Buildings" were proposed for demolition in the 2002 Final EIR (Buildings 17 – 19), but never have been demolished.

Exhibit 3.6
Contributing Resources Remaining On Campus (April 2016)

The Historic District continues to be potentially eligible for the CRHR under Criterion 1 at the local level, under the theme of Education, for its association with the development of Walnut, California, and its surrounding communities.

Archaeological Survey of the Campus

Shem Andrews, Sherri Andrews, ASM Senior Archaeologist, completed an intensive pedestrian archaeological survey of the APE on January 21, 2016. The entire Project area has been heavily modified by construction of the HLS and surrounding facilities, sports fields, etc. There was little evidence of extant original landforms or ground surfaces in the area. Only areas of exposed soils within and surrounding the structures were examined for any evidence of the presence of prehistoric or historic artifacts or deposits. No such artifacts or deposits were encountered during the survey. No archaeological sites were identified in the APE as a result of the survey.

Architectural History Survey

ASM Affiliates, Inc. staff completed an extensive survey of 24 facilities on campus that are now contributors to the Historic District, or were previously documented as contributing resources (8 buildings) in the past. A brief summary of these buildings is provided in Table 3.6.6 and the full evaluation is included in Appendix G. Photos of the 24 buildings are also provided herein. The DPR 523 forms are included in Appendix G.

Hilmer Lodge Stadium (50 A-H)

Buildout of the 2015 FMPU will impact Hilmer Lodge Stadium (Building 50 A-H), a contributing resource to the Mt. SAC Historic District: Although it is the Physical Education Project (PEP) that is impacting the Stadium area, it is discussed in Section 3.6 to retain continuity with the other potential historic impacts of the 2015 FMPU. Since the stadium was proposed for renovation in the 2012 Final EIR, it is discussed more extensively herein.

In 1947, the Mt. SAC Administration began to plan a new football stadium to be constructed at its present location as part of the Camus Master Plan. The location was chosen based on the flatness of the terrain situated between two hills, which reduced construction costs. The stadium was designed by Frederick H. Kennedy, Jr. and was finished in 1948.

In October 1947, the stadium was dedicated “To Those Who Served Their Country.” Then California State representative Richard M. Nixon was presiding speaker.

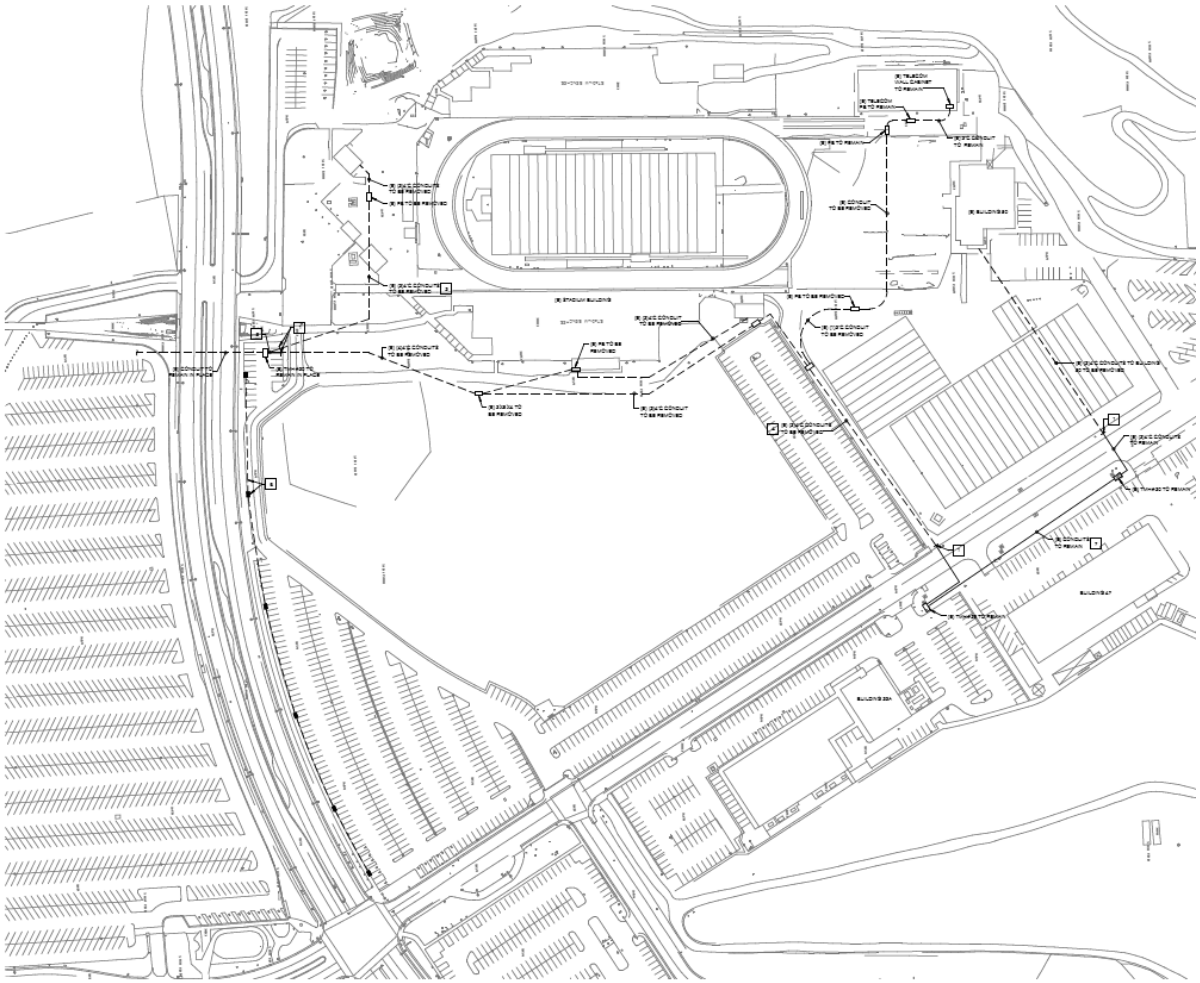
The stadium was later renamed the Hilmer Lodge Stadium after the College's first track coach, Hilmer Lodge. He is known for founding the Mt. SAC track relays in 1959. The relays soon became one of the world's largest track and field meets, held annually in April. He retired in 1963 and passed away in 1977.

The Stadium has been the venue for the 1962, 1979, and 1980 U.S. National Track & Field Championships and hosts the Mt. SAC Cross Country Invitational, the world's largest cross-country event. The; the Women's U. S. Olympic Track & Field Trials was held at the Stadium in August 1968.

The Stadium was designed by Frederick H. Kennedy, Jr. (i.e. the architect and planner for the college between 1947 and 1953) of Austin, Field & Fry Architects. Although Frederick H. Kennedy, Jr. was a prominent architect in Los Angeles County, his work was not substantial enough for him to be considered a master architect.

Additionally, the campus does not embody distinctive characteristics of a type, period or method of construction that would distinguish the district as eligible architecturally.

Exhibit 3.7
Hilmer Lodge Stadium 2016



The stadium was constructed in 1948 by the West-Douglas Company of Los Angeles. The stadium consists of several elements including the Press Box (50F), Physical Education Center Field House (50G), concessions (50H), ticket booth (50A), four restrooms (50 B-E), running track, football field, two sections of bleachers, and a scoreboard.

Hilmer Lodge Stadium now has 11,940 permanent seats between the two sections of concrete bleachers on either side of the track and field. The seating consists of both wood board benches and metal benches with back supports.

Seating is accessed by concrete steps with metal railings at various areas along the bleachers. On the rear peak of each side of bleachers are two elevated metal structures that hold the arena lighting fixtures. The football field is natural grass. The track is 400 meters of polyurethane athletic surface with nine lanes. The scoreboard is located to the north of the field and is free-standing.

The Press Box (50F) sits at the peak of the west bleachers. The building is rectangular in form and faces east toward the track and field. It consists of a concrete foundation, vertical wood boards, and a flat roof. The building is single story with the bottom level accessed on the west façade. The bottom level is enclosed with doors that lead to the Mezzanine level. The Mezzanine consists of an unenclosed recessed deck that has seating and a metal and glass-enclosed Press Box.

There are rectangular fluorescent light fixtures on the ceiling; and an open metal grid-pattern wall on either end of the building within this level. On top of the Mezzanine is an open upper deck with a metal railing. The east façade of the building reads “Mt. San Antonio College” on the fascia between the upper deck and the Mezzanine level, and “Home of the Mounties” on the fascia between the Mezzanine level and lower level.

At the north end of the track and field is the stadium concession stand (50H). This building is a single-story brick building with a shed roof. The building footprint is rectangular and the foundation is concrete. Openings on the north and east façades are boarded-over. The roof has exposed rafter tails and overhanging eaves. On the south façade are three doors; two are metal security doors and one is flush wood. The interior of the concessions stand consists of a concrete floor, and a metal industrial sink.

Constructed in 1972, the Physical Education Center Field House (50G) is located south of the track and field. The building contains the men’s and women’s locker rooms; track and field and other offices. The building is composed of a single-story concrete building, irregular in footprint with a concrete foundation. The exterior siding is scored concrete.

The roof is flat with a concrete canopy surrounding the roofline. The windows are primarily aluminum fixed and awning. The primary entrance is on the north façade and consists of a partial-width recessed porch with a concrete breeze block wing wall to the east of the entrance. The primary door is metal and surrounded by aluminum sidelights and transoms. The interior of the building has glass and metal enclosed offices, linoleum tile and carpeted floors, flush wood doors, and drop tile ceilings.

Other buildings associated with the stadium include two sets of men's and women's restroom buildings. The restroom buildings are single-story concrete buildings located to the southwest and southeast of the track and field on the south ends of the bleachers. These buildings consist of rectangular footprints, concrete foundations, scored concrete exterior walls, and flat roofs with an overhang on the primary façades. The buildings are divided into two rooms, each with an entrance on either end of the primary façade; one leading to the women's restrooms and the other leading to the men's. The buildings appear to have been constructed circa 1970.

To the north of the track and field are ticket sales and general admission buildings with concrete walls and metal gates. There is also a third restroom building. These buildings are similar in style with concrete brick siding, single-story, metal flush doors with metal pent roofs. They appear to have been built circa 1985 and replaced the original 1948 ticket sales and general admission buildings.

Hilmer Lodge Stadium (consisting of Building 50A-H as well as other related elements built prior to 1973) are a contributor to the Mt. SAC Historic District and have been recommended as such since 2003.

Table 3.6.6
Architectural History Survey

#	Building	Year	Style	Integrity	Descriptors
50	Hilmer Lodge Stadium	1948	Modern and Vernacular		Concrete bleachers with wood and metal benches, natural grass field, 9-lane 400 m polyurethane track with 9-lanes, press box, concession stand, field house and restrooms. Home to renown Relays and XC Invite
12A/B	Oden House	1947	Spanish Colonial Revival	Demolished	8-room residence and garage, stucco exterior with red clay tile roof, wood casement windows
1A	Art Center	1972	Modern		2-sotry brick and poured concrete siding, geometric mosaics on exterior façade, five metal door entrances
4	Administration	1965	Modern		Brick clad with scored concrete siding, aluminum framed recessed entrances, steel canopy over entries
6	Learning Technology Center	1963	Modern		3-story brick clad with scored concrete exterior, rotunda on top floor
7	Science South	1960	Modern		2-story L-shaped floor plan, scored concrete siding with exterior brick bulkhead, recessed entry with flat canopy porch roof; numerous modifications
9A	Bookstore	1969	Modern		1-story brick clad exterior with vertical post inlays, modified doors, full-width porch at south facade
11	Science North	1960	Modern		1-story L-shaped with basement, brick and smooth stucco cladding, deep cantilevered roof over sheltered passageways with support pylons, pergola on nw façade, some modifications
12	Counseling Support	1963	Modern	Loss of integrity	1-story V-shaped floor plan, brick siding, full-width recessed arcade on south façade, porch arcade with concrete columns, central breezeway and landscaped courtyard, substantial modifications

Table 3.6.6 (continued)
Architectural History Survey

#	Building	Year	Style	Integrity	Descriptors
26A/B/D	Humanities	1967	Modern		3-story with open passageways between buildings, 3-story suspended concrete staircase with dramatic modern clock in courtyard
26C	Planetarium	1967	Modern		1.5-story with irregular floor plan, clad in red brick with two bands of poured concrete, vertically scored exterior walls, bubble-style acrylic skylights above entrances, 50-seat planetarium
28A/B	Technology	1971	Modern	High	Irregular floor plan with sections of varying heights, red brick with poured scored concrete façade, deep overhang on all sides of 28B, mosaic tile wainscoting on staircases in 28B
47	Main/Operations/Facilities	1968	Modern		Exterior clad in galvanized steel siding with baked enamel finishing, aluminum sliding windows, roll-up garage doors
48	Receiving	1968	Modern		1-story steel siding with concrete block bulkheads, steel security windows, no ornamentation
--	Farm Buildings (F1, F2A, F2B, F3A, F4A. F5,F6A, F7,G2) See Appendix H for full descriptions	1971+	Vernacular		Support facilities for horticulture, turkeys, chickens, pigs, cattle, citrus and avocado orchards and vineyards.
F2B	Horticultural Offices	1960	Vernacular	Loss of integrity	Corrugated metal steel siding, top-hinged metal sliding door, exposed wood beam ceilings in single open space interior
F4A	Swine Market Pens	1971	Vernacular		Galvanized metal siding on west end, concrete curbs on 3 facades, no exterior walls on east end
F6A	Breeding Barn	2000	Vernacular		Metal sheet siding, front gable roof with shed roof extensions, sliding metal door, overhanging eaves of front gable roof, interior metal framed horse stalls
F7	Equipment Tech Unit	1971	Vernacular		Metal sheet siding, front gable roof, sliding metal door, metal industrial jalousie windows

Table 3.6.6 (continued)
Architectural History Survey

#	Building	Year	Style	Integrity	Descriptors
WS	Wildlife Sanctuary		Landscape		Artificial pond with diverse plant and tree species
1B/C	Art Center/Gallery	1931	Spanish Colonial Revival	Good	3 interconnected buildings, plaster walls, gabled tiled roof, new mosaic on east gable, stucco chimneys with arched caps, sheltered arcades
3	Gym	1950	Neo-Romanesque	Good	Gabled tiled rook, plaster walls and steel sash, louvered vents in gable ends and 8 windows with transom tops
10	Founders Hall	1932	Spanish Colonial Revival	Moderately Good	Gabled tiled roof, stucco walls and wood sash, wrought-iron balcony, grill and light fixtures, stepped chimney, full adaptive restoration
17	Business Education	1949	Spanish Colonial Revival	Good	1-story rectangular buildings on stair-stepped hillside site, gabled tiled roofs, stucco walls, chevron-shaped venting in gable ends, bands of tall multi-paned windows on the north side with view of adjacent landscaping, outdoor passageways supported by brick and steel-columns
18	Business Education	1953	same	same	same
19	Business Education	1948	same	same	same
20	Business Education	1948	Contemporary	Good	Langdon Hall, 1.5-story classroom complex, flat roof, outdoor hallway with roof supported by thin metal poles, industrial look
Source: Ibid., ASM Affiliates, pp. 21 – 51 and Historic Resources on the Campus of Mt. San Antonio College, Walnut California, The Building Biographer, Tim Gregory, RPH, June 1, 2003. Compiled by SID LINDMARK, AICP					

Table 3.6.7
Integrity Rating for Campus Cultural Resources

Bldg No.	Building Name or Use	Location	Design	Setting	Materials	Workmanship	Feeling	Association	Overall Integrity
1A	Art Center	high	high	moderate	moderate	moderate	high	high	yes
1B/C	Art Center/Gallery	high	high	moderate	high	high	high	high	yes
3	Gym	high	high	moderate	high	high	high	high	yes
4	Administration	high	moderate	moderate	moderate	moderate	moderate	moderate	yes
6	Library	high	moderate	moderate	moderate	low	moderate	moderate	yes
7	Science South	high	moderate	moderate	moderate	moderate	moderate	moderate	yes
9A	Bookstore/Auxiliary Services	high	high	moderate	high	high	high	high	yes
10	Founder's Hall	high	moderate	moderate	moderate	moderate	high	high	yes
11	Science North	high	moderate	moderate	moderate	moderate	moderate	moderate	yes
12	North Hall	high	low	moderate	low	low	moderate	moderate	no
12 A/B	Oden House	high	low	moderate	low	low	low	low	no
17	Building 17	high	high	moderate	high	high	high	high	yes
18	Building 18	high	high	moderate	high	high	high	high	yes
19B	Building 19B	high	high	moderate	high	high	high	high	yes
20	Building 20	high	high	moderate	high	high	high	high	yes
26A, B, & D	Technology Center	high	moderate	moderate	moderate	moderate	high	high	yes
26C	Planetarium	high	high	moderate	high	high	high	high	yes
28A & B	Technology Center	high	high	high	high	high	high	high	yes
47	Maintenance/Facilities	high	high	moderate	high	high	high	high	yes
48	Receiving/Transport	high	high	moderate	high	high	high	high	yes
F1	Horticulture Unit/G3	high	moderate	moderate	moderate	moderate	moderate	moderate	yes
F2A	Farm Offices	high	moderate	moderate	moderate	moderate	moderate	moderate	yes
F2B	Horticulture Storage	high	moderate	moderate	moderate	moderate	moderate	moderate	yes
F3A	Old Dairy Unit	high	high	high	high	high	high	high	yes
F4A	Swine Market Pens	high	high	high	high	high	high	high	yes
F5	Vivarium	high	high	high	high	high	high	high	yes
F6A	Breeding Barn	high	high	high	high	high	high	high	yes
F7	Equipment Tech Unit	high	high	high	high	high	high	high	yes
G2	Greenhouse	high	high	high	high	high	high	high	yes
50A-H	Stadium	high	high	moderate	high	high	high	high	yes
WS/OS	Wildlife Sanctuary	high	high	high	high	high	high	high	yes
ASM Affiliates, Table 5, Ibid, May 5, 2016									

Exhibit 3.8
Photos of Contributing Resources to the Historic District

50 Hilmer Lodge Stadium

12A Oden House

1A Art Center

4 Administration

6 Learning Technology Center

7 Science South

9A Bookstore

11 Science North

12 Counseling Support

26A/B/D Humanities

26C Planetarium

28A/B Technology

47 Maintenance/Operations

F2B Farm Horticulture Storage (not all farm buildings shown)

48 Receiving

F4A Farm Swine Market Pens

F6A Farm Equine Breeding Barn

WS Wildlife Sanctuary

F7 Farm Equipment Tech

1B/C Art Center/Gallery

3 Gymnasium

10 Founders Hall

17-19 Business

20 Business

Impacts of Demolition of Existing Contributors to the Mt. SAC Historic District

As discussed previously, of the twenty-five (25) contributors to the Mt. SAC Historic District, eleven (11) have been demolished since they were first identified as contributors in 2003, an additional eleven (11) are planned to be demolished in the next few years, and three (3) will be retained. The three buildings being retained are Founders Hall (10), Art Center/Gallery (1B/1C) and Art Center (1A). The PEP (Phases 1, 2) will result in the demolition of all facilities in the stadium area, except for the Storage Building (51).

Hilmer Lodge Stadium (D6) is one of the most significant contributing resources in the Mt. SAC Historic District. The Stadium played a prominent historic role at the school's early athletic program and reflects the college's long-standing efforts to foster student participation in extracurricular and recreational activities. As a result, Mt. SAC has acquired a worldwide reputation as one of the largest venues for track and field relays and has hosted several national and international track and field events.

Hilmer Lodge Stadium is also a visually prominent resource within the Mt. SAC Historic District, due to its size and location along one of the major circulation routes through and to the campus. The stadium is a visual demarcation of the campus traveling west on Temple Avenue, and of the eastern edge of the Historic District. As a prominently sited building, demolition of the stadium results in a significant change in the District's integrity of location, setting, design, materials, workmanship, feeling and association.

The PEP (Phases 1, 2), the demolition of Buildings 27A – 27C, and the loss of other projects in the 2015 FMPU (i.e. past, present or future), results in a cumulative loss of the contributing resources within the Mt. SAC Historic District, including some of the most significant and prominent resources within the Historic District.

In addition, the construction of new buildings within the District since it was first identified in 2003 has resulted in a loss of visual continuity and cohesion within the District, and a loss of integrity of setting, feeling and association. However, since the District retains approximately 75 percent of its eligible contributing resources, the Historic District continues to be eligible for the CRHR under Criterion 1, for the Theme of Education, with a period of significance of 1948 – 1972. Both the stadium and the Technology Center are individually eligible properties for the CRHR.

Therefore, the 2015 FMPU and the PEP (Phases 1, 2) result in a substantial adverse change in the significance of a historic resource pursuant to CEQA Section 21084.1 and a significant direct impact pursuant to CEQA Section 15064.5.

Tribal Consultation

As stated previously, the Gabrielleno Band of Mission Indians – Kizh Nation (Kizh Nation) and the Tongva Ancestral Territorial Tribal Nation (Tongva Nation) have expressed interest in the 2015 FMPU and PEP projects. Correspondence expressing their interest is included in Appendix H. The Tongva Nation has not provided any information indicating the campus meets the definitions of Tribal Cultural Resources included in PRC Section 21074.

The Kizh Nation indicated that "the project locale lies in an area where the Ancestral and traditional territories of the Kizh (Kitc) Gabrieleno villages such as that of Tooypinga, adjoined and overlapped with each other, at least during the Late prehistoric and Protohistoric Periods". The tribe requested one or more of their experienced and certified Native America monitors to be on site during any and all ground disturbances but this is not necessary.

The District asserts that the information provided does not adequately meet the requirements of Public Resources Code Section 21074 and there is no definitive substantial evidence from past developments completed on campus in the past fifteen (15) years, in the cultural resource assessments for projects on campus, or in the literature searches completed for archaeological resources on or near campus.

However, the District is requiring all grading and building contractors adhere to the District's policies related to discoveries, no matter how remote, of encountering artifacts or human remains during site preparations (Mitigation Measures CR-01, 02).

No substantial evidence has been presented of any tribal villages being located on or near campus, or of the location of area springs that may have been frequented by native tribes. The County of Los Angeles altered the stream course for Snow Creek along Grand Avenue north of Temple Avenue during expansion of Grand Avenue, and imported water is released within the Wildlife Sanctuary continuously to maintain that habitat. The reaches of Snow Creek south of Temple Avenue east of Grand Avenue to Valley Boulevard have also been impacted by development and area storm drains provide much of the flow, not natural springs The 2015 FMPU has no significant impact on Snow Creek and no grading is proposing along its course.

3.6.3 Mitigation Measures for Project Impacts on Cultural Resources

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 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.

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.

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 & Management shall monitor compliance. The Facilities Planning & Management Department shall ensure compliance.

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 *Historic American Buildings Survey Guidelines for Historical Reports* (National Park Service 2007); (b) HABS Level II Standard Photography following the *Secretary of*

Interior Standards and Guidelines for Architectural and Engineering Documentation 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.

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 *Secretary of Interior Standards and Guidelines for Architectural and Engineering Documentation* and HABS specific guidelines (http://www.nps.gov/hdp/standards/habsguidelines.htm). A narrative historical report following the *Historic American Buildings Survey Guidelines for Historical Reports* (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 *Historic Resources on the Campus of Mt. San Antonio College, Walnut, California* (The Building Biographer, June 1, 2003) and *The Historical Resources Analysis for Five Buildings at Mount San Antonio College, Los Angeles County, Walnut, California* (Davis 2012), and a copy of this report. Facilities Planning & Management shall ensure compliance.

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 *Photographic Specifications: Historic American Building Survey, Historic American Engineering Record, Division of National Register Programs,*

National Park Service, Western Region. Facilities Planning & Management shall ensure compliance.

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 *Secretary of the Interior's Guidelines for Architectural and Engineering Documentation*. 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.

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.

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.

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.

Although the recommended mitigation measures below are required and will reduce the significant historic resource impacts of buildout of the 2015 FMPU and PEP, demolition of a CEQA resource cannot be mitigated to Less than Significant by the measures listed above. Physical documentation or photographs are not a substitute for places or structures in the natural environment. Even with implementation of the mitigation measures, buildout of the 2015 FMPU and the PEP result in a significant direct adverse impact pursuant to CEQA Section 15064.5.

Mitigation Measures 10a – 10c in the 2012 MMP are omitted in the 2016 MMP since they are replaced by Mitigation Measures CR – 03 to CR-05.

3.6.4 Level of Significance for Project Impacts on Cultural Resources

Unavoidable Adverse Impact

3.6.5 Cumulative Conditions for Cultural Resources

There are no known cultural resources adjacent to campus. The City of Walnut does not have an official list of historic resources, a historic resource district, or a historic resource element in its General Plan. The General Plan Update will not be completed until April 2017.

The geographical area used for analysis of cultural resources is the campus. The cumulative impact of buildout of the 2015 FMPU and PEP on historic resources within the Mt. SAC Historic District is discussed in Section 3.6.2.

Previous projects completed in prior Master Plans have also had an adverse impact on potential historical resources. A Statement of Overriding Considerations for historic resources was adopted for the 2002, 2005 and 20012 certified Final EIRs.

Upon certification of the 2015 Final EIR, the completed documentation and photography will be filed with the SCSIC and retained in the college library for public use.

3.6.6 Cumulative Impacts on Cultural Resources

Unavoidable Adverse

3.6.7 Mitigation Measures for Cumulative Impacts on Cultural Resources

No additional Mitigation Measures other than those in Section 3.6.3 are required for cumulative historic resource impacts.

3.6.8 Level of Significance of Cumulative Impacts on Cultural Resources

Unavoidable Adverse

3.7 2015 FACILITIES MASTER PLAN UPDATE

3.7.1 2015 FMPU Existing Conditions

Section 3.1 – 3.7 evaluates the potential environmental impacts of increasing the enrollment of the campus by 3,745 in 2020 and adding 4,606 trips to the area circulation network (Exhibit 3.4). Section 3.7 focuses on land use changes internal to the campus.

A. FMPU Existing Land Use/Planning Conditions. The existing conditions for the campus in 2015 are similar to that described in the 2012 Final EIR. With the exception of the areas devoted to open space, agricultural use, athletic facilities and the Wildlife Sanctuary, the campus is developed with structures, surface parking lots and interior streets (Exhibit 1.3, 1.5). Most older campus buildings were constructed from 1931 to 2007, although the majority of the newer buildings ere constructed in the 1960s or later.

The largest new buildings (34,661 – 65,825 gsf) constructed after 2005 include Math and Science (61), Science Laboratories (60), Design Technology Center, Agricultural Science (80) and the Child Development Center (70)

The Campus Zoning Districts were shown in Exhibit 3.1 in Section 3.0. The zone acreages are listed below. The majority of the classroom/laboratory buildings and ancillary buildings are located in the Primary Educational (North) Zone on 145-acres.

Table 3.7.1
2015 Campus Zones (Acres)

Land Use	Estimated Acres	Percent
Agriculture	70	16.6
Athletics	91	21.6
Land Management	46	10.9
Primary Educational (North)	145	34.4
Primary Educational (South)	15	3.6
Retail	1	0.2
Solar	27	6.4
Wildlife Sanctuary/Open Space	26	6.2
Total	421	100.0
Note: Acreage is estimated based on 1inch= 80 feet topographic site survey in 2002. Facilities Division, January 2016.		

Future land uses are not vastly different from existing campus land uses. However, the acreage devoted to parking will increase slightly, as will the amount of landscaped open space on campus. The agricultural acreage will decline slightly and educational facilities acreage increase. Development is precluded from occurring within the open space of the Wildlife Sanctuary/Open Space Zone (26.0-acres). The restrictive covenant with CDFW within the Zone includes 4.3-acres.

The surrounding land uses off-campus remains generally the same as described in the 2012 Final EIR. The areas are primarily residential, with the exception of the commercial centers (C3 zoning) at the northwest corner of Grand Avenue and Temple Avenue at the southwest corner of Grand Avenue and Amar Road (CP zoning), and the Cal Poly lands to the east in the City and in the City of Pomona.

The Cal Poly lands east of the campus north of Temple Avenue are designated as Open Space and Agricultural Animal Production in the *Cal Poly July 2010 Campus Master Plan* and the area south of Temple Avenue is the Spadra Land Fill. Until its closure in April 2000, the County Sanitation Districts of Los Angeles County, under a Joint Powers Agreement with Cal Poly Pomona, operated the Spadra Landfill. In 1985, LandLab, a 320-acre center for education and research in the sustainable use of resources while providing for recycling, the diversion of waste materials and the efficient use of refuse capacity, was created.

The San Jose Hills to the north are separated from the campus by the residential uses along Mountaineer Road, Granite Hills Drive and Fort Bowie Drive. The residential area to the north is included in the City of Walnut Buzzard Peak Specific Plan Number 1.

All of the offsite residential land uses surrounding the campus are hillside single-family residential development and single-family detached dwellings. There are few multi-family projects near campus, with the exception of the multifamily units west of the campus along Kem Way, which is zoned R3. A Natural Open Space area (noncontiguous) southeast of the campus and northeast of Ironshoe Court includes water reservoir tanks of the Rowland Water District and water treatment facilities of the Walnut Valley Municipal Water District's Terminal Storage Facility.

Approximately 76 percent of the campus is used for primary educational, athletics and agriculture use. The remainder is land management, solar and retail uses.

The Zoning Districts for the campus were shown in Exhibit 3.1. While changes in the zoning district have occurred since 2012, the changes in themselves do not raise new environmental concerns.

Table 3.7.2
2015 Building Uses (ASF)

Room Use Group	Dominant Use	ASF	Percent of Total
000	Inactive Area	7,653	0.7
100	Classrooms	170,375	15.8
200	Class Laboratories	283,860	26.3
300	Offices	164,743	15.3
400	Library	71,313	6.6
500	Athletics & Demonstration	149,347	13.9
600	Assembly & Meeting Rooms	143,330	13.3
700	Shop & Storage	83,919	7.8
800	Health Services	3,647	0.3
Totals		1,078,187	100.0
Source: Mt. San Antonio CCD Report 17 Certification, January 13, 2016			

Water Tanks

Currently there is one water tank (1 million gallons) located northeast of the Greenhouses in the northeast corner of the campus with a small integral bypass system of 60,000 gallon capacity.

The 2015 FMPU proposes two additional tanks in this location, a water tower (WT) and irrigation water (WW) tank for recycled water (Exhibit 1.4). Funding for the two additional tanks would be from a future Bond and the project would not be completed by 2020 but may be completed by 2025.

The new water tower (WT) would be approximately 100 feet in diameter, 50 feet high and hold 1.87 million gallons. However, the tank would be placed 45 feet beneath the surface. A smaller secondary 100,000 gallon bypass system is also part of the new water tower.

The irrigation water (WT) tank would store sub-potable and/or recycled water for irrigation purposes and to support the agricultural operations. There are two potential sources of recycled or sub-potable water. Although Mt.SAC is not part of the Walnut Valley Water District, they have an 8-inch recycled water pipeline that runs north on Grand Avenue and proceeds west on Amar Road. The Pomona Water Department includes three non-potable wells dedicated to industrial use. The City has ten miles of

recycled water pipeline and one recycled water booster station. The District has filed for a permit to access reclaimed water from Walnut Valley Water District for use on the south side of campus.

The District has two existing wells on campus that also could be sources of water for irrigation purposes, but some treatment of the recycled water is required. A new distribution system for the recycled water to areas on campus is also needed. The 2015 FMPU does not address the distribution system. Therefore, the CEQA clearances herein apply only to the tank construction and the tank location. The biological resources near the tank location are evaluated in Section 3.7.3 (H)..

This document provides CEQA clearances for the two water tank locations but does not provide CEQA clearances for the irrigation well. Additional site-specific CEQA clearances for the irrigation water well are required when its characteristics (e.g. depth, diameter, flow, gallons per year, chemical characteristics) are known.

B. FMPU Existing Traffic/Parking Conditions. The existing traffic conditions in the project area were analyzed in the traffic study summarized in Section 3.2. Local intersections, with their index number from the traffic study, that operate at LOS E or F in 2015 include Grand Avenue/Cameron Avenue (5), Grand Avenue/San Jose Hills Road (7), Grand Avenue/Temple Avenue (8) and, Grand Avenue/La Puente Road (9).

Freeway ramps that operate at LOS E for the am or pm peak hours include Grand Avenue/SR-60 EB Ramps (12) and Grand Avenue/SR-60 WB Ramps (13).

There are 8,985 parking spaces (March 2016) available on campus, excluding the 50-metered spaces along Temple Avenue owned by the City of Walnut.

C. FMPU Existing Air Quality Conditions. The existing area air quality conditions were summarized in Section 3.3. As was shown in Section 3.3.1, the pollutants of concern at the SCAQMD Monitoring Station 75 in 2014 are for ozone. Ozone is formulated when other pollutants mix in the atmosphere. Particulate matter emissions (PM_{10} and $PM_{2.5}$) are also not in compliance with federal and state standards in the South Coast Air Basin.

D. FMPU Existing Greenhouse Gases Conditions. Greve & Associates prepared the greenhouse gas (GHG) emission analysis for the 2015 FMPU. The report was summarized in Section 3.4 and the complete report is included in Appendix C.

Key components of the GHG analyses are repeated below to facilitate an understanding

of the impacts of buildout of the 2015 FMPU and to integrate relevant materials into each section.

Greenhouse gas emissions (GHG) are not monitored at the local or regional levels but are projected for the South Coast Air Basin and for California. The 2015 GHG emissions for the campus are estimated using the latest CalEEMod program.

Table 3.7.3
Global Warming Potentials (GWP)

Gas	Global Warming Potential
Carbon Dioxide	1
Methane	28
Nitrous Oxide	265
Nitrogen Trifluoride	16,100
Hydrofluorocarbons	100-12,000
Perfluorocarbons	7,000-11,000
Sulfur Hexafluoride (SF_6)	23,500

Source: CARB, "First Update to the Climate Change Scoping Plan," May 2014.

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The California Energy Commission (CEC) categorizes GHG generation by source into eight broad categories. The categories are:

(1) Transportation includes the combustion of gasoline and diesel in automobiles and trucks. Transportation also includes jet fuel consumption and bunker fuel for ships.

(2) Agriculture GHG emissions are composed mostly of nitrous oxide from agricultural soil management, methane from enteric fermentation, and methane and nitrous oxide from manure management

(3) Commercial and residential uses generate GHG emissions primarily from the combustion of natural gas for space and water heating

(4) Industrial GHG emissions are produced from many industrial activities. Major contributors include oil and natural gas extraction; crude oil refining; food processing; stone, clay, glass, and cement manufacturing; chemical manufacturing; and cement production. Wastewater treatment plants are also significant contributors to this category.

(5) Electric generation includes both emissions from power plants in California as well as power plants located outside of the state that supply electricity to the state.

(6) Recycling and waste includes primarily landfills.

(7) High (GWP) emissions consist of ozone depleting substance substitutes and electricity grid SF_6 (fluorinated gas) losses.

(8) Forestry emissions are due to wildfires.

SCAQMD Plans, Policies, Regulations and Laws

The South Coast Air Quality Management District (SCAQMD) adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" in April 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan (AQMP). In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

(1) Phase out the use and corresponding emissions of chlorofluorocarbons (CFCs), methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;

(2) Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons (HCFCs) by the year 2000;

(3) Develop recycling regulations for HCFCs (e.g., SCAQMD Rules 1411 and 1415);

(4) Develop an emissions inventory and control strategy for methyl bromide; and,

(5) Support the adoption of a California GHG emission reduction goal.

The legislative and regulatory activity detailed above is expected to require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

Mt. San Antonio Community College District's GHG Plans

Like many cities and counties, Mt. SAC is using State GHG policies and plans in CEQA evaluations. The District does not have an Air Quality Plan, Air Management Plan or Greenhouse Gas Control Plan. However, the District adopted three (3) CEQA Thresholds of Significance for Facility Master Plans and/or site-specific projects on May 11, 2016:

(1) *Site-specific projects of less than 3.0 acres with import or export of 10,000 cy and buildings of 56,000 ASF (80,000 gsf) do not exceed the GHG standard of 3,000 MT/Year CO^2EQ for annual operational and 30-year amortized construction GHG emissions (*CEQA Thresholds and Procedures for Air Quality (Report #15-116A), Greve & Associates, LLC, December 7, 2015);

(2) See Report 15-116A for information regarding the GHG thresholds; all assumptions for Scenario 1A for air quality (i.e. watering twice per day, and painting with 80 g/l or less) are required fin a GHG analysis.

(3) The stated GHG thresholds apply to GHG impacts only (existing plus project); not to GHG cumulative impacts (existing + project + cumulative) or global GHG emission impacts;

2015 Campus GHG Emissions

2015 campus emissions were calculated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a computer program developed by the SCAQMD and the California Air Resources Board (CARB). The model calculates emissions for construction and operation of various projects. For campus emissions, the model uses the "headcount" or student enrollment data. For 2015 (i.e. baseline), the student headcount is 35,986.

CalEEMod calculates annual emissions for the main greenhouse gases. The data assumptions and output files from CalEEMod are included in the GHG report in Appendix C.

Table 3.7.4
2015 Campus Emissions (MT/Year)

	CO^2	CH^4	N_2O	CO^2EQ
Area	1	0	0	1
Energy	7,403	0	0	7,437
Mobile	45,525	2	0	45,567
Waste	1,333	79	0	2,988
Water	695	3	0	768
Total	54,957	84	0	56,762

Source: Table 13, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016.

Mobile emissions are the most significant proportion (80.3 percent) of total campus GHG emissions. These emissions represent vehicular emissions from students, teachers, and others traveling to and from the campus. This proportion is typical for community colleges that do not have housing on-campus. No reductions are assumed for use of public transit.

The next largest category (13.1 percent) is due to energy consumption, specifically the GHG emissions that result from the generation of electricity needed for campus facilities. This proportion does not include any energy savings due to the Thermal Energy System project or the West Parcel Solar project.

Solid waste generated on campus is moved to landfills where it generates methane gases. This sector represents about 5.3 percent of the 2015 campus GHG emissions.

Water is imported into the area and used on-campus. The importation of water uses electricity, and therefore, results in GHG emissions (1.4 percent) of the total.

Area source emissions represent emissions from painting, consumer products (e.g., using aerosol sprays), etc., and is less than one (1.0) percent of the total.

The campus 2015 GHG emissions are not subject to any of the three District Thresholds of Significance, since GHG project impacts are determined based on GHG emission increases, not the baseline.

E. FMPU Existing Noise Conditions. The existing noise levels along area roadways were summarized in Section 3.5. As was shown in Section 3.5.1, the CNEL at 100 feet from centerline near campus along Grand Avenue in 2015 was 66.4 dBA. The 65 CNEL along Temple Avenue near campus 100 feet from centerline was 67.6 dBA.

Both roadways carry volumes in excess of 19,000 ADT from local, area and regional traffic. Grand Avenue is a major freeway "bypass" route for vehicles seeking access to the City of Industry Industrial Complex facilities.

F. FMPU Existing Geology/Soils Conditions. The existing geology/soils conditions are evaluated in past project-specific reports. No campus-wide geology/soils study is required or needed. The geology/soils study for the PEP site is included in Section 3.7.2 (F). Geology/soils studies were also completed for the projects now under construction.

The regional geology for the area is described in Section 3.7.1 (F).

G. FMPU Existing Water Quality Conditions. The existing water quality conditions for drainage on campus have been evaluated in past project-specific reports.

All storm drain infrastructure requirements are included in the Mt. SAC Utility Infrastructure Master Plan (see Section 3.7.2 (K)). The UIMP was updated on September 25, 2012 (P2S Engineering) for the 2012 FMP.

Site-specific projects are required to comply with the conditions of a Stormwater Pollution Prevention Plan (SWPPP).

The SWPPP for the PEP (Phase 1, 2) is discussed in Section 3.8.2 (G).

The UIMP included a hydrology study and Hydrology Map prepared by Psomas. The firm has now updated the hydrology study for future projects funded by Measure RR (Mt. San Antonio College – Measure RR Hydrology Study, Psomas, May 2016). The projects included in the update are essentially the same as the projects included in buildout of the 2015 FMPU for 2020. The updated hydrology study is summarized herein and the complete report is included as Appendix N.

The Psomas hydrology study includes approximately sixty (60) buidings, parking lots, road, PEP (Phases 1, 2) and undeveloped hill terrain on 300 acres. The campus hydrology study does not include all agricultural and open space areas. For existing conditions, storm water runoff drains predominantly to the southwest, directed to

multiple storm drains, catch basins/inlets and directed to five main public storm drain lines that discharge into Snow Creek and San Jose Creek.

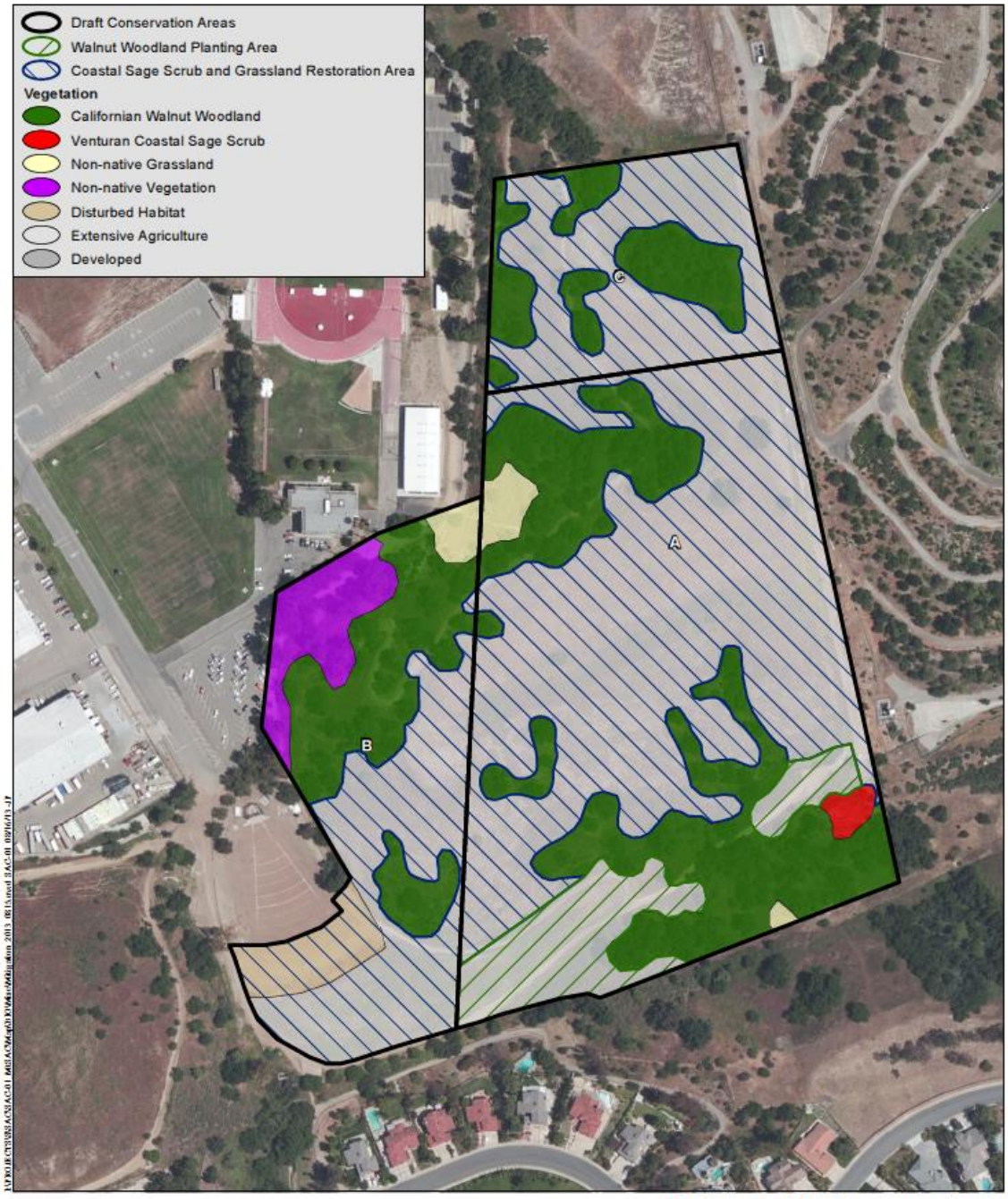
Drainage calculations used the Los Angeles County Department of Public Works Hydrology Manual methodology. The Modified Rational Method is used in the study to determine onsite flows using the HydroCalc program. The 50-year, 24-hour isohyets is 6.9 and the soil type is identified as Types 2, 16, 17.

The hydrology analysis included five major subareas and includes four existing pubic storm drain lines (A – D) and Snow Creek that serve as five major discharge points. Flow path lengths and flow path slopes are then analyzed for the five subareas. The average imperviousness (C-value) was determined for each subarea. The study results in obtaining accurate discharge values using HydroCalc for a 25-year hydrology timeframe.

H. Existing Biological Resources Conditions. The biological resource areas on campus have been extensively studied since 2008 by Helix Environmental Planning Inc. All prior biological studies are listed in Section 9.0. Most of these studies have focused on the open space areas south of Temple Avenue.

The Land Use Management Area (LUMA) was adopted when the 2012 Final EIR was certified in 2013. The LUMA includes the campus areas east and southeast of Hilmer Lodge Stadium.

Exhibit 3.9
Land Use Management Area



Additional biological studies for areas north of Temple Avenue have been evaluating of the area surrounding the water tanks on the northeast section of the campus and Spring bird nesting surveys for site-specific projects (e.g. Parking Structure J). The latest 2015 biological resource studies were completed as part of the applications for federal and state permits for the West Parcel Solar Project.

Helix Environmental Planning, Inc. staff completed literature searches, field evaluations and prepared a report for potential impacts of the 2015 FMPU and PEP projects on biological resources in April 2016. The report is summarized herein and the complete report is included in Appendix G.

The 22-acre study area includes the impact footprint for three projects in the 2015 FMPU: the Irrigation Well near the existing water tanks, the Detention Basin east of Hilmer Lodge Stadium, the future Fire Training Academy site (Exhibit 1.4) and a 100-foot-wide area beyond the impact footprint/work area. Detailed figures of he work and impact areas are included in Appendix G. Elevations within the study area range from 715 to 975 feet above mean sea level.

Helix staff completed a review of existing literature, including searches of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB; 2016) and the California Native Plant Society (CNPS; 2016) online database for information regarding sensitive species reported in the project vicinity. Results of previous analyses of the 2008 and 2012 Master Plan Updates were also consulted.

Vegetation mapping, general botanical, and zoological surveys were conducted on March 4, 2016 by biologist Beth Ehsan. Vegetation communities and sensitive species observed or detected were mapped on a 1inch = 200 feet scale aerial photograph map. Upland vegetation communities were mapped to the nearest tenth of an acre and wetland communities were mapped to the nearest hundredth of an acre. A protocol Burrowing Owl habitat assessment and burrow survey was conducted by biologist Rob Hogenauer on March 22, 2016.

Four native or naturalized vegetation communities occur within the study area. The majority of the campus is either in active use for agriculture or has been significantly altered by improvements for the college. Large portions of the study area have been mapped as extensive agriculture because of past and ongoing grazing, which is particularly evident at the Irrigation Well site.

The other mapped habitats (i.e., mule fat scrub, California walnut woodland, and Venturan coastal sage scrub) retain significant native and naturalized species, but have

also been affected by grazing. These effects include decreased species diversity, trampling, and the relatively high cover of broad-leaved weed species. The non-native grassland near Lot M is protected from grazing by a fence along the trail on the east side and a paved parking lot and silt fencing on the west side.

Table 3.7.5
Existing Vegetation Communities in Impact Areas

Native and Naturalized Vegetation	Acres
Mule fat scrub (in detention basin)	0.03
Mule fat scrub (upland)	0.1
Venturan coastal sage scrub (including disturbed)	0.5
Non-native grassland	0.1
California walnut woodland	0.5
Subtotal	1.23
Active Use and Altered Areas	
Extensive agriculture	3.9
Non-native vegetation	0.1
Disturbed habitat	4.8
Developed	12.1
Subtotal	20.9
TOTAL	22.13
Source: Mt. an Antonio College 2015 Facilities Master Plan Update Biological Technical Report, Helix Environmental Planning, Inc., April 14, 2016, Table 1.	

The mule fat scrub in the detention basin is surrounded by short-pod mustard (*Hirschfeldia incana*) and other non-native weedy species. The scrub does not qualify as jurisdictional wetland because it occurs within a constructed detention basin fed by pipes and a riprap drainage channel. It is a stormwater facility, not a lake or stream. The mule fat scrub at the Fire Training Academy site functions as disturbed coastal sage scrub consistent with the nearest habitat. As an upland habitat, it is not regarded as a sensitive habitat.

Approximately 0.5 acre of Venturan coastal sage scrub (including the disturbed phase) occurs adjacent to the Fire Training Academy site. This habitat occurs within the study area primarily in the disturbed phase. Disturbed stands have a lower density of shrubs,

which may also be smaller than the undisturbed stands, and a greater cover of weedy herbaceous species.

The extensive agriculture at the Irrigation Well site appear heavily grazed with substantial areas of bare dirt and species including tocalote (*Centaurea melitensis*), short-pod mustard, Indian sweet clover (*Melilotus indicus*), Russian thistle, and cheeseweed (*Malva parviflora*). The extensive agriculture near the Fire Training Academy site is more vegetated and also includes non-native grasses.

The disturbed habitat in the Detention Basin area is dominated by short-pod mustard. The disturbed habitat in the Fire Training Academy area is dominated by cheeseweed and Russian thistle.

Forty-six (46) plant species were observed on site and thirty-three (33) of these species, or 72 percent were non-native. This is a relatively large percent of non-native species and reflects the extensive disturbance to the study area. Eighteen animal species were observed on site, including 14 birds, three insects, and one mammal.

Four vegetation communities found in the study area are considered sensitive by the resource agencies: mule fat scrub, Venturan coastal sage scrub, California walnut woodland, and non-native grassland.

One locally significant species, California black walnut, was observed in the study area. California walnut woodland occur at the Irrigation Well and Detention Basin sites, and three mature California black walnut trees occur within the disturbed habitat and extensive agriculture at those sites.

Potentially occurring sensitive plant species and listed or sensitive animal species with potential to occur are identified in Tables 2, 3 in Appendix G.

I. FMPU Existing Cultural Resources Conditions. The existing cultural resources on campus were evaluated extensively in the 2012 Final EIR. Both the 2005 and 2012 cultural resources studies were included as Appendix F in the 2012 Final EIR. There are fourteen (14) buildings on campus that were proposed for demolition in the 2012 Final EIR that have not been demolished to date.

The existing 2015 cultural resource conditions are summarized in Section 3.6. Of the twenty-four (24) buildings previously identified as contributing resources to the Historic District, ten (10) were found to have been demolished, and one additional resource was documented as having lost integrity (Building 12A/B).

An additional eleven (11) are planned to be demolished in the next few years, and three (3) will be retained. The three buildings being retained are Founders Hall (10), Art Center/Gallery (1B/1C) and the Art Center (1A).

In addition, the Technology Center and Hlmer Lodge Stadium are individually eligible as CRH resources and are contributing resources to the Historic District. The 2015 FMPU proposes demolition of the stadium.

J. FMPU Existing Aesthetics/Lighting Conditions. All previous CEQA documentation for campus master plans concluded there were no significant effects of campus development on Aesthetics/Lighting Conditions. Therefore, no mitigation measures were included for those issues in the 2012 MMP. All site-specific projects are reviewed by the Campus Master Plan Coordinating Team (CMCPT) and each design project, bid request and contract award is approved by the Board of Trustees.

All lighting on campus must conform to the Lighting Plan in the FMP. Each DSA submittal also addressed the lighting for site-specific projects. Lighting is appropriate for the use and location of each project and light is directed downward to reduce light and glare.

The existing stadium includes eight (8) lighting standards that are 121.1feet high (851.9 ft msl). The halide lights are not energy efficient and do not meet NCAA lighting standards.

Several specialized terms are used in the lighting analysis.

(1) A footcandle (fc) is a unit of measurement for the total amount of light case on a surface (illuminance). One footcandle is equivalent to the illuminance produced by a source of one candle at a distance of one foot,

(2) Glare means direct and unshielded light striking the eye to result in visual discomfort and reduced visual performance,

(3) Light pollution means any adverse effect of artificial light sources including, but not limited to, discomfort to the ye or diminished vision due to glare, light trespass, uncontrolled up-lighting, uncomfortable distraction to the eye or any artificial light that diminishes the ability to view the night sky,

(4) Light trespass means light falling where it is not wanted or needed, generally light from the property that shines onto another property or the public right of way,

(5) Lumen is a unit used to quantify the amount of light energy produced by a lamp. For example, a 40-watt incandescent lamp produces approximately 400 lumens, while a 35-watt high-pressure sodium lamp produces about 2,300 lumens,

(6) Skyglow is the result of brightening of the night sky from both artificial (outdoor) and natural (atmospheric and celestial) light. Uplight is direct upward light that illuminates the night sky at an angle greater than 90 degrees from nadir. As a point of reference, nadir is 0 degrees or the ground and is the opposite of zenith. Zenith is the point directly skyward at an angle of 180 degrees. Skyglow is of most concern to astronomers because it reduces their ability to view celestial objects. Skyglow increases the brightness of the dark areas of the sky, which reduces the contrast of stars or other celestial objects against the dark sky background..

Historically, there have been no conflicts concerning light and glare impacts of campus lighting on off-campus sensitive receptor land uses. All lighting is directed downward and lighting is appropriate for its purpose, whether for security, building, parking lot or streets.

The existing stadium lighting profile is shown in Exhibit 3.12 in Section 3.8.1 (J).

There are currently some conflicts between the lighting of the soccer fields and the hours for student planetarium research (Building 60) on Tuesday and Wednesday nights. Internal discussions are seeking to find an amicable solution to assure that both activities can proceed without curtailment of existing programs.

Some residents have expressed concerns regarding light and glare issues upon residential land uses adjacent to the campus. The concerns expressed to date have concerned the Parking Structure J and the Edinger Way campus perimeter.

K. FMPU Existing Other Public Services Conditions. The Mt. SAC Utility Infrastructure Master Plan (UIMP), last updated on September 25, 2012 (P2S Engineering) for the 2012 FMP UIMP, identifies the existing and future storm drain, sanitary sewer, fire and water, irrigation, electrical, chilled water, heating water, natural gas and telecommunication systems needed for the campus.

The UIMP identifies infrastructure required for water storage and distribution on campus, including water storage tanks, pressure valves, distribution lines and irrigation systems. The UIMP identifies all required drainage systems, including inputs, drainage lines, channels and outlets.

Mt. San Antonio College acts as an independent water agency and purchases wholesale water from the Three Valleys Municipal Water District (TVMWD). The TVMND operations comply with its adopted 2010 Urban Water Management Plan.

A TVMWD 12-inch ACP pipeline runs along West Temple Avenue and terminates at the College's pump house located near La Puente Drive. The District also maintains an emergency supplemental supply connection to the Walnut Valley Water District (WVWD). WVWD provides water at a lower pressure than the operating hydraulic grade line of the campus and may center the College's system only when the campus's reservoirs are drawn down significantly.

The campus's water demand and supply are projected in the TVMWD's Urban Water Management Plan (2010). The College has reduced its water use from approximately 598 acre feet of water per year in 2006 by thirty (30) percent in 2015 and may realize a 50 percent reduction in domestic water use in less than ten years. College conservations initiatives are implemented through the Water Resource Conservation Program. The College's annual water demand is approximately 138.3 million gallons annually. This equates to 423.5 acre-foot of water (1 US survey acre-foot = 325,853 gallons).

The Master Facilities Infrastructure Plan addresses solid waste collection, recycling, storage and removals of solid waste to regional landfills. The District complies with numerous state solid waste regulations, including mandatory recycling required by AB 341 (May 2012), and mandatory organic recycling required by AB 1826 (October 2014).

The College has not been required to file an annual report of recycling activities since 2013. However, CalRecyle resumed requiring the filing of annual reports in July 2016. The report was formerly known at the State Agency Reporting Center Annual Report (SARC) or as the Annual Waste Report. The former report was a requirement of the California Integrated Waste Management Act (CIWMA).

The 2011 SARC filed by the District indicated the Campus generated 630 tons annually, of which 92 tons was diverted and 547 tons disposed of in landfills. The District diverted 24 tons of cardboard, 13 tons of paper and 17 tons of scrap metal in 2011. The 2011 diversion rate was 14.4 percent. The per capita disposal rates were an employee target of 2.10 lbs per capita, and a student target of 0.09. The employee annual target was 1.41 and students 0.10. In 2011, the SARC report listed 2,124 employees and 35,242 students (non-employees).

The existing solid waste tonnage generated by the college is 557 tons annually or 1.41 pounds per day for the employee population and 0.09 pounds per non-employee (i.e. students) per day.

The state mandate remains to recycle 50 percent of the waste stream, with the goal increasing to 75 percent in 2020. The District strives to exceed the previous year's total tonnage diversion rate. In 2011, the campus diverted 92 tons.

The current trash hauler for the District is American Reclamation, Inc. of Los Angeles, California. Camus trash is normally transported off-campus five days a week from Monday to Friday, with an adjusted schedule on holidays and during school recess periods. Trash is transported to the Puente Hills MRF/ American Reclamation, which also must fulfill requirements of AB 939.

The District works with several recycling partners, including South Coast Fibers of Los Angeles, California, American Chung Nam, Inc. of City of Industry, California and Blue Marble Recycling of Irwindale, California.

Recycling material is removed from campus as needed or approximately every sixty (60) days and cardboard bales do generate revenue for the District.

The Master Facilities Infrastructure Plan includes planning for solid waste collection systems, storage and transfer (MM 18a).

The campus is located in District No. 21 of the Consolidated Sanitation District (CSD) of Los Angeles County. Campus wastewater flows are conveyed by campus and City sewer lines, not maintained by the District, to the District's 15-inch Mt. San Antonio Truck Seer located along Mt. SAC Way. The trunk sewer line has a design capacity ranging from 4.5 mgd to 5.8 mgd. When last measured in 2014, the peak flow was only 0.8 mgd.

Wastewater from the campus is conveyed to and treated by CSD at the San Jose Creek Water Reclamation Plant (WRP) in the City of Industry. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.

CSD also plans for countywide landfill capacity for a period of fifteen (15) years in the future.

L. FMPU Existing Facility Condition Index. The College prepares a FUSION Assessment Report annually for all existing facilities on campus. The report estimates the total current repair cost and replacement value for each building on campus. The ratio of current repair cost to replacement value is the Facility Condition Index (FCI) expressed as a percentage. The November 3, 2015 FUSION report indicates there are twenty-one (21) buildings on campus with a FCI of 60 percent or more. This criterion is generally used to determine when a building should be considered for replacement. However, the FCI is not the sole criterion, and the Educational Master Plan is a second key criterion.

M. FMPU Existing Energy Conservation Conditions.

Permits from Southern California Gas Company and Southern California Edison are required for site-specific projects.

The District has approved the West Parcel Solar Project, which will generate up to 2.2 MW annually and the Thermal Energy System/Chiller Cooling Tower project to reduce electricity demands by shifting demand to lower peak periods.

A list of current campus energy programs (December 2015) includes:

Building 26A and 26D AHU
Replacement Building 9A MEP Upgrade
Electric Vehicle Charging Stations
Building 40 HVAC Upgrade (Utility Infrastructure)
Thermal Energy Storage (under construction)
Central Plant Upgrade (under construction)
2.2 MW Solar PV (approved)

3.7.2 2015 FMPU Project Impacts

The changes in the 2015 FMPU were identified in Section 1.1. The changes from the 2012 FMP are also summarized within the applicable topical headings below.

Implementation of the 2015 FMPU has similar impacts to the 2012 FMP. Many of the existing seventeen (17) buildings previously approved for demolition (Buildings 3, 8, 9C, 17-20, 27A-C, 50, ranging from 867 to 29,155 ASF) have not been demolished to date. Of the thirteen that remain which will be removed or demolished, three are less than 3,000 ASF, five buildings are 3,000 - 10,000 ASF, and five buildings exceed 10,000 ASF. The majority of the demolitions will occur for the “Row” Buildings north and south

of Miracle Mile (Buildings 17-21). Hilmer Lodge Stadium (all of the 50's indexed Buildings/Structures except Building 51) is a new demolition for the 2015 FMPU.

When Division of the State Architect (DSA) submittals are available for a future site-specific project included in the 2015 FMPU, additional CEQA review will be completed to determine if the project remains within the scope of the certified Final EIR. If so, the Board of Trustees will adopt a Finding that there is no new or increased severity of the project's impacts with the concurrent approval of the construction contract. Then, no additional CEQA evaluation is required.

The criteria used to determine if additional CEQA documentation is required for a project beyond that already included in a certified Final EIR, in previously adopted Mitigated Negative Declarations, in previously adopted Addendums to a Final EIR, or in other CEQA evaluations are:

(1) Are their new significant environmental impacts that were not analyzed in the Final EIR and,

(2) Are there substantial increases in the severity of significant environmental impacts disclosed in the Final EIR?

(3) Are there mitigation measures or alternatives that were not considered in the previous EIR and should have been considered?

A. FMPU Land Use/Planning. The direct land use impact of the project is to continue concentrating classroom use and pedestrian student-oriented activities within the Primary Educational Zone, to retain the existing agricultural instructional areas and to consolidate physical education facilities south of Temple Avenue (Exhibit 1.4). The acreage for Open Space is increased in the 2015 FMPU. The continued updating of the athletic facilities for the Hilmer Lodge Stadium (HLS) area accelerates in the 2015 FMPU.

In the 2012 FMP, the stadium was to be renovated. In the 2015 FMPU, the stadium is scheduled for demolition and the entire HLS area developed in accordance with the PEP (Phases 1, 2). The potential impact of the stadium demolition is discussed in Section 3.8.

Other than the stadium area, buildout of the 2015 FMPU has no substantial design and land use changes. The new projects proposed in the 2015 FMPU are compatible with adjacent existing onsite and offsite adjacent land uses. The 2015 FMPU land uses are also compatible with the proposed Zoning Districts (Exhibit 3.1) for the campus. The

Districts have been streamlined to provide more continuity with public agency zoning procedures. The new projects do not result in public health, welfare or public safety adverse impacts in adjacent areas. The stadium area (i.e. the PEP) land use/planning effects are evaluated in Section 3.8.

The 2015 FMPU will result in demolition of approximately 123,000 gsf and new construction of approximately 477,000 gsf.

The primary land use change in the 2015 FMPU, as discussed in Section 3.1, compared to the 2012 FMP is the new location for the Public Transit Center in Lot D, and the re-design of the HLS project in the same location (Section 3.8). The expansion of the Wildlife/Open Space Zone by five (5) acres to 26-acres is the major land use change related to the 2015 FMPU.

The direct land use impacts of the 2015 FMPU are not significant for all projects (excluding the PEP). The PEP project is evaluated in Section 3.8. The indirect land use impacts of the 2015 FMPU (i.e. air quality, noise, drainage) are evaluated in Section 3.7.2 (A), (E) (G) respectively.

Table 3.7.6
2020 Building Uses (ASF)

Room Use Group	Dominant Use	ASF[1]	Percent of Total
000	Inactive Area	9,277	0.7
100	Classrooms	209,395	15.8
200	Class Laboratories	348,549	26.3
300	Offices	202,768	15.3
400	Library	87,469	6.6
500	Athletics & Demonstration	184,214	13.9
600	Assembly & Meeting Rooms	176,263	13.3
700	Shop & Storage	103,372	7.8
800	Health Services	3,976	0.3
Totals[2]		1,325,282	100.0
Source: Mt. San Antonio CCD Report 17 Certification, January 13, 2016			

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Water Tanks

Since the 1.87 million gallon water tower (WT) only extends five feet above ground, it has no aesthetic impacts. The potential biological resource impacts of development of the WT and the Irrigation Water (WW) tank is discussed in Section H below. Construction of the tanks in terms of their location has no significant impacts. Since the non-potable system has not been designed and the source of the recycled water identified, this document does not provide CEQA clearances for the recycled water system.

Burn Tower in the Fire Training Academy

CEQA clearances for the Fire Training Academy (H) were adopted in the certified 2012 Final EIR. A burn tower for firefighter training was included in the project description. The District is now pursuing other options for a burn tower off-campus and this component is being removed from the Fire Training Academy project.

MM 1a - MM 1c, MM 8a – MM8c, and MM 21d are required for the 2015 FMPU.

B. FMPU Traffic/Parking. The potential traffic and parking impacts of revisions to the Land Plan (Exhibit 3.1) are addressed in Section 3.2. The traffic study is based on an increase of 3,745 students that results in 4,606 trips being added to the area circulation network.

The projected total parking spaces available on campus at buildout of the 2015 FMPU are in 2020 is 8,308 parking spaces. This does not include the 2,300 structured parking spaces in Parking Structure J.

As shown in Section 3.6 (Table 3.2.6 and Table 3.2.9), the projected parking demand for buildout of the 2015 FMPU in 2020 is 8,017 spaces and the demand in 2025 is 8,716. The projected supply in 2020 is 8,308 and in 2025 (with Parking Structures D and J) is 9,096. Therefore, the projected parking supply will slightly exceed the estimated parking demand for both periods.

The 2015 FMPU results in a net loss of 667 spaces (Section 1.1) without Parking Structure J. With Parking Structure J, the net gain would be 1,309 spaces. The 50 city-owned metered parking spaces along Temple Avenue are not included in the totals.

Any potential site-specific traffic impacts at campus adjacent intersections and parking lots for the PEP project are addressed in Section 3.8. Any site-specific traffic and parking impacts for Special Events are addressed in Sections 3.9 - 3.11.

The 2015 FMPU will result in demolition of approximately 123,000 gsf and new construction of approximately 477,000 gsf. Large projects are subject to MM 2c (Truck Hauling Plan). The magnitude of demolition and new construction do not result in significant impacts for construction-related traffic.

The 2012 Final EIR included a Statement of Overriding Considerations (SOC) for FMP impacts at the Grand Avenue and Temple Avenue intersection (8). The 2016 Final EIR also recommends adoption of a SOC for traffic impacts at this intersection for cumulative conditions. The 2015 FMPU project buildout impact at this intersection in 2025 is adverse. The intersection has been expanded to full capacity and no further expansion on is possible without acquisition of adjacent land uses, including the gasoline station on the northwest corner of the intersection.

However, please note that the existing LOS at the Grand/Temple intersection is LOS D in the am peak period and LOS C in the pm peak period. The level of service at 2015 FMPU buildout in 2020 is LOS E in the am peak and LOS C in the pm peak. Buildout of the 2015 FMPU has a significant impact on the intersection during the am peak period.

Therefore, a Statement of Overriding Considerations will continue to be required for the 2015 Final EIR, as it was for the 2012 Final EIR.

Since many students exit SR-57 northbound to Grand Avenue to reach the campus for morning classes, or to spend part of their day on campus, a high percentage of trips impact this intersection during the am peak hour.

The level of service in 2020 for cumulative conditions (i.e. Existing Plus Project Plus Cumulative) at the Grand/Temple intersection is LOS F during the am peak and LOS E during the pm peak. Buildout of the 2015 FMPU contributes toward a significant cumulative impact on the intersection during the am peak period. The cumulative trips at the intersection require the eastbound right-turn lane to be converted to a combination thru and right-turn lane (Figure 13 in Appendix B).

C. FMPU Air Quality. The potential construction and operational air quality impacts of revisions to the Land Plan (Exhibit 3.1) are addressed in Section 3.3. The air quality study is based on an increase of 3,745 students (2015 – 2020) that results in 4,606 trips being added to the area circulation network.

Any potential construction and operational air quality impacts at campus adjacent intersections and parking lots for the PEP project are addressed in Section 3.8. Any

site-specific operational air quality impacts for Special Events are addressed in Sections 3.9 - 3.11.

MM 3a –MM 3j, MM 19a –MM19c, MM 19e, MM 20a – MM 20e and MM 21a in the 2012 FMP are required for the 2015 FMPU.

Selected Site-Specific Projects in the 2015 FMPU. Based on the CEQA Thresholds of Significance adopted by the Board of Trustees in April 2016 the following projects in the 2015 FMPU do not have significant air quality, greenhouse gas or noise impacts:

This conclusion is based on the adopted Thresholds of Significance and the written evidence supporting the adoption of the Thresholds of Significance by the Board of Trustees adopted on May 11, 2016.

Table 3.7.7
2015 FMPU Projects (Under 56,000 ASF)

Project	Buildout Year	ASF	Index No.
Student Success Center	2016	15,960	SSC
Food Service	2016	9,450	FSC
Language Lab Expansion	2018	1,005	G
Campus Center	2020	34,374	CC
Equity Center	2017	8,000	EC
Heritage Hall	2020	14,000	HH
Future Instruction Zone 1	2025	24,500	1
Future Instructional Zone 2	2025	17,280	2
Future Instructional Zone 3	2025	40,000	3
Future Instructional Zone 4	2025	24,500	4
Future Instructional Zone 5	2025	24,500	5
Source: Facilities Planning & Management, January 2016			

The 2015 FMPU will result in demolition of approximately 123,000 gsf. While large projects will be subject to air quality analysis for demolition, the air quality impacts related to truck hauling for demolition for small project is not significant.

The Auditorium Zone (3), the Public Transportation Center (I) and the Fire Training Academy (H) are not listed above because they will require special analysis, although they are below 56,000 assignable square feet. Although Future Instructional Zone 1 – 5 are under 56,000 ASF those estimates will change. Because of the extended

timeframe, new CEQA analyses may be required when the completion dates and ASF are updated.

D. FMPU Greenhouse Gases. Greve & Associates prepared the greenhouse gas (GHG) emission analysis for the 2015 FMPU. The report is summarized herein and the complete report is included in Appendix C.

The site-specific operational greenhouse gas impacts for Special Events are addressed in Sections 3.9 - 3.11.
The 2020 GHG impact analysis is based on an increase of 3,745 students that results in 4,606 trips being added to the area circulation network.

There is an extensive discussion of the development of Thresholds of Significance for GHG emissions by SCAQMD, CARB and other state agencies in the GHG report (Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016) in Appendix C. This "historical sketch" is not repeated herein.

The Thresholds of Significance Threshold adopted by the District, listed in Section 3.7.2 (D), were based on SCAQMD's tiered approach, which is consistent with CARB's recommendations. The 2015 FMPU is not specifically exempted in Senate Bill 97 and there are no District GHG reduction plans that are consistent with Assembly Bill 32 GHG reduction goals. Therefore, the 2015 FMPU may not use the SCAQMD thresholds of significance for Tier 1 and Tier 2.

A significant GHG impact for the 2015 FMPU is determined based on compliance with Tier 3 and 4 requirements. Therefore, an individual project in the 2015 will have a significant impact if the annual GHG emission net increase for the project exceeds 3,000 MT CO^2EQ. This standard is identical to the threshold of significance adopted by the District.

The annual emissions per service population (the number of students and faculty and staff) SCAQMD standard of 4.6 $MTCO^2EQ/yr$ is applicable to the net increase for buildout of the 2015 FMPU (i.e. existing plus project) or any future FMP Update. Exceeding this SCAQMD "plan" standard is also a significant GHG impact.

The SCAQMD methodology recommends that total construction emissions be amortized over a 30-year period or the project's expected lifetime if it is less than 30 years. The expected lifetime for the 2015 FMPU is not buildout (20 years) but the expected lifetime of the usefulness of the new facilities (i.e. which is 30 years or more). The campus has many buildings in use that are more than 45 years old.

The 2015 FMPU GHG analyses is based on new construction of 454,485 gsf and demolition of 122,976 gsf.

The GHG analysis projects GHG emission projects for four (4) individual projects: Library/Campus Center (A), Laboratory Building Expansion (G), PEP (Phase 1) and PEP (Phase 2). These analyses provide CEQA clearances for GHG emission impacts for these projects individually.
In addition, the GHG analysis evaluates construction and operational GHG emissions for buildout of the 2015 FMPU in 2020, and for cumulative GHG impacts (i.e. 2015 FMPU and all identified projects in the area) for 2025. The analyses for these projects, in greater detail, are included in Appendix C.

Amortized construction and demolition emissions for all projects included in the 2015 FMPU total 128.4 $MTCO^2EQ$ per year.

Table 3.7.8
Construction GHG Emission Net Increases (Metric Tons per Year)

Project	CO^2EQ
Building G	13.3
Building A	8.3
PEP Phase 1	87.0
PEP Phase 2	17.0
Remainder FMPU	2.8
Total	128.4

Source: Table 9, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016.

Table 3.7.9
2015 FMPU Operational GHG Emission Net Increases (Metric Tons per Year)

Scenario	CO^2EQ
Existing	56,762
Year 2020	55,764
Change	-997
Year 2025	59,006
Change	2,245
District & SCAQMD Thresholds	3,000
Exceed Thresholds for 2020	No
Exceed Thresholds for 2025	No

Source: Table 10, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016.

As stated earlier, mobile emissions comprise approximately 80 percent of total operational emissions and thirteen (13) percent for energy consumption.

The decline in GHG emissions from 2020 to 2025 because the energy efficiency of new motor vehicles increases in future years resulting in lower GHG emissions, and offsets the increase in student headcount and associated mobile trip increases.

In conclusion, buildout of the 2015 FMPU will not have significant operational or construction GHG emission impacts. No additional new mitigation measures for GHG emission impacts are required of the 2015 FMPU.

MM 4a –MM 4d in the 2012 FMP are required for the 2015 FMPU.

E. FMPU Noise. The potential area and onsite noise impacts of revisions to the Land Plan (Exhibit 3.1) are addressed in Section 3.5. The traffic study is based on an increase of 3,745 students that results in 4,606 trips being added to the area network.

Any potential site-specific noise impacts at campus adjacent intersection and parking lots for the PEP project are addressed in Section 3.8. Any site-specific noise impacts for Special Events are addressed in Sections 3.9 - 3.11.

Noise related to construction equipment used onsite for demolition for small projects is of short duration and is not significant.

MM 5a – MM 5e and MM 21h are required for the 2015 FMPU.

F. FMPU Geology/Soils. The potential geology/soils impacts of revisions to the Land Plan (Exhibit 3.1) are addressed in Section 3.5.

The 2012 MMP includes MM 6a, 6b that requires implementation of all recommendations in final site-specific geology/soils reports and monitoring of construction activities for paleontological finds during construction. Therefore, past projects and future projects will not have a significant effect. Geology/soils is included in Section 3.12: Effects Found Not to Be Significant).

Any potential site-specific geology/soils impacts for development of the PEP project are addressed in Section 3.8. There are no geology/soils impacts from operation of Special Events (Sections 3.9 - 3.11).

MM 6a – MM 6b in the 2012 FMP are required for the 2015 FMPU.

G. FMPU Water Quality. The 2012 FMP requires each project to comply with the requirements of a Storm Water Pollution Prevention Plan, or if required a Water Quality Management Plan (MM 7a – 7c). Therefore, past projects and future projects will not have a significant effect.

Water Quality impacts, in general, are discussed in Section 3.12: Effects Found Not to be Significant).

Any potential site-specific water quality impacts for development of the PEP project are addressed in Section 3.8.2 (G). There are no water quality impacts from operation of the Special Events (Sections 3.9 - 3.11).

The Mt. SAC Utility Infrastructure Master Plan (UIMP) identifies all required water facilities for the campus for buildout of the 2015 FMPU.

The hydrology study update prepared by Psomas includes a 25-year overall hydrology summary and a Hydrology Map that identifies existing and future campus storm drain facilities to accommodate future drainage flows.

Table 3.7.10
25-Year Campus Hydrology Summary

Line	Acres	2012 UIMP (cfs)	Future Q (cfs)	Change
Line A	215.0	439.3	469.6	30.1
Line B	88.1	169.5	182.6	3.1
Line C	15.1	34.9	37.1	2.2
Line D	32.6	54.6	79.4	24.8
Total	350.8	698.3	758.69	60.4
Source: Psomas, May 2016 and UIMP, P2S Engineering September 2012				

Buildout of all Measure RR projects results in an increase of 20.2 acres in impervious area. The acreage increase is primarily due to the PEP (Phase 1) project (9.79 acres) and Lot M (8.68 acres). The proposed facilities will accommodate the increased drainage flows.

Exhibit 3.10
New/Revised Drainage Facilities Required Due to 2015 FMPU Buildout Only

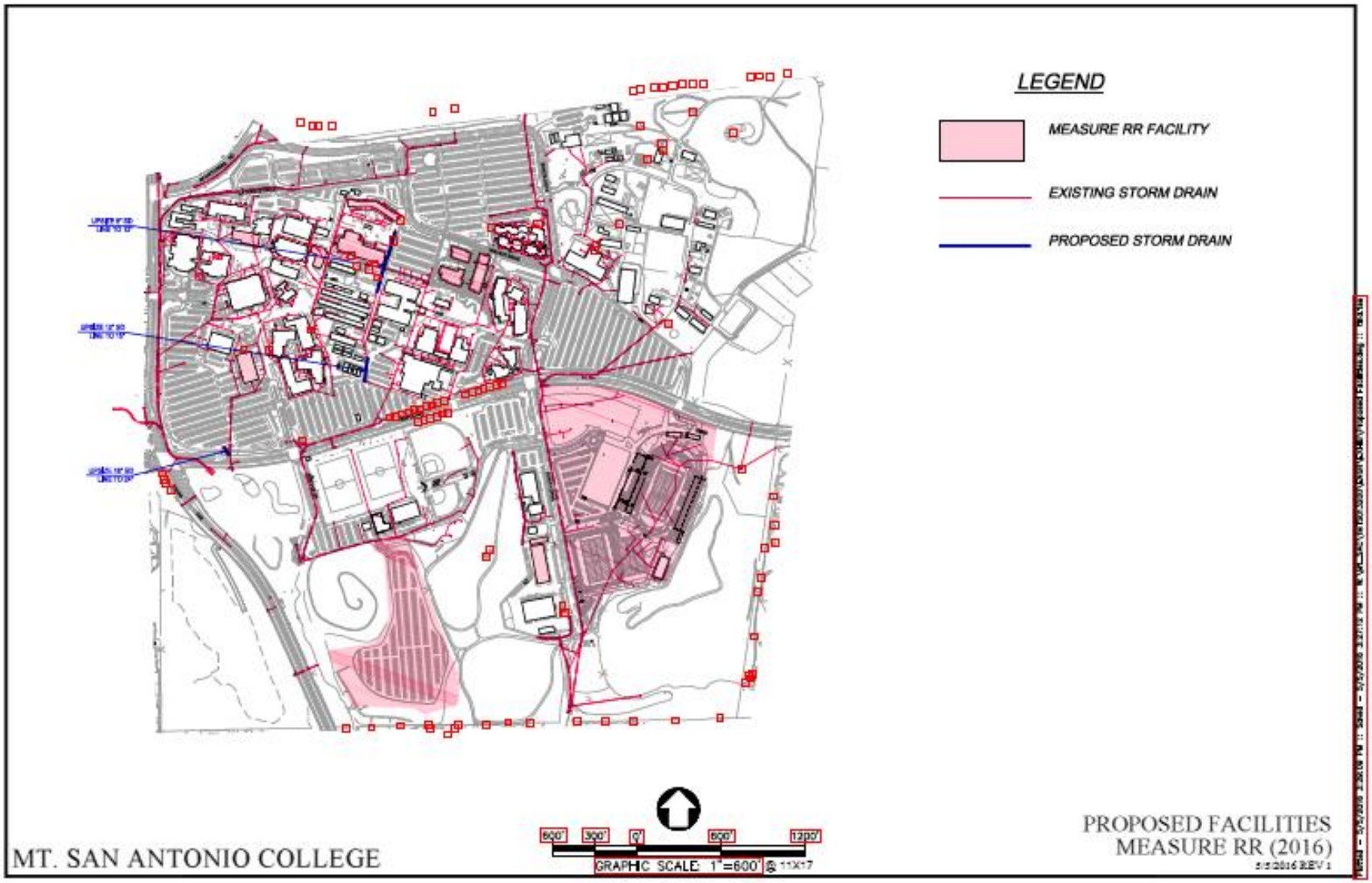
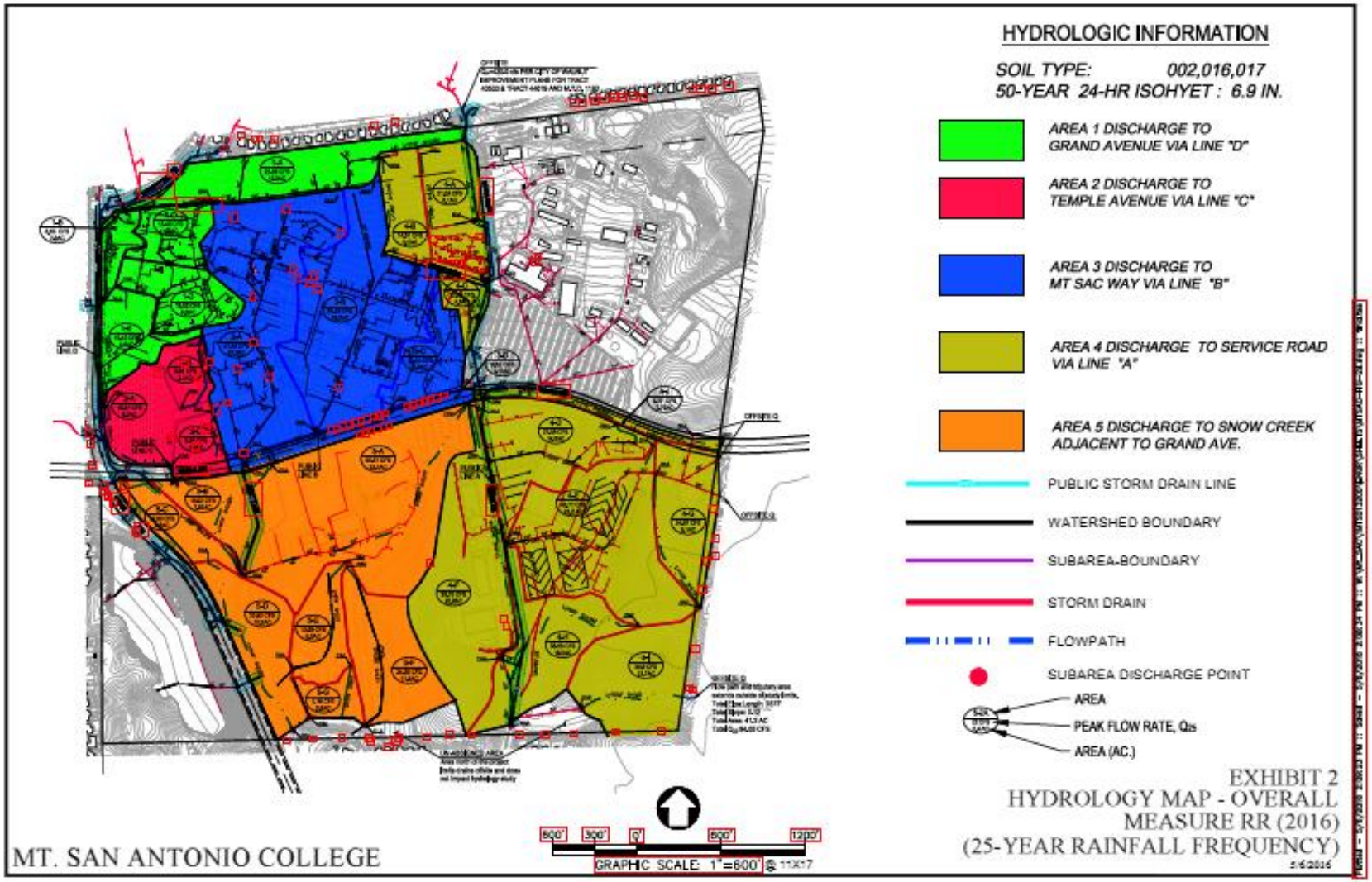


Exhibit 3.11
Hydrology Map for 2015 FMPU Buildout



Completing the drainage improvements identified in the Psomas hydrology update will accommodate future drainage flows related to buildout of the 2015 FMPU. The project impact on drainage is Less than Significant with Mitigation Incorporated.

MM 15a and MM 21b in the 2012 FMP are also required for the 2015 FMPU.

H. FMPU Biological Resources. There are three primary areas with potential biological resource impacts related to the 2015 FMPU: (1) Construction of the Irrigation Water Tank (WW), Future construction of the approved Fire Training Academy (H) and (3) Expansion of the Wildlife Sanctuary/Open Space area (WSE).

The Fire Training Academy received its CEQA clearances in the certified 2012 Final EIR (SCH 2002041161) in December 2013. If required, additional CEQA evaluation will be completed when the site-specific site design is available.

The Wildlife Sanctuary/Open Space expansion has two dimensions. A part of the area (WSE) is a habitat mitigation area (2.26 ga) for the California Department of Fish & Wildlife permits associated with the approved West Parcel Solar Project (WPS). The WPS project also obtained its CEQA clearances in the certified 2012 Final EIR (SCH 2002041161) in December 2013. Approximately five (5) acres are being added to the Wildlife Sanctuary described in the 2012 Final EIR, for a total of twenty-six (26) acres.

For purposes of this report, the thresholds of significance for biological resource impacts are:

(1) A substantial averse 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 CFW or USFWS.

(2) A substantial adverse effect on any riparian habitat or other sensitive natural community identify in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

(3) A substantially adverse effect on federally protected wetlands as defined by Section 404 of the CWA through direct removal, filling, hydrological interruption or other means.

(4) A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

(5) A conflict with any applicable policies protecting biological resources.

(6) A conflict with the provisions of an adopted HCP, NCCP or other applicable HCP.

Buildout of the 20154 FMPU and PEP will directly impact three native vegetation types, as well as extensive agriculture, disturbed habitat, non-native vegetation, and developed land. A total of 2.33 acres would be impacted by the project. The impact area for the Fire Training Academy is smaller than the work area because most of the work area is now a paved parking lot (Lot M).

Table 3.7.11
Vegetation Impacts

Vegetation Type	Impact Acreage
Native and Naturalized Vegetation	
Mule fat scrub (in detention basin)	0.03
Non-native grassland	0.1
California walnut woodland	<0.1
Subtotal	0.13
Active Use and Altered Areas	
Extensive agriculture	0.1
Non-native vegetation	<0.1
Disturbed habitat	1.9
Developed	0.2
Subtotal	2.2
TOTAL	2.33
Source: Mt. San Antonio College 2015 Facilities Master Plan Update Biological Technical Report, April 14, 2016, Table 4.	

Direct impacts will occur to 0.03 acre of mule fat scrub and 0.1 acre of non-native grassland. The impact to mule fat scrub is not significant because the mule fat scrub is growing in a manmade detention basin, and would not persist without runoff water directed into the basin. Because the detention basin is a stormwater facility, it is not a jurisdictional wetland or water and can be maintained by Mt. SAC without requiring permitting and mitigation. The impacts to the remaining habitats or areas are not significant because the habitat is not regarded as sensitive habitat (extensive agriculture, non-native vegetation, disturbed habitat, and developed areas), or because

of the de minimus acreage of the impact (California walnut woodland, non-native grassland).

The only sensitive plant species within the study impact areas are California black walnut trees. Two mature California black walnut trees are located within disturbed habitat in the Detention Basin impact area, two within California walnut woodland in the detention basin impact area, and one within extensive agriculture on the edge of the Irrigation Well impact area. While impacts to five trees might be considered de minimus on their own, the loss of individual trees is significant in this case based on the cumulative impacts to California walnut woodland from previous projects on campus (i.e. west of Hilmer Lodge Stadium).

Marginally suitable habitat for Burrowing Owls (*Athene cunicularia hypugea*) exists in portions of the study area. Therefore, a protocol habitat assessment and burrow survey was conducted. The probability of this species inhabiting the campus appears low, with no to very low potential within the study area impact zones. No owls or evidence of occupied burrows were observed in protocol burrowing owl surveys conducted in 2008 or 2015, or during any of the other surveys conducted on campus. However, because there is low potential for owls to occur within 500 feet of the impact areas, there is a potential for impact to burrowing owls from nest disruption during project construction.

Construction of the proposed project will potentially directly impact potential raptor foraging and nesting habitat through construction activities. Although non-native grassland can support raptor foraging, the loss of 0.1 acre of non-native grassland is considered Less than Significant, based on the small impact acreage, its location within a disturbed area, and the large amount of developed habitat nearby. Direct impacts to active raptor nests are prohibited under the federal MBTA. No nests were observed during surveys. However, there remains a potential project impact to raptors from nest disruption during project construction.

The 2015 FMPU does not conflict with any local, state or federal Conservation Plans. The 2012 Final EIR results in a restrictive covenant with the California Department of Fish and Wildlife for 4.3-acres within the 26.0-acre Wildlife Sanctuary/Open Space zone on campus.

Indirect impacts of buildout of the 2015 FMPU and PEP are noted in the biological report and are not listed herein. The indirect impacts include water quality, fugitive dust, non-native plant species, human activities/edge effects, road kill, night lighting, errant construction activities and noise. These impacts are addressed in other sections of this EIR and/or are Less than Significant.

The expansion of the Wildlife Sanctuary to 26.0-acres is the primary revision to the Conservation Plan. This change is not adverse. Part of this area is subject to no development in perpetuity by the restrictive covenant on 4.3-acres with the Responsible Agencies (ACOE, CDFW, and USFW).

The 2012 MMP includes MM 9a, 9b, 9d – 9l, MM 21f, 21g for biological resource impacts. The Land Use Management Plan (MM 9d) remains part of the 2015 FMPU. These measures will be included in the 2016 Mitigation Monitoring Program (Appendix L) and are not listed herein.

In addition, there were mitigation measures required for issuance of federal and state permits for the West Parcel Solar project. These requirements are included in the West Parcel Solar Project at Mt. San Antonio College; Habitat Mitigation Plan, Helix Environmental Planning, Inc., November 9, 2015. All three studies completed for federal and state permits for the West Parcel Solar project are listed in Section 9.0.

The 2012 Final EIR included a Statement of Overriding Considerations (SOC) for FMP impacts on biological resources impacts on California gnatcatchers on the West Parcel and on MSAC Hill. The 2016 Final EIR also recommends adoption of a SOC for impacts on biological resources.

I. FMPU Cultural Resources. The potential cultural resource impacts of revisions to the Land Plan (Exhibit 3.1) are addressed in Section 3.6.

The 2012 MMP requires all development impacts historic resources to comply with MM 10a – 10c. Therefore, past projects and future projects will not have a significant effect. Geology/soils is included in Section 3.12: Effects Found Not to BE Significant).

Any potential site-specific geology/soils impacts for development of the PEP project are addressed in Section 3.8. There are no geology/soils impacts from operation of Special Events (Sections 3.9 - 3.11).

The 2012 Final EIR included a Statement of Overriding Considerations (SOC) for FMP impacts on historic resources. The 2016 Final EIR will also recommend adoption of a SOC for impacts on historic resources.

With minor revisions, MM 10a – MM 10c in the 2012 FMP are required for the 2015 FMPU.

J. FMPU Aesthetics/Lighting. The Primary Educational Zone will continue to be the urban core of the campus as the 2015 FMPU is implemented. All existing campus facilities buildings are shown in Exhibits 1.3 and 1.5 and buildout of the 2015 FMPU is

shown in Exhibits 1.4 and 2.3. The 2015 FMPU has no adverse impacts on aesthetic of the campus.

The next Facilities Master Plan Update (i.e. 2017) will update the Landscape Concept Illustrative Plan, Circulation, Circulation and Open Space Plan, and Conservation Plan to conform to the 2015 FMPU. The implementation of individual projects will continue the aesthetics of the existing campus.
Section I: Aesthetics of the CEQA Guidelines (August 11, 2015) includes the following questions: *Would the project:*

(a) Have a substantial adverse effect on either a scenic vista or scenic resources within a designated scenic highway?

(b) Substantially degrade the existing visual character or quality of public views of the site and its surroundings in conflict with applicable zoning and other regulations?

(c) Create a new source of substantial light or glare which would adverse affect day or nighttime views in the area?

Since there are no designated scenic vistas or scenic resources on or near the campus, the implementation of the 2015 FMPU does not have a substantial adverse effect on a scenic vista or resource. Some residents may regard Buzzard Peak as a scenic resource. However, it not a designated scenic resource and the 2015 FMPU will not have no impact on views of the peak. Temple Avenue and Grand Avenue are not designated scenic highways.

Future development on campus will conform to the Facilities Master Plan elements and not degrade the visual character or quality of public views of the campus and its surroundings.

Without proper design and planning, some new buildings, parking lots or other facilities could result in light and glare impacts on offsite residential areas north and south of the campus. (The potential impacts of the PEP (Phases 1, 2) are evaluated in Section 3.8.2).

The Lighting Plan (i.e. in the Facilities Master Plan) deals primarily with nighttime lighting for pedestrians within the campus to create a safe campus environment. The Plan focuses on pathway lighting, building exterior fixtures, parking lot and field lighting (i. e. in general). All lighting on campus must comply with the Lighting Plan and has no

adverse impact on day or nighttime views in the area. Compliance with the Lighting Plan results in no significant effect on nighttime views for the residential neighborhoods north of the campus, which are located at higher elevations than the campus.

All new lighting systems for the 2015 FMPU shall comply with the 2012 Facility Master Plan and 2015 Lighting Plan standards for energy-efficiency and be consistent with the design objectives of minimizing obtrusive glare and light spillover effects on surrounding residents and other sensitive receptors. This will include specifying the installation of Energy Star-certified (or equivalent) energy efficient street, parking area, and field lighting. These standards shall be included in building bid specifications.

The criteria for designing lighting systems shall be appropriate for the activities, paying special attention to their location in relation to residential neighborhoods and nearby natural habitat areas.

There are no significant project impacts on aesthetics for projects in the 2015 FMPU, other than the PEP. The project impacts for the PEP are addressed in Section 3.8 (J).

Any potential aesthetic impacts for development of the PEP project are addressed in Section 3.8. There are no aesthetic impacts from operation of Special Events (Sections 3.9 - 3.11).

The District is subject to the California Building Code and the Division of the State Architect (DSA) reviews all facility plans to assure the lighting proposed is appropriate for the facility's use and complies with State standards. Some standards focus more on the appropriate exterior light fixture characteristics (i.e. Backlight, Uplight and Glare) while others focus on the illumination standard, expressed in footcandles. The District also uses the Illumination Engineers Society of North America (IES) GSU – Security Standards. Therefore, the following guidelines are proposed for night lighting along the campus perimeter. The standards are guidelines and do not supersede existing State regulations.

Table 3.7.12
Campus Perimeter Night Lighting Guidelines (footcandle)

#	Campus Perimeter	Footcandle
1	Edinger Way South ROW – Parking Structure J	3.0
2	Edinger Way South ROW – Lot H	2.0
3	North Campus Perimeter – North of Zone 2 & Building 35	2.0
4	North Campus Perimeter – East of Building 35	1.0
5	East Perimeter – North of Temple Avenue	0.5
6	East Perimeter – Along PEP (Phase 1) Perimeter for Locations 2 -5 Only	2.0
7	East Perimeter – South of PEP (Phase 1)	0.5
8	South Perimeter - East of Lot M	0.5
9	South Perimeter - Lot M	2.0
10	South Perimeter - West of Lot M	1.0
11	South Perimeter – West of Grand Avenue	0.5
12	West Perimeter – West of Grand Avenue	0.5
The Guidelines do not supersede California Building Code Section 1205.6, the California Administrative Code Section for the LZA Zone, or the IES G-1-03 Standards for parking and sidewalks/walkway security illumination levels.		
Source: Facilities Planning & Management, May 2016		

When implemented, these guidelines will assure that lighting is appropriate for the facility, the location and for adjacent land uses off-campus.

MM 1a – MM 1c, MM 8a – MM8c, MM 12a –MM 12c and MM 21e in the 2012 FMP are required for the 2015 FMPU.

K. FMPU Other Public Services. Section XIV. Utilities and Service Systems of the CEQA Guidelines (August 15, 2015) has the following five questions: *Would the project:*

1) Require or result in construction of new or expanded water, wastewater treatment or storm water drainage facilities, the construction of which could cause significant environmental effects?

2) Are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

3) 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?

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

5) Comply with federal, state, and local statues and regulations related to solid waste?

The 2012 FMP requires each project to comply with the requirements of the 2012 FMP for water (MM 15a -15b) and wastewater (MM 16a -16b). "Will Serve" Letters are also required for selected larger site-specific projects from the Three Valleys Municipal Water District and the Consolidated Sanitation Districts of Los Angeles County.

The increased campus enrollment from 2015 – 2020 will not result in significant impacts on solid waste facilities. AB 1826 (commercial organics recycling program) requires organics to be diverted from the waste stream along with other efforts. The District's waste stream heading to the landfill is expected to be further reduced by complying with AB 1826. The District may attain a 75 to 80 percent diversion rate by 2025 (Ken McAlpin, Manager, Custodial Services, Mt. SAC).

Wastewater. The Consolidated Sanitation Districts of Los Angeles County (CSD) indicated in their correspondence of February 9, 2016 (Appendix A) that the agency has the capacity to convey and treat the wastewater associated with the 2015 FMPU without significant impacts. The plant capacity is 100 mgd and the current demand is 67.4 mgd.

The 2015 FMPU is projected to generate an average wastewater flow increase of 74,900 gallons per day. CSD charges fees (i.e. a capital facilities fee to fund incremental expansions) for increased wastewater discharges to its system.

No new construction for wastewater infrastructure on- or off-campus that would cause significant environmental effects is required to provide wastewater services. CSD has adequate capacity to serve the cumulative project demand for its service area.

CalEEMod derives GHG emissions from wastewater demand from its 2020 projections for water demand. The estimate for the FMPU increase for indoor water use is 85.1 million gallons per year.

The District obtains permits and pays capital facility fees to CSD for increases in demand for treatment of campus wastewater conveyed to the CSD treatment plants.

Water. The Three Valleys Municipal Water District has the capacity to convey and supply the water demand associated with the 2015 FMPU without significant impacts.

No new construction that would cause significant environmental effects is required to provide water services.

The Water District includes projections for normal, dry and multiple dry years in its long-range planning projections and sufficient water supplies will be available for the 2015 FMPU.

The following table projects the service increases due to buildout of the 2015 FMPU. The data represents a high estimate because the projected net increase in facilities is 425,906 gsf.

Table 3.7.13
2015–2020 Service Demand Increases for 2015 FMPU (Due to 3,745 Students and 500,000 gsf net increase)

Service Type	Demand Factor	Net Increase in Daily Demand	Significant Impact
Water from Three Valleys MWD[1]	96 gallons per day/1,000 gsf	48,000 gallons per day	No
Wastewater Conveyed to CSDLA	20 gallons per day per student	74,900 gallons per day	No
Solid Waste to Regional Landfills with Recycling[1]	0.007 pounds per gsf/day	3,500 lbs per day	No
Total Electrical Demand[1]	11.5 kwh per gsf per year	5.75 MW annually	No
Total Natural Gas Demand[2]	0.74 therms per gsf/yr	37.0 MBtu annually	No
Source: Facilities Planning & Management, April 2016, Table 2.6: Based on net increase of 500,000 gsf for 2015-2020. 1 Draft Program EIR (EIR SCH 2011071005) 2011 Facilities Master Plan for Irvine Valley College, RPG, April 2012. Table 3.11.1, 3.11.9, 3.11.6. 2 Energy Efficiency Study for Lake Tahoe Community College, Cogent Energy, April 7, 2010, p. 11.			

Campus water conservation strategies may reduce this demand by thirty (30) percent, which results in an increase of 33,600 gallons per day. This increase will occur over a period of thirteen years.
The District has reduced its water use from approximately 598 acre feet of water per year in 2006 by thirty (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.

As stated previously, the District may realize a 50 percent reduction in domestic water use in less than ten years.

CalEEMod derives GHG emissions from its projections for 2020 water demand. The estimate for the FMPU increase for indoor water use is 85.1 million gallons per year and 133.1 million galls per year for outdoor use. Based on the models projections for 2020 campus electricity demand, the increase in electricity demand is 19.4 million kwH per year. CalEEMod derives GHG emissions from its 2020 projections for solid waste; with the increase due to the 2015 FMPU estimated as 7,250 tons per year (Greenhouse Gas Assessment for Mt. SAQC FMPU and PEP, Report 16-002, Greve & Associates, February 11, 2016).. The factors used for deriving demand are not specific to Mt. SAC.

The Final EIR (SCH 200041161) remains adequate to address the water supply needed at buildout of the 2015 FMP. Mitigation Measures 14a, 14b are included in the 2016 Mitigation Monitoring Program in Appendix L.

MM 7a – MM 7c, MM 15a – MM 15c, MM 16a – MM 16b, MM 17a – MM 17c, and MM 18a in the 2012 FMP are required for the 2015 FMPU.

Mt. SAC 2012 Utility Infrastructure Master Plan

As stated previously, the Utility Infrastructure Master Plan (UIMP) includes analysis and projection of facility and resource needs for the following systems: sanitary sewer, storm drains, domestic fire and water, irrigation, electrical, chilled water, heating water system, natural gas and telecommunications.

The 2012 FEIR addressed an enrollment of 37,350 students (Annual Credit + Non-Credit FTES) and a projected 1,485,281 gsf of facilities on campus at buildout in 2025. The projected enrollment for 2020 was 30,360 students (2012 FEIR, Table 2.2.1). The current comparable student projections for the 2015 FMPU for 2020 and 2025 are 32,025 and 42,569 students respectively.

The Mt. SAC 2012 Utility Infrastructure Master Plan (UIMP) was completed to identify facilities and resources for 38,700 FTES for 2015 and 55,300 FTES for 2025. The student projections in the UIMP were substantially higher than those used in the 2012 FEIR and current projections. The latest estimates are 31,275 FTES for 2015 and 42,569 FTES for 2035. Therefore, buildout of the UIMP results in ample resources and facilities for future student enrollment through 2025.

The UIMP is based on the 1,552,921 square feet of facilities (2012) served by sanitary sewer, which would increase to 2,033,227 square feet in 2025.
Using a linear interpolation for 2020 UIMP data indicates the facilities and resources in the UIMP would serve 47,000 FTES in 2020 and 1,793,074 million square feet in 2020. The square footage projection is higher than the 2020 buildout estimate for the 2015 FMPU.

The 2015 FMPU is based on 37,809 students (Annual Credit + Non-Credit FTES) and 1,793.074 gsf at buildout in 2020. However, this includes some buildings and facilities that are not served or not fully served by sanitary sewer (i.e. Parking Structure, Public Transporttion Center, some agricultural facilities, etc.). The 1,793,000 gsf projection overstates the facilities served by sanitary sewer.

Therefore, when properly phased during implementation, buildout of the UIMP provides ample facilities and resources for 1,982,327 gsf in 2020. Buildout of the 2015 FMPU has no significant impacts on facilities and resources in the UIMP.

The UIMP resources and facilities required for each site-specific project are identified and implementation required in site-specific plans and designs in DSA submittals. Therefore, with consistency with the UIMP for all campus facilities, and consistency with each site-specific project during construction, the required UIMP facilities and resources are provided for buidout of the 2015 FMPU in 2020.

Some minor revisions to phasing of the UIMP, either delaying or accelerating the implementation of services and resources may be required for proper phasing of demand and facilities to serve 1,982,327 gsf in 2020. This need will be met during project design, campus approvals of each site-specific project, and by near-term area planning (e.g. 1 – 2 years) for future site-specific projects.

A preliminary review of the UIMP assumptions indicates a more aggressive construction schedule was assumed in 2012 than what has materialized (UIMP, Ibid, p. 8-12). Buildout for the Business and Computer Technology (BCT) was assumed for 2015, the Library/Campus Center, Pool (Athletic Building Lower Level), Athletic Education Building and Fire Training Academy assumed in 2017-2019, and buildout of the Future Instruction Building Zone, Future Adult Education Zone and Auditorium Zone in 2020.

Not building the Library/Campus Center, Future Instructional Building Zone, Future Adult Education Zone and the Auditorium Zone in 2020 reduces the facilities for 2020 by 564,200 gsf (UIMP, Ibid, p. 8-8). This delay of phasing of construction, by itself, further

assures planned UIMP resources and facilities will be ample for 1,982,327 gsf for 2020 buildout of the 2015 FMPU.

While summarizing the UIMP is beyond the scope of this EIR, selected exhibits and statistics are hereby incorporated by reference. The UIMP is available for public review during regular office hours at Building 45, Facilities Planning & Management, or a CD-disk may be requested by contacting Mikaela Klein, Senior Facilities Planner, at mikaela.klein@mtsac.edu or by calling (909) 274-5720.

The relationship between the Master Facilities Infrastructure Plan (MFIP) and the UIMP requires some explanation. The MFIP is a component of each Facility Master Plan and is a schematic diagram of all required facilities needed for the Land Use Plan (e.g. new storm drain, sewer or water lines, etc.) The MFIP is revised based on the adopted Land Use Plan and projected total square footage. The UIMP is part of the implementation process, which further refines the MFIP into specific projects and facility infrastructure systems. The UIMP includes preliminary design of facility systems, which will be implemented through final engineering and design plans.

Table 3.7.14
Key Exhibits in the Utilities Infrastructure Master Plan (UIMP)

Figure	Page	Title
1a	1-21	Existing Sanitary Sewer
1g	1-27	Proposed Sanitary Sewer
2a	2-7	Existing Storm Drains
2c	2-9	Proposed Storm Drains
3a	3-62	Existing Water Distribution
3b	3-63	Proposed Water Distribution
3c	3-64	Existing Water Distribution – Pipe Plan
3e	3-66	Proposed Water Distribution – Pipe Plan
---	8-15	Existing Gas Plan
---	8-16	Proposed Gas Plan
Source: Mt. San Antonio College Utility Infrastructure Master Plan, P2S Engineering, 9/25/2012		

Some key statistics stated in the UIMP are demand will increase from 2012 to 2025 as follows: building water usage (excludes irrigation) from 143,000 gpd to 189,535 gpd (Q_{avg}), sanitary sewer average daily flow rate from 633,034 gpd to 819,033 gpd, natural

gas 83,730 to 115,187 Combined Gas Load Heating/Domestic (CFH), and electrical demand from 5.9 MW to 10.1 MW (campus co-generation provides part of the supply).

The average daily water usage for 2009 - 2011 was 259,002 gpd. Irrigation usage for the same period was an additional 117,000 gpd.

Exhibit 3.12
Campus Master Facilities Sanitary Sewer Plan 2012

Exhibit 3.13
Campus Master Facilities Water Distribution Node Plan 2012

L FMPU Facility Condition Index.

The Facility Condition Index (FCI) compares the renovation versus replacement cost for existing buildings on campus.

Table 3.7.15
Facility Condition Index (FCI) for Projects in the 2015 FMPU

Facility	Year Built	Sq. Ft.	Repair Cost	Replacement Value	FCI%
New Construction in the 2015 FMP					
Physical Education Project (Phases 1 & 2)[1]	-	195,467	n/a	$113 million	n/a
Previously Proposed for Demolition 2002 – 2012 FMP[2]					
Gym (3)	1950	43,904	13,746,459	25,697,011	52.44
Campus Café (8)	1941	14,534	4,546,407	7,814,641	58.18
Student Life Center (9C)	1962	16,366	4,229,149	8,773,158	48.21
Bldg 12A	1949	2,511	591,281	964,676	61.4
Bldg 12B		0	0	0	---
Bldg 16A – 16D[3]	1997-2002	6,344	55,111	2,094,556	2.6
Bldg 17	1949	1,025	3,634,358	6,178,926	58.82
Bldg 18	1953	11,814	3,568,095	6,070,506	58.78
Bldg 18A, 18B	2006	3,840	0	818,822	---
Bldg 19A	1988	0	0	0	---
Bldg 19B	1952	9,579	3,027,751	5,,015,756	60.1
Bldg 19C	1959	946	299,755	525,333	57.06
Bldg 20	1948	9,742	3,068,203	5,101,106	60.15
Modular 21A – 21J[4]	2006/2013	13,300	3,367,958	7,716,953	43.7
Bldg 27A – 27C	1960/1970	40,453	12,753,033	23,277,848	33.2
Bldg 38A, 38B	2000	3,092	24,058	997,510	2.41
Bldg 50F – 50H[3]	1948/1973	39,353	7,186,248	15,305,104	47.0

1 Replacement value and square footage (HMC Architects, October-November 2015). GSF data includes field house, press box and auxiliary buildings for the stadium area, not the entire stadium structure for PEP (Phase 1), and gsf for PEP (Phase 2).
2 FUSION/Assessment Report, November 3, 2015.
3 These modular buildings will be removed in the future to create a site for new permanent construction.
4 Costs missing for Building 21C – 21J will be published as part of the 2016 Facility Condition Index.

M. FMPU Energy Conservation. Appendix D of the CEQA Guidelines requires a discussion of the potential energy impacts of proposed projects, and ways to avoid or reduce inefficient wasteful and unnecessary consumption of energy [PRC 21100 (b) (3)]. The College's energy conservation programs were previously described in Section 3.7.1 (M) and numerous mitigation measures required of the project are included in the 2016 MMP.

In addition, the District has been building Leadership in Energy and Environmental Design (LEED) certified buildings in its Facility Master Plan programs and will continue to do so. LEED is a green building rating system that verifies a building's components "green features" meet resource-efficient, high-performing, healthy, cost-effective buildings. LEED Silver buildings are more energy efficient than the California Green Building Code.

Although evaluation of LEED energy conservation studies differ in their conclusions, one 2013 study evaluated the predicted and actual energy consumption of two twin buildings using the energy model process documented during the LEED design phase and the utility meter data after twelve months of occupancy. The study found that energy model predicted 14 to 25 percent more energy consumption for each building compared to the actual buildings energy use.

The 2013 study results suggest that mechanical systems turnover and occupancy assumptions significantly differ from predicted to actual values. (Evaluating Building Energy Model Performance of LEED Buildings: Identifying Potential Sources of Error Through Aggregate Analysis, Christopher M. *Stoppel, and Fernanda Leite, October 1, 2013).*

The status of LEED buildings on campus to date (March 2016) indicates the most prevalent certification for new buildings is LEED Silver.

Table 3.7.16
Campus LEED Certified Buildings

Index	Building	LEED Status
Built		
1	Agricultural Science (80)	LEED Certified
2	Child Development Complex (70-73)	LEED Certified
3	Administration (4)	LEED Certified
4	Building (12)	LEED Certified
5	Student Success Center (9E)	LEED Silver
6	Food Services (8)	LEED Silver
7	Design Technology (13)	LEED Silver
In Design/In Construction		
8	Business Computer Tech (BCT)	LEED Silver
9	PEP (Phase 1)	LEED Silver
10	Parking Structure (J)	N/A
Future Plans		
11	Student Center (A1)	LEED Silver
12	Library (A)	LEED Silver
13	Public Transit Center (I)	LEED Silver
Source: Gary Gidcumb, Facilities Planning & Management, March 2016		

The 2012 MMP includes several mitigation measures to promote energy conservation, including MM 3g (building energy management systems), MM 4a (reflective roofs), MM 4b (lighting motion and vacancy sensors), MM 4c (field-fabricated fenestration), and MM 4d (energy efficiency for buildings larger than 70,000 ASF have energy efficiency 30 percent above Title 24).

The Thermal Energy System/Chiller Cooler Project is under construction and provides energy savings by shifting demand from daytime to nighttime. These projects received their CEQA clearances in the 2015 Mitigated Negative Declaration.

There are no significant energy conservation impacts from operation of the Special Events (Sections 3.9 - 3.11).

3.7.3 Mitigation Measures for 2015 FMPU

New mitigation measures are required for the 2015 FMPU include the following. See Table 1.3: Summary of Impacts for the complete list of new mitigation measures.

AES-01. All athletic field lighting (excluding the PEP (Phase 1, 2)) must employ automatic shutoff devices to ensure that facilities are not illuminated unless desired. Lighting levels and design shall comply with the recommendations of the Illuminating Engineers Society Standards of North America (IESN) *Recommended* Practice *for Sports and Recreational Area Lighting* (IESNA RP-6-01), Facilities Planning & Management shall monitor compliance.

AES-02. All new construction contracts shall implement those provisions of the latest FMP Landscape Plan applicable to their projects. Facilities Planning & Management shall ensure compliance.

AES-03. 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, Wednesday nights for student research activities. Facilities Planning & Management shall ensure compliance.

AES-04. 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. 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.

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 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, 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 Staff Report on Burrowing Owl Mitigation (CDFW 2012). All recommendations of the final studies shall be implemented. Facilities Planning & Management shall ensure compliance.

BIO-03. 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. These trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for 2 years. Planning & Management shall ensure compliance.

HYD-01. Future development occurring for buildout of the 2015 FMPU shall install the drainage facilities located within the associated future development drainage subarea 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.

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.

TP-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 1/1/2020. Facilities Planning & Management shall ensure compliance.

Mitigation measures required for the PEP and for the 2020 Olympic Track & Field Trials for aesthetic impacts are listed in Sections Section 3.8.3 and respectively. These mitigation measures are included in the 2016 Mitigation Monitoring Program (with a new index number) but are not repeated below.

MM 9a in the 2012 MMP addresses lighting near sensitive habitats (i.e. which applies to the West Parcel Solar project and to the Wildlife Sanctuary/Open Spaces areas.

3.7.4 Level of Significance for 2015 Facilities Master Plan Update Impacts

Less than Significant With Mitigation Incorporated.

3.7.5. Cumulative Conditions for 2015 Facilities Master Plan Update

The areas north, west, southwest and southeast of the campus are primarily residential. The area to the southeast is the Spadra Land Fill (i.e. part of Cal Poly Pomona) Cal Poly Pomona is located east of the campus north of Temple Avenue. The Cal Poly Pomona Master Plan regulates development on Cal Poly Pomona and the City of Walnut regulates land uses in the remaining areas.

The cumulative conditions for land use, traffic, air quality, greenhouse gas emissions, noise, and cultural resources are evaluated in Sections 3.1 – 3.6. The cumulative conditions for service demands (existing + project) are listed below. This represents a worse case scenario since 2020 buildout is estimated at 1,982,327 gsf.

The geographical area used for analysis of cumulative conditions for the 2015 FMPU is the campus for land use/planning, and the identical geographical area used for the traffic study, air quality, greenhouse gas and noise analysis described in prior sections. Please note the data in 63.7.14 is total demand, and not the increase due to the 2015 FMPU.

Table 3.7.17
2020 Service Demand at Buildout of 2015 FMPU

Service Type	Demand Factor	Annual Demand	Significant Impact
Water from Three Valleys MWD[1]	96 gallons per day/1,000 gsf	69.5 million gallons 213.2 acre foot	N
Wastewater Conveyed to CSDLA	20 gallons per day per student	290 million gallons	N
Solid Waste to Regional Landfills with Recycling[1]	0.007 lbs per gsf/day	6.9 tons daily	N
Total Electrical Demand[1]	11.5 kwh per gsf per year	22.8 MW	N
Total Natural Gas Demand[2]	0.74 therms per gsf/yr	146.7 million Btu	N

Source: Facilities Planning & Management, April 2016, Table 2.6: Based on net increase of 500,000 gsf for 2015-2020 or 39,731 students and 1,982,327 gsf.
1 Draft Program EIR (EIR SCH 2011071005) 2011 Facilities Master Plan for Irvine Valley College, RPG, April 2012. Table 3.11.1, 3.11.9, 3.11.6.
2 Energy Efficiency Study for Lake Tahoe Community College, Cogent Energy, April 7, 2010, p. 11.
3 U. S. survey acre-foot = 325,853 gallons.

The net increase due to the 2015 FMPU is 425,906 gsf. This represents a 5.5 annual increase in square footage for 2015 – 2020. Both the Three Valleys MWD and the Consolidated Sanitation District of Los Angeles County indicated they have the capacity to serve the project. Landfill capacity is planned by the County of Los Angeles and includes a variety of public and private facilities located in and outside of the County to meet projected demands.

Both Southern California Edison and Southern California Gas have the capacity to serve the incremental increase due to buildout of the 2015 FMPU. Service demand increases by themselves are not significant impacts unless they cause adverse physical impacts on the environmental. There is no evidence that the incremental increase of the 2015 FMPU is significant. In an area or regional context, the incremental increase in service demands is not cumulatively considerable.

3.7.6 Cumulative Impacts for 2015 Facilities Master Plan Update

There are no additional projects in the immediate campus area in the City of Walnut. Therefore, there are no cumulative land use impacts. The Cal Poly Pomona Master Plan regulates development on the Cal Poly Pomona campus and their projects are subject to their own CEQA clearances.

The biological resources located east of the campus at Cal Poly Pomona are similar to those on campus. Southern Cottonwood-willow Riparian Forest is the dominant species in the adjacent Cal Poly Pomona lands. The animal and plant species within Cal Poly Pomona is likely similar to those occurring at Mt. SAC.

3.7.7 Mitigation Measures for Cumulative 2015 Facilities Master Plan Update

None are required.

3.7.8 Level of Significance for Cumulative 2015 Facilities Master Plan Update Impacts

Not applicable.

3.7.9 Summary of 2015 FMPU Significant Impacts

The conclusions of the CEQA analysis for the 2015 Facility Master Plan Update for the 2015 FMPU are listed below. Please note that this table excludes the PEP significant impacts and the impacts of Special Events.

Table 3.7.18
2015 FMPU Significant Impacts in 2020

Environmental Issue	N	LS	LSM	S
Land Use/Planning			Yes	
Traffic				Yes
Parking			Yes	
Air Quality			Yes	
Greenhouse Gases			Yes	
Noise			Yes	
Geology/Soils			Yes	
Water Quality			Yes	
Biological Resources			Yes	
Cultural Resources				Yes
Tribal Cultural Resources	No			
Aesthetics			Yes	
Lighting			Yes	
Other Public Services			Yes	
Energy Conservation			Yes	
N – No Impact, LS – Less than Significant, LSM – Less than Significant with Mitigation Incorporated, and S – Significant (Unavoidable Adverse)				

3.8 PHYSICAL EDUCATION PROJECT (PEP) (Phases 1, 2)

The Physical Education Project (PEP) being evaluated in this section will be constructed in two phases at the 32.2-acre site. The project was previously described in Section 2.3 and shown in Exhibit 2.4.

3.8.1 Existing Conditions for Physical Education Project (Phases 1, 2)

A. PEP Land Use/Planning. The existing Hilmer Lodge Stadium and auxiliary facilities on 32.2 acres, including the Physical Education Center Field House (50G) and the Athletic Storage Building (51) total 43,240 GSF. All onsite facilities, excluding Building 50G (14,158 GSF), will be demolished when the PEP is constructed.

Portions of the PEP project site are being graded now, but Hilmer Lodge Stadium is still operational. The former practice fields and parking lots west of the stadium are now part of the graded area.

The initial preliminary grading for the prior project onsite (D1 – D5) began in June 2014 and was completed in September. The initial grading included removal of the California Black Walnuts west of the stadium. Future grading will continue to export earth to the West Parcel Solar site in 2016 or 2017. CEQA clearances for future grading and export to the West Parcel were included in the certified 2012 Final EIR.

B. PEP Traffic/Parking. Since Hilmer Lodge Stadium is still operational, stadium traffic will continue to occur near the project site. However, it is difficult to separate stadium traffic from campus traffic. Any event held at the stadium usually involves students who are already on campus and do not generate traffic solely to the stadium. Traffic related to graduation, football games or other special events is discussed in Sections 3.9 to 3.12. Existing traffic related to the entire campus was evaluated in Section 3.2.

Construction hauling for the current grading does not involve export or import hauling, but only hauling of equipment to the site, and daily construction employee traffic.

Table 3.8.1
2015 Level of Service for PEP Intersections

Intersection		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
15	Bonita Drive/Temple Avenue	0.569	A	0.633	B
17	Valley Blvd/Temple Avenue	0.814	D	0.820	D
18	SR-57 SB Ramps/Temple Avenue	21.4	C	23.8	C
19	SR-57 NB Ramps/Temple Avenue	14.2	B	9.1	A

Source: Appendix B2, Table 5, Ibid., Iteris, April 2016. Location 16 is not signalized but stop-sign controlled for right-turn outbound only and right-turn inbound on special event days only.

The number of existing surface parking spaces on campus is 8,985 (Table 3.8.22). Although Parking Structure J is approved and has its CEQA clearances from the certified 2012 Final EIR, it has not been built to date. The loss of 540 spaces in Lot H during construction of the Thermal Energy System tank is temporary. Construction will be completed by January 2017.

The existing surface parking lots available for Hilmer Lodge Stadium (HLS) parking are primarily Lot F north of Temple Avenue and Lot S west of Bonita Avenue. There are 1,286 parking spaces in Lot F north of Temple Avenue, 700 spaces in Lot R and 268 spaces in Lot S. Other surface parking lots are available but are more remote. There are 125 parking spaces in Lot 50G south of the Stadium. Lot H, with 1,557 spaces is often used for special events.

C. PEP Air Quality. Existing air quality for the PEP site would be similar to the conditions discussed for the area in Section 3.3. Air quality conditions relative to the existing grading operations were discussed in the 2012 Final EIR, and are not greatly different for the air quality conditions evaluated for Phase 2 grading on the PEP site in Section 3.8.2.

Exiting operational emissions for the entire campus were estimated in Section 3.7.

D. PEP Greenhouse Gases. The existing greenhouse gas conditions would be similar to those of the campus discussed in Section 3.4. Both the existing and future GHG emissions are listed in Section 3.8.2.

Only operational data is available on the existing HLS. Students enroll for classes in multiple Divisions and student headcount or trip data cannot be segregated for the

Athletic Division. However, there are approximately eight (8) percent or 12,000 FTES (full-time equivalent students) are enrolled in Athletic Division classes (Section 2.4).

E. PEP Noise. Existing noise at the PEP site would be related to the Phase 1 grading activities and to activities at the stadium. Existing construction noise levels for the stadium area were evaluated in the certified 2012 Final EIR. Existing traffic-related noise for the stadium area was evaluated in Section 3.5. The current HLS has permanent bleacher seats for 11,940 people.

Existing noise at the stadium for a football game was measured in October 2015 and is shown in Table 3.8.6 in Section 3.8.2. Typical noise levels from vehicles parking in Lot F is shown in Table 3.8.7.

Existing football noise levels or noise from Lot F do not violate any noise regulation and do not have a significant effect on residential neighborhoods to the north, south, or southwest.

F. PEP Geology/Soils. Converse Consultants prepared a site-specific geology/soils report for the Physical Education Project (PEP). The report is summarized in Section 3.8.2 and the complete report (without the technical appendices) is included as Appendix E. The technical appendices are available for public review at the Facilities Planning and Management during normal business hours.

The 32.2-acre PEP project site ranges in elevation 717 to 784 feet msl, sloping gradually toward the southwest. The proposed project facilities were described in in Section 2.3.1.

G. PEP Water Quality. A Storm Water Pollution Prevention Plan (SWPPP) was prepared for the PEP (Stormwater Pollution Prevention Plan for the Physical Education Projects (Phase 1, 2): Risk Level 2, Psomas, September 2015). The complete SWPPP report is included as Appendix F and the report is summarized in Section 3.8.2.

The PEP (Phases 1, 2) project site consists of the athletics complex and impervious parking lots. Approximately thirty (30) percent of the existing site is undeveloped. There are no known sources of contamination onsite. The site slopes toward the southwest, with the elevations ranging from 770 to 714 feet msl.

Surface drainage currently flows southwest toward campus storm drains. Stormwater discharges from the site are not considered direct discharges, as defined by the State Water Board. Existing site topography, drainage patterns and stormwater facilities are

shown in Section 3.8.2. The project site ultimately drains to San Jose Creek Reach Number 2 that is listed for water quality impairment in the most recent 303 (d) list for coliforms. Ultimately, the flows reach the Pacific Ocean.

H. PEP Biological Resources. A local biological resources report was prepared for the 2015 FMPU by Helix Environmental Planning in April 2016. The study addresses potential biological resource issues related to the Detention Basin and stadium lighting impacts on the habitat east of the stadium in Section 3.17. There are no significant biological resources within the 32.2-acre stadium site.

I. PEP Cultural Resources. Hilmer Lodge Stadium was first evaluated as potentially eligible for the California Register in 2002. In 2003, it was considered a contributor to the Mt. San Antonio Historic District. The structures importance is not its architectural features but the renown athletic events that have been held there for over fifty years (e.g. Mt. SAC Relays, XC Invitational) and national and international athletic records that have been achieved there. The cultural resource aspects of the HLS are evaluated in Section 3.6.

J. PEP Aesthetics/Lighting. Photos of Hilmer Lodge Stadium were included in Section 3.6 and in Appendix H. The stadium is not highly visible from Temple Avenue, from Bonita Avenue or from the neighborhoods to the south (which are 1,600 or more feet south of the stadium building). Being at higher elevation, portions of the Timberline neighborhood north of the campus have views of the stadium, but this area is 1,800 feet northwest of the stadium. Spectators seated in the stadium have natural views of the open space and the reclaimed Spadra Landill to the east, and of the higher elevations to the north.

The aesthetics of the existing stadium area are changing, since portions of the 32.2-acre PEP site have been graded.

The existing facilities were built from 1949 – 1973. There are eight (8) lighting standards at the stadium, which are 121.1 feet high (851.9 ft. msl). Each lamp produces up to 133,000 lumens. They operate for 2.5 to 6.5 hours after dusk depending on the event and the time of year. Most stadium events end by 11 pm. The adjacent athletic fields, including the soccer fields to the west, may also be lighted from dusk to 11 pm. All lighting is directed downward and is lowered at the end of the event. Limited security lighting may occur until daybreak.

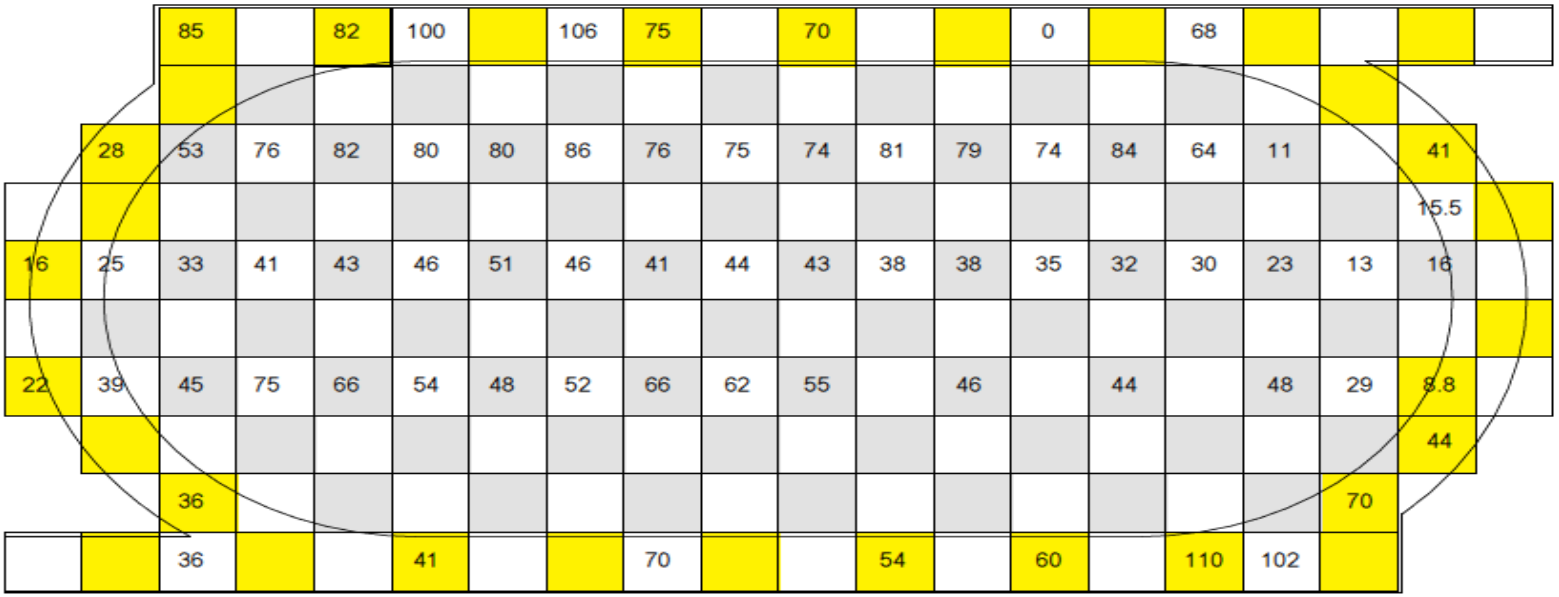
Table 3.8.2
Existing Stadium Lighting Levels

Mt SAC Stadium	Football Field	D Track Area	Track Oval
Target Points:	32	15	26
Average Footcandles:	56.75	39.46	56.24
Maximum Footcandles:	86	76	110
Minimum Footcandles:	32	7	8.8
Max/Min (Uniformity) Ratio:	2.68	10.86	12.5
Source: Musco Lighting, March 17, 2016, See Exhibit 3.11 for target point locations			

Table 3.8.3
Existing Stadium Light Spill Data (footcandles)

# of Measurements	~50YD Line East- H	~50YD Line East- V	Ref Stake Id	45° SE Corner- H	45° SE Corner- V	Ref Stake Id
1	1.30	2.6	0+00BEG 8007	1.7	3.4	0+00BEG 45°-8001
2	.40	.75	0+50 8009	.25	.85	0+50 45° 8003
3	.30	.70	1+00 8010	.40	1.20	1+00 45° 8004
4	.28	.90	X (8011)	.60	2.25	1+50 45° 8005
5	.23	.82	2+00 8012	..60	12.0	2+00 45° 8006
Spill Data- Five Points at 50' Intervals. H-Horizontal Measurement. V-Vertical Measurement						
Source: Musco Lighting, April 15, 2016, See Appendix I for stake locations						

Exhibit 3.14
Existing Stadium Lighting Footprint (Track & Field)



Horizontal Light Level and Field Survey Results:			
Track average light levels:	57.6	Date lighting system installed:	
Track uniformity:	6.9:1	Lighting manufacturer:	
Field average light levels:	51.2	Date of last group relamp:	
Field uniformity:	7.8:1	Annual hours of operation:	
(If outdoor) Quantity of poles:		Light meter brand:	Gossen
Total number luminaires:		Model number:	Mavolux 5032C
Number luminaires operational:		Calibration date:	8/2015
Lamp wattage:			
System voltage (if available):			

The Mt. SAC - Randall Planetarium is located in the Science Labs (Building 26C) north of Temple Avenue. The planetarium has a 35-foot diameter hemispherical dome and seats up to 75 people. The planetarium is both an instructional facility and creates public productions. The observatory (Building 60) has telescopes for night sky viewing by both the public and for instructional and research activities.

K. PEP Other Public Services. All public services and utilities are available at the project site. Water is provided by the Three Valleys Municipal Water District and wastewater treatment is provided by the Consolidated Sanitation Districts of Los Angeles County. The latter agency also is responsible for waste capacity demands at area and regional landfills. Additional information from agencies is included in Section 3.8.2

L. PEP Facility Condition Index. The College projects the replacement cost versus new construction costs for all existing buildings on campus regularly. The most recent data is included in Section 3.8.2.

M. PEP Energy Conservation. The existing stadium is not energy efficient and has lighting, heating and air conditioning systems that conserve vast amounts of energy.

3.8.2 Project Impacts for Physical Education Project (Phases 1, 2)

Section 3.8.2 does not evaluate Special Events held at the PEP site. Special Events are discussed in Sections 3.9 – 3.11.

A. PEP Land Use/Planning. The differences between the existing athletic facilities and the proposed athletic facilities for the PEP were compared in Section 2.3.1. The Project has no major impact on land uses for the 32.2-acre site.

Section 3.1: Land Use/Planning includes discussion of the City of Walnut's Plan and Zoning designations for the entire campus. The existing uses on the project site were identified in Exhibit 1.5: 2015 Campus Directory. The land uses for the 2015 Facilities Master Plan Update were shown in Exhibit 1.4. The PEP project (Exhibit 2.4) does not change the athletic use of the existing site but provides new athletic facilities within the 32.2-acres east of Bonita Avenue. The project site is part of the Athletics Zone (Exhibit 3.1). Portions of the PEP site have been graded. The grading conforms to the project evaluated in the certified 2012 Final EIR.

The PEC project will also consolidate athletic uses now located north of Temple Avenue, including the gym (3) aquatics (27B, 27C), the wellness center (27A) and the former tennis courts (27T). All athletic facilities north of Temple Avenue were proposed

for demolition in the 2012 FEIR but only the tennis courts have been demolished to date.

The District and campus are not subject to City of Walnut land use regulation. However, the City of Walnut General Plan designation for the PEP area is Schools and the zoning designation is Community College with a Civic Center Overlay (Exhibits 3.2, 3.3).

Table 3.8.4
PEP Construction Quantities

Index	PEP Construction Activity (Phase 1)	Cubic Yards
1	Demolition Debris (950 loads)	9,800
2	Total Cut on Site (Phases 1, 2)	347,000
3	Export to West Parcel (Phase 1 – Completed)	163,571
4	Total Fill (Phase 1, 2)	102,000
5	Earth Export (Phase 2)	81,429
6	Concrete Import for Structures	11,000
7	Concrete Import for Site Work	4,800
	PEP Construction Activity (Phase 2)	
8	Concrete Import for Structures	2,754
9	Concrete Import for Pool	1,220
10	Concrete Import for Flatwork	1,266
11	Demolition Debris (Gym, Bldg 27A – 27C)	24,750[1]
Source: Facilities Planning & Management, January 2016 1 Based on FEMA methodology		

MM 1a and MM 1c in the 2012 MMP will be required of the PEP project.

B. <u>PEP Traffic/Parking.</u>

Events that are held on campus today at the Aquatics Center will be held in the Physical Education Complex (PEC) upon project buildout. The project hosts approximately thirty (30) men's and women's polo games, swimming and diving events, hosted invitational,

tournaments and outside user groups annually. The maximum daily attendance is 3,500 persons.

The existing stadium facilities host approximately nine (9) regular events annually (i.e. football and CIF Cross -Country, Foot Locker XC Championships or outside user-group events). This excludes special events, including the Mt. SAC XC Invitational, Brooks/Mt. SAC Relays and the 2020 Olympic Track & Field Trials.

Most football games have a total attendance of 1,000 - 2,000 persons. Although a CIF championship football game may draw 5,000 persons. The Foot Locker XC Championship has a total attendance of approximately 6,000 persons and the CIF Cross County events 9,000 - 10,000 persons. The annual graduation ceremony has a total attendance of 10,000 – 12,000.

Future aquatics events will be held in the Physical Education Complex (PEC) upon project buildout. In the future, the facility will host approximately thirty-five (35) men's and women's polo games, swimming and diving events, hosted invitational, tournaments and outside user groups annually in 2020. The maximum daily attendance is 4,000 persons. This is an increase from thirty (30) events and 3,500 maximum daily attendances in 2015. The increase does not result in any significant effects. Since only 249 spaces are available within the PEP site, the majority of people attending an aquatic event will park in Lot F.

After PEP buildout, the HLS facilities will host approximately ten (10) regular events (i.e. football and CIF cross-country, Foot Locker XC Championships or outside user group events). This excludes Special Events, including the Mt. SAC XC Invitational, Brooks/Mt. SAC Relays and the 2020 Olympic Track & Field Trials. Most football games have a total attendance of 1,000 – 2,000 persons. Although a CIF championship football game may draw 5,000 persons. The annual graduation ceremony has a total attendance of 10,000 to 12,000.

Truck Hauling Plan for PEP Earth Export

Iteris, Inc. completed a Truck Haul Plan for Phase 2 grading of the PEP site in April 2016. The memorandum is included in Appendix B. (Phase 1 grading for export of earth from the PEP site to the West Parcel obtained its CEQA clearances in the certified 2012 Final EIR).

The study included analysis of existing LOS, review of the proposed truck hauling plan (i.e. earth quantities, truck load, hours of operation, truck capacity, truck length, etc). The proposed truck haul route is north to the Bonita Avenue/Grand Avenue intersection,

east along Temple Avenue to SR-57 and north on SR-57 to an unspecified destination. Empty trucks would return along the same route to the campus.

Table 3.8.5
2015 LOS for PEP Haul Route Intersections

Intersection		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
15	Bonita Drive/Temple Avenue	0.569	A	0.633	B
17	Valley Blvd/Temple Avenue	0.814	D	0.820	D
18	SR-57 SB Ramps/Temple Avenue	21.4	C	23.8	C
19	SR-57 NB Ramps/Temple Avenue	14.2	B	9.1	A
Source: Appendix B2, Table 5, Ibid., Iteris, April 2016. Location 16 is not signalized but stop-sign controlled for right-turn outbound only and right-turn inbound on special event days only.					

All four intersections studied for the truck haul route operate at acceptable levels of service in 2015 for existing conditions.

While there are slight increases in volume/capacity with the truck hauling for Phase 2 grading of the PEP site, the v/c increases are not substantial,. The increases do not exceed either the County of Los Angeles Public Works or Caltrans thresholds of significance (Table 3 and page 6 in Appendix B1) and truck hauling has a Less than Significant Impact on the four intersections evaluated.

Based on the 40 feet truck length, a passenger car equivalent (PCE) of 2.5 passenger vehicles is assumed for each truck in the v/c analysis. For example, twenty-four (24) truck trips is the equivalent of 60 PCE-trips.

Since future (Phase 2) construction grading for the PEP project (i.e. currently confined to the hill west of HLS) involves earth export, truck hauling is subject to MM 2c in the 2012 Mitigation Monitoring Program (i.e. as amended on January 13, 2016). Future grading for the PEP site is discussed in Section 3. 8. 2.

Future Campus Parking

Assuming that Parking Structure J is not available, the campus will have approximately 8,300 surface parking spaces when PEP (Phase 1) is completed.

Table 3.8.6
Campus Parking Spaces on August 1, 2018

Campus Parking Lots	Existing Spaces April 2016	Maximum 8/1/2018 Spaces[2]	Changes	Changes After 8/1/2018
Lot A	165	165		-165
Pay Lot A	213	213		-213
Pay Lot B	212	212		
Lot A2	92	92		-92
Lot A1, A3, A5	143	143		0
Lot B	831	831		
Lot B1 – B3	210	210		
Lot B4	16	16		Zone 3
Lot D	623	623		
Lot D1 – D2	148	148		Zone 1
Lot D3	159	24	-135	PTC
Lot F	1,286	1,286		Zone - 466
Lot G	268	268		Zone 4: -268
Lot H	1,557	1,557		TES
Lot M	971	971		Fire Academy -578
Lot R - PEP (Phase 1)	700	249	-451	PEP 2 under construction
Lot 50 G	125	125	-57	
Lot G	252	252		
Parking Structure J	---	---		+2,300
Lot S	268	268		
Lot V	34	0	-34	
Lot W	355	355		Bldg 44
Lot F2 – F10	38	38		
Lots 5G, 1 B/C, 2, 6	14	14		
Bldg 23, 23A	152	152		
Bldg 29, 30	7	7		
Bldg 36, 40	88	88		Zone 2
Bldg 46A, 47, 48	140	140		
Bldg 67	57	57		
Bldg 73, 80	59	59		
Sherman Park	9	9		
TOTAL (8/1/2018)	8,985		-667	8,308
Source: Facilities, Planning & Management, April 12, 2016				

The number of stadium events will increase from nine (9) in 2015 to ten (10) in 2020. The increase does not result in any significant impacts. The projected expansion of all non-Olympic Trial events, also do not result in significant impacts. Special events and the Olympic Trials are discussed in Sections 3.9 – 3.12.

MM 2a – MM 2f, and MM 2h – MM 2m in the 2012 MMP will be required of the PEP project.

The level of service for key intersections near the campus for buildout of the 2015 FMPU in 2020 is shown below.

Table 3.8.7
2020 Level of Service (LOS) for PEP Buildout near Campus

Intersection	2015 LOS (v/c)		2020 LOS (v/c) with PEP		Increase in V/C	
	AM	PM	AM	PM	AM	PM
Grand Avenue/Mountaineer Rd.	B- 0.666	C- 0.721	B- 0.698	C- 0.751	0.032	0.030
Grand Avenue/San Jose Hills Rd.	E- 0.944	D- 0.844	E- 0.967	D- 0.967	0.023	0.021
Temple Avenue/Grand Avenue	D- 0.885	C- 0.764	E- 0.928	C- 0.765	0.043	0.021
Temple Avenue/Mt. SAC Way	C- 0.724	B- 0.700	C- 0.752	C- 0.741	0.028	0.041
Temple Avenue/Bonita Avenue	A- 0.580	B- 0.601	B- 0.618	B- 0.635	0.038	0.034
Temple Avenue/Lot F	C- 15.3	A- 0.0	C- 16.7	A-0.0	1.40	0.00
Source: Table 7, Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study: Draft Report, Iteris, April 1, 2016. Significant impacts are identified in **bold** face type.						

C. PEP Air Quality. The potential air quality impacts of earth export from the PEP project site to the Fire Training Academy site were evaluated in Section 3.2 of the 2012 FEIR. The potential air quality impacts were Less than Significant with Mitigation Incorporated.

The potential construction and operational air quality impacts of buildout of the PEP (Phases 1, 2) are listed below. The phases are evaluated separately because they are constructed on different time periods. The PEP air quality impacts were evaluated in greater detail in Section 3.3.2 and 3.3.4.

Table 3.8.8
PEP (Phase 1) Peak Construction Emissions

	Pollutant Emissions (Pounds Per Day)					
Activity	ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	5.0	55.7	43.7	0.1	10.8	3.6
Site Preparation	5.2	54.7	42.2	0.0	21.2	12.7
Grading	11.2	147.2	106.9	0.3	32.6	11.9
Building Const.	7.3	48.0	76.0	0.2	10.2	4.1
Paving	1.8	17.2	15.2	0.0	1.1	0.9
Architectural Coating	10.3	2.6	7.6	0.0	1.5	0.5
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Threshold?	No	Yes	No	No	No	*No*

Source: Table 13, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

Construction emissions for Phase 1 do exceed SCAQMD thresholds of significance for NOx only during the grading phase. The exceedance is caused by onsite graders and truck hauling export. However, the required mitigation measures will reduce NOx emissions so the effect is Less than Significant with Mitigation Incorporated.

Table 3.8.9
PEP (Phase 2) Construction Emissions

Activity	Pollutant Emissions (Pounds Per Day) ROG	NOx	CO	SOx	PM10	PM2.5
Demolition	7.0	80.9	80.8	0.2	31.1	7.2
Site Preparation	4.4	45.7	37.1	0.0	10.7	6.7
Grading	3.1	31.1	24.7	0.0	4.8	3.1
Building Const.	3.2	26.2	25.5	0.0	2.7	1.8
Paving	1.2	11.7	12.9	0.0	0.9	0.7
Architectural Coating	9.9	1.8	2.6	0.0	0.3	0.2
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Source: Table 15, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

Construction activities for PEP (Phase 2) do not exceed SCAQMD thresholds of significance. None of the emissions for buildout of PEP (Phases1, 2) will exceed the LST significance thresholds. Therefore, the impact of construction of PEP (Phases 1, 2) on off-site sensitive receptor areas is Less than Significant. The nearest off-site residential areas are about 1,600 feet south and 1,800 feet north of the HLS construction and demolition area.

Table 3.8.10
LST Emissions for PEP (Phase 1)

Activity	Daily Emissions (lbs./day) NOx	CO	PM10	PM2.5
Demolition	45.7	35.0	9.9	3.3
Site Preparation	54.6	41.1	21.0	12.6
Grading	74.8	49.1	10.5	6.7
Building Construction	26.4	18.1	1.8	1.7
Paving	17.2	14.5	0.9	0.9
Architectural Coating	2.0	1.9	0.2	0.2
LST Thresholds	*489*	*11,084*	*105*	*44*
Exceed Threshold?	*No*	*No*	*No*	*No*

Source: Table 14, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

Table 3.8.11
LST Emissions for PEP (Phase 2)

Activity	Daily Emissions (lbs./day) NOx	CO	PM10	PM2.5
Demolition	31.0	29.6	25.6	5.0
Site Preparation	45.6	36.2	10.5	6.6
Grading	31.1	24.0	4.7	3.1
Building Construction	23.3	17.5	1.5	1.4
Paving	11.6	12.1	0.6	0.6
Architectural Coating	1.7	1.8	0.1	0.1
LST Thresholds	489	11,084	105	44
Exceed Threshold?	No	No	No	No

Source: Table 16, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

The potential LST air quality impacts for buildout of PEP (Phase 1,2) will not exceed the LST significance thresholds. Therefore, the impact of construction of Phase 1, 2 on off-site sensitive receptor areas is Less than Significant. The nearest off-site residential area is about 1,600 feet south of the HLS construction and demolition area and 1,800 feet from the northern residential areas off-campus.

Watering twice per day during earth moving operations is included in the analysis and required in the project mitigation measures for the project. MM 3a – MM 3j in the 2012 MMP will be required of the PEP project to reduce regional emissions.

Since the operational emissions for the buildout of the 2015 FMPU do not exceed the SCAQMD thresholds, the operational emissions for the PEP (Phases 1, 2) also do not exceed the thresholds. Therefore, the operational emission increases are Less than Significant.

Table 3.8.12
Operational Emission Increases for 2015 FMPU

	Pounds per Day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Existing 2015	221.4	507.2	1,932	4.0	284.4	81.2
Year 2020	186.2	384.6	1,485	4.4	312.6	88.3
Change	-35.2	-122.6	-447	0.4	28.2	7.0
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Thresholds for 2020	*No*	*No*	*No*	*No*	*No*	*No*

Source: Table 10, *Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008AQ, Greve & Associates, LLC, April 15, 2016

Appendix C also included the operational increase between 2015 and 2025 in Table 10.

The CalEEMod analysis indicates that the emissions of ROG, NOx, and CO will decrease in future years even though the student headcount and facilities total square footage will increase. Vehicular emission rates will decrease in the future, which results in a reduction in particulate emissions offsetting the increase in student enrollment.

D. PEP GHG Emissions. The potential construction and operational GHG emission of buildout of the PEP (Phases 1, 2) are listed below. The phases are evaluated separately because they are constructed on different time periods. The PEP air quality impacts were evaluated in greater detail in Section 3.3.2 and 3.3.4. CO^2 emissions are the major contributor to construction GHG emissions for the PEP (Phases 1, 2) but are far below GHG annual thresholds.

Table 3.8.13
Total Construction GHG Emissions for PEP (Phase 1)

	Metric Tons per Year			
	CO^2	CH_4	N_2O	CO^2EQ
Total Construction Emissions (Metric Tons)	3,169.3	0.3	0.0	3,174.7
Averaged Over 30 Years (Metric Tons Per Year)	105.6	0.0	0.0	105.8

$MTCO^2EQ$ = metric tons equivalent carbon dioxide (CO^2).

Source: Table 6, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016.

Table 3.8.14
Total Construction GHG Emissions for PEP (Phase 2)

	Metric Tons per Year			
	CO^2	CH_4	N_2O	CO^2EQ
Total Construction Emissions (Metric Tons)	1,263.9	0.2	0.0	1,267.8
Averaged Over 30 Years (Metric Tons Per Year)	42.1	0.0	0.0	42.3

MTCO2EQ = metric tons equivalent carbon dioxide (CO2).

Source: Table 7, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016

The total amortized construction emissions for either phase of the PEP project are far below SCAQMD GHG standards.

The Operational GHG Emissions for PEP (Phases 1, 2) for buildout decrease because the energy efficiency of motor vehicles continues to increase in future years resulting in lower GHG emissions, and the decrease more than offsets the increase due to increases in student enrollment.

Table 3.8.15
Change in GHG Operational Emissions for PEP (Phases 1, 2)

Metric Tons Per Year	CO2EQ
Existing	56,762
Year 2020	55,764
Change	-997
Year 2025	59,006
Change	2,245
College & SCAQMD Thresholds	*3,000*
Exceed Thresholds for 2020	*No*
Exceed Thresholds for 2025	*No*

Source: Table 10, *Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects*, Report #16-008GHG, Greve & Associates, LLC, April 15, 2016

No additional new mitigation measures are required for GHG emissions for the PEP (Phases 1, 2). MM 4a – MM 4d in the 2012 MMP are required for the PEP (Phases 1, 2).

E. PEP Noise. The District's Thresholds of Significance indicate any construction project greater than 1,500 feet from a sensitive receptor area will result in a Less than Significant Impact. These areas were identified in Report #15-116 (Greve & Associates) included in the 2016 CEQA Thresholds of Significance Report in Appendix K. Any construction within this zone would have a Less than Significant noise impact. If a project is less than 1,500 feet from a sensitive receptor, but construction lasts less than 1 year, then it will have a Less than Significant Impact with Mitigation Incorporated (i.e. Mitigation Measure 5a of the 2012 Mitigation Monitoring Plan. This measure limits construction to 7 a.m. to 7 p.m. on Monday through Saturday.

Worse-case examples of construction noise at fifty (50) feet from the noise source were included in the CEQA Thresholds of Significance Report #15-116 in Appendix K. Typical equipment that might be employed for the PEP include graders, dozers, scrapers, front loaders, trucks, cranes, concrete mixers and concrete pumps. The peak (L_{max}) noise level for most of the equipment used during the PEP construction is 70 to 95 dBA at a distance of fifty (50) feet. Noise levels at further distances would be less than this, and intervening terrain such as ridgelines would reduce noise levels even further.

The stadium demolitions will occur over a 2 – 4 month period and the PEP (Phase 1) construction will over a twenty-two (22) month period. Future construction operations for the HLS would typically be about 1,600 feet from the nearest residential lots to the south. There is a large hill between the nearest residences and the stadium construction area that will act as a noise barrier, and reduce noise levels by an estimated 10 dB. Based on a distance of 1,600 feet, the worse-case unmitigated peak (L_{max}) construction noise levels could be 35 to 55 dBA at the residences. The average noise levels (L_{eq}) are typically 15 dB lower than the peak (L_{max}) noise levels.

The 15 dB difference is also consistent with most of the values presented in Appendix K of the noise report that show typical levels (i.e. average and maximum) noise levels. Average noise levels (L_{eq}) at the nearest existing residential buildings to the south (1,600 feet) would be in the range of 20 to 40 dBA (L_{eq}). Ambient noise levels were measured in the area (i.e., Site 7) were 68.1 dBA with an average noise level (L_{eq}) of 50.1 dBA (Table 9, Ibid, Greve & Associates, Ibid, October 2015). The L_{max} and L_{eq} noise levels during construction will be quieter than ambient conditions, and construction noise impacts will be Less than Significant. Additionally, the noise levels projected are well below the District's CEQA Thresholds of Significance.

Future Football Stadium Noise

The existing HLS will be demolished and a new HLS constructed during buildout of PEP (Phase 1). The current HLS has permanent bleacher seats for 11,940 people and the new HLS will have permanent bleachers for 10,912, temporary bleachers for 8,840 and lawn seating for 1,706, totaling 19,752 people. However, this capacity may occur only for hosting the 2020 Olympic Track & Field Trials, and not for many other future events.

Table 3.8.16
Future Peak Noise Levels for Football Games at Hilmer Lodge Stadium (dBA)

	Measured Football Game (2015)	Projected Football Game (2025)
Attendance	4,500	5,400
Site 1	41.1	41.8
Site 2	41.1	41.8
Site 3	37.6	38.3
Site 4	49.4	50.1

Source: Table 1, Stadium Noise Monitoring Measurements, Report 15-110D,Greve & Associates, Ibid., October 2015
Measured noise levels are extrapolated for distances to Sites 1 - 4

See Section 3.2.2 for the specific off-campus addresses for Sites 1 – 4. Site 1 is north of the HLS on Fort Bowie Drive and Site 2 is on Regal Canyon Road to the west. Sites 3 and 4 are southwest and south of the campus on Sleepy Hollow Court and on Buckskin Drive. The projected football game noise is Less than Significant.

Noise impacts from Special Events, including aquatic, football, graduation and soccer events are evaluated in Section 3.9 – 3.12.

Lot F Parking Lot

Future noise from Lot F was projected to the residential area north of campus along Granite Wells Road. The projected noise levels are below the monitored ambient noise level for the area. Therefore, Lot F has No Impact on the neighborhood. When Instructional Zone 5 is developed, 466 fewer parking spaces will be available in Lot F. However, Project Alternative 2 proposes a structured parking lot within Lot F.

Table 3.8.17
Noise Levels from Lot F Vehicle Parking

Event	L_{max} (dBA)
Door Slam	32 to 42
Car Alarm Activation	37 to 42
Engine Start-up	32 to 42
Car pass-by	27 to 42

Source: Table 10, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

The nearest residences to Lot F may experience a maximum noise level of 42 dBA for car activity. Ambient noise measurements (i.e., Site 1: 21034 Granite Wells Road), and a peak noise level of 73.6 dBA was recorded. Therefore, parking lot activity noise is below the ambient noise levels, and the noise impact caused by the vehicles in Lot F will be Less than Significant.

As stated previously, the closest residences to the existing HLS are located 1,600 feet south of the primary demolition and construction area for the new HLS.

A large hill between the nearest residences and the HLS construction serves as a noise barrier, and will reduce noise construction levels by 10 dB. Based on a distance of 1,600 feet, the worse-case peak (L_{max}) construction noise levels is 35 dBA to 55 dBA at the residences. The average construction noise levels (L_{eq}) are typically 15 dB lower than the peak (L_{max}) noise levels. The 15 dB difference is also consistent with the noise levels given for specific construction equipment in Exhibit 3.5.

Average noise levels (L_{eq}) at the nearest residences to the south (1,600 feet) will be 20 to 40 dBA (L_{eq}). Ambient noise levels measured in the area (Site 7) The L_{max} noise level measured at this site was 68.1 dBA (L_{max}) with an average noise level (L_{eq}) of 50.1 dBA. The L_{max} and L_{eq} noise levels during construction will be quieter than ambient conditions, and construction noise impacts will be Less than Significant. The construction noise levels projected are also well below the Thresholds of Significance.

Construction of the PEP is approximately 1,800 feet from the residential areas north of Hawk Road and Fort Bowie Drive. Since construction of the PEP has a Less than Significant Impact on the southern residential neighborhoods (1,600 feet) the

construction noise impact is also Less than Significant for the northern residential areas. Noise levels decline with distance.
Traffic-related noise due to implementation of the 2015 FMPU was projected in Section 3.5. These projections are based on a student enrollment of 39,731 in 2020 and an increase of 3,745 trips from 2015 to 2020.. The project traffic-related noise impacts were Less than Significant.

Therefore, the PEP project by itself, at 209,625 gsf (19.2 percent of total gsf on campus) has no traffic-related noise impact.

Construction equipment operating within the PEP site has a Less than Significant Impact on adjacent existing campus uses and is too distant to have an impact on the Snow Creek residential neighborhood to the south.

Construction equipment operating near the open space areas adjacent to the PEP site may cause vibration offsite. There are no sensitive receptors (i.e. residential uses) nearby. The vibration is limited in duration and has a Less than Significant Impact on non-plant biological species in the open space areas.

MM 5a, MM 5c- MM 5e in the 2012 MMP will be required of the PEP project.

F. PEP Geology/Soils. The geographical area for considerations of geology/soils issues for the PEP is the project site for potential local geology/soils impacts and the region for potential seismic impacts upon facilities onsite.

Converse Consultants prepared a site-specific geology/soils report for the Physical Education Project (PEP). The report is summarized herein and the complete report (without the technical appendices) is included as Appendix E. The technical appendices are available for public review at the Facilities Planning and Management during normal business hours.

Scope of Work

The scope of work included a site reconnaissance, subsurface exploration, percolation testing, laboratory testing, and engineering analysis.

Twenty-nine (29) exploratory borings (Exhibit 3.8) were drilled within the project site in June 2014 and sixteen (16) were drilled in April 2013. A track drill rig and a truck-mounted drill rig with an 8-inch diameter hollow stem auger was used to obtain samples from10.0 to 91.5 feet below the existing ground surface. Ring samples penetration test samples and bulk soil samples were obtained for laboratory testing.

The laboratory testing performed included In-Situ Moisture Contents and Dry Densities, Grain Size Distribution, Fines Content/Passing No. 200 Sieve, Atterberg Limits, Maximum Dry Density and Optimum-Moisture Content Relationship, Direct Shear, Consolidation and Expansion Index tests.

Site Description

The 32.2-acre PEP project site ranges in elevation 717 to 784 feet msl, sloping gradually toward the southwest. The proposed project facilities were described in in Section 2.3.1. Portions of the new structures will be below the existing ground surface (bgs). The proposed new structural loads are assumed to be 200 kips and 10 kips per liner foot for interior columns/posts and interior concrete bearing walls.

Regional Geology

The project site is located in the San Jose Hills along the western edge of the Pomona Valley within the Transverse Ranges geomorphic province of California near the northern terminus of the Peninsular Ranges Province.

The Pomona Valley lies at the junction of the northwest-trending high-angle strike slip faults of the San Andreas and the East trending low-angle reverse or reverse-oblique faults bounding the south margin of the Transverse Ranges. Faults in the first group include the Palo Verdes, Newport-Inglewood, Whittier-Elsinore and San Jacinto fault zones. Faults in the second group include the Malibu-Santa Monica, Hollywood, Raymond, Sierra Madre and Cucamonga fault zones.

A 2002 geology study placed the College within an alluvial basin surrounded by hillside consisting of sedimentary bedrock of the Monterey (Puente) Formation (Geologic Map of the San Dimas and Ontario Quadrangles, Thomas W. Dibblee, Jr., DF-91, July 2002). No faults are shown on the project site. One hillside onsite has been mapped as (Tmy) Yorba Shale.

Earth materials encountered during site investigation include existing fill soils, natural alluvial soils and sedimentary bedrock of the Puente Formation. These materials consist primarily of clay, clayey sands, sands and clays. The depth of fill onsite ranges from 1 – 16 feet. The alluvial deposits underlying the fill material may include weathered bedrock, with cobbles greater than eight (8) inches and occasional boulders. The depth of alluvial soils ranges from 0 – 53 feet.

The western and eastern portions of the site are underlain by sedimentary bedrock of the Puente Formation, which include laminated to thinly-bedded siltstone, sandstone and shale. The northwest portion of the hilltop west of the stadium is underlain by harder, cemented sandstone pebble conglomerate bedrock.

Local zones of perched groundwater were found at depths of 17 to 38 feet bgs. Higher groundwater levels at the site are attributed to a buried drainage channel below the track and field and practice field, which transmits water along its axis southward. Canyon bottom sub-drains will need to be installed along the axes of the buried channels to transmit surface water to an outlet. The regional groundwater 2 is not expected to be encountered during construction.

Seismic Hazards

The closest known faults to the project site with surface expressions are the San Jose Fault (0.8 km to north) and the Chino-Central Avenue (Elsinore) Fault (6.9 km to the east/southeast). The concealed Puente Hills Blind Thrust Fault (Coyote Hills segment) along with other regional faults are included as active faults in the probabilistic seismic hazard analysis for the project site. The Chino-Central Avenue fault is not considered active. However, based on studies on Cal Poly Pomona (Geocon 2001) the San Jose fault is an active reverse separation fault. The regional faults, their distance from the project site, maximum moment magnitude, and slip rates are described below.

Based on the review of existing geologic information, there are no known active faults projected through or toward the project site.

Table 3.8.18
Regional Earthquake Fault Magnitudes

Fault Name/Section	Distance to Site (kilometers)	Maximum Moment Magnitude (M_{max})	Slip Rate (mm/yr)
San Jose	0.8	6.4	0.50
Chino-Central Ave. (Elsinore)	6.9	6.7	1.00
Elysian Park Blind Trust	8.2	6.7	1.50
Puente Hills Blind Trust	8.3	7.3	0.70
Sierra Madre	9.6	7.2	2.00
Whittier	12.6	6.8	2.50
Cucamonga	13.8	6.9	5.00
Clamshell-Sawpit	19.5	6.5	0.50
Raymond	19.6	6.5	1.50
Verdugo	28.6	6.9	0.50
Elsinore-Glen Ivy	29.1	6.8	5.00
Compton Thrust	29.9	6.8	1.50
Hollywood	36.2	6.4	1.00
San Jacinto – San Bernardino	38.0	6.7	12.00
San Andreas - 1857 Rupture	39.1	7.4	30.00
San Andreas - Mojave	39.1	7.4	30.00
Newport-Inglewood (LA Basin)	39.6	7.1	1.00
San Andreas - San Bernardino	41.0	7.5	24.00
San Andreas - Southern	41.0	7.2	25.00
Cleghorn	45.7	6.7	2.00
Sierra Madre (San Fernando	48.4	6.7	2.00
Source: Table 2, Geotechnical Study Report: Proposed Athletic Complex East, Converse Consultants, January 23, 2015. Data obtained from EQFAULT Version 3.0 with updated fault data.			

The largest earthquake-induced ground acceleration for the project site since 1800 is a 7.0 magnitude earthquake in 1858 with a ground acceleration of 0.24 g.

Liquefaction occurs when saturated soils behave temporarily as a viscous fluid during dynamic or cyclic seismic shaking. Consequently, the soils lose their capacity to support the structures founded on them. While the project site is partially located within a potential liquefaction zone, site-specific liquefaction analysis indicates the project site is not susceptible to liquefaction. Project structural engineers must consider the effects of liquefaction on foundation design, since the estimated induced settlement ranges from 0.67 – 0.87 inches.

The potential for lateral spreading on site is considered negligible and the potential for seismically-induced landslides is very low. The project site is located in Flood

Insurance Rate Map (FIRM) Zone D. The potential for flooding of the project site is remote. Since the site is over 20 km from the ocean, tsunamis do not pose a hazard.

Seismic Analysis

The seismic parameters for the project site, based on the 2013 California Building Code (CBC), are listed in Table 3 in Appendix D (i.e. in the Converse report). The Site Class is D and the Seismic Design Category is E.

The project site is partially located within a currently designated State of California Earthquake Fault Zone. Therefore, a site-specific ground motion analysis was required. A Maximum Considered Earthquake (MCE) was projected for the project site. An NCE is horizontal peak ground acceleration with a two (2) percent probability of being exceeded in 50 years. The 2013 CBC acceleration parameters, used for structural design, are provided in Table 4 in Appendix D. The site-specific response analysis, using EZ-FRISK, in listed in Table 5 of Appendix D and the Site-Specific Seismic Design Parameters in Table 6 of Appendix D.

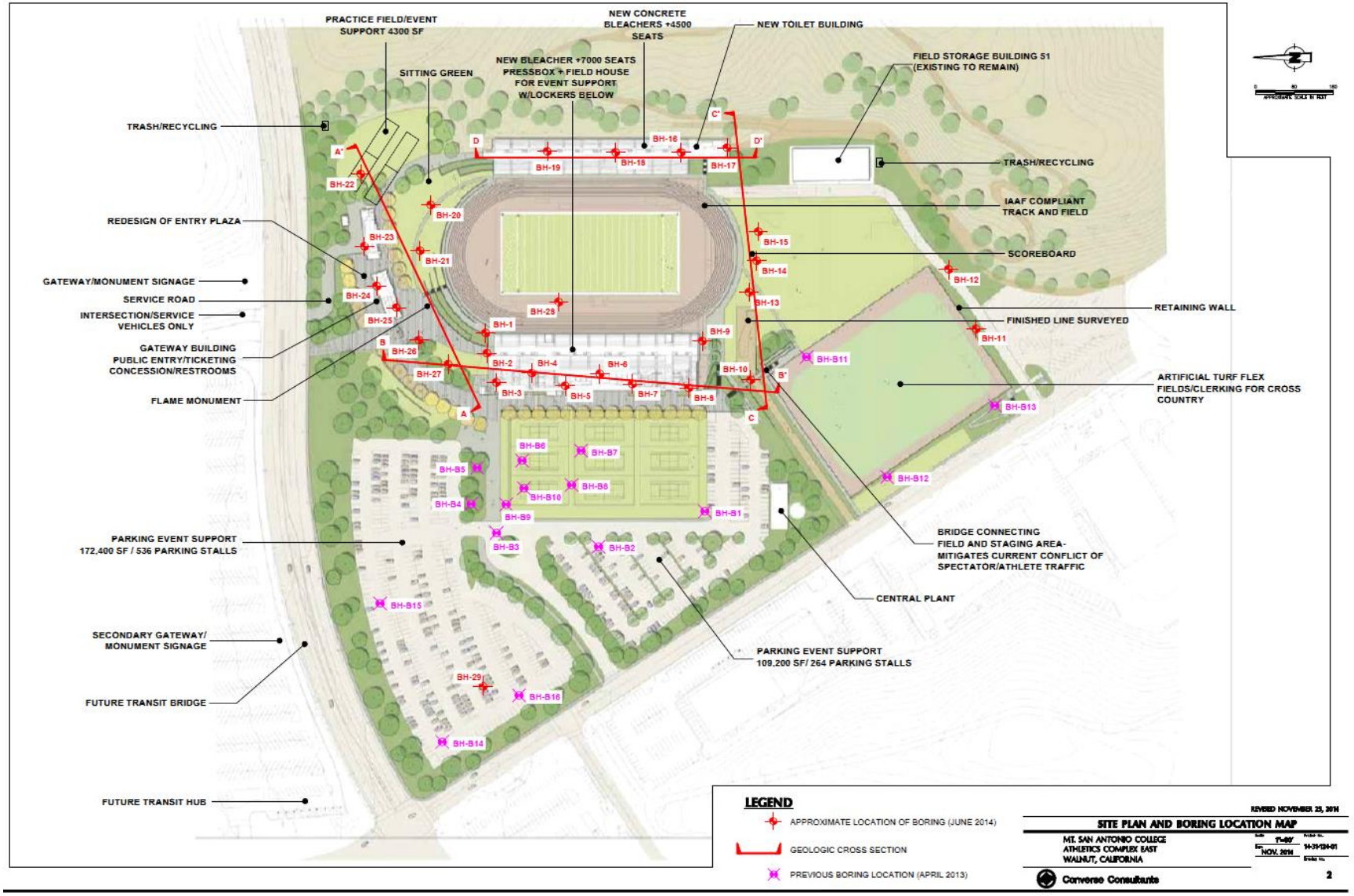
Percolation Testing

The falling head test method for percolation was performed in two borings. The lowest percolation rate was 0.12 inches per hour (Table 7 in Appendix D) and the minimum percolation rate for design of infiltration storm water management systems is 0.5 inch/hour. Therefore, the soils in the northwest area of the site are suitable for infiltration systems. Periodic maintenance of infiltration systems is needed to prevent sedimentation.

The Converse report noted that the buried drain pipes located beneath the track and field that drain the detention basin located northeast of the stadium southerly to Snow Creek could be corroded or damaged (Converse, ibid, p. 17).

However, the new storm drainage design is not reliant on the existing storm drains. None of the new storm drain lines tie into the existing 30-inch line because of its unknown condition (Replacing Drains on PEP Site, Psomas, Michael Mulgrew, PE, December 10, 2015). If, after investigation, the existing drains are sound, they will be retained but receive less future drainage than the existing drains. Therefore, there is no impact.

Exhibit 3.15
PEP Soil Boring Locations



Geotechnical Conclusions

The earth materials at the PEP project site and the foundation recommendations are listed below.

Table 3.8.19
PEP Building Foundation Recommendations

Structure	Lowest Floor Elevation	Materials Beneath Structure	Fill Thickness (feet)	Foundation Recommendations
Field House	731	Bedrock (Tpss)	O to 10	Shallow
Gateway Building	748	Fill-Clay (CL)	5 to 10	Deep
New Restrooms	740	Bedrock (Tpss)	0 to 7	Shallow
Visitor Bleachers	731	Bedrock (Tpss)	None	Shallow
Pedestrian Bridge	730	Fill-Clay (CL)	4 to 5	Pier
Retaining Walls	731	Fill-Clay (CL)	15	Pier
Scoreboard	731	Fill-Clay (CL)	13	Deep
Source: Table 9, Geotechnical Study Report: Proposed Athletic Complex East , Converse Consultants, January 23, 2015				

In general, the pH value, chloride content, and saturated resistivity of the site soils are in the non-corrosive range. However, the samples indicate a corrosive potential to ferrous metals.

Buried drain pipes are located beneath the current track and field, which drain the detention basin located northeast of the stadium. The drain pipe needs evaluation and if corroded or damaged, should be replaced.

Earthwork and Site Grading Recommendations

The onsite soils can be excavated using conventional heavy-duty earth-moving equipment. The excavated site soils, free of vegetation, shrub and debris, may be used as compacted fill in structural areas after processing. Rocks larger than three inches should not be placed as fill and rocks larger than one inch should not be placed in the upper twelve inches of sub-grade soils. Onsite clayey soils with an expansion index of more than twenty should not be reused for compaction within two feet below a foundation or for retaining wall backfill.

Over-Excavation/Removal.

For a uniform bearing material below shallow foundations, over-excavation and re-compaction below the foundations and slab-on grades is recommended. Footings for shallow footing structures shall be on bedrock or a minimum of three feet of onsite soils below the foundation bottom should be removed, moisture-controlled and replaced as compacted fill. Recommendations for alternatives to deep foundations for the Gateway Building are described in Section 9.2 in Appendix D. Over-excavation of five feet or more below existing grade or depth of undocumented fill, and five feet laterally beyond the footprints, is recommended for the pedestrian bridges. Over excavation of at least 2.0 feet bgs and 2.0 feet laterally beyond the footprint is also recommended for the IAAF compliant track and field and artificial turf areas.

Canyon Bottom Sub-drains.

Canyon-bottom sub-drain systems should be constructed of a minimum 6-inch diameter Schedule 80 PVC pipe.

Structural Fill.

The approved bottom of the excavations must be scarified to a depth of 6-inches or more and moisture conditioned to near-optimum moisture content, and compacted to 90 percent or more of the laboratory maximum dry density to produce a firm and unyielding surface. Fill exceeding 5-fet in height shall not be placed on native slopes that are steeper than 5:1 (horizontal: vertical). Where native slopes are steeper than 5:1 and the height of the fill is greater than 5-feet, the fill must be keyed and benched into competent materials. The height and width of the benches shall be 2-feet or more.

Expansive Soil. The onsite clayey earth materials have a very low to high expansion potential. Medium to high expansion potential materials may be anticipated. Since onsite materials will be mixed, the expansion potential of site soils should be verified after grading as slabs, foundations and pavement placed directly on expansive sub-grade soil will crack over time. Therefore, onsite clayey soils with an Expansion Index higher than twenty (20) should not be re-used for compaction within two feet below the proposed foundations or for retaining wall backfill. The extent of removal is determined by the geotechnical representative based on soil observation during grading.

Either pre-saturation of onsite compacted sub-grade soils at approximately three (3) percent above optimum moisture content or removal of two (2) feet of the underlying soils throughout areas beneath structures and the track, and replacing it with imported

non-expansive sandy soil materials would improve the expansive soils at the project site.

Pipeline Backfill.

Any soft or unsuitable material encountered at the pipe invert should be removed and replaced with adequate bedding material. The bedding zone is 4-inches below the pipe invert to one foot above the top of the pipe.

Trench Zone Backfill

Trench excavations to receive backfill must be free of trash, debris or other unsatisfactory materials before backfill placement. No more than thirty (30) percent of the backfill volumes should be larger than 0.75-inch in the largest dimension. Trench backfill must be compacted to 90 percent of the laboratory maximum dry density. If the expansion index is more than thirty, backfill materials must be approximately two (2) percent above optimum moisture content. The thickness of un-compacted layers must not exceed eight inches. The field density of compacted soil must conform to ASTM Standard D1556 or D2922. The criteria for imported soils are included in Section 9.8 in Appendix D.

Shrinkage and Subsidence

The approximate shrinkage factor for the upper 10-feet of alluvial soils is 10 – 20 percent. Ground subsidence is estimated at 0.20-feet.

Sub-grade Preparation

The upper two inches of sub-grade soils underneath the slab-on-grade should be well-drained granular soils (sands, gravel or crushed aggregate) with a maximum size of 1.5 inches or less , twelve (12) percent will pass through a U. S. No. 200 Sieve, and the Sand equivalent is 30 or more.

Design Recommendations for the PEP are not summarized herein but are included in Section 10 of the Converse report. With compliance with the requirements of the Converse report, the impact s on future facilities, persons and guests at the PEP site is Less than Significant.

MM 6a and MM 6b in the 2012 MMP will be required of the PEP project.

G. PEP Water Quality

The CEQA Guidelines Section VIII: Hydrology and Water Quality (August 11, 2015) include the following questions: *Would the project:*

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

b) Substantially decrease 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?

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?

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 through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or:

(iv) Impede or redirect storm flows?

Practice Field D5 will replace a surface parking lot and increase the pervious area, improving infiltration of surface water. However, the future Athletics Lot (between existing Lot R and Lot 50G) will reduce turf areas and become 125 surface parking spaces.

The PEP landscaping area onsite will increase from 1.45 acres to 6.9 acres. The building footprints will increase from 0.64 acres to 1.59 acres. The parking areas decline from 6.75 acres today to 2.47 acres. Therefore the pervious areas within the 32.2 acre PEP project site increase substantially.

The PEP project is not anticipated to violate any water quality standard, waste discharge requirements or substantially degrade surface or ground water quality.
The PEP project will not decrease groundwater supplies since it receives its water from the Three Valleys Municipal Water District, (TVMWD) and the increased in impervious area is small in relationship to the campus or the TVMWD service area.

The existing and buildout drainage pattern for the 32.2 acre site is similar and not altered substantially. No stream or river is altered by the PEP.

Water Quality Impacts Identified in the SWPPP

A Storm Water Pollution Prevention Plan (SWPPP) was prepared for the PEP (Stormwater Pollution Prevention Plan for the Physical Education Projects (Phase 1, 2): Risk Level 2, Psomas, September 2015). The complete SWPPP report is included as Appendix F and the report is summarized herein.

The PEP (Phases 1, 2) project site consists of the athletics complex and impervious parking lots. Approximately thirty (30) percent of the site is undeveloped. There are no known sources of contamination onsite. The site slopes toward the southwest, with the elevations ranging from 770 to 714 feet msl. Surface drainage currently flows southwest toward campus storm drains. Stormwater discharges from the site are not considered direct discharges, as defined by the State Water Board. Existing site topography, drainage patterns and stormwater facilities are shown in Exhibit 3.9. The project site ultimately drains to San Jose Creek Reach Number 2 that is listed for water quality impairment in the most recent 303 (d) list for coliforms. Ultimately, the flows reach the Pacific Ocean.

The construction site risk analysis, performing using the SMARTS program, for the project site concluded the risk level is Risk Level 2. The results of that analysis are the sediment risk is high (greater or equal to 75 tons per acres) and the overall receiving water risk is low.

Risk Level 2 sites are subject to the narrative effluent limitations and numeric effluent standards. These standards require the development to minimize or prevent pollutants in stormwater and authorized non-stormwater through the use of controls, structures and Best Management Practices (BMP). Discharges from Risk Level 2 sites are subject to the Numeric Action Levels (NAL) for pH between 6.5 - 8.5 pH units and to a turbidity limit of 250 NTU.

The analysis used a Preliminary Construction Schedule of October 3, 2016 to August 6, 2018. Appendix G of the report (i.e. included in Appendix F of this EIR) lists the

anticipated construction activities and associated materials used for the project, which may contribute pollutants, other than sediment, to stormwater runoff. The Best Management Practices for the project. Are selected for the project based on the anticipated construction activities and associated materials used for the project.

The National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities provides allowances for specified non-stormwater discharges tht do nt cause erosion or carry other pollutants. Non-stormwater discharges into storm drainage systems or waterways, which are prohibited under the General Permit and listed in the SWPPP, or authorized under a separate NPDES permit are prohibited.

Non-stormwater discharges that are authorized from the project site include fire hydrant flushing, irrigation of vegetative erosion control measures, pipe flushing and testing, and water used for dust control. Activities onsite that may result in unauthorized non-stormwater discharges from the project site are vehicles and equipment wash water, sanitary wastes, and chemical leaks and spills of any kind (e.g. petroleum, vehicles or equipment). Discharges of construction materials and wastes, including fuel or paint, resulting from dumping, spills or direct contact with rainwater or stormwater runoff are also prohibited.

The following seven non-stormwater discharges are authorized by Order R4-2012-0175, NPDES CAS004001: (1) Authorizes non-storm water discharges separately regulated by an individual or general NPDES permit, (2) Temporary non-storm water discharges authorized by USEPA 3 (CERCLA Section 104 9a) or 104 (b)), (3) Authorized non-storm water discharges from emergency firefighting activities, (4) Natural flows (including natural springs, flows from riparian habitats and wetlands, diverted stream flows) authorized by the State or Regional Water Board, uncontaminated ground water infiltration, and rising ground waters where water seepage is not covered by an NPDES permit, (5) Conditionally Exempt Essential Non-Storm Water Discharges from essential non-emergency firefighting activities (see examples in Appendix G of the report), (6) Discharges that are dewatering of lakes, landscape irrigation, swimming pool/spa charges, decorative fountains, non-commercial car washing and street/sidewalk wash water, and (7) Discharges essential for emergency response purposes, structural stability, slope stability, or which occur naturally.

The Best Management Practices Implementation Schedule for the project (Table 3.1 in Appendix G) includes Erosion Control Measures and Sediment Control for the entirety of the project. Wind Erosion measures are impleme3nted in active areas as needed.

The project will implement the following Best Management Practices to provide effective temporary and final erosion control during construction:

1. *Preserve existing vegetation where required and when feasible.*

2. *The area of soil disturbing operations shall be controlled such that the Contractor is able to implement erosion control BMP's quickly and effectively.*

3. *Stabilize non-active areas within 14 days of cessation of construction activities or sooner if stipulated by local requirements.*

4. *Control erosion in concentrated flow paths by applying erosion control blankets, check dams, erosion control seeding or alternative methods.*

5. *Prior to the completion of construction, apply permanent erosion control to remaining disturbed soil areas.*

Sufficient erosion control materials shall be maintained onsite to allow implementation in conformance with the SWPPP.

The Temporary Erosion Control BMPS are identified in Table 3.2 in Appendix G of the report, the Temporary Sediment Control BMPs are listed in Table 3.3, the Temporary Non-Stormwater BMPs in Table 3.4, the Temporary Materials Management BMPs in Table 3.5.

The Safety practices for sample collection will comply with the Contractor's Health and Safety Plan. The required frequency of visual monitoring and inspection of BMPs is listed in Table 7.1 in Appendix G. While tracking control inspections must occur daily, other routine inspections occur weekly or within a specified time (i.e. every 24-hours during a rain event).

The specific sources and types of potential non-visible pollutions on the project site and the water quality indicator constituents for that pollutant are listed in Table 7.10 in Appendix G. For example, while concrete/masonry work may include sealants, curing compounds or ash, slag and sand (pollutants), the water quality indicator constituent are SVOC, VOCs, pH, Aluminum Calcium, Villains, and Zinc.

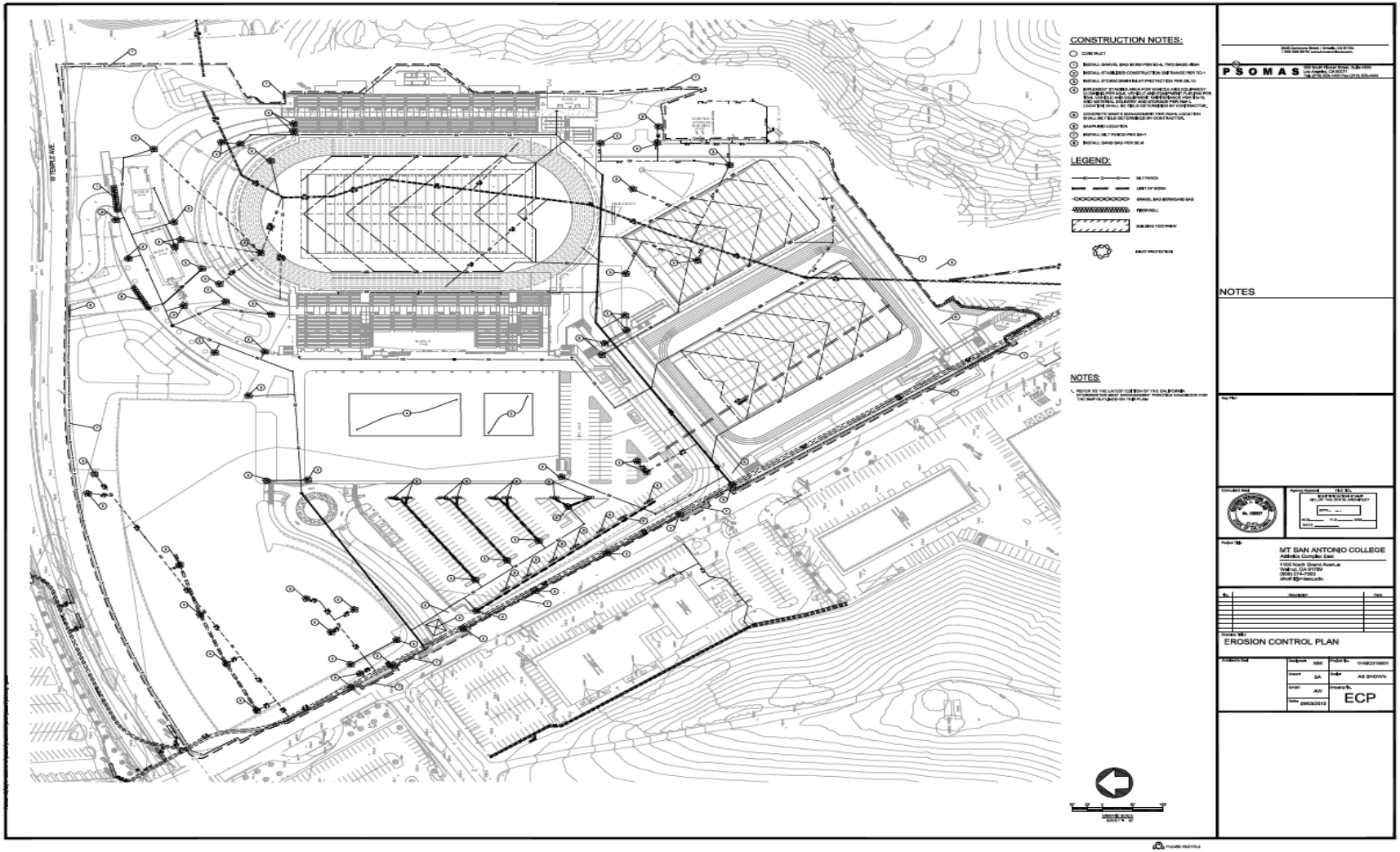
Since the project will comply with a Storm Water Pollution Prevention Plan (SWPPP), and be built in accordance with the DSA submittals, which include drainage systems, the project impact on Water Quality is Less than Significant.

MM 7a – MM 7c in the 2012 MMP will be required of the PEP project.

Project grading will occur on approximately 32 acres of the project site. Of the 32.6 acres onsite, 50 percent is impervious before construction and 80 percent will be impervious after construction. There is no anticipated offsite run-off to the project site because the existing detention basin located upstream of the project (i.e. northeast of the stadium) is located in the adjacent offsite Spadra Landfill property.

In its developed condition, surface drainage will be directed southwest along the services road (i.e. Bonita Avenue). The runoff is mostly directed by surface flow and through stormwater facilities and discharges to a public storm drain owned by the City of Walnut in the Snow Creek neighborhood.

Exhibit 3.16
PEP Erosion Control Plan



H. PEP Biological Resources. Helix Environmental Planning prepared a biological resource study for the 2015 FMPU in April 2016. The report was summarized in Section 3.7 and included discussion of the Detention Basin and habitat areas east of the stadium.

The 2012 MMP included mitigation measures to regulate construction and permanent noise, control of runoff and sedimentation, protection of active raptor nests, minimizing dust during grading, and minimizing lighting impacts. These measures are also recommended for the 2016 MMP. The 2016 MMP and the proposed Land Use Management Area (LUMA) address impacts on California walnut woodlands. The LUMA implements the Conservation Plan objectives adopted for the 2005 Mt. San Antonio College Master Plan Update (pp. 21-21).

The Conservation Plan of the 2008 Master Plan Update will be revised following FEIR certification to designate the Expanded Wildlife Sanctuary/Open Space Zone and other habitat mitigation areas. The Wildlife Sanctuary/Open Space will include the Sanctuary, segments of Snow Creek Corridor and MSAC Hill.

I. PEP Cultural Resources. Cultural resource impacts of buildout of the PEP project were discussed in Section 3.6.2. The demolition of the stadium is an adverse impact that cannot be fully mitigated by the recommended mitigation measures in Section 3.6.3.

As stated in Section 3.6, HLS is a contributor to a potential local historic district. As such, its demolition is governed by the regulations and procedures outlined in the CEQA Guidelines, and the guidelines from the California Register of Historical Places and the National Register of Historic Places.

Hilmer Lodge Stadium was first evaluated as potentially eligible for the California Register in 2002. In 2003, it was considered a contributor to the Mt. San Antonio Historic District. The structures importance is not its architectural features but the renown athletic events that have been held there for over fifty years (e.g. Mt. SAC Relays, XC Invitational) and national and international athletic records that have been achieved there.

All mitigation measures recommended in Section 3.6.3 (CR-01 to CR-10 are required of the PEP project.

J. PEP Aesthetics/Lighting. Section I: Aesthetics of the CEQA Guidelines (August 11, 2015) includes the following three questions: *Would the project:*

1) Have a substantial adverse effect on either a scenic vista or scenic resources within a designated scenic highway?

2) Substantially degrade the existing visual character or quality of public views of the site and its surroundings in conflict with applicable zoning and other regulations?

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

The PEP is not designated as a scenic vista or a scenic resource by the College or by the City. Temple Avenue once was designated a scenic highway by the City of Walnut, but is no longer designated.

The PEP does not conflict with campus zoning. Future development will be similar, but substantially the same in building height compared to the existing structures. There is no conflict between campus zoning or other College FMP regulations.

The City of Walnut designates the site as RFD – 61,700 – 0.6 DU (Exhibit 3.3). The City's zoning designations were discussed in Section 3.1 and are not repeated here.

The PEP will include lighting for security, nighttime lighting, lighting of the project parking areas, and high-intensity lighting for nighttime use of the football field and track/field facilities. The stadium currently includes eight (8) lighting standards (121 ft. high) and the future project will also include eight (8) lighting standards (118 - 172 ft. high). The distance quoted is total elevation of the pole to the field of play.

The elevations of the lighting standards are 851.9 ft. msl now and will be between 849.0 - 903.0 ft. msl in the future.

While, the number of standards does not increase, their height increases by up to 8 feet msl on the visitor side and up to 25.0 feet msl on the home side. The existing and future night lighting profiles are shown in Section 3.8. The taller height is required to provide lighting for a larger stadium footprint, which will increase from 0.64 acres to 1.59 acres. The future lighting system has four 100-foot lighting poles on the visitor site, and four lighting poles ranging in size from 130 – 155 feet on the home side of the stadium. The total elevation of the pole on the visitor site ranges from 118 – 129 feet and the total elevation of the home side poles ranges from 147 to 172 feet. The two tallest poles on the home side (F6, F7) were used in calculating the skyglow effects of the lighting system.

The Mt. SAC planetarium programs includes both night sky viewing from the roof top observatory (Building 60) and planetarium shows without night sky viewing in the planetarium in Building 26C. Telescopes are used for night sky viewing from Building 60 for the public and for student research. The public uses the observatory on the roof of Building 60 on the first Friday of the month from 7:30 pm until as late as 11:00 pm. Students conduct research at the observatory on Tuesday and Wednesday nights from sunset until midnight. Night sky viewing differs greatly depending on the light intensity, light direction, distance, angle and atmospheric conditions.

The existing lighting of the soccer fields directly to the south of Building 60 currently affects night sky viewing, especially if the fields are lighted on Friday nights until 10 pm for the public viewing. The 2015 men's and women's soccer program had 22 home events on Tuesday, Wednesday or Friday. However, 5 out of 11 woman's games were at home at night, and 8 out of 11 men's games were at home at night.

The impacts on night sky viewing at the observatory from the stadium are less intrusive because of the distance and direction of the stadium from Building 60. IN 2015, all men's football home games were held on Saturdays. However, stadium lighting after sunset may be a factor impacting the observatory operations. If all stadium lighting is properly designed and adheres to the required mitigation measures for lighting intensity and direction, the impact of stadium lighting is Less than Significant.

The complete Lighting Plan prepared by Musco Lighting for the Stadium for football, track & field, security, camera lighting etc. is included in Appendix I. Exhibits 3.11 A – C show the Illumination Summary for three feet above grade for the entire grid for football, track and track & field area in maintained horizontal footcandles for the entire grid. Appendix I include other lighting grids for security, bleachers, etc. and specify the pole/fixture height, fixture quantity, luminaire type, wattage, lumens and the lighting plan for the Flex Field.

For football, the average horizontal illuminance is 123 footcandles, for the track and field area it is 124 footcandles and for track it is 101 footcandles. The lighting for cameras is slightly lower, approximately 107 footcandles for football, 112 footcandles for the track and field area, and 103.5 footcandles for track. The luminaire output for football, track, and track and the track and field area is 133,000 lumens.

The average horizontal footcandle illumination for the Home Bleachers (westside) is 3.8 and 2.9 for the immediate surrounding area. The average horizontal footcandle

illumination for the Visitor Bleachers (eastside) is 5.0 and 2.6 for the immediate surrounding area. Both bleachers lighting systems are 38,600 lumens.

Therefore, the stadium lighting is substantially increased by the future Lighting Plan, since Table 3.8.11 and Exhibit 3.11 indicates the existing lighting standards result in average footcandle lighting levels of 57 for football, 56 for track and 39 for the track and field area. However, these increases are not significant impacts since the increased illumination is confined to the stadium interior and not in the offsite biological resource area.

The Lighting Plan for the PEP is included as Appendix I. The taller standards are needed to light the 6.14 acre stadium field interior, which increased by 1.5 acre from the existing 6.14 acre field interior. The total lumens for an existing stadium lighting fixture are 107,909 lumens. The total lumens for a future stadium lighting fixture are 133,000 lumens. This increase is not surprising since the existing lighting system is not designed for NCAA standards (i.e. television production standards) and the future interior stadium area is larger than the existing stadium area. In itself, the increase in lumens is not a significant effect.

The athletic field area being lighted will increase from 6.14 acres to 7.64 acres. The interior stadium area will increase from 3.53 acres to 4.16 acres. Therefore, there is some increase in lighting exposure and also in lighting duration, if more nighttime events at held at the stadium upon buildout. However, there are no residential land uses close to the stadium and the biological habitat directly east of the stadium and the Building 51 has no sensitive biological resources.

There is no evidence that stadium lighting will result in significant effects on skyglow and the closest major observatory in the region is Mt. Palomar Observatory in San Diego County. However, if the light entering the night sky from the stadium can be reduced local skyglow is reduced.

While uplight may cause artificial sky glow, lower uplight (zone UL) at 100 degrees from nadir (i.e. directly below the light fixture) causes the most skyglow and may negatively affect professional and academic astronomy. Upper uplight (UH) (i.e. 180 degrees from nadir) is mostly energy waste. However, skyglow does not depend on the luminaire technical characteristics only, but on the site, the lighting application and how the luminaire is installed.

The stadium is not located directly in the viewing area for the campus planetarium so adverse impacts are not anticipated. The analysis has also shown future stadium skyglow will be less than the existing skyglow.

Table 3.8.12 in Section 3.8.1 indicated the vertical footcandle (i.e. uplight) at 250 feet for the natural habitat boundary east of the 50 yard centerline for the existing stadium was 0.82 footcandles. The future lighting in this area is projected as 0.61 footcandles. However, since there are no rare or endangered species in this habitat (see Section 3.8.3 H), the increase is not a significant effect.

There is no correlation between the vertical light reading in the spill data (Table 3.8.21) for a specific location in or outside the stadium, and sky glow readings. Information is not available for the existing conditions for sky glow caused by the existing lighting system, and it is too cost prohibitive to complete new measurements for existing sky glow. However, it is possible to compare photometric data for an existing metal halide fixture with a spun aluminum reflector (i.e. comparable to the existing stadium fixtures) with the new LED fixtures proposed for the new lighting system. This data is included in Section 3.8.2 (J).

The Lighting Plan will use of low-pressure sodium light sources and use full cutoff luminaries, as defined by the Illuminating Engineering Society of North America (IESNA) to minimize the amount of light emitted upward directly from the luminaire. A fully shielded outdoor light ensure that light rays emitted from the fixture are projected below the horizontal plane passing through the lowest point on the fixture from which the light is emitted. The proposed stadium lighting fixtures meet that criterion.

Exhibit 3.17A
Future PEP Lighting - Football

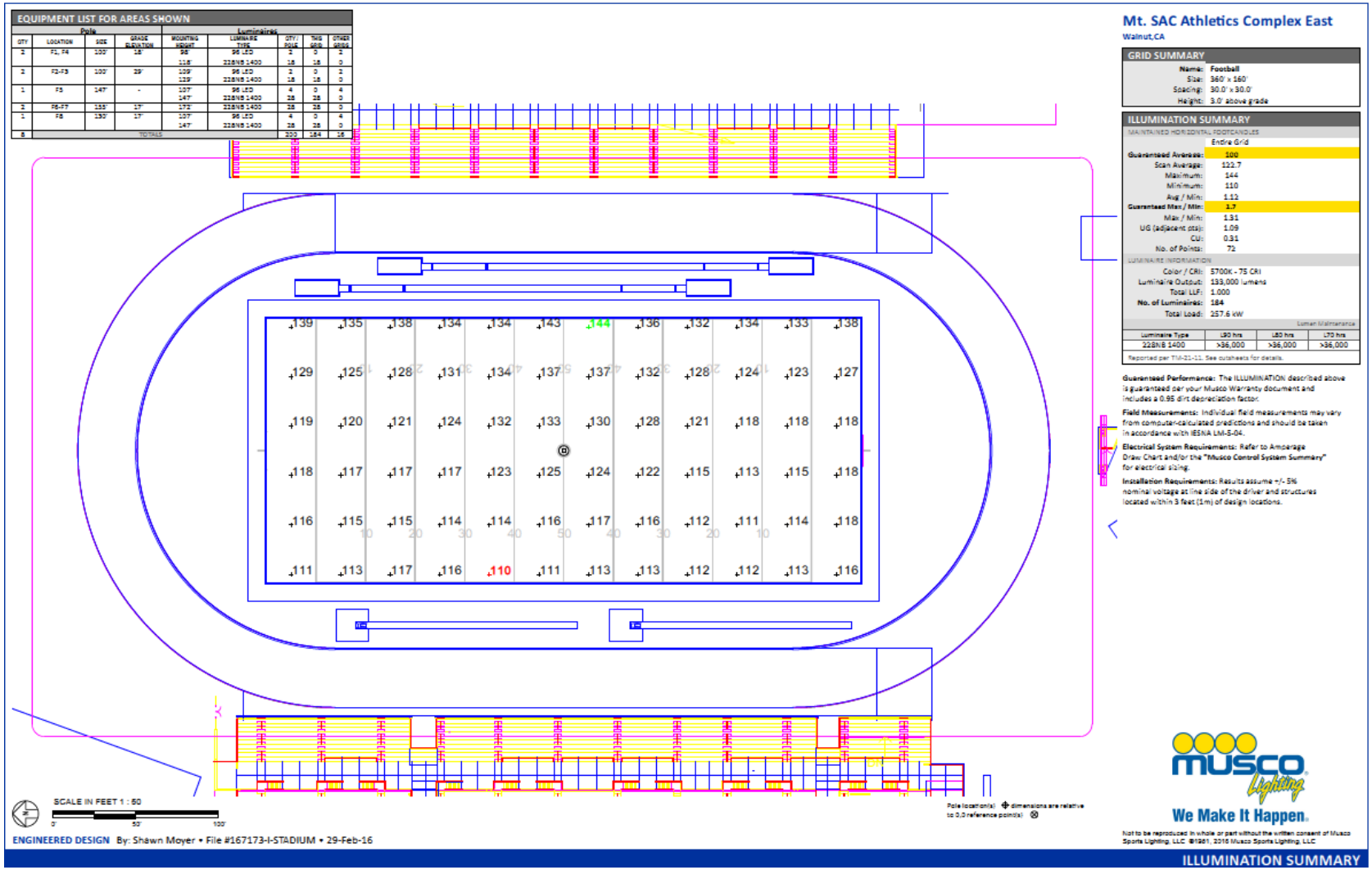


Exhibit 3.17B
Future PEP Lighting – Track

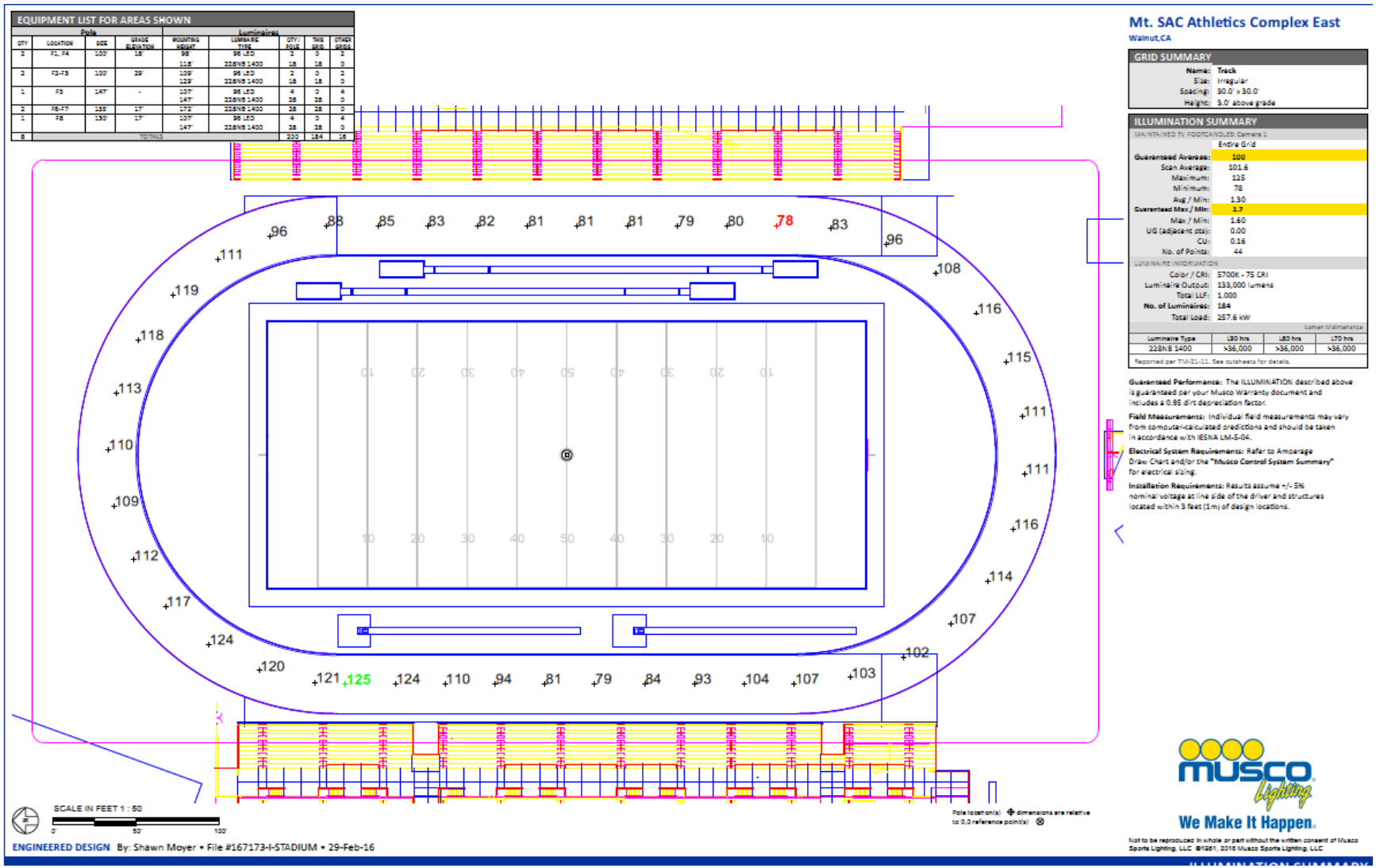
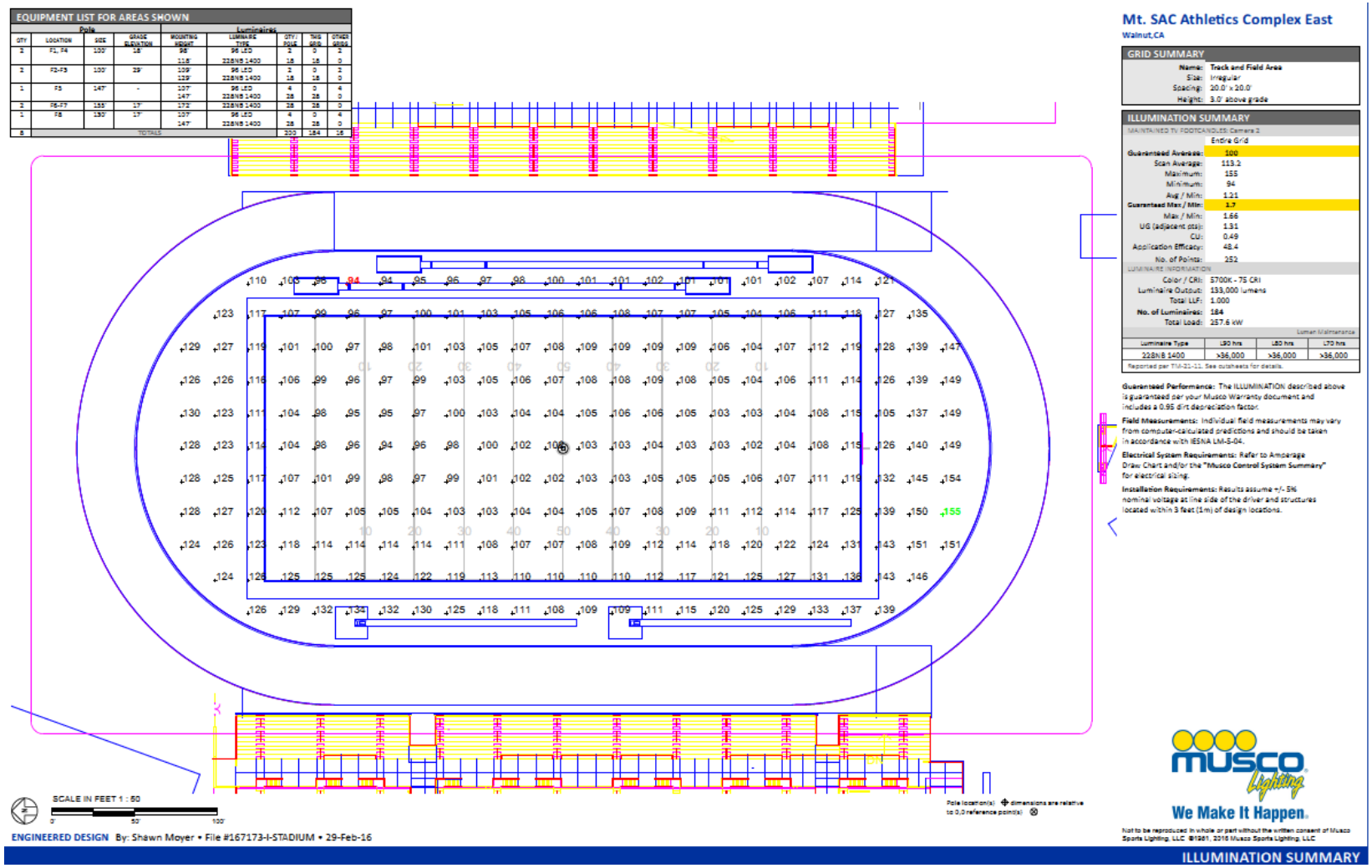


Exhibit 3.17C
Future PEP Lighting – Track & Field Area



The Lighting Plan will not conform to the IAAF Track and Field Facilities Manual but will conform to NCAA Lighting Standards. Extra portable lighting will be used if the 2020 Olympic Track & Field Trials are held on campus. The portable lights are primarily used for television productions.

Table 3.8.20
Outdoor Lighting Standards for PEP Facilities

Facility/Area	Distance	Max Foot candle	
PEC Pool [1, 2]			Conform to NCAA Lighting Standards (75 FC/2.1:1 Uniformity)
PEP Stadium [1, 2]			Conform to NCAA Lighting Standards (100 FC/1.7:1 Uniformity)
Practice/Fields [1]	100	1.0	Flex Field: 50 FC/2:1 Uniformity Standard, Practice Field: 20 FC/2:1 Uniformity
PEP Parking Areas [1]	100	0.5	
1 Timers with automatic shut-off required. 2 Reduced lighting once event has ended. Source: MUSCO Lighting, HMC Architects and Athletics Division Staff, March 2016			

Since the stadium is located more than 1,800 feet from residential areas north of campus, and 1,600 feet from residential areas south of campus, the stadium lighting does not create substantial light or glare for nighttime views of the area. The stadium lighting will conform to NCAA Lighting Standards. The nighttime viewshed during sporting events will be similar to, or less than the existing lighting viewshed.

Table 3.8.21
Lighting in Open Space East of Stadium

	Light Projections East of Stadium Centerline				Light Projections Southeast of Stadium			
	Existing	Future	Existing	Future	Existing	Future	Existing	Future
Location	50 Yd d Line East - H		50 yd Line East - V		45 Degrees SE Corner - H		45 Degrees SE Corner - H	
1	1.30	1.10	2.60	4.66	1.70	1.70	3.40	6.86
2	0.40	0.20	0.75	1.19	0.25	0.62	0.85	2.95
3	0.30	0.11	0.70	0.80	0.40	0.36	1.20	1.88
4	0.28	0.09	0.90	0.67	0.60	0.16	2.250	1.00
5	0.23	0.08	0.82	0.61	0.60	0.07	2.00	0.55

Source: Musco Lighting, April 15, 2016. Spill data for five point locations at 50 ft. intervals from natural habitat edge east and southeast of stadium.
H = Horizontal Measurement, V + Vertical Measurement. See Appendix I and Table3.8.12 for GPS locations of points.

Since there are no significant biological resources in the natural habitat area directly east and southeast of the stadium, lighting spill increases, whether horizontal or vertical are not significant effects. Therefore, stadium and field lighting have no impact on these areas.

At all new or renovated facilities, lighting will be focused on the playing fields and light spillage controlled. The technical specifications for field lighting will implement fully-shielded lighting where possible and professional design and post-installation certification to ensure that standards are followed. Such lighting fixtures will be effectively shielded, or hooded, to prevent direct off-site visibility of the lamps, and lighting will be directed away from off-site public and other sensitive viewing positions. Fixtures that may be used include those that use a reflector and visor assembly that directs the light onto the field, reducing sky-glow and spill light onto neighboring properties, and reducing glare on and off of the field. Therefore, the impact of the stadium and associated athletic facilities lighting included in the PEP are Less than Significant.

Whether manual or automatic, the new lighting systems will control the hours and durations for operation of all field and stadium lighting systems. These operating parameters will ensure that energy conservation is maximized and nuisance lighting is avoided.

Although building plans have not been completed, lighting standards will also occur within the PEC, including the pool area. Some water polo events may be nighttime events. This will be a new source of light and glare on the project site but the light or glare will not be substantial or adverse affect nighttime views of the area.

The PEC pool area is located more than 1,800 feet from residential areas north of campus, and more than 1,600 feet from residential areas south of campus.

All lighting is directed upon the sports fields and all lighting includes glare shields to minimize night sky pollution.

The proposed LED lighting system results in the Sky Glow Grid shown in Exhibit 3.18A. Five grid points projecting future light levels at 172 feet above grade show light levels (directly overhead the fixtures or 100 degrees from nadir) ranging from 0.04 – 0.06 footcandles. There is minimal direct light at this elevation from the LED lighting fixtures for the entire lighting system. Therefore, the lighting system as a Less than Significant Impact on sky glow levels in the stadium area.

Exhibit 3.18B shows the stadium lighting measured at 100 degrees from nadir. As indicated, the skyglow ranges from 0.43 to 0.61 footcandles, with 0.34 footcandle at mid-field. The proposed LED lighting system does not have a significant effect on skyglow in the campus area.

Exhibit 3.18A
Future Sky Glow Grid Directly Overhead

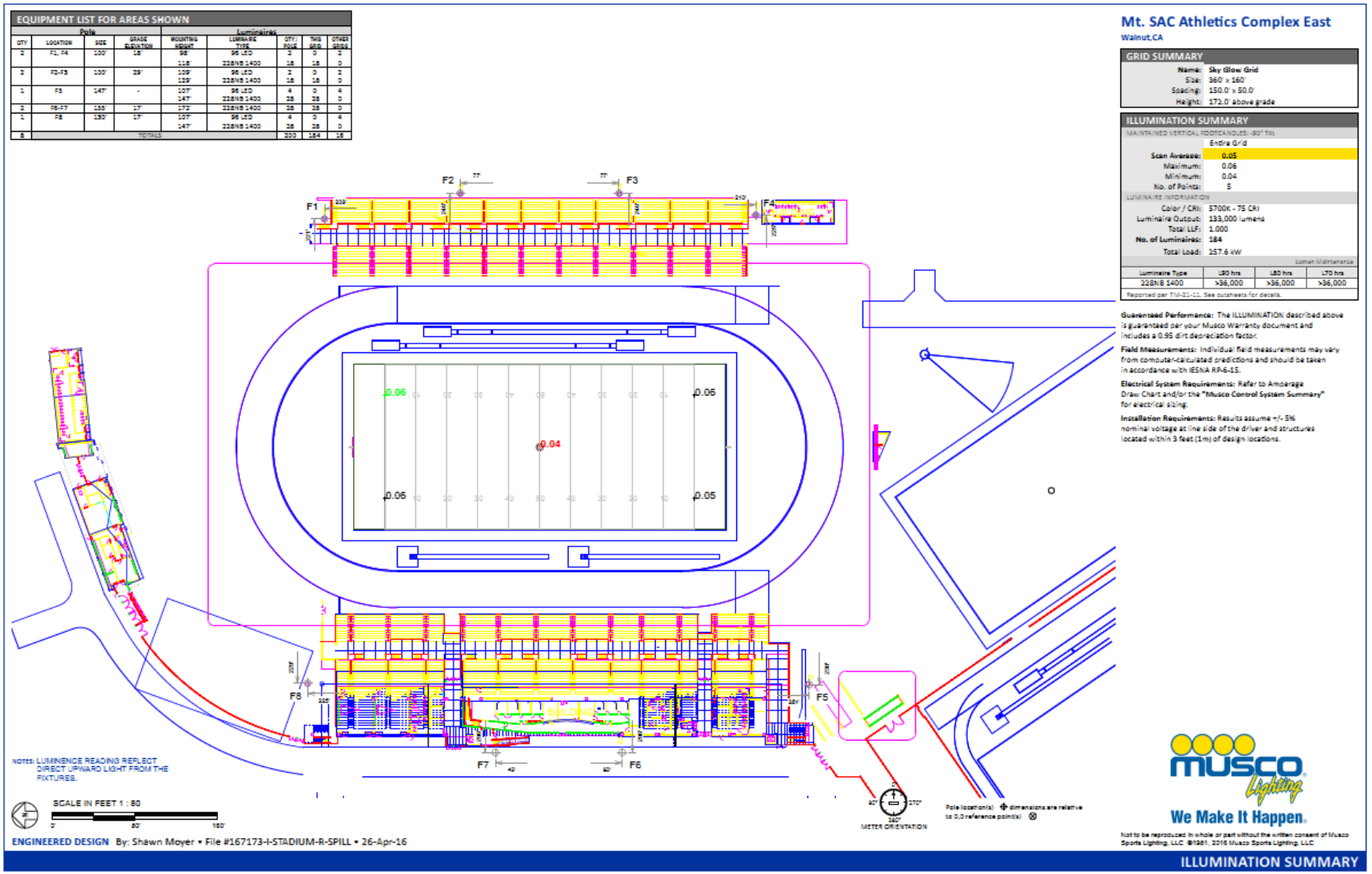
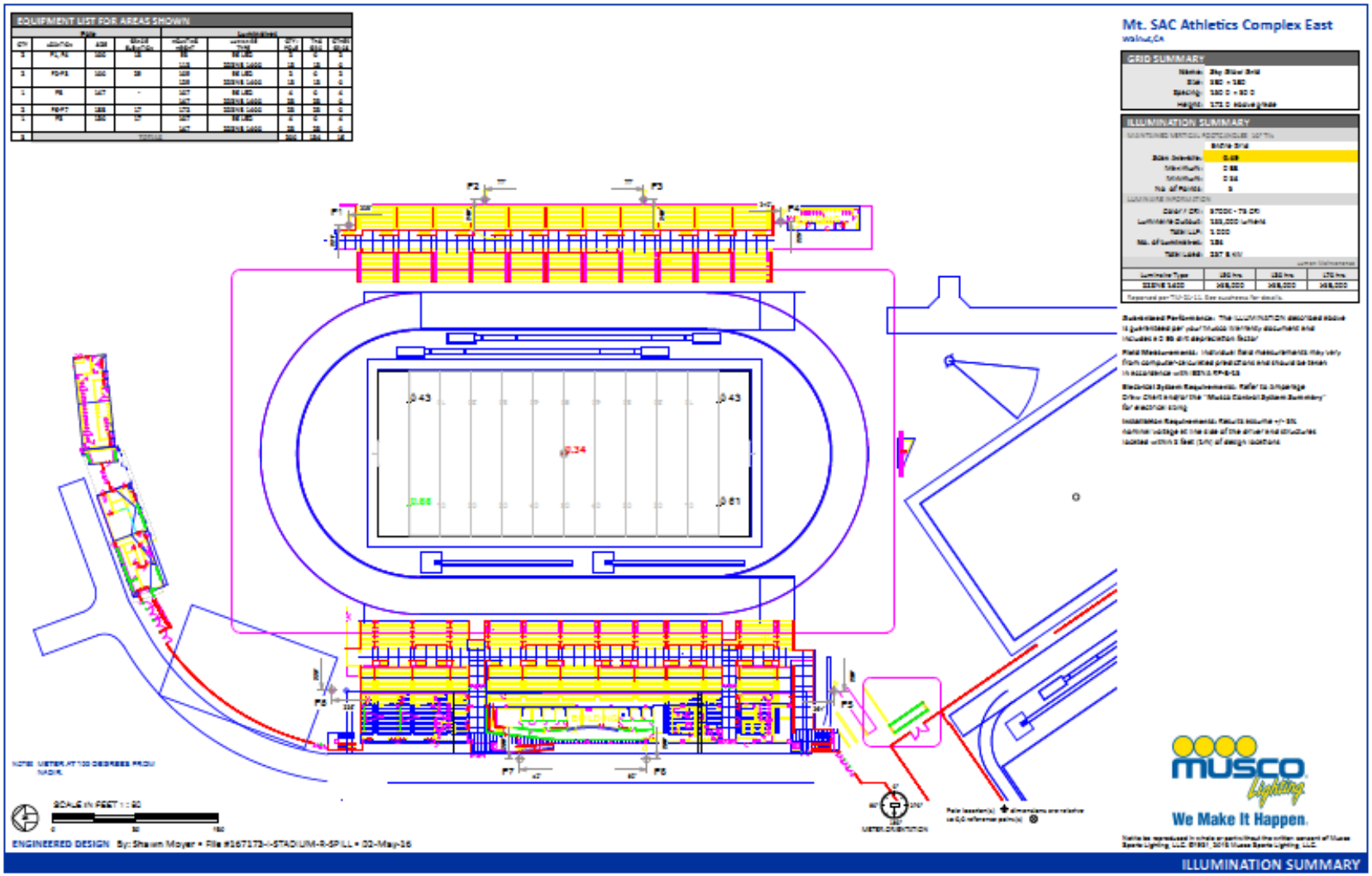


Exhibit 3.18B
Future Sky Glow Grid at 100% from Ground (Nadir)



Since how the existing stadium lighting fixtures are actually aimed is not known, how much candlepower is leaving the existing fixtures and travelling upward at 100 degrees or 180 degrees from nadir, cannot be estimated.

As stated, it is too costly to complete existing measurements for sky glow for the existing lighting system. However a comparison is possible using photometric data for a single metal halide lighting fixture similar to or comparable with the existing stadium fixtures and the future LED lighting fixture. Hence, this is a comparison between two fixtures and not a comparison between two stadium lighting grids.

A 1,500-watt metal halide fixture with a spun aluminum reflector comparable to the existing stadium fixtures has a maximum candela value in the vertical plane of the fixture (i.e the center of the beam) of 1,235,899 cd. At 55 degrees above the center, the metal halide fixture has a projected 12,225 cd.

By comparison, the proposed LED lighting fixture has only 41 cd at 55 degrees above the center of the beam. Comparable candela value to the existing technology occurs at 15 degrees above the center. The proposed LED fixtures narrow the window of light aimed skyward from 55 degrees to 15 degrees. Therefore, the LED system is vastly superior in minimizing sky glow in the stadium area.

Neither the cities near the campus nor the District have lighting standards for night sky light pollution. Usually, night sky lighting pollution is of concern only for planetariums, national parks and other major open space areas. However, there are many cities in San Diego near the Palomar observatory or groups, like the International Dark Sky Association and the Astronomical Society of the Pacific that encourage dark sky initiatives.

The Mt. SAC - Randall Planetarium is located in the Science Labs (Building 26C) north of Temple Avenue. The planetarium has a 35-foot diameter hemispherical dome and seats up to 75 people. The planetarium is both an instructional facility and creates public productions. The observatory (Building 60) has telescopes for night sky viewing by both the public and for instructional and research activities.

The campus Planetarium (26C) is located indoors. The outdoor roof-top observatory is already constrained by lighting for the soccer, softball and Mazmanian Baseball Field to the south. The public uses the observatory in Building 60 on the first Friday of the month from 7:30 pm until as late as 11:00 pm. Students conduct research at the observatory on Tuesday and Wednesday nights from sunset until midnight. This is an

existing condition and not related to the PEP but may increase in the future if additional soccer events conflict with the observatory schedules.

Conclusions

The athletic activities within the PEP site in the future will be similar to the present. The number of events is anticipated to increase only by one for the PEP (Phase 1) and five for PEP (Phase 2) facilities. No estimate is available of how many of these events will be nighttime events.

However, the installation of taller stadium lights and pole-mounted athletic field lights to provide illumination for evening events and activities will result in some potential increase of the duration and nighttime light intensity levels within the project site. This increase is Less than Significant with conformance to the Stadium Lighting Plan.

Potential impacts resulting from the operation of the taller stadium lights will result in some increase in dark sky illumination but is limited in scope and is Less than Significant.

Approximately 20 nighttime events within the stadium will be lighted after dusk and the increase in athletics fields onsite is approximately 1.5 acres. Currently, athletic fields are lighted during use but rarely later than 11 pm.

MM 12a - MM12c in the 2012 MMP are required of the PEP project.

Exhibit 3.19
PEP Building Elevations (Phase 1)

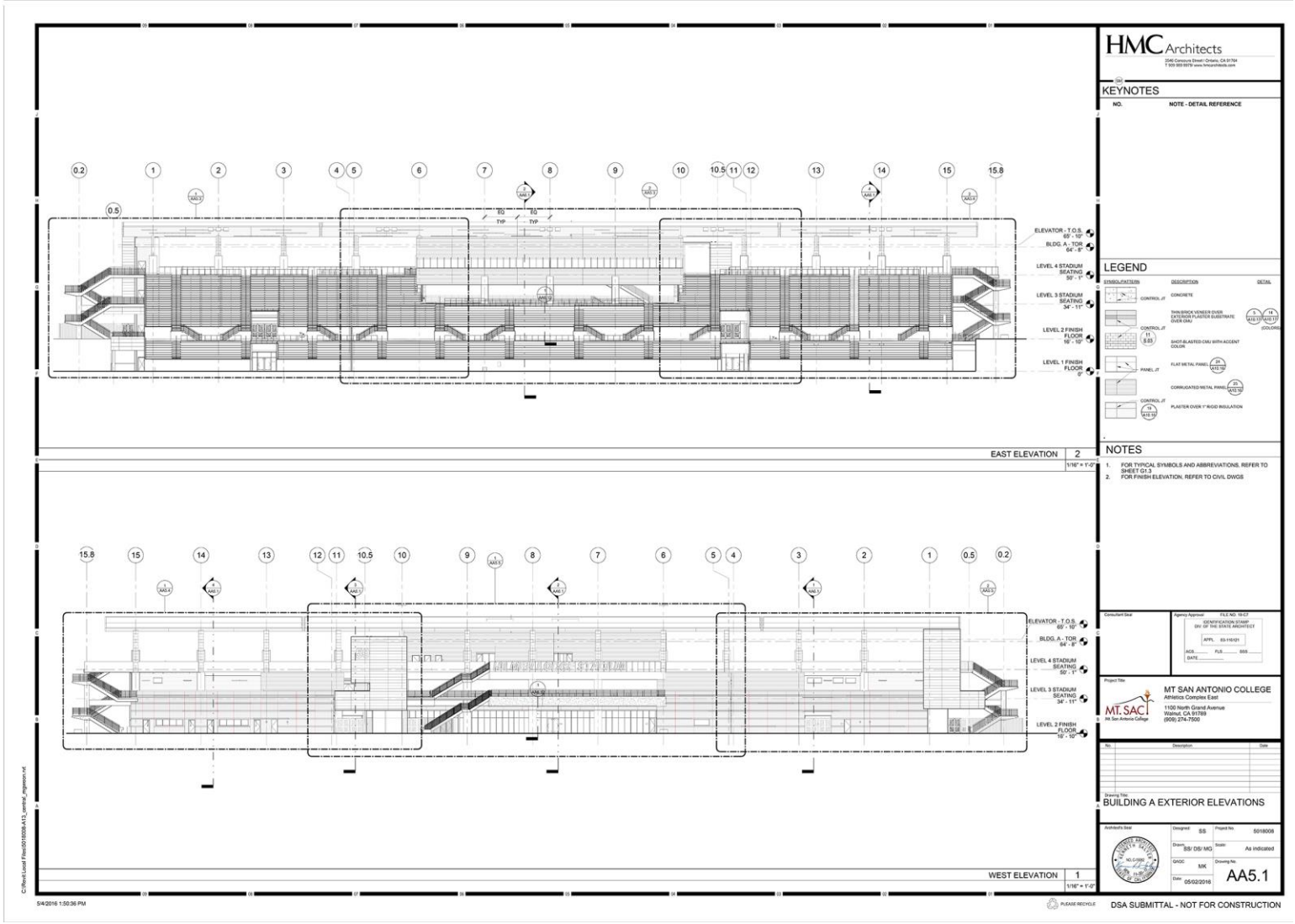


Exhibit 3.19 (continued)
PEP Building Elevations (Phase 1)

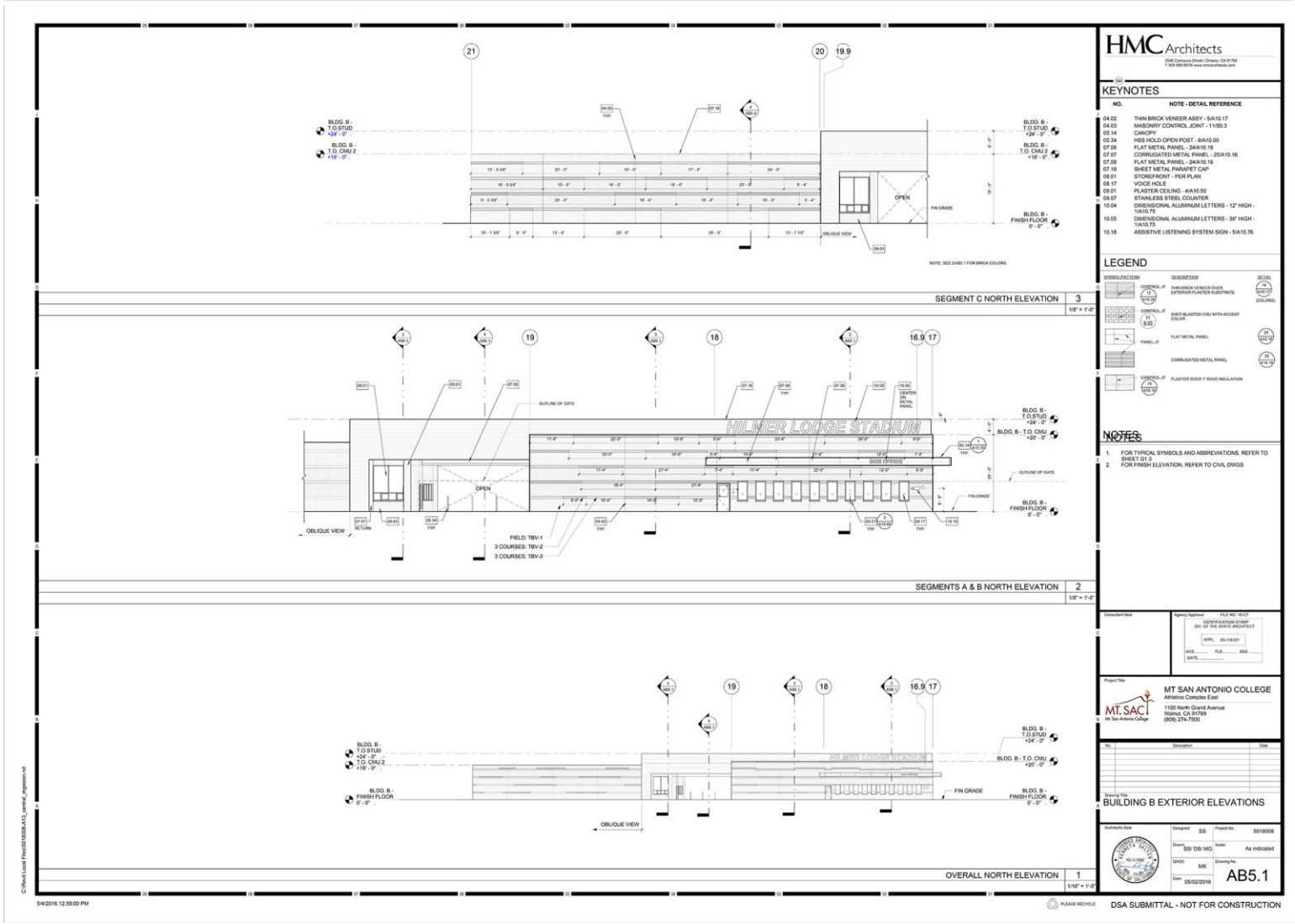


Exhibit 3.19 (continued)
PEP Building Elevations (Phase 1)

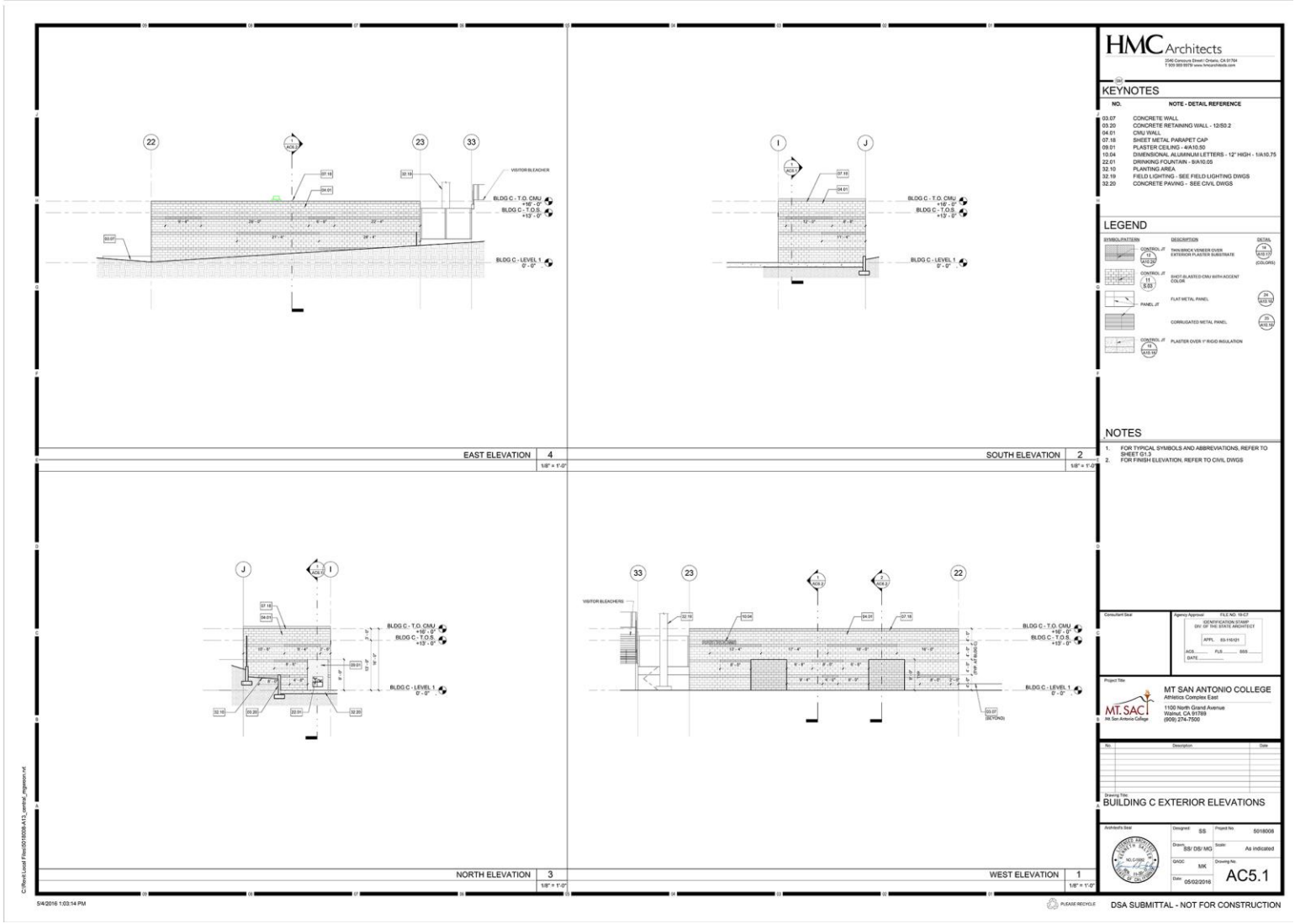


Exhibit 3.20
Perspective of PEP (Phase 1)

Exhibit 3.21
Perspective of PEP (Phases 1, 2)

K. PEP Other Public Services. Both the County of Los Angles Sheriff Department and Campus Security will provide public safety services for the Projects and for special events at the Stadium.

Security and safety needs are assessed for all special events with large attendance. When needed, private security, traffic control personnel and emergency services are hired for special events. During large events, medical personnel and medical transport services are provided onsite. Some events, such as the XC Invitational, Brooks/Mt. SAC Relays or the Olympic Track & Field Trials would have their own medical services available onsite during events. The increased demand for medical services due to the PEP is Less than Significant.

Based on the square footage and acreage, the PEP (Phase 1) is projected to increase by approximately 44,600 gsf and PEP (Phase 2) by 33,500 gsf.

The new facilities will require an additional 2.74 MGD of water annually and generate an additional 100 tons of solid waste annually (see Table 3.7.14 for demand factors). The water infrastructure facilities are included in the DSA submittals and will be integrated into the Mt. SAC Utilities PEP Plan. The PEP has no significant impact on Three Valleys Municipal, on campus water services and infrastructure, or on solid waste campus infrastructure or landfills .

The water and wastewater infrastructure facilities are included in the DSA submittals and will be integrated into the Mt. SAC Utilities Infrastructure Master Plan. The PEP has no significant impact on CSD wastewater treatment services or CSD and campus infrastructure.

While the stadium capacity will increase, attendance at football games, graduation or other regular stadium events will not result in substantial increases in solid waste.

MM 15a, 15b, 16a, 16b and MM 18a in the 2012 MMP are required for the PEP.

L. PEP Facility Condition Index (FCI).

Structural/Seismic Safety Assessments

Prior studies have evaluated the deficiencies for the current stadium facilities. However, these deficiencies were not substantial or extremely cost prohibitive (Assessment of Distress at Mt. San Antonio Stadium, Integrated Design Services Group (IDS), June 18, 2010. The major deficiencies identified in the report were lack of ADA compliance; storm water infrastructure and structural deficiencies. The estimated repair costs in

May 2010 were $742,225. The existing Stadium does not comply with the American Disabilities Act (ADA) requirements, but the costs identified by IDS did not fully fund the required ADA improvements.

The IDS deficiency study did not address the Press Box, which DSA acknowledged as deficient in 1996 (California Community College Chancellors Office Seismic Risk Assessment) or the Field House. The existing Press Box does not include restrooms and no automatic fire suppression system. The mechanical and electrical systems are antiquated and need replacement.

Existing conditions for the stadium, field house and practice fields were discussed in Section 2.4. As stated in Section 2.4 many concrete slabs on grade are cracked or settling at grade joints, there are in the stepped concrete slabs, the wood seats are severely damaged, the stands have settled, and the facility does not meet ADA requirements or the current California Building Code.

Replacement Versus Construction Costs

One of many factors considered when an existing facility is proposed for demolition on community college campuses is submittal of a Facilities Assessment Report that identifies the current repair and estimated replacement cost for a facility to the Community College Chancellor's Office (CCCO). This ratio is called the Facility Condition Index (FCI). An FCI of greater than ten (10) percent indicates a facility is in poor condition. The CCCCO general policy is to replace rather than renovate a building when the FCI exceeds 60 percent (Structural/Seismic Engineer Assessment, Volume 1-3, El Camino College, Torrance, California, Integrated Design Services Group (IDS), January 2013).

The FUSION Assessment Report (November 3, 2015) includes information for the Gym (03), PE/Wellness Center (27A), Pool Building (27B), PE Center (27C), Stadium Press Box (50 F), the Stadium Field House (50 G) and Stadium Concessions (50 H). The Report did not include data for the new stadium, which was subsequently designed by HMC Architects.

Table 3.8.22
Facility Condition Index (FCI) for Athletic Facilities

Facility	Year Built	Sq. Ft.	Repair Cost	Replacement Value	FCI%
PE Center/Gym (03)	1950	43,904	13,476,459	25,697,011	52.4
PE/Wellness Center (27A)	1962	20,116	5,980,101	10,783,383	55.5
Pool Building (27B)	1970	3,000	845,257	2,101, 800	40.2
PE Center (27C)	1960	17,337	5,927,675	10,392,665	57.0
Subtotal		84,357	26,229,492	48,974,859	53.6
Stadium Press Box (50F)	1948	1,845	307,197	448,243	68.5
Stadium Field House (50g)	1973	22,707	6,675,307	13,423,924	49.7
Stadium Concessions (50H)	1948	643	203,744	357,071	57.1
Athletics Storage (51)	2010	14,158	0	1,075,866	00.0
Stadium		---	---	---	---
Subtotal[1]		39,353	7,186,248	15,305,104	47.0
TOTAL[1]		123,710	33,415,740	64,279,963	52.0

FUSION/Assessment Report, November 3, 2015.
1 Building 51 is retained and not demolished. Data not included in subtotals.
2. The Facility Condition Assessment does not include site facilities.

The combined FCI of 52.0 suggest the combined facilities are in poor condition, but they do not meet the CCCCO general policy of replacement at 60 percent or more. The FCI for each project component suggests the Press Box should be replaced and the remaining facilities renovated. However, if the stadium as the largest and most costly element were included in the analysis, then the FCI would certainly exceed the 60% benchmark.

Even if the FCI is less than 60 percent, the District may approve a project to meet its educational programming goals and its related facility needs. The Board of Trustees approved the PEP Phase I project on February 27, 2013. The Grading Plan (Phase 2) for the PEP Project was approved by the Board on November 18, 2015.

Demolition for the Gym and Aquatic Facilities is not projected until the new facilities are completed. The stadium facilities will be demolished in the fall of 2016.

Subsequent Board actions are needed for all demolitions and project approval of the 2915 FMP and the PEP project.

M. PEP Energy Conservation. The new PEP facilities will be LEED certified at the Silver level. Since the gymnasium and aquatics building is 117,898 sf, it must also comply with MM 4a – 4d in the 2016 MMP.

The PEP buildings are being designed to perform at least fifteen (15) percent better than required by the 2007 California Building Code, Title 24, Part 6 Energy Code.

MM 3e, 4b – 4d in the 2012 MMP are required for the PEP.

Table 3.8.23
Significant Impacts of PEP (Phases 1, 2) Buildout in 2020

Environmental Issue	N	LS	LSM	S
Land Use/Planning			Yes	
Traffic				Yes
Parking			Yes	
Air Quality			Yes	
Greenhouse Gases			Yes	
Noise			Yes	
Geology/Soils			Yes	
Water Quality			Yes	
Biological Resources		Yes		
Cultural Resources				Yes
Tribal Cultural Resources	No			
Aesthetics			Yes	
Lighting			Yes	
Other Public Services			Yes	
Energy Conservation			Yes	
N – No Impact, LS – Less than Significant, LSM – Less than Significant with Mitigation Incorporated, and S – Significant (Unavoidable Adverse)				

3.8.3 Mitigation Measures for Physical Education Project Impacts

A. PEP Land Use/Planning

No new mitigation measures are required for land use/planning impacts.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2016 MMP for the 2015 FMPU are:

1a. 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.

1c. The following Master Plan elements shall be revised to conform to the 2012 Facility Master Plan: (1) Land Use Plan, (2) Conservation Plan, (3) Circulation/Parking Plan. Planning Facilities & Management shall ensure compliance.

B. PEP Traffic/Parking

TR-01: 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 Plan shall consider recent traffic counts, haul routes, hours/days of hauling, avoidance of the am and pm peak hours, intersection geometrics, access/egress constraints, truck load capacity, and pieces of construction equipment onsite. The Plan shall specify measure to minimize traffic and pedestrian congestion on-campus and off-campus. The approved Plan shall be a requirement in all applicable construction logistics plans. If necessary, all haul trucks shall be radio-dispatched to improve traffic flow and minimize congestion. Light duty trucks with a weight of no more than 8,500 pounds are exempted from the THP requirements. Facilities Planning & Management shall ensure compliance.

TR-02: Truck hauling for the 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.

TR-03: Beginning in 2015, whenever a parking study for the last Facility Master Plan 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.

Mitigation measures included in the 2012 MMP (with their index) that are retained in the 2015 MMP for the 2015 FMPU are:

2a. 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 *Work Area Traffic Control Handbook (WATCH)*. Facilities Planning & Management shall monitor compliance.

2c. 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 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 o more than 8,500 pounds are exempt from the THP requirements. Facilities Planning & Management shall ensure compliance.

C. PEP Air Quality

AQ-03. 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 shall ensure compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

3a. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403 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 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 a project. The Planning Facilities Planning & Management shall include the written agreement within the Mitigation Monitoring Program for the project and Facilities Planning & Management shall ensure compliance.

3.b. Project construction contracts shall prohibit 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.

3c. 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.

3d. 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.

3e. An energy management system shall be installed in all new facilities to reduce energy consumption and related pollutant emissions. Facilities Planning & Management shall monitor compliance.

3f. 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.

3g. Construction contracts shall specify that all diesel construction equipment used onsite shall use ultra-low sulfur diesel fuel. Facilities Planning & Management shall ensure compliance.

3h. 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 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.

3i. 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.

D. PEP Greenhouse Gases

No new additional GGH emission mitigation measures are required for the PEP.

Since the PEP (Phase 1) and PEP (Phase 2) exceed 20,000 ASF, Mitigation Measure 4a – 4c are required for both projects and Mitigation Measure 4d is required for the PEP (Phase 1) project.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

4a. 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.

4b. 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.

4c. 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 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.

4d. Future buildings exceeding 70,000 ASF shall either have an energy efficiency of thirty (30) percent above Title 24. Part 6 (e.g. Exceed CEC requirements (Performance Approach), based on the 2008 Energy Efficiency Standards by thirty (30) percent and meet the requirements of Division A45.6) or exceed the latest edition of “Savings by Design, Healthcare Modeling Procedures” by fifteen (15) percent, in accordance with Section A.5.203.1.2 CalGreen Tier 2 (OSHPD), 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.

E. <u>PEP Noise</u>

VI-01. 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 exceed 15 minutes in any one hour. Facilities Planning & Management shall monitor compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

5a. 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 offsite 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.

F. PEP Geology/Soils

No new mitigation measures are required for the PEP project. The measures in the 2012 Final EIR remain adequate. The 2012 FMP index numbers are retained below.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

6a. All recommendations in the final geotechnical report(s) for projects included in the 2015 Facilities Master Plan Update shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.

6b. 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.

G. PEP Water Quality

No additional mitigation measures are required since the PEP (Phases 1, 2) will comply with the SWPPP.

Mitigation measures included in the 2012 MMP (with their original index) that are retained in the 2015 MMP for the 2015 FMPU are:

7a. The *Master Campus Drainage Plan* shall be updated prior to commencement of grading for the Fire Training Academy and Athletics Education Building projects. The plan shall comply with the *State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit*) regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the college shall prepare a *Storm Water Pollution Prevention Plan (SWPPP)* and a *Monitoring Program* for the 2012 Facilities Master Plan. The *Master Campus Drainage Plan* 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.

7b. All drainage improvements shall be consistent with the *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 monitor compliance.

7c. 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.

H. PEP Biological Resources

The following mitigation measures recommended for the PEP project were previously included in Section 3.7.3:

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 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, 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 Staff Report on Burrowing Owl Mitigation (CDFW 2012). All recommendations of the final studies shall be implemented. Facilities Planning & Management shall ensure compliance.

BIO-03. 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. These trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for 2 years. Planning & Management shall ensure compliance.

All mitigation measures for biological resources included in the 2012 MMP will be included in the 2016 MMP/ This includes MM 9, 9b, 9e, 9f – g, and MM 9i.

I. PEP Cultural Resources

Hilmer Lodge Stadium is a contributing resource to the Historic District and the impact is diverse. Section 3.6.2 includes a comprehensive analysis of the stadium as a historic resource and recommends numerous mitigation measures.

J. PEP Aesthetics/Lighting

The following mitigation measures are recommended for the PEP project and were not included in the 2012 MMP.

AES-04. HIlmer 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. 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, Wednesday nights for student research activities. Facilities Planning & Management shall ensure compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

12c. 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.

K. PEP Other Public Services

PS-01. When the Utilities Master Plan is updated, or when focused hydrology studies for the Hydrology Discharge Areas (Psomas, Figure 2d, March 2015) indicate the flow offsite is increasing by more than 5 percent (cfs), the District shall obtain the required permits from the Consolidated Sanitation District of Los Angeles County and pay the required capitals facilities fee. Facilities Planning & Management shall ensure compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

14a. Prior to 2015, the Public Safety Department shall project their Department personnel and equipment needs to accommodate the student, faculty and staff increases, and addition buildings projected in the 2015 Facilities Master Plan Update**.** The plan shall provide for student, staff and visitor security upon buildout of the 2015 Facilities 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.

15b. The College shall obtain permit(s) and water commitments required by the Three Valleys Municipal Water District for water service for 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 monitor compliance.

16b. For each project, the college shall obtain all permits required by the County Sanitation District of Los Angeles County for wastewater service. These requirements shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.

L. PEP Facility Condition Index

Not applicable

M. PEP Energy Conservation

Appendix D of the CEQA Guidelines (August 11, 2015) requires a discussion of the potential energy impacts of proposed projects, and ways to avoid or reduce inefficient wasteful and unnecessary consumption of energy (PRC 21100 (b) (3)). *Would the project:*

1*)* *Result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation?*

2) *Incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features?*

The PEC buildings are being designed to perform at least fifteen (15) percent better than required by the 2007 California Building Code, Title 24, Part 6 Energy Code.

A list of prior and proposed LEED buildings was included in Table 3.8.13.

The 2012 MMP includes several mitigation measures to promote energy conservation, including MM 3g (building energy management systems), MM 4a (reflective roofs), MM 4b (lighting motion and vacancy sensors), MM 4c (field-fabricated fenestration), and MM 4d (energy efficiency for buildings larger than 70,000 ASF have energy efficiency thirty (30) percent above Title 24).

The requirements of the District Water Conservation Plan, as well as the Thermal Energy Storage and Chiller Cooling Tower project, also result in energy savings.
There are no significant energy conservation impacts from operation of the Special Events (Sections 3.9 - 3.11).

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

3e. An energy management system shall be installed in all new facilities to reduce energy consumption and related pollutant emissions. Facilities Planning & Management shall monitor compliance.

4a. 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.

4b. 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.

4c. 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 2010 California Green Building Standards Code (CalGreen). Facilities Planning & Management shall ensure compliance.

4d. Future buildings exceeding 70,000 ASF shall either have an energy efficiency of thirty (30) percent above Title 24. Part 6 (e.g. Exceed CEC requirements (Performance Approach), based on the 2008 Energy Efficiency Standards by thirty (30) percent and

meet the requirements of Division A45.6) or exceed the latest edition of “Savings by Design, Healthcare Modeling Procedures” by fifteen (15) percent, in accordance with Section A.5.203.1.2 CalGreen Tier 2 (OSHPD), 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.

The proposed lighting for the new stadium will be much more efficient that the existing lighting system. In addition, the heating and air conditioning systems will be integrated into the campus wide system, resulting in additional conservation savings.

3.8.4 Level of Significance of Physical Education Project Cumulative Impacts

A. PEP Land Use

Less than Significant

B. PEP Traffic/Parking

Less than Significant for regular events (i.e. football, aquatics, soccer, track and field, etc.). and for Special Events except the 2020 Olympic

Unavoidable adverse for 2020 Olympic Track & Field Trial traffic during the weekday pm peak period.

C. PEP Air Quality

Less than Significant with Mitigation Incorporated

D. PEP Greenhouse Gases

Less than Significant with Mitigation Incorporated

E. PEP Noise

Less than Significant with Mitigation Incorporated

F. PEP Geology/Soils

Less than Significant with Mitigation Incorporated

G. PEP Water Quality

Less than Significant with Mitigation Incorporated

H. PEP Biological Resources

No Impact

I. PEP Cultural Resources

Adverse for demolition of a historic resource

J. PEP Aesthetics/Lighting

Less than Significant with Mitigation Incorporated (in general)

As discussed in Section 3.8.2, the new stadium lighting has a Less than Significant Impact on sky glow.

K. PEP Other Services

Less than Significant with Mitigation Incorporated

L. PEP Facility Condition Index

Not applicable

M. PEP Energy Conservation

Less than Significant

3.8.5 Cumulative Conditions for the Physical Education Project

The only additional projects near the PEP site off-campus are those at Cal Poly. As listed in Table 3.6, Cal Poly is projecting an additional 5,029 trips due to student enrollment increases by 2020 and an additional 10,933 trips by 2030. These trips have been included in the cumulative traffic analysis in Section 3.2.

The geographical area used for analysis of the PEP (Phase 1, 2) is the project boundaries and an impact study area of approximately 400 feet from the boundary for biological resource impacts. The geographical area for noise for the PEP is all sensitive receptor areas adjacent to campus. The geographical area for light and glare impacts are adjacent area to all athletic fields on campus. For Stadium lighting, the

geographical area for light and glare, and sky glow analysis are the sensitive receptor areas adjacent to campus.

The biological resources located east of the campus north of Temple Avenue at Cal Poly Pomona are similar to those on campus. Southern Cottonwood-willow Riparian Forest is the dominant species in the adjacent Cal Poly Pomona lands. The animal and plant species within Cal Poly Pomona are likely similar to those occurring at Mt. SAC. There are no known plans for Cal Poly to develop this portion of their campus. The 2015 FMPU has no impact on this area.

3.8.6 Cumulative Impacts of the Physical Education Project

Cumulative projects in the surrounding jurisdiction of the campus were identified in Section 3.2.4. The GHG emission analyses in Section 3.8.3 (D) included the analysis of GHG emissions for 2025, which is the cumulative impact analysis for the PEP (Phases 1, 2). No additional analysis is required and no significant cumulative GHG emission impacts were identified.

3.8.7 Mitigation Measures for PEP Cumulative Impacts

No additional mitigation measures are required.

3.8.8 Level of Significance for PEP Cumulative Impacts

Not applicable.

3.8.9 Summary of PEP Significant Cumulative Impacts

The conclusions of the CEQA analysis for the 2015 Facility Master Plan Update for the PEP are listed below. Please note that this section addresses only PEP (Phase 1, 2) and does not address other projects included in the 2015 FMPU or Special Events.

3.9 BROOKS/MT. SAC RELAYS

Since a Special Event date may vary from year to year, Section 3.9 – 3.11 uses the most recent or scheduled event date for any subsequent analysis. The Brooks/Mt. SAC Relays in held in April annually and the Mt. SAC XC Invitational in October annually. .

Section 3.9 – 3.11 discuss special events that occur or will occur in Himer Lodge Stadium after PEP buildout. All five of the six events, excluding the 2020 Olympic Track & Field Trials, have been held on campus for many years. The daily maximum attendance for each event is listed below. The project impacts for each event are evaluated in the appropriate section.

Table 3.9.1
Special Events Daily Attendance Increases

Event	Existing	Buildout	Increase
Brooks/Mt. SAC Relays (Thur – Sat)	12,000	13,000	1,000
Mt. SAC XC Invitational (Fri, Fri, Sat)	17,000	17,000	0
CIF XC Preliminary (Saturday)	10,000	10,500	500
CIF XC Final (Sat)	4,000	4,200	200
Foot Locker XC Championships (Sat)	6,000	6,300	300
2020 Olympic Track & Field Trials 10-day event/2-days rest (Fri – Sun)	0	20,000	20,000
Source: Athletics Division, January 5, 2016, Marc Ruh			

3.9.1 Existing Conditions

The Mt. SAC Relays are the world's largest track and field competition with over 13,500 competitors competing over three weekends and six days. The competition includes 139 events, with both world famous athletes and amateurs competing. Twenty-two (22) world records and hundreds of national athletic records have been set at Hilmer Lodge Stadium (HLS) to date.

The 58th Edition of the Relays will be held from April 13-15, 2016 at Cerritos College. The 58th Edition of the Brooks/Mt. SAC Relays (Relays) has a projected total attendance of 27,000 over six days. The Relays will return to Mt. SAC when the PEP is completed.

Over 240 events are held in the four Divisions (University Open, Elite, High School, and Para-Olympic). Within each Division, various Sections (Collegiate, Invitational, Open, Invitational, Seeded, and Masters) competitions are held.

Events in the Elite Division include the 10,000, 5,000, 1,500, 800, 400, 200, 110 and 100 meter races; the 400, 110, and 100 meter Hurdles; the 3,000-meter Steeplechase; 4x 400 and 4x100 Relays; the Hammer, High Jump, Javelin, Long Jump, Shot Put, Pole Vault and the Triple Jump competitions.

While many participants may arrive by bus or shuttle; up to 7,000 vehicles may park on campus daily during the six-day event. Up to 80 team buses have been parked onsite during prior events. However, for events after PEP buildout, the College will be in session for only two of the six event days (i.e. Fridays).

The typical daily schedule for the Relays is 5:00 p.m. –11:00 p.m. Thursday, 10:30 a.m. – 11:00 p.m. Friday and 10:30 a.m. – 9:00 p.m. Saturday.

3.9.2. Project Impacts

The Brooks/Mt. SAC Relays will continue to be an annual six-day event in the future. The total attendance is projected to increase from 27,000 in 2015 to 28,500 in 2020. The projected daily maximum attendance will increase from 12,000 to 13,000. The potential environmental impacts of the Relays from an increase of 1,000 persons in daily attendance are evaluated below. Since the Relays are an existing event, CEQA clearances are required only for the increase in daily attendance.

The Relays will return to campus in April 2019. Therefore, there will be at least 8,308 parking spaces available on campus. Parking Structure J should be available for the Relays in April 2020. Since the Relays have been held on campus for more than fifty years, there is an ample management experience in hosting the event and managing the logistics for the event, including traffic and parking. Therefore, the increase in attendance of 1,000 daily in 2020 has little or no impact.

Air Quality. There is no construction-related air quality impact related to the Relays themselves.

For existing projects, CEQA impacts are based on trip increases, not the total trips. The total attendance increase from 2015 – 2020 is estimated as 1,000 persons. As a six day event, the additional traffic associated with the Relays has a temporary impact but one that is Less than Significant on local air quality (i.e. traffic-related and operation).

The increased trips for increasing Relay attendance will be less than that for Building G, which has no significant air quality or GHG impacts. Building G was evaluated in Table 3.25 in Section 3.3.2.

Biological Resources. The Relays do not use the Mt. SAC Cross Country Course and activities do not intrude into the open space adjacent to the stadium. The Relays have no impact on biological resources.

Energy Conservation. An increase in attendance of 1,000 has No Impact on energy usage for the Brooks/Mt. SAC Relays.

Greenhouse Gas Emissions. There are no construction-related GHG emissions related to the Relays themselves.

For existing projects, CEQA impacts are based on trip increases, not the total trips. The total attendance increase from 2015 – 2020 is estimated as 1,000 persons. As a six day event, the additional traffic associated with the Relays has a temporary GHG impact but one that is Less than Significant..

The increased trips for increasing Relay attendance will be less than that for Building G, which has no significant air quality or GHG impacts. Building G was evaluated in Section 3.4.2.

Medical Services. Limited medical services, under contract to the Relays, are present onsite during the events. This may include one or more ambulances and paramedics. Advanced life-support ambulances are onsite at Relay events, as well as two paramedics, five certified athletic trainers and a host of volunteer medical personnel at various stages of training.

Noise. An increase of 1,000 persons in attendance daily over six days for the Relays does not result in a substantial traffic-related noise increase along area roadways. The majority of the spectators are onsite Saturday between 11:00 to 16:30 and the numbers fluctuate depending on the event. The trip increase is minor in relationship to the existing or future ADT on area roadways.

The Brooks/Mt. SAC Relay Races are held only once per year. Current attendance is 12,000, which may increase by 1,000 to 13,000 in 2020. The Course itself is a constraint to further expansion. The increase over existing noise levels is only 0.6 dB, which is not perceptible. It should also be noted that the peak noise levels are well below the significance threshold of 75 dBA (L_{max}) for the daytime period. The increase in attendance at the Relays results in No Impact on campus noise.

Table 3.9.2
Peak Noise Levels for the Brooks/Mt. SAC Relays (dBA)

Event	Measured Football Game	Existing Brooks/Mt. SAC Relays	Future Brooks/Mt. SAC Relays	Increase
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

Source: Table 12, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

Other Public Services. The water demand and wastewater generation will not increase substantially with a daily maximum attendance increase of 1,000 persons over six days. However, increased temporary restroom capacity and trash collection containers will be required for an expanded event.

A temporary but substantial amount of solid waste (i.e. primarily plastics and paper products) will occur from food and beverage operations for the Relays. However, the existing campus trash pickup schedules and equipment have been sufficient for prior events. The Athletic Division has several clubs and individuals who assist with recycling efforts following each event. With adherence to the Campus Recycling Program, the project solid waste increase due to 1,000 persons is Less than Significant.

Parking. Parking information for the Relays is distributed to all registrants, published in the press and available online. Many participants will use chartered transit, instead of personal vehicles, because they register as a group.

The key factor is parking on-campus for the Relays is the number of people traveling by team buses the persons per vehicle occupancy for event patrons. An estimated 4,450 persons arrive by school team buses and team vans. Team buses drop students off on campus and then park the buses off-campus during the event. Many of the remaining attendees travel in groups with high persons per vehicle occupancy (e.g. 4.0 – 6.0) participants.

Therefore, a “worse case” scenario for the attendance increase would be twenty (20) more buses, or 250 additional private vehicles. If the increase is accommodated in buses, they have no impact on parking. If the increase is accommodated by private

vehicles, there is ample parking on campus for an additional 250 vehicles. As stated previously, student parking demand declines rapidly after 1 pm daily, and by greater accounts on Fridays, when many students do not come to campus.

Public Transit. Relay administrators will be coordinating events and projected daily attendance with the local public transit agencies. In the past, both Foothill Transit and Metro have added additional capacity for the Relays. However, the increased ridership demand due to an increase in total attendance of 1,000 persons is Less than Significant. It is probable that less than one (1) percent of attendees use public transit to the Relays.

Security Services. Relay administrators coordinate event security with both the Campus Police Department and with the County of Los Angeles Sheriff Department. The Athletics Division and the Campus Security Department have existing Security Plan for the Relays. The details of existing Security Plans are not divulged to the public. The increased security needs for an increase in 1,500 persons is Less than Significant.

Traffic. The estimated trips generated by any special events will be compiled by Iteris, Inc., based on prior ticket and parking sales, attendance records, assumption of mode of travel (i.e. public transit, team buses, charter bus or private vehicle), the event daily maximum attendance, event schedule and the Mt. SAC Academic Calendar.

An increase in attendance of 1,000 persons for the Relays has a Less than Significant Impact on traffic impacts. As stated in the parking analysis, an increase of 1,000 attendees may imply twenty (20) more buses or 170 – 250 private vehicles, depending on the persons per vehicle. Neither situation results in significant traffic impacts.

In addition to traffic control officers temporarily employed by the Relays administrators, local Police Departments and the County of Los Angeles Sheriff Department have been involved in traffic control for past Relays and will be involved in Relays. Extra personnel may be required during the major arrival and departure times.

MM 2r in the 2012 MMP requires evaluation of the posted speed on Temple Avenue to facilitate access to the Lot F east entry driveway.

Site-specific traffic and parking studies for new special events are required by the District for events with projected maximum daily attendance above 15,000 weekdays (excludes Summer Intersession and campus holidays).

The Relays would return to the campus in April of 2019.

3.9.3 Mitigation Measures

SE-01. 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.

SE-02. 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.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

5b. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB L_{max} at the nearest offsite residences. Facilities Planning & Management shall monitor compliance.

5c. 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.

13a. The Public Safety Department shall keep the Sheriff Department informed of anticipated major changes in circulation patterns and parking, and any special security needs related to campus construction and operation. Public Safety shall monitor compliance.

20f. 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.

3.9.4 Level of Significance with Mitigation

Less than Significant with Mitigation Incorporated

3.9.5 Cumulative Conditions

The geographical area for analysis for the Relays is the same as for the PEP described in Section 3.8.5.

Since the Brooks/Mt. SAC Relays events are a three day Thursday through Saturday event during the Spring Semester, the only time period of concern is Thursday or Fridays when students are on campus. However, the late event start times and the fact that many students leave campus by 1 pm daily, provides ample parking for the Relays.

The peak parking demand for students during the Spring Semester is approximately 6,800 spaces and the peak demand for faculty/staff is approximately 1,200 spaces. However, student/faculty parking demand declines by thirty (30) percent by 3 pm daily and more than fifty (50) percent on Fridays.

However, if an event occurs after 3 pm, parking surveys have shown the student total parking demand is reduced by 40 percent. If an event occurs after 1 pm, the total parking demand is reduced by twenty (20) percent (El Camino 2012 Facilities Master Plan Parking Analysis, Kunzman Associates, March 4, 2013).

If 5,000 students use team buses and vans to travel to the Relays, the vehicle parking demand may range from 1,300 to 2,000 spaces (i.e. 4.0 – 6.0) persons per vehicle). Assuming that student and faculty demand declines by 20 percent by 2 pm, and the private vehicle occupancy is five (5.0) persons per vehicle, the total campus parking demand is below 8,100 spaces in 2019. At least 8,308 spaces are available on campus. These figures also assume that no students or faculty are in car pools..

3.9.6 Cumulative Impacts

The cumulative impacts for traffic (area and special event) are not significant during the pm peak weekdays because the special events schedules do not closely coincide with campus traffic. Most student traffic departs prior to the pm peak period.

Most special events (other than the Olympic Trials) usually occur only on Friday during the week, occur once a year (i.e. other than football games). See Section 3.11.6 for a discussion of 2020 Olympic Track & Field cumulative impacts.

3.9.7 Mitigation Measures for Cumulative Impacts

None are required.

3.9.8 Level of Significance with Mitigation

Not applicable.

3.10 MT. SAC CROSS COUNTRY INVITATIONAL

3.10.1 Existing Conditions

The 67th Annual Mt. SAC Cross-Country Invitational (Mt. SAC XC Invitational) was held on October 16, 23, 24; 2015. Approximately 6,000 participants attended daily over the three days and approximately 25,000 runners attended. The maximum daily attendance of 8,000 occurred on Saturday, October 24, 2015. The total attendance for the 2015 event was approximately 33,000 people.

High school, elementary and community college students, and their guests attend the event. The cross-country course ranges from 0.8-miles for 3-4th grade to 4-miles for community college participants. Each of the seven course layouts (Appendix K) are located in the rugged open space terrain on campus south of Temple Avenue.

The Mt. SAC XC Invitational is one of the country's largest cross country invitational events. In 2014, a record 25,000 participants competed on the 3-mile cross country course. The names "Valley Loop", "Switchbacks", "Poop Out Hill" and "Reservoir Hill" are part of cross country legend. The course has changed little over the last 67 years, making it one of the few courses where different generations can compare times. Races during the invitational may start every 8 minutes or less. Over 85 staff and volunteers are needed during the events.

The Mt. SAC XC Invitational is usually held in October, the CIF XC Final Preliminary/Final in November, and the Foot Locker XC Championships (i.e. Western Region) in December. However, the 2016 CIF XC Preliminaries will be held in Riverside.

Up to 80 team buses may drop off students near Hilmer Lodge Stadium (HLS) and then park off-campus during the event. The event usually includes two Fridays when classes are in session for the Fall Semester. However, no classes occur on Saturday. The typical daily schedule for the XC Invitational is 13:00 – 18:00 Friday, 10:00 – 18:00 Friday and 7:15 – 18:00 Saturday.

3.10.2. Project Impacts

The Mt. SAC XC Invitational will continue to be an annual three-day event in the future. The total attendance is projected to remain at 36,000 in 2020 and the maximum daily attendance will remain at 17,000 persons. Growth is constrained by the limitations of how many persons can participate on the XC Course. Therefore, since there are no increases in attendance or participants (i.e. no increase) for the Mt. SAC Invitational

there is No Impact. Even though the attendance is not increasing, the Mt. SAC XC Invitational is important because of its 17,000 maximum daily attendance.

The Mt. SAC XC Invitational has no 2015 - 2020 increases in daily attendance. The projected daily increase for the Foot Locker XC Championships is only 300 for the Saturday event, 200 for the CIF XC Final Saturday event, and 500 for the CIF XC Preliminary Saturday event. Therefore, an increase of 500 in daily attendance for the CIF XC Preliminaries is used in the subsequent analysis.

Air Quality. There are no construction-related air qualities impacts related to any of the XC Invitational events. The total weekend attendance increase from 2015–2020 for the CIF XC Preliminary is 500 people. As a Saturday only event the additional traffic associated with the 2020 CIF XC Preliminary has a temporary but Less than Significant impact on local air quality (operational and traffic-related).

For existing projects, CEQA impacts are based on trip increases, not the total trips. The total attendance increase from 2015 – 2020 is estimated as 500 persons. This implies an increase of up to ten buses or up to 125 vehicles at 4.0 persons per vehicle. As a one day event, the additional traffic associated with the Relays has a temporary impact on air quality but one that is Less than Significant.

The increased trips for increasing the XC Invitational attendance is less than that for Building G, which has no significant air quality or GHG impacts. Building G was evaluated in Section 3.3.2.

Biological Resources. The XC Invitational events use the Mt. SAC Cross County Course that traverses Reservoir Hill, Poop Out Hill, the Valley Loop, and the Switchbacks. The Switchbacks and the Valley Loop (Exhibit 3.1) meander through the California Black Walnut area east and south of the stadium.

The projected largest total attendance increase for XC events from 2015 – 2020 is 500 for the CIF XC Preliminaries. Since officials and participants do enter the Course area, there is some impact on the biological resources. But participants are required to stay on the race course, which follows established trails and runners do not intrude into the adjacent open space or harm adjacent habitat. The increase in persons is not substantial and the impact on biological resources is Less than Significant. The 500 increase is both participants and spectators.

Energy Conservation. An increase in attendance of 500 has No Impact on energy usage for the CIF XC Preliminaries.

Greenhouse Gas Emissions. The 500 increase in total attendance for 2020 for the CIF XC Preliminaries has no significant impact on greenhouse gas emissions.

For existing projects, CEQA impacts are based on trip increases, not the total trips. The total attendance increase from 2015 – 2020 is estimated as 500 persons. The maximum increase in vehicle trips is 125. As a one day event, the additional traffic associated with the CIF XC Preliminaries has a temporary impact on greenhouse gas emissions but one that is Less than Significant.

The increased trips for increasing the CIF XC Preliminaries attendance is less than that for Building G, which has no significant air quality or GHG impacts. Building G was evaluated in Section 3.4.2.

Medical Services. Limited medical services, under contract to the CIF XC Preliminaries are present onsite during the events. This may include one or more ambulances and paramedics. Advanced life-support ambulances are onsite at all Mt. SAC XC Invitational events, as well as two paramedics, five certified athletic trainers and a host of volunteer medical personnel at various stages of training.

No substantial increases in medical services are needed for the CIF XC Preliminaries for an attendance increase of 500. The event impact on medical services is Less than Significant.

Noise. An increase 500 persons in daily attendance for one Saturday for the CIF XC Preliminaries events does not result in a substantial traffic-related noise increase along area roadways. The trip increase is minor (i.e. 250 ADT) in relationship to the existing or future ADT on area roadways.

The Mt. SAC Cross-Country Invitational is one of the largest events currently held on campus. Daily attendance is 17,000. This attendance level is not anticipated to change in future years because of limitations on the number of athletes who can occupy the Course. For existing projects, CEQA impacts are based on trip increases, not the total trips. Therefore, since there is no increase, there are no noise impacts for the XC Invitational.

For existing projects, CEQA impacts are based on trip increases, not the total trips. The total attendance increase for the CIF XC Preliminaries from 2015 – 2020 is estimated as 500 persons. As a one day event, the additional traffic associated with the Preliminaries has a temporary noise impact but one that is Less than Significant.

Since the new stadium will not result in increases in attendance for future XC Invitational events, noise will not be louder than current events. Crowd or participant noise is also temporary and periodic, not subject to regulation and does not occur during nighttime hours

The projected peak noise levels for future XC Invitational events are well below the significance threshold of 75 dBA (L_{max}) for the daytime period. . Therefore, there are no significant noise impacts of the XC Invitational events.

Table 3.10.1
Peak Noise Levels for the Mt. SAC Cross Country Invitational (dBA)

Event	Measured Football Game	Existing Mt. SAC XC Invitational	Future Mt. SAC XC Invitational	Increase
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

Source: Table 13, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

The noise increase directly due to the increase of 500 for the CIF XC Preliminary is not an impact.

Other Public Services. The increased daily water demand, wastewater generation and solid waste generation due to an increase in CIF XC Preliminaries attendance of 500 persons is No Impact.

While water demand and wastewater generation will increase substantially from daily campus use with a daily maximum attendance of 17,000 and a total attendance of 36,000 projected for the Mt. SAC XC Invitational, it remains a single event. The events impact on public services is Less than Significant. However, increased temporary restroom capacity will be required for the event. For previous events, up to 15 portable restrooms have been installed onsite.

A temporary but substantial amount of solid waste (i.e. primarily plastics and paper products) will occur from food and beverage operations for the CIF XC Preliminaries. However, the existing campus trash pickup schedules and equipment have been sufficient for prior events. The Athletic Division has several clubs and individuals who assist with recycling efforts following each event. With adherence to the Campus

Recycling Program, the solid waste increase due to 500 persons is Less than Significant.

Parking. Parking information for the XC Invitational events is distributed to all registrants, published in the press and available online. Many participants will use chartered transit, instead of personal vehicles, because they register as a group. As estimated in Section 3.8, there may be up to 8,308 parking spaces available on campus when the College is not in session.

However, if an event occurs after 3 pm, the student total parking demand is reduced by 40 percent. If an event occurs after 1 pm, the total parking demand is reduced by twenty (20) percent (El Camino 2012 Facilities Master Plan Parking Analysis, Kunzman Associates, March 4, 2013).

An increase in attendance of 500 has a Less than Significant Impact on parking demand.

Public Transit. XC Invitational administrators will be coordinating events and projected daily attendance with the local public transit agencies. However, the increased ridership demand due to an increase in total attendance of 500 persons is Less than Significant.

Security Services. An increase in attendance of 500 has a Less than Significant Impact on the demand for security services.

Traffic. Traffic count data was collected by Iteris, Inc. at the Bonita Avenue and Temple Avenue intersection, which is nearest to the football stadium on Saturday, October 24, 2015. The total attendance at the game with Riverside College was 4,500 persons. Based on the assessment of the highest peak hour of traffic within the 16:00 – 19:00 period, traffic related to guests attending a typical football game would not result in a significant impact at the intersection.

In addition to traffic control officers temporarily employed by the XC Invitational administrators, local Police Departments and the County of Los Angeles Sheriff Department may be involved in traffic control. When needed, extra personnel will be required during the major arrival and departure times.

The increased trips due to a daily Saturday increase in 2020 attendance of 500 for the CIF XC Preliminaries is No Impact.

3.10.3 Mitigation Measures

SE-01. 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.

SE-02. 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.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2015 MMP for the 2015 FMPU are:

5b. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB L_{max} at the nearest offsite residences. Facilities Planning & Management shall monitor compliance.

5c. 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.

13a. The Public Safety Department shall keep the Sheriff Department informed of anticipated major changes in circulation patterns and parking, and any special security needs related to campus construction and operation. Public Safety shall monitor compliance.

3.10.4 Level of Significance with Mitigation

Less than Significant with Mitigation Incorporated

3.10.5 Cumulative Conditions

The geographical area for analysis for the XC Invitational includes the areas identified for the PEP in Section 3.8.5 and those areas within or 200 feet adjacent to the Cross County Course.

Since the XC Invitational events are weekend events, the only time period of concern is Friday when student attendance on campus is greatest. This may occur if any XC Invitational occurs on a Friday outside of the Summer Intersession.

An increase is attendance of 500 has no impact on cumualtive conditions since CIF X Preliminary increase is a small proportion of the number of students, staff and faculty on campus during a Fall term.

3.10.6 Cumulative Impacts

The cumulative impacts for traffic (area and special event) are not significant during the pm peak weekdays because the special events schedules do not closely coincide with campus traffic.

Most special events (other than the Olympic Trials) usually occur only on Friday during the week, occur once a year (i.e. other than football games). See Section 3.11.6 for a discussion of 2020 Olympic Track & Field cumulative impacts. The attendance increase of 500 is not cumulatively considerable in relationship to the Invitational special events.

Most students deprt campus prior to the pm peak period. When an event occurs after 3 pm, the student total parking demand is reduced by 40 percent. If an event occurs after 1 pm, the total parking demand is reduced by twenty (20) percent (El Camino 2012 Facilities Master Plan Parking Analysis, Kunzman Associates, March 4, 2013). Since a Special Event on a Friday twice annually (i.e. one for the Brooks/Mt. SAC Relays and once for the Mt. SAC XC Invitational) when classes are in session, event parking is not a significant cumulative impact.

Parking for the XC Invitational can be provided on-campus without off-campus shuttles and without Parking Structure J because of the high percentage of participants who carpool or travel on team buses and vans. An estimated 4,450 persons arrive by school team buses and team vans. With proper planning, the increased parking demand due to an increase in 500 persons has no impact

XC Invitational administrators shall coordinate event security with both the Campus Police Department and with the County of Los Angeles Sheriff Department.

3.10.7 Mitigation Measures for Cumulative Impacts

None are required.

3.10.8 Level of Significance with Mitigation

Not applicable.

3.11 2020 OLYMPIC TRACK & FIELD TRIALS

3.11.1 Existing Conditions

The 2016 Olympic Track & Field Trials will be held at Hayward Field in Eugene, Oregon from July 1-10, 2016. There are eight days of completion and two days of rest. The event serves as the U. S. National Championships. Attendance at previous events at Hayward field in 2012 had a daily record of 22,602 and a total paid attendance was 173,153. Over 1,000 athletes competed in the event.

2015 daily attendance at Hayward Field was 21,000 and the total paid attendance was 175,000. The total attendance at the three U. S Olympic Track & Field Trials in California in 1984 was in Los Angeles (143,826), in 2000 in Sacramento (187,104) and in 2004 in Sacramento (172,230). The 2012 daily attendance at Hayward Field across the 8-day event is relatively constant, with an average of 21,644 daily. Similar equal attendance totals for each of the days at Mt. SAC are likely.

Other 2016 Olympic Trial events include the Marathon on February 13, 2016 in Los Angeles and the Racewalk on February 21, 2016 in Santee. The 2016 International Olympics will be held in Rio de Janeiro, Brazil on August 5 – 21, 2016.

Mt. SAC has filed an application to host the 2020 Olympic Track and Field Trials in late July or early August 2016 with the governing body, the USA Track and Field (USATF). The District will be the official applicant and the events will be administered by a Local Organizing Committee (LOC). Members of the LOC will be both College staff and local city elected officials. The Director of the LOC will be the executive responsible for all local 2020 Olympic Track & Field Trial planning and implementation. The award of the trials is not anticipated until December 2018.

The District planned to complete construction of a new Hilmer Lodge Stadium (HLS) in August 2018. The new Stadium will meet the standards of the International Association of Athletics Federation with a 9-lane compliant synthetic 400 meter track and a natural turf infield. The Stadium has been the site of one prior U. S. Olympic Track & Field Trials; the Women's Olympics in August 1968.

IAAF certified athletic facilities occur throughout the world, but only seven occur in the U.S and its territories. They are Hayes Track in Bloomington, Indiana, Home Depot Center in Carson, California, Hodges Stadium in Jacksonville, Florida, Faller Field (high school) in Middletown, New York, Ansen Sports Complex in Miramar, Florida, CSU San Marcos in San Marcos, California and Ivanna Edora Kean High School in the U. S.

Virgin, Islands. Many other colleges have similar track and field facilities (9 lane, 400 meters) that are not certified by the IAAF.

The 2020 Olympic Track & Field Trials will be a ten-day event with two rest days during the Summer Intersession. The projected maximum daily attendance for the Trials on campus is 20,000 persons, (including 1,000 athletes and 175 competition officials and auxiliary personnel) and a total attendance of 112,000 people.

Some of the indoor track and field events include the 60 meter to 1,500 meter events, 4x400/4x800 relays, high/long/triple jump, the shot put, and the heptathlon. Some of the additional unique outdoor events include the 5,000m, the 80-400m hurdles, the 2000/3,000 steep chase, the discus, the hammer throw, the javelin and the decathlon.

The 2020 Olympic Track & Field Trials daily schedule will be similar to the 2016 Preliminary Schedule for the Trials in Hayward Stadium in Bend, Oregon. Most events will begin at 11:00 or later on weekdays and only two days have events beginning at 11:00. Three other events on weekday begin at 13:00 or 15:00. The latest event beginning during a weekday is 19:48 for the 3,000 meter Women's Steeplechase Final. The Men's Hammer Throw Final begins at 19:00 on a weekday.

If an event occurs after 3 pm, the student total parking demand is reduced by 40 percent. If an event occurs after 1 pm, the total parking demand is reduced by twenty (20) percent (El Camino 2012 Facilities Master Plan Parking Analysis, Kunzman Associates, March 4, 2013). This situation is discussed in more detail below.

The Trials are planned for the Summer Intersession in June or July 2020 and will not impact the Fall Semester, which begins in late August (i.e. August 24, 2015). The current plan is to plan the event when classes are not in session. However, the "worse case" of hosting the event when classes are in session and Parking Structure J is not available is also evaluated.

The impact analysis (worse case) assumes the 2020 Olympic Track & Field Trials will be held for ten days from Thursday through the second Sunday during the break between 2018-2019 Summer Intersessions. Therefore, events will be held during five days, with two rest day, on weekdays when classes are not in session and on weekends.

Iteris, Inc. completed a special traffic analysis for the 2020 Olympic Track & Field Trials. The analysis for the 2020 Olympic Track & Field Trials included an estimated 6,800 pm peak trips for Plan A (i.e. guest vehicles and shuttles) and 4,500 pm trips for Plan B at nineteen (19) intersections in the traffic study area.

The number of trips is based on an average vehicular occupancy of 2.71 on campus (Plan B) and that 3,060 vehicles use the remote shuttle lots, therefore, not impacting local campus intersections. The traffic study evaluated the pm peak hour, since the event schedule indicates potential congestion with event traffic departing the campus when daily commuters are returning home from work.

Table 3.11.1
Daily First/Last Olympic Track & Field Trials Event Start Times

Day	First Event Begins	Last Event Begins	AM Peak Conflicts 7:00 – 10:00 am	PM Peak Conflicts 16:00 – 19:00 pm
Session 1				
1. Friday	11:00	18:15	No	Yes
2. Saturday	9:45	14:55	No	No
3. Sunday	11:00	17:53	No	No
4. Monday	15:30	17:51	No	Yes
5. Tuesday	Rest Day	Rest Day	-	-
6. Wednesday	Rest Day	Rest Day	-	-
Session 2				
7. Thursday	11:00	19:48	No	Yes
8. Friday	15:00	17:54	No	Yes
9. Saturday	12:30	17:52	No	No
10. Sunday	13:45	17:20	No	No
Adapted from 2016 Preliminary Olympic Track & Field Trials, Bend, Oregon				
Source: 2020 Olympic Track and Field Trials Focused Traffic Study, Iteris, Table 5, April 15, 2016				

As discussed in Section 3.2.2, all local intersections in the study area operate at acceptable LOS for the am and pm peak periods for existing conditions (January 2015), except at Grand Avenue /Cameron Avenue, Grand Avenue /San Jose Hill Road, Grand Avenue/Temple Avenue and Grand Avenue /La Puente Avenue. Both the EB and WB SR-60 ramps at Grand Avenue also operate below acceptable standards of LOS D.

All shuttle lots will be near freeway interchanges with North Grand Avenue, Temple Avenue and South Grand Avenue.

Based on the 2016 Preliminary Olympic Track & Field Trials event schedule (Bend, Oregon) traffic, but adapted to the two Rest Days at Mt. SAC, the events will not impact the pm peak period on Saturday, Sunday, Tuesday or Wednesday (Rest Days).

Due to the event schedule, event traffic will impact the am peak period only on Thursday, with the first event scheduled at 11:00. The 2016 schedule is included in Appendix K.

CMP Freeway Analysis

The Congestion Management Program (CMP) is implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed.

A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. However, none of these intersections are located in the City of Walnut.

According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by Metro, a CMP traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the a.m. or p.m. weekday peak hours.
-
- CMP freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

The nearest freeway segments are the I-10, SR-60, and SR-57. Based on the project trip generation estimates, the proposed project has the potential to add more than 150 new peak hour trips in either direction at the freeway segments.

Iteris analyzed the freeway segments are analyzed based on the volume-to-capacity ratio (V/C) methodology. For purposes of the CMP, substantial changes for freeway segments are defined as an increase of 0.10 in V/C ratio and a corresponding change in LOS.

3.11.2. Project Impacts

Please note that project impacts are determined by the increase between existing conditions and buildout environmental conditions. The increase in daily attendance for special events was identified in Section 3.9. The table below lists the maximum projected attendance in 2020 only.

Air Quality. There are no construction-related air quality or greenhouse gas impacts related to the 2020 Olympic Track & Field Trials themselves.

The increased area trips associated with daily 2020 Olympic Track & Field Trials and Parking Plan B (50 percent of the total spaces are on-campus) is approximately 12,000 ADT. The Local Organizing Committee is planning an extensive shuttle service which will transport people from off-campus parking lots to the campus. The shuttle system is estimated to reduce trips for with Plan B by about 3,600 ADT and a minimum of 14,400 VMT.

If classes are not in session, there will be only 745 faculty and staff on campus. If classes are in session, there will be 6,207 students and 735 faculty and staff on campus, for a total of 18,675.

If classes are in session, there will be a 38,675 people on campus during the five weekdays of the event. Both an extensive shuttle system and carpooling by students would then be required.

As a ten day event, the additional traffic associated with the 2020 Olympic Track & Field Trials has a temporary impact but Less than Significant Impact with Mitigation Incorporated on local traffic-related and operational air quality.

Biological Resources. The Olympic Track & Field Trials do not use the Mt. SAC Cross Country Course and activities do not intrude into the open space adjacent to the stadium. The Trials have no impact on biological resources.

Energy Conservation. The former metal halide lighting fixtures for the stadium were very costly and substantial energy savings will be achieved with the new LED fixtures in for the new stadium. Even with the increased usage for the 2020 Olympic Track & Field Trials, the net yearly energy consumption for the stadium will decrease compared to the former lighting system. There is no increase in the number of lighting standards for the stadium.

There may be a need for supplemental stadium lighting for future events broadcasted on television. It is not cost effective to build a permanent lighting system for sports productions when it is not used frequently and lighting requirements change as camera/lens technology changes. Sports productions often use lighting trucks that use diesel generators to provide power for their lighting needs.

Some increase in electrical use and natural gas for the stadium is also associated with concessions, interior space increases and installation of a Olympic style flame. The torch will be within the north end of the in the stadium near the stadium entrance, and the base will be fifteen to twenty feet high. Both the electrical and natural gas increases due to the 2020 Olympic Track & Field Trials is regarded as Less than Significant.

Greenhouse Gas Emissions. The 20,000 daily attendance and 112,000 total attendance projected for the 2020 Olympic Track & Field Trials has a Less than Significant cumulative impact on GHG emissions.

The increased area trips associated with daily 2020 Olympic Track & Field Trials and Parking Plan B (50 percent of the total spaces are on-campus) is approximately 12,000 ADT. The Local Organizing Committee is planning an extensive shuttle service which will transport people from off-campus parking lots to the campus. The shuttle system is estimated to reduce trips for with Plan B by about 3,600 ADT and a minimum of 14,400 VMT.

If classes are not in session, there will be only 490 faculty and staff on campus. If classes are in session, there will be 6,207 students and 735 faculty and staff on campus, for a total of 18,675. If classes are in session, there will be a 38,675 people on campus during the five weekdays of the event. Both an extensive shuttle system and carpooling by students would then be required.

Medical Services.

The 20,000 daily attendance and 112,000 total attendance projected for the 2020 Olympic Track & Field Trials has a Less than Significant cumulative impact on medical services.

Limited medical services, under contract to the 2020 Olympic Track & Field Trials Local Organizing Committee are present onsite during the events. This may include one or more ambulances and paramedics,. Advanced life-support ambulances will be onsite daily for the Trials, as well as two paramedics, five certified athletic trainers and a host of volunteer medical personnel at various stages of training.

Noise.

With a daily attendance of 20,000 persons for ten days, the 2020 Olympic Track & Field Trials may increase the traffic-related noise on local streets near the stadium. However, the event has no significant traffic-related noise impacts during the am peak period and Less than Significant traffic-related noise impacts during the pm peak periods for Parking Plan B.

The increased area trips associated with daily 2020 Olympic Track & Field Trials and Parking Plan B (50 percent of the total spaces are on-campus) is 4,500 pm peak period trips for Plan B. The Local Organizing Committee is planning an extensive shuttle service which will transport people from off-campus parking lots to the campus.

If classes are not in session, there will be only 490 faculty and staff on campus. If classes are in session, there will be 6,207 students and 735 faculty and staff on campus, for a total of 18,675. If classes are in session, there will be a 38,675 people on campus during the five weekdays of the event. Both an extensive shuttle system and carpooling by students would then be required.

As a ten day event, the additional traffic-related noise associated with the 2020 Olympic Track & Field Trials has a temporary impact but Less than Significant Impact.

The noise levels for hosting the 2020 Olympic Track & Field Trials were projected from crowd noise generated by a home football game with 4,500 persons in the stadium. The Olympic trials will result in noise levels 0.7 dB higher than for the existing Mt. SAC Cross-Country Invitational. However, this increase in noise, by itself, is not perceptible.

Spectators will be seated in the stadium, in the turf seating area north of the stadium and on the temporary bleachers located north, east and south of the stadium (See Appendix K).

Table 3.11.2
Peak Noise Levels for the 2020 Olympic Track & Field Trials (dBA)

Event	Existing Mt. SAC XC Invitational	2020 Olympic Trials	Increase
Attendance	17,000	20,000	3,000
Site 1	46.8	47.5	0.7
Site 2	46.8	47.5	0.7
Site 3	43.3	44.0	0.7
Site 4	55.1	55.8	0.7

Source: Table 14, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

The peak noise levels are well below the significance threshold of 75 dBA (L_{max}) for the daytime period, and 70 dBA (L_{max}) for the nighttime period. Therefore, the impact of the 2020 Olympic Track & Field Trials is Less than Significant. No restrictions on the time of the games needs to be imposed because the event noise is under the Threshold of Significance

Because the major competitive events occur over ten days, the crowd-related noise impact on parts of the Snow Creek and Timberline neighborhoods is potentially significant. However, a review of the 2016 Preliminary Schedule suggests only one day begins before 10:00 and the last event begins by 17:54 on all days, except for Thursday during Session 2. Then, one event begins at 19:48.

Only four of the event days occur on weekdays. The weekend schedules begin by 10:00 on only two of the four weekend days. Therefore, the event schedule is not highly disruptive for area residents for either weekdays or weekends. Both neighborhoods are located more than 1,600 feet from the stadium. Therefore, the cumulative noise impact is Less than Significant.

Traffic noise levels are measured using the CNEL noise scale. This noise scale utilizes traffic data for a full 24-hour period. However, traffic that occurs during the evening hours (7 p.m. to 10 p.m.) is penalized by 5 dB, and traffic that occurs during nighttime hours (10 p.m. to 7 a.m.) is penalized by 10 dB. It was estimated that 49 percent event traffic would occur during the day, 46 percent during the evening hours, and 5 percent during nighttime.

Table 3.11.3
Traffic Noise CNEL Increases (dBA) for 2020 Olympic Track & Field Trials Traffic

Roadway	Segment	Increase With Plan A	Increase With Plan B
Grand Ave	North of I-10 WB Ramps	0.0	0.0
Grand Ave	between I-10 WB/EB Ramps	0.5	0.3
Grand Ave	between I-10 EB Ramps and Cameron Ave	1.1	0.7
Grand Ave	between Cameron Ave and Mountaineer Rd	0.8	0.5
Grand Ave	between Mountaineer Rd and San Jose Hills Rd	0.7	0.4
Grand Ave	between San Jose Hills Rd and Temple Ave	0.7	0.4
Grand Ave	between Temple Ave and La Puente Rd	0.8	0.6
Grand Ave	between La Puente Rd and Valley Blvd	0.7	0.6
Grand Ave	between Valley Blvd and Baker Pkwy	0.9	0.7
Grand Ave	between Baker Pkwy and SR-60 EB Ramps	0.9	0.7
Grand Ave	between SR-60 EB/WB Ramps	0.6	0.5
Grand Ave	South of SR-60 WB Ramps	0.2	0.1
Nogales St	North of Amar Rd	0.0	0.0
Nogales St	South of Amar Rd	0.0	0.0
Lemon Ave	South of Amar Rd	0.0	0.0
Mt SAC Wy	North of Temple Ave	1.2	0.0
Mt SAC Wy	South of Temple Ave	2.7	0.0
Bonita Ave	North of Temple Ave	3.1	2.7
Bonita Ave	South of Temple Ave	3.5	1.2
Lot F	North of Temple Ave	0.0	0.0
Valley Ave	North of Temple Ave	0.7	0.4
Valley Ave	South of Temple Ave	0.0	0.0
SR-57 SB Off Ramp	North of Temple Ave	0.0	0.0
SR-57 SB On Ramp	North of Temple Ave	0.0	0.0
SR-57 NB Off Ramp	South of Temple Ave	0.6	0.0
SR-57 NB On Ramp	South of Temple Ave	0.0	0.0
Amar Rd	West of Nogales St	0.0	0.0
Amar Rd	between Nogales St and Lemon Ave	0.0	0.0
Amar Rd	between Lemon Ave and Grand Ave	0.0	0.0
Temple Ave	between Grand Ave and Mt SAC Wy	1.4	0.8
Temple Ave	between Mt SAC Wy and Bonita Ave	1.1	0.9
Temple Ave	between Bonita Ave and Lot F	1.8	1.1
Temple Ave	between Lot F and Valley Blvd	2.1	1.3
Temple Ave	between Valley Blvd and SR-57 SB Ramps	1.5	0.8
Temple Ave	between SR-57 SB/NB Ramps	0.9	0.5
Temple Ave	East of SR-57 NB Off Ramp	1.6	0.9
I-10 WB Ramps	West of Grand Ave	1.0	0.6
I-10 EB Ramps	West of Grand Ave	1.4	0.9
Cameron Ave	West of Grand Ave	0.0	0.0

Table 3.11.3 (continued)
Traffic Noise CNEL Increases (dBA) for 2020 Olympic Track & Field Trials Traffic

Roadway	Segment	Increase With Plan A	Increase With Plan B
Mountaineer Rd	East of Grand Ave	2.1	2.0
San Jose Hills Rd	West of Grand Ave	0.0	0.0
San Jose Hills Rd	East of Grand Ave	0.0	0.0
La Puente Rd	West of Grand Ave	0.0	0.3
La Puente Rd	East of Grand Ave	0.0	0.0
Valley Ave	West of Grand Ave	0.0	0.0
Valley Ave	East of Grand Ave	0.1	0.0
Baker Pkwy	West of Grand Ave	0.0	0.0
SR-60 EB Ramps	East of Grand Ave	0.7	0.6
SR-60 WB Off Ramp	West of Grand Ave	2.3	2.0
SR-60 WB On Ramp	East of Grand Ave	0.2	0.2

Source: Table 15, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

The noise threshold of significance for traffic-related noise is an increase of 3 dB or more on a noise-sensitive land use. Two locations show increases greater than 3 dB and they are Bonita Avenue north and south of Temple Avenue for Parking Plan A.

Only Plan A results in increases greater than 3 dB. The area of concern is not off-campus but on-campus, primarily near parking lots and other on-campus uses. Therefore, this is not considered a significant impact.

Since the increases off-campus are less than 3 dB, the traffic noise impacts due to hosting the 2020 Olympic Track & Field Trials is Less than Significant.

Other Public Services. While water demand and wastewater generation will increase substantially with a daily maximum attendance of 20,000 and a total attendance of 112,000 projected for the 2020 Olympic Track & Field Trials, it remains a single 10-day event. With classes not in session, the demand for public services may be similar to a Summer Intersession when classes are in session. However, increased temporary restroom capacity will be required for the event. The event impact on public services is Less than Significant.

A temporary but substantial amount of solid waste (i.e. primarily plastics and paper products) will occur from food and beverage operations for the 2020 Olympic Track & Field Trials. The hosting of the event is anticipated to generate an estimated increase

of eight tons of solid waste during the 10-day event. The number of staff collecting recyclable material during the event will be increased.

Program planning will also include expanding trash collection and recycling during the event, including placing additional collection containers, specialized small capacity containers, transporting trash offsite, and expanding recycling efforts during the event. With implementation of expanded collection, transport and recycling efforts during the event, the effect on solid waste services is Less than Significant.

Parking. Parking information for the 2020 Olympic Track & Field Trials will be distributed to all registrants, published in the press and be available, online. Many participants will use private transit, instead of personal vehicles, because they register as a group and have chartered transit, have shuttle transportation from the airport or their hotels or use the event shuttles.

There will be up to 8,308 parking spaces available on campus in June 2020. Only 3,333 (50 percent) campus parking spaces will be reserved in Plan B for Trial parking. The remaining parking spaces will be in shuttle lots off-campus. The Local Organizing Committee is planning an extensive shuttle service which will transport people from off-campus parking lots to the campus. The Trials will occur across ten days from Friday – Sunday (i.e. including two Fridays), with two Rest Days on Tuesday and Wednesday.

Daily attendance at prior Olympic Track & Field Trials have not varied over the event days but remained approximately 20,000 per day. Attendance may vary slightly because of the popularity of the event. The largest crowds will be the last two days (Saturday and Sunday) when the 'finals' are contested.

If classes are not in session during the Summer Intersession, there will be only 490 faculty and staff on campus. If classes are in session, there will be 6,210 students and 490 faculty and staff on campus.

If classes are in session, there will be a 38,675 people on campus during the five weekdays of the event. The shuttle system is estimated to reduce trips for with Plan B by about 3,600 ADT and a minimum of 14,400 VMT.

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The University of Oregon has been in session during all of the previous five years they have hosted the Olympic Track & Field Trials. California State University, Sacramento has also hosted the event twice and the campus was in session.

In any event, while sufficient parking is available for a 2020 Olympic Track & Field Trials area traffic congestion will be substantially reduced through use of off-campus shuttles. Preliminary Shuttle Routes and timetables have been completed, along with parking supply estimates on- and off- campus to illustrate the feasibility and benefits of the shuttle and parking operations.

The Shuttle Routes are shown in Exhibit 3.20. Preliminary shuttle timetable, guest parking lots on campus for the 2020 Olympic Track & Field Trials (Exhibit 3.21) and preliminary on- and off-parking percentages and off-campus parking locations have all been identified. However, these plans will change over the next five years, but the general operational aspects will be similar. The information demonstrates the feasibility of providing the required parking supply for the event. The Shuttle System and the final Parking Plan will become part of the required 2020 Olympic Track & Field Trials Transportation and Parking Plan.

With implementation of a final 2020 Olympic Track & Field Trials Transportation and Parking Plan, the potential parking impact is Less than Significant with Mitigation Incorporated.

Since 3,333 parking spaces are assigned for Trials guests on campus in Plan B, at least 2,810 spaces are required in off-campus shuttle lots. This assumes 3.0 persons per vehicle occupancy for guests on campus and 4.0 persons per vehicle for the shuttle lots. Guests without parking passes will not be able to park on campus.

Parking Plan B assigns 3,333 spaces on campus (3.0 persons per vehicle) for Trial guests and requires at least 3,360 parking spaces (4.0 persons per vehicle) off-campus. Plan B assumes shuttle lots are located at Cal Poly and at five area high schools. Since high schools are not in session when the Trials will occur, there are lots of parking spaces available. Most high schools with 3,000 students would have a minimum of 500 spaces.

Exhibit 3.22
Shuttle Routes for 2020 Olympic Track & Field Trials Guests

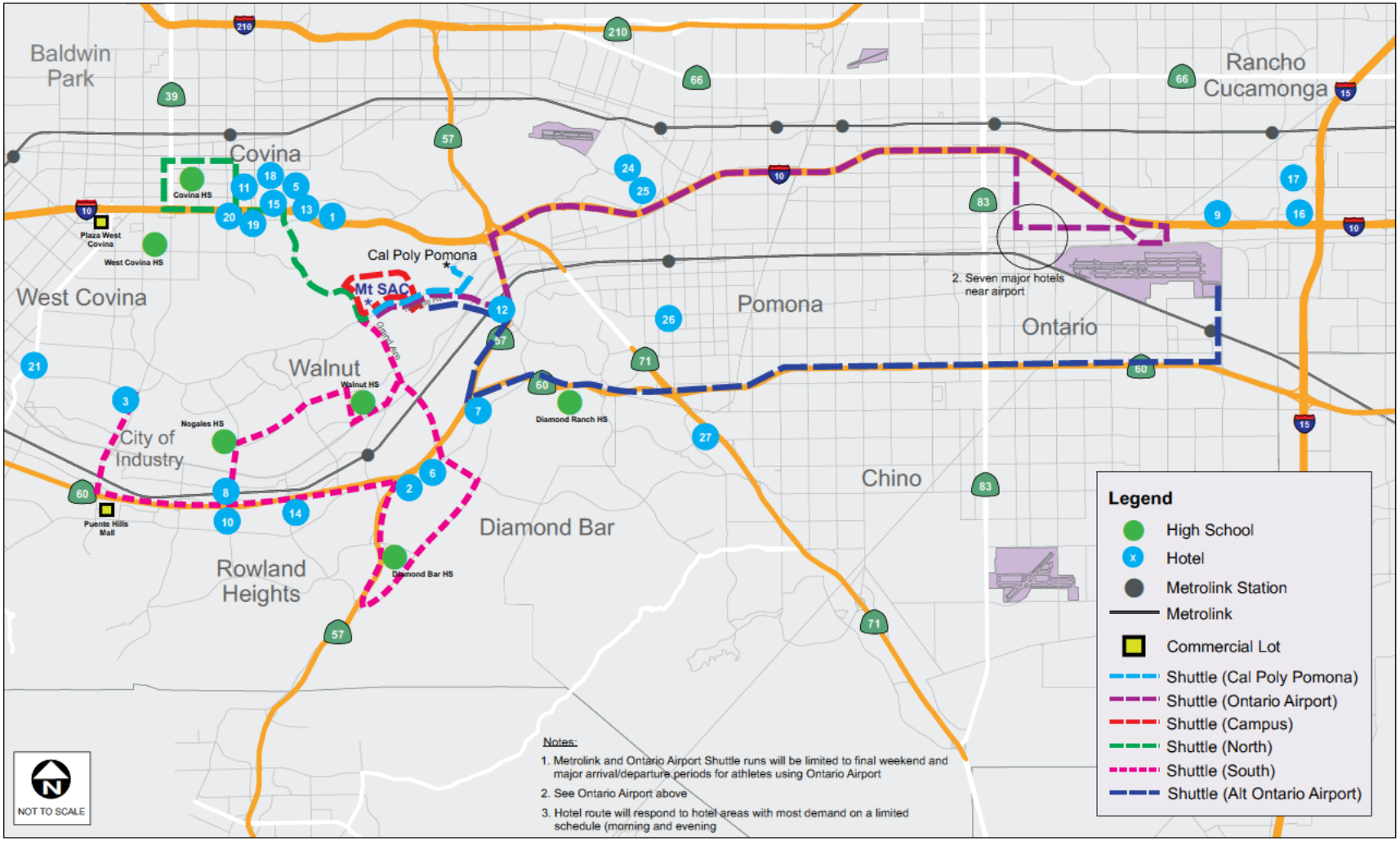

Table 3.11.4
Shuttle Bus Time Schedule for 2020 Olympic Track & Field Trials

Shuttle		Day 1 – Day 10	Weekdays	Weekend
#	Destination	Morning and Evening Service	3 Hours before 1st Event starts & 3 Hours after Last Event ends	
1	North	Day 1 - 4, 7 – 10	Every 20 minutes	Every 20 minutes
2	South	Day 1 - 4, 7 – 10	Every 20 minutes	Every 20 minutes
3	East	Day 1 - 4, 7 – 10	Every 20 minutes	Every 20 minutes
4	Cal Poly	Day 1 - 4, 7 – 10	Every 15 minutes	Every 15 minutes
5	Campus	Day 1 - 4, 7 – 10	Every 10 minutes	Every 10 minutes
1 -5		Rest Days 5, 6	7:00, 8:00, 9:00, 17:00, 18:00, 19:00	Six trips per day
6	Ontario Airport	Wed, before Day 1,	9:00, 16:00	Morning/Evening
		Thurs before Day 1	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Day 1	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Day 4	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Tuesday and Wednesday (Day 5-6 are Rest Days)	8:00, 9:00, 10:00, 16:00, 17:00, 18:00	Six trips per day
		Day 7 – 9	9:00, 16:00	Morning/Evening
7	Covina Hotels Near Azusa Avenue	See North Schedule		
8	Diamond Bar Hotels Near SR-57	See South Schedule		
9	Ontario Airport Hotels East and West	Limited Service – See		
Source: 2020 Olympic Track and Field Trials Focused Traffic Study, Iteris, Table 6, April 15, 2016.				

Preliminary estimates indicate a minimum of forty (40) shuttles are required to transport 6,000 people by shuttles to the campus within 2.5 hours of the early events from the preliminary off-campus Shuttle Lots indicated in Exhibit 3.22. This assumes all shuttles transport twenty (20) or more persons per trip, thirty (30) percent use the North Shuttle, thirty (30) percent use the South Shuttle and 40 percent use the CalPoly Shuttle.

The CalPoly shuttle departs every ten (10) minutes and the North and South shuttles depart every fifteen (15) minutes from a departure destination. No estimates are included for the Ontario Airport Shuttle. The shuttle operator requirements will be included in the Transportation and Parking Management Plan (Mitigation Measure SE-04) and in any subsequent contracts.

The annual California Strawberry Festival in Oxnard is one example of a two-day weekend event that uses multiple free park-n-ride facilities. In 2016, four park and shuttle locations are planned for the 33rd Festival. In 2010, the Sunday paid attendance was 33,403 persons.

Table 3.11.5
Parking Plan for 2020 Olympic Track & Field Trials
with Summer Intersession Classes not in Session - Plan A

Parking Facility	Total Vehicles	Average Vehicle Occupancy	Total Guests
On-Campus			
Parking Lot D	623	3.0	1,869
Parking Lot F	1,286	3.0	3,858
Parking Lot G	268	3.0	804
Parking Lot H	1,557	3.0	4,671
Parking Lot M	971	3.0	2,913
Parking Lot S	268	3.0	804
Other Buildings Parking	490	1.0	490
On-Campus Totals	*5,463*	-	*15,409*
Off-Campus			
Cal Poly Pomona – Structure 1	700	4.0	2,800
Cal Poly Pomona – Structure 2	400	4.0	1,600
Cal Poly Pomona – Surface 1	200	4.0	800
Lanterman Development Center	500	2.0	1,000
Off-CampusTotals	*1,800*	-	*6,200*
TOTALS – Plan A	7,263		21,609
Source: Iteris, Ibid, Table 7..			

Table 3.11.6
Parking Plan for 2020 Olympic Track & Field Trials
with Summer Intersession Classes not in Session - Plan B

Parking Facility	Total Vehicles	Average Vehicle Occupancy	Total Guests
On-Campus			
Parking Lot F	1,286	3.0	3,858
Parking Lot H	1,557	3.0	4,671
Other Buildings Parking	490	1.0	490
On-Campus totals	*3,333*	-	*9,019*
Off-Campus			
Cal Poly Pomona – Structure 1	700	4.0	2,800
Cal Poly Pomona – Structure 2	300	4.0	1,200
Covina High School	330	4.0	1,320
Diamond Bar High School	380	4.0	1,520
Nogales High School	250	4.0	1,000
Walnut High School	550	4.0	2,200
West Covina High School	300	4.0	1,200
Off-Campus totals	*2,810*	-	*11,240*
TOTALS – Plan B	6,143		20,259
Source: Iteris, Ibid, Table 8.			

Exhibit 3.23
Campus Parking Lots for 2020 Olympic Track & Field Trials Guests

All traffic and parking operations plans for the 2020 Olympic Track & Field Trials must be reviewed by CMPCT and approved by the Board of Trustees.

Many 2020 Olympic Track & Field Trial athletes, officials and patrons will stay in area hotels. A List of area hotels and their distance to the campus is provided below. The preliminary Shuttle Routes (Exhibit 3.15), which are subject to change, were selected based on the location of area hotels.

While the Local Olympic Committee plans on hosting the Trials during the Summer Intersession when classes are not in session (Table 3.11.4) they do not have total control over the schedule and the event could occur on campus during the Summer Intersession when classes are in session.

Table 3.11.6 projects the number of guests, students and faculty than can park on campus if classes are in session during the 2020 Summer Intersession, and how many spaces are required off-campus to accommodate all event attendees. Shuttles would operate between the off-campus parking lots and the campus.

Table 3.11.7
Hotels near Event Shuttle Routes

Index	Hotel	Distance to Stadium
Prior Athletic Event Supporters (2007):		
1	Park Inn by Radisson – West Covina	3.2
2	Holiday Inn – Diamond Bar	3.5
3	Pacific Palms Conference Center–Industry	5.0
4	Courtyard by Marriott – Baldwin Park	8.2
5	Best Western Plus – West Covina	3.0
6	Ayres Suites – Diamond Bar	4.0
7	Best Western Hotel – Diamond Bar	5.0
8	Best Western Plus – Rowland Heights	5.0
9	Best Western Hotel - Ontario Airport	13.0
10	Motel 6 – Rowland Heights	2.4
11	Holiday Inn & Suites – West Covina	3.2
12	La Quinta Inn & Suites – Cal Poly	3.8
13	Park Inn by Radisson - Covina	4.0
14	Quality Inn & Suites - Walnut	4.5
15	Fairfield Inn & Suites – West Covina	5.0
16	Country Inn & Suites by Carlson – Ontario Mills	22.0
17	Courtyard By Marriott – Rancho Cucamonga	23.0
Expedia Listings (Grade 2 – 3)		
18	Hampton Inn – West Covina	4.3
19	Five Star Inn – West Covina	4.4
20	Days Inn – West Covina	4.4
21	Comfort Suites – La Puente	5.5
22	Sheraton Fairplex Hotel - Pomona	6.8
23	Sheraton Suites Fairplex - Pomona	7.0
Others		
24	Kellogg West Conference Center & Hotel	7.0
25	Regency Inn & Suites – West Covina	7.0
26	Five Star Inn – West Covina	6.8
27	Vagabond Inn – Hacienda Heights	8.5
Source: Athletics Division, Expedis.com (Grade 2-3) and ibid, Iteris, Table 7, April 15, 2016		

Table 3.11.8
Parking Plan for 2020 Olympic Track & Field Trials in Summer Intersession with Classes in Session – Plan C

Scenario SSC - 1	VO	Spaces	Students	Staff/Faculty	Trial Guests	Demand	Surplus Spaces
Summer Intersession (Peak Parking Demand)		8,185	6,210	490	---	26,700	---
Campus Parking Lot Assignments (Minimum Vehicle Occupancy)							
Student Parking – Lot B	1.0	831	831				
Student Parking – Lot D	1.0	623	623				
Student Parking – Lot F	1.0	1,286	1,286				
Student Parking – Lot G	1.0	268	268				
Student Parking – Lot H	1.0	1,557	1,557				
Student Parking – Lot M	1.0	971	971				
Student Parking – Lot R	1.0	249	249				
Student Parking – Lot S	1.0	268	268				
Student Parking – Lot W	1.0	355	355				
Student Parking – Lot 50g	1.0	68	68				
Subtotal - Students		6,972	6,972			6,210	
Other Spaces - Faculty	1.0	490		490			
Subtotal - Faculty		490		490		490	

Table 3.11.8 (continued)
Parking Plan for 2020 Olympic Track & Field Trials in Summer Intersession with Classes in Session – Plan C

Scenario SSC - 1	VO	Spaces	Students	Staff/Faculty	Trial Guests	Demand	Surplus Spaces
Guest Parking - Pay Lot A	4.0	247			988		
Guest Parking Pay Lot B	4.0	212			848		
Guest Parking – Lot B1 – B4	4.0	172			688		
Subtotal – Guest On-Campus Spaces		631			2,524		
Total Campus Spaces Assigned		8,093			2,524		
Off- Campus Shuttle Lots Spaces							
Cal Poly – Structured Parking	4.0	700			2,800		
Cal Poly – Surface Parking	3.0	800			3,200		
Lanterman Development Center	4.0	700			2,800		
High Schools – Six Campuses	4.0	2,816			11,264		
Subtotal		5,016			20,064		
Total Guests		5,971			22,588		
1 See Table 3.5: 2020 Parking Demand/Supply in Section 3.2., Total spaces 8,308 – 123 (Construction, Special, EV) = 8,183							
Source: Facilities Planning & Management, March 17, 2016							

The traffic impacts of Plan C are adverse and are similar to those for the Existing Plus Project (i.e. 2015 FMPU) + Cumultive 20225) in Table 3.2.14. However, with changes in the event schedule, pm peak conflicts would occur for only two of the ten days.

The potential parking impacts of a 2020 Olympic Track & Field Trials held on campus during Summer Intersession are Less than Significant with Mitigation Incorporated for Plan B (i.e. when classes are not in session).

The potential parking impacts of a 2020 Olympic Track & Field Trials held on campus during Summer Intersession are also Less than Significant with Mitigation Incorporated for Plan C (i.e. when classes are in session). However, an extensive shuttle system and student carpooling is required.

Upon registration people will obtain parking tickets for a specific parking lot (Exhibit 3.16) and must use the parking pass (i.e. window sticker) sticker to obtain entry to the lot. Parking attendants will monitor passes at entry. Parking passes may be issued for the entire ten-days or for multiple days (e.g. Day 1 – 4, Day 5, 6 and Days 7 -10). However, those are preliminary plans and may change. Since many athletes attend for only a few days, this system appears realistic. The issuance of Parking Passes is a major administrative task for the 10-day event.

The Local Organizing Committee has considerable flexibility to revise the draft Parking and Traffic Management Plans in the next (4) four years. The final Plan must be completed a year in advance.

The scale of the 2020 Olympic Track & Field Trials are similar to other large sports events in the region that occur on a weekly or monthly basis. With proper planning, communication and implementation, providing sufficient parking and reducing congestion is highly feasible. The level of planning for parking for the event is more than sufficient for a project CEQA environmental analysis.

Public Transit. The Local Organizing Committee will provide public transit agencies information concerning the event. Both the Foothill Transit Agency and Metro may add additional bus or train capacity for daily events. Public local transit use is not anticipated to be a major factor for the Trials because approximately 50 percent of the attendees will use local airports. If athletes or patrons chose hotels near the proposed Shuttle Routes, they will not require rental vehicles if their schedule can be accommodated by the campus shuttles.

Security Services. The Local Organizing Committee will coordinate event security with the Campus Police Department, the County of Los Angeles Sheriff Department, the City of Industry Police Department, the City of Pomona Police Department, the U. S Department of Homeland Security and the Federal Bureau of Investigation.

The Campus Security Department shall prepare a draft Security Plan for all 2020 Olympic Track & Field Trials events, with a daily maximum attendance of 20,000 persons and an estimated total attendance of 112,000 people. The final Security Plan shall be considered for approval by the Board of Trustees a minimum of nine (9) months prior to the event.

Traffic. Site-specific traffic and parking studies for new special events are required by the District for events with projected maximum daily attendance above 15,000 weekdays (excludes Summer Intersession and campus holidays).

It is rare for public agencies to require a traffic analysis for a sporting event that occurs for only ten days, and one where events begin at 10:00 or later five days and at 15:00 or later on two days.

The 2018-2019 Summer Intersession will be organized so the 2020 Olympic Track & Field Trials occur when classes are not in session.

The traffic study for and 4,500 pm trips for Plan B related to the 2020 Olympic Track & Field Trials evaluated project impacts at nineteen (19) intersections. Since the parking plan and the traffic impacts are linked, a traffic analysis of Parking Plan A, B (classes not in session) was completed. The assumptions regarding on- and off-campus parking for guests and the location and capacity of parking shuttle lots differ for Plan A and Plan B.

The traffic impacts of the 10-day event are adverse during the weekday pm peak periods. However, these impacts are projected for only two (2) weekdays during the pm peak period. The traffic impacts of existing trips and the 2020 Olympic Track & Field Trials are similar to the 2025 cumulative analysis for 2015 FMPU buildout.
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Table 3.11.9
Existing + Project 2020 Olympic Track & Field Trials Impacts (Volume-to-Capacity, Level of Service with Parking Plan B

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Intersection		Existing Conditions			Existing Plus OTFT Plan B Parking			Change in PM V/C or Delay (s)	Significant Impact?
		PM Peak Hour			PM Peak Hour				
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS		
1	Nogales St/Amar Rd	-	0.725	C	-	0.725	C	0.000	No
2	Lemon Ave/Amar Rd	-	0.636	B	-	0.636	B	0.000	No
3	Grand Ave/I-10 WB Ramp*	24.8	-	C	108.2	-	F	83.400	Yes
4	Grand Ave/I-10 EB Ramp*	16.7	-	B	18.0	-	B	1.300	No
5	Grand Ave/Cameron Ave	-	0.659	B	-	0.913	E	0.254	Yes
6	Grand Ave/Mountaineer Rd	-	0.721	C	-	0.976	E	0.255	Yes
7	Grand Ave/San Jose Hills Rd	-	0.844	D	-	0.971	E	0.127	Yes
8	Grand Ave/Temple Ave	-	0.764	C	-	1.101	F	0.337	Yes
9	Grand Ave/La Puente Rd	-	0.950	E	-	1.486	F	0.536	Yes
10	Grand Ave/Valley Blvd	-	0.928	E	-	1.186	F	0.258	Yes
11	Grand Ave/Baker Pkwy	-	0.543	A	-	0.787	C	0.244	Yes
12	Grand Ave/SR-60 WB Ramps*	22.8	-	C	46.7	-	D	23.900	No
13	Grand Ave/SR-60 EB Ramps*	21.4	-	C	33.9	-	C	12.500	No
14	Mt. SAC Wy/Temple Ave	-	0.700	B	-	0.974	E	0.274	Yes
15	Bonita Ave/Temple Ave	-	0.601	B	-	1.189	F	0.588	Yes
16	Lot F/Temple Ave	0.0	-	A	379.3	-	F	379.300	Yes
17	Valley Blvd/Temple Ave	-	0.763	C	-	1.165	F	0.402	Yes
18	SR-57 SB Ramps/Temple Ave*	24.5	-	C	107.2	-	F	82.700	Yes
19	SR-57 NB Ramps/Temple Ave*	8.8	-	A	8.7	-	A	-0.100	No

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations, V/C = Volume to Capacity Ratio, LOS = Level of Service.

Source: Iteris, Ibid, Table 8.

Traffic for hosting the trials events (Parking Plan B) will have a significant impact at thirteen of the nineteen intersections studied for four weekdays during the pm peak period. Traffic will also have a significant impact on two freeway segments during the same time periods.

Iteris also evaluated the traffic impacts of Plan A in Table 9 in Appendix B3. However, since Plan A had a significant impact at one more intersection than Plan B, the LOS is not summarized herein. Plan A also had a significant impact at one more freeway segment during the pm peak hour than Plan A.

In addition to part-time traffic control and parking personnel hired by the Local Organizing Committee, local Police Departments, the County of Los Angeles Sheriff Department and the California Highway Patrol will be involved in traffic control. Extra personnel will be required during the major arrival and departure times, and during Finals weekend.

Mainline Freeway Analysis

Traffic for the 2020 Olympic Track & field Trials will have a significant impact on some of the freeway segments. For Plan B, the two segments are west of Grand Avenue on Interstate 10 and south of Temple Avenue on SR-57. These impacts are related to both the parking and shuttle system design and campus and regional traffic distribution.

Table 3.11.10
CMP Freeway Segment Analysis – Plan B

Freeway Segment	# of Lanes	Peak Hour Capacity*	Existing PM Peak Hour Volume+	Existing PM V/C	OTFT PM Trip Assignment (Plan B)	Existing Plus OTFT Plan B PM Peak Volumes	Existing Plus OTFT Plan B PM Peak V/C	Change In V/C
I-10 WB West of Grand Ave	4	8,000	6,158	0.770	858	7,016	0.877	0.107
SR-60 WB West of Grand Ave	6	12,000	9,655	0.805	964	10,619	0.885	0.080
SR-60 EB East of Grand Ave	6	12,000	7,978	0.665	253	8,231	0.686	0.021
SR-57 NB North of Temple Ave	5	10,000	6,558	0.656	831	7,389	0.739	0.083
SR-57 SB South of Temple Ave	4	8,000	5,072	0.634	931	6,003	0.750	0.116
Peak hour capacity of mainline lanes is assumed to be 2,000 passenger cars/hour/lane for the purposes of this planning level analysis, Source: PeMS Caltrans mainline data, V/C = Volume to Capacity Ratio.								
Source: Iteris, Ibid, Table 12								

Table 3.11.11
Significant Impacts of Hosting the 2020 Olympic Track & Field Trials

Environmental Issue	N	LS	LSM	S
Land Use/Planning		Yes		
Traffic				Yes
Parking		Yes		
Air Quality		Yes		
Greenhouse Gases		Yes		
Noise		Yes		
Geology/Soils		Yes		
Water Quality		Yes		
Biological Resources		Yes		
Cultural Resources				Yes
Tribal Cultural Resources	No			
Aesthetics		Yes		
Lighting			Yes	
Other Public Services		Yes	Yes	
Energy Conservation		Yes		
N – No Impact, LS – Less than Significant, LSM – Less than Significant with Mitigation Incorporated, and S – Significant (Unavoidable Adverse)				

3.11.3 Mitigation Measures

SE-01 and SE-02 apply to future special events other than the 2020 Olympic Track & Field Trials and were evaluated in Sections 3.9 - 3.11. They are not repeated here. .

SE-03. 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.

SE-04. 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. 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.

SE-05. 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.

SE-06. 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 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.

SE-07. 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.

SE-08. The draft Transportation and Parking Management Plan for the 2020 Olympic Track & Field Trials shall be based on the information in the Parking Plans in Section 3.11.2. With the stated minimum persons per vehicle, the designated lots provide parking for up to 14,919 guests (Plan A) or 8,529 guests (Plan B) and 490 faculty/staff (Plan, A, B) on campus during the 2020 Summer Intersession if classes are not in session. All other guests would park off-campus and use the shuttle system. The Planning Plans provide sufficient parking without Parking Structure J. Facilities Planning & Management shall ensure compliance.

SE-09. 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.

SE-10. 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) 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. The Director of the Local Organizing Committee (LOC) shall ensure compliance.

SE-11. With classes not scheduled in the Summer Intersession, the recommended parking plan for the 2020 Olympic Track & Field Trials is Plan B in Section 3.11.2. The plan shall be refined when the Shuttle Route system is finalized (i.e. SE-04). Facilities Planning & Management shall ensure compliance.

SE-12. With classes scheduled in the Summer Intersession, the recommenced parking plan for the 2020 Olympic 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.

SE-13. For additional reduction in weekday 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 (Table 3.11.18). Either event schedule revision will result in reducing the number of pm peak period conflicts by two weekdays during the ten event. Facilities Planning & Management shall ensure compliance.

Mitigation measures included in the 2012 MMP (with their indices) that are retained in the 2016 MMP for the 2020 Olympic Track & Field Trial events are:

5b. Loudspeaker and other public address systems on campus shall be located and adjusted to register no more than 70 dB L_{max} at the nearest offsite residences. Facilities Planning & Management shall monitor compliance.

5c. 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.

13a. The Public Safety Department shall keep the Sheriff Department informed of anticipated major changes in circulation patterns and parking, and any special security needs related to campus construction and operation. Public Safety shall monitor compliance.

3.11.4 Level of Significance with Mitigation

Less than Significant with Mitigation Incorporated

3.11.5 Cumulative Conditions

The geographical area for analysis of the 2020 Olympic Track & Field Trials includes the traffic, air quality, greenhouse gas and noise areas described in Section 3.2.5 and the traffic study area defined for the proposed Shuttle Routes for the event. The proposed geographical area for analysis of parking includes all on-campus parking lots only.

The 2020 Olympic Track & Field Trials will be held during the Summer Intersession when no classes are scheduled. This drastically reduces the trips near campus since approximately 6,000 students would be on campus during the 2018-2019 Summer Intersession.

Based on the student trip generation rate of 1.23 trips per student, a Summer Intersession may generate 7,380 trips daily. With classes not in session, these trips do not occur.

The proposed Shuttles Routes reduces trips and vehicle miles traveled because each shuttle replaces five vehicles (i.e assuming 20 passengers per shuttle and vehicle occupancy of 4.0 persons per vehicle). More importantly, event traffic with the shuttle system is distributed over a wider area and causes fewer significant impacts.

Since the first event starts at 11:00 or later for eight of the ten days, Trial-related traffic does not conflict with the am peak period commuter traffic during the week. There is a potential conflict between the evening pm peak commute period and vehicles leaving the Trial events when the last event begins at 17:00 or later. This situation occurs five weekdays during the 10-day event.

The Shuttle system will provide measurable benefit to reducing congestion during the pm peak commute for these five days of potential congestion during the pm peak period. It should be noted that the prime peak period, by itself is an arbitrary choice used in traffic impact analysis. High traffic volumes extend for a much longer period during the morning and evening commute than the “highest hour” used for peak period analysis. The counts taken on Grand Avenue and Temple Avenue near campus in October 2015 clearly illustrate the longer high traffic volume phenomena in the area, and in many urbanized areas of Southern California.

3.11.6 Cumulative Project Impacts

Since the Existing Plus Project (i.e. 2020 Olympics Track & Field Trials without Classes in Summer Session) scenario has significant impacts at 18 intersections, any E + P + C scenario would have additional impacts (i.e. all 19 intersections in the study area) and greater volume/capacity utilization at area intersections. Therefore, the cumulative impacts would be adverse. The proportion of the Trial trips to the total trips for the scenario would also be significant. Therefore, the Trials would not be less than cumulatively considerable, and would have a significant cumulative impact.

A 2025 cumulative traffic analysis is based on adding approximately 11,00 ADT for the 2020 Olympic Track & Field Trials in the study area, 980 ADT from buildout of the 2015 Facilities Master Plan (without classes in session) and 15,274 ADT from other cumulative projects. With classes not in session, this scenario adds about 30,880 ADT to the area circulation system.

Please note that the 2015 FMPU comprises twenty-three (23) percent of the total trips (without the Trials) in 2020.

Since the regional is in Non-Attainment for fine particulate matter (PM_{10}, $PM_{2.5}$) and Ozone, the Local Organizing Committee should do whatever is possible to reduce traffic-related air quality impacts from the special events. This include implementation of all air quality mitigation measures in the 2012 MMP and implementation of the new mitigation measures listed in Section 3.11.3. The cumulative project scenario is more critical because the 2020 Olympic Track & Field Trials occurs for ten days, with little variation in daily attendance.

If the 2020 Olympic Track & Field Trials occur when classes are not in session, the cumulative impact of parking demand is Less than Significant with Mitigation Incorporated. Cumulative parking impacts were listed in Section 3.2.5.

The cumulative traffic-related noise for the 2020 Olympic Track & Field Trials during the ten days along area roadways are Less than Significant.

The cumulative crowd-related noise for the 2020 Olympic Track & Field Trials during the ten days upon portions of the Snow Creek and Timberline neighborhoods is Less than Significant.

The cumulative impact of 2015 FMPU buildout in 2020 and the 2020 Olympic Track & Field Trials on solid waste generation (i.e. primarily food and beverage) is Less than Significant with Mitigation Incorporated.

Table 3.11.12
Special Events Significant Impacts

Special Event/Max Daily Attendees	Traffic Parking	Air Quality	GHG	Noise	Bio
2020 Olympic T & F Trials (20,000)	See Table 3.11.10				
Mt. SAC XC Invitational (17,000)	LSM	LS	N	LS	N
Brooks/Mt. SAC Relays (13,000)	LSM	LS	N	LS	N
CIF XC Final (4,200)	N	N	N	N	N
CIF XC Preliminary (10,500)	N	N	N	N	N
Foot Locker XC Championships (6,300)	N	N	N	N	N
N – No Impact, LS – Less than Significant, LSM – Less than Significant with Mitigation Incorporated, and S – Significant (Unavoidable Adverse)					

3.11.7 Mitigation Measures for Cumulative Impacts

No mitigation measures are required for cumulative impacts.

3.12.8 Level of Significance with Mitigation

Not applicable**.**

3.12 AQUATICS, FOOTBALL, GRADUATION & SOCCER EVENTS

3.12.1 Existing Conditions

The Mt. SAC Graduation Ceremonies are held annually in the Spring Semester on a Friday in June at Hilmer Lodge Stadium (HLS). Approximately 12,000 persons attended the June 12, 2015 ceremony, which began at 7 pm. Attendees usually do not use public transit to attend graduation.

There are usually ten football games each year, with five home games. The typical attendance at home football games is 2,000 to 3,000 but a championship game or home coming game may have 5,000 in attendance. Football games usually begin at 7:00 pm and are completed by 10:00 pm. Away teams usually arrive by team bus and Mountie football players usually do not make a second trip to campus if the game occurs when classes are in sesson. Guests usually do not use public transit to attend football events.

The largest aquatic event has an attendance of 3,500. Currently all aquatic events are held at the Aquatics Center (27A – 27C).

The 2015 Mounties football schedule had four home games. All regular home games in 2015 – 2016 had attendance of 1,100 or less. The maximum attendance at the Stadium was a CIF Championship in 2015 that had 5,000 in attendance.

The 2015 Mounties soccer schedule had 22 home events (12 men's and 10 women's home games). Attendance averages 200 persons. Soccer games usually occur between 4:00 pm and 10:00 pm.

Greve & Associates has monitored existing noise levels at several football games on-campus and off-campus. The monitoring is results are summarized in Section 3.5.

Noise levels from band performance measured at other colleges (i.e. Cerritos College and Shappell Stadium) resulted in noise levels in the range of 65 – 70 Leq for short periods of time. The band noise was not as loud as the crowd noise or the public address system. Since, Mt. SAC does not have a marching band; band noise is not a factor at the stadium.

Iteris, Inc. has also evaluated existing traffic and parking impacts from a campus football event. The evaluations are summarized in Section 3.2. Neither graduation, nor a football game with 5,000 in attendance, results in significant traffic or parking impacts.

3.12.2 Project Impacts

Table 3.12.1
Maximum Daily Attendance Increase in Four Special Events

Event	Existing	Buildout	Increase
Aquatics	3,500	4,000	500
Football	5,000	5,300	300
Graduation	12,000	13,000	1,000
Soccer	200	210	10
Source: Athletics Division, January 2016			

In 2020, the Mountie aquatic events will be held at the new Physical Educational Complex adjacent to the new Stadium. Graduation will be held there in June and all Mountie home football games.

In 2020, the graduation ceremonies are anticipated to have 13,000 attendees, an aquatics event 4,000, and a soccer game 210 persons. The largest football game attendance will increase to 5,300.

Increases of 1,000 persons for graduation, aquatics by 500, soccer by 10, and football by 300 persons are projected for 2015 - 2020. Therefore, the net increase in attendance for simultaneous events is 1,510 persons because football and graduation are not held simultaneously and are scheduled in different periods (i.e. Fall Semester and June respectively). However, it is highly unlikely that all three events would occur simultaneously.

Since many of the attendees are students who are already on campus, simultaneous events has no significant impact on traffic/parking, air quality, greenhouse gas emissions or noise. As discussed below, none of the four existing events cause significant traffic, parking, air quality or greenhouse gas impacts.

Air Quality. The four events have a Less than Significant impact on local and regional air quality. Many of the student and faculty attendees at a football game are already on campus for classes. Therefore, no additional trips are associated with their attendance at a football game.

Biological Resources. The four events have no impact on biological resources. Events in the Stadium do not intrude into the adjacent open space areas.

Energy Conservation. None of the four events increase in attendance will have a significant impact on energy usage.

Greenhouse Gas Emissions. None of the increases for the four events have a significant cumulative greenhouse gas emission impact.

Medical Services. All sports events and graduation have access to medical services on-call and limited medical personnel associated with the team. However, none of the four events have onsite ambulances or paramedics. The four events have no impact on medical services.

Noise. While graduation has the largest crowd of the four events, the crowd does not generate as much noise as a football game.

Greve & Associates has monitored home and away football games. This information was included in Section 3.5. Based on monitored noise levels, the analysis concludes that football games of 5,000 or more attendees do not have a significant temporary or periodic noise impact on portions of the Snow Creek and Timberline neighborhoods above ambient noise conditions.

Attendance at home football games has not been restricted by the existing size of Hilmer Lodge Stadium. Future football game attendance is estimated to only increase to 5,300 by 2020.

Greve & Associates completed noise measurements at three off-campus football stadiums to establish baseline noise levels for college football games. The stadiums monitored were Cerritos College stadium, the Shappell Stadium in Yorba Linda, and the Hilmer Stadium at Mt. SAC. The estimated attendance at the Cerritos College game was 1,800, 1,200 at Shappell Stadium, and 4,500 at the Mt. SAC football game.

The noise measurements of the college football games indicate attendance at the game is the primary factor determining what noise levels is generated. The public address system (PA) or bands are minor secondary contributors.

If attendance were to increase in proportion to the anticipated increases in student enrollment (headcount), the increase would be twenty (20) percent. (For the academic year 2015 to 2016 the headcount at Mt. SAC is 35,986. This is projected to increase to 43,139 for the 2025 – 2026 academic year or a twenty (20) percent increase. This only results in a potential increase of 0.7 dB). Estimated peak noise levels for the existing

and future scenario for the site locations for the nearest residential areas to the Stadium in all directions does not result in a significant noise impact.

The District's Threshold of Significance for on-campus operations affecting off-campus sensitive receptors are a maximum noise level of 75 dBA (L_{max}) before 10 p.m. and 70 dBA (L_{max}) after 10 p.m. The projected noise levels are well below the criteria levels, and therefore, any impacts will be less than significant.

Table 3.12.2
Peak Noise Levels for Hilmer Lodge Stadium Football Games (dBA)

Location	Measured Football Game (2015)	Projected Football Game (2025)
Attendance	4,500	5,400
Site 1	41.1	41.8
Site 2	41.1	41.8
Site 3	37.6	38.3
Site 4	49.4	50.1

Source: Table 10, *Noise Analysis for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-008NZ, Greve & Associates, LLC, May 26, 2016.*

Aquatics, Graduation and Soccer Events

Aquatic events will be held nearby in the Aquatic Center, and have the same potential noise generation as football events. Attendance for aquatic events is projected to increase sharply from 3,500 to 4,000 attendees. The number of aquatic events per year is currently around 30, and is expected to increase to 35 in 2020. However, the level of attendance still remains below football games, which were evaluated for 5,400 attendees and generate very low noise levels in the surrounding community. The increase in events and attendance at the aquatic center has a Less than Significant noise impact.

Graduation exercises currently attract 12,000 attendees and this is projected to increase to 13,000 attendees in 2020. This level remains below the attendance for the Mt. SAC Cross-Country Invitational, which has been shown to have a Less than Significant noise impact.

Soccer events attract only 200 attendees currently. The attendance is estimated to increase to 210 per event. This crowd will not be audible in the residential communities north and south of campus, and the noise impact is Less than Significant.

Parking. Ample parking is available on campus for the four events. The four events have no impact on parking. Visitor sports teams usually travel to home games on campus by team buses. Students attending the football game usually are already on campus and do not make a special trip to attend a football game. Ample parking is available on campus when Graduation begins at 7:00 pm. Some studies of parking demand on campus by time of day show peak demand declines by 50 persons by 4:00 pm daily (El Camino 2012 Facilities Master Plan Parking Analysis, Kunzman Associates, March 4, 2013).

Public Transit. Ample transit services are available on campus for the four events. The four events have no impact on public transit. Attendees at graduation usually do not use public transit.

Security Services. If required, existing campus security will be increased for the four events cited. However, adequate security is present at the Stadium for graduation and the larger football events.

Traffic. The four events do not generate substantial trips. Trips associated with a large football event of 5,000 have little or no impact on area intersections. The number of person attending evening games from outside the campus is not sufficient to cause project (i.e. football game) impacts.

3.12.3 Mitigation Measures

None required.

3.12.4 Level of Significance with Mitigation

Not applicable.

3.12.5 Cumulative Existing Conditions

There are no other events of similar size held simultaneously with the graduation, aquatics or football event. The Performing Arts events usually begin at 19:00 or 20:00 and continue until 23:00. Approximately 45 events are held annually and the maximum attendance has been 423 persons.

3.12.6 Cumulative Project Impacts

The geographical area for analysis for graduation, aquatics, football and soccer events is the same as for the PEP described in Section 3.8.5.

The 2020 Graduation Ceremony is estimated as 13,000, a football game as 5,300, an aquatics event at 4,000, and a soccer game as 210. (Football games and graduation never occur at the same time).

The cumulative impacts for traffic (area and special event) are not significant during the pm peak weekdays because the special events schedules do not closely coincide with campus traffic. Most student traffic departs prior to the pm peak period.

Most special events (other than the Olympic Trials) usually occur only on Friday during the week, occur once a year (i.e. other than football games). Most football games on campus do not have heavy attendance from outside groups, and many students are already on campus and attend the evening game. See Section 3.11.6 for a discussion of 2020 Olympic Track & Field cumulative impacts.

Theoretically an aquatic event with 4,000 participants, a soccer event of 210 and a football game with 5,300 may occur simultaneously for an attendance of 9,510 persons. However, this is less than a graduation event (13,000), a Brooks/Mt. SAC Relays daily attendance (13,000) or the Mt. SAC XC Invitational daily attendance (17,000). As discussed in Section 3.9, 3.10, 3.12, none of these events individually have a significant impact on air quality, noise or GHG emissions.

Current scheduling for the three sports makes a combined scenario probable but not often: football games occur September to November, soccer games from August to December, Swimming from January to May and water polo from September to November. Therefore, football, soccer and a water polo event may occur in the same month between September and November. As a simultaneous event, these three sports have a maximum daily attendance of 9,510 in 2020. An event of this magnitude does not result in significant effects on- or off-campus because it is less than the attendance for graduation i.e. 13,000). The noise level may be more similar to a football game of with 5,400 in the Stadium.

If the combined event occurs after 3 pm, the student total parking demand is reduced by 40 percent. If an event occurs after 1 pm, the total parking demand is reduced by twenty (20) percent (Ibid., Kunzman Associates, March 4, 2013).

Air Quality. Since graduation (13,000) attendance will not have a significant effect on air quality, neither would the smaller combined event of 9,510 persons.

Greenhouse Gas Emissions. Since graduation (13,000) attendance does not have a significant effect on greenhouse gas emissions, neither would the smaller combined event of 9,510 persons.

Noise. A combined event of 9,510 persons would not have a significant noise impact because graduation with 13,000 in attendance does not have a significant noise increase (Section 3.11.2). In addition, aquatic and soccer events have far smaller and boisterous fans than football fans. The noise source is also dispersed geographically between the PEP location and the soccer fields to the west.

Parking. Since graduation (13,000) attendance did not have a significant effect on parking, neither would the smaller combined event of 9,510 persons.

Traffic. Since graduation (13,000) attendance did not have a significant effect on parking, neither would the smaller combined event of 9,510 persons.

3.12.7 Mitigation Measures for Cumulative Impacts

None

3.12.8 Level of Significance with Mitigation

Not applicable

3.12.9 Summary of Significant Impacts for Other Events

The conclusions of the CEQA analysis for Other Events are listed below.

Table 3.12.3
Other Special Events Significant Impacts

Special Event/Max Daily Attendees	Traffic Parking	Air Quality	GHG	Noise	Bio
Aquatics (3,500)	LS	N	N	LS	N
Football (5,300)	LS	LS	N	LS	N
Graduation (13,000)	LS	LS	N	LS	N
Soccer (210)	N	N	N	N	N
N – No Impact, LS – Less than Significant, LSM – Less than Significant with Mitigation Incorporated, and S – Significant (Unavoidable Adverse)					

3.13 EFFECTS FOUND NOT TO BE SIGNIFICANT (CAMPUS)

Section 3.13 has been re-structured from Section 3.10 of the 2012 FEIR to conform to the Appendix G: CEQA Environmental Checklist (OPR, August 2015). Only the potential environment issues with "No Impact" related to buildout of the current projects: 2015 FMPU and PEP (Phases 1, 2) are listed below.

The issues and Checklist questions retain the index used for the complete 2015 CEQA Environmental Checklist that is included as Appendix K. The evaluation of all Potentially Significant Impacts, Less than Significant Impact with Mitigation Incorporated, and Less than Significant Impacts for the two current projects are included in Section 3.0.

Effects Found Not to Be Significant for the 2015 FMPU & PEP (Phases 1, 2)

1. Aesthetics. Would the projects:

a) Have a substantial adverse effect on either a scenic vista or scenic resources within a designated scenic highway?

b) Substantially degrade the existing visual character or quality of public views of the site and its surroundings in conflict with applicable zoning and other regulations?

Finding of No Effect. Final EIR (SCH 2002041161) described the existing aesthetics conditions for the campus outside of the PEP project area. The existing campus aesthetic conditions remain largely unchanged from the 2012 FEIR although two new projects are under construction in Janury 2016 (Business Computer Technology and the Thermal Energy System & Chiller Cooler Tower). The West Parcel Solar project may be under construction before the Draft EIR is released.

The Primary Educational Zone will continue to be the urban core of the campus as the 2015 FMPU is implemented. All existing campus facilities are shown in Exhibit 1.5 and buildout of the 2015 FMPU is shown in Exhibit 1.4. Buildout of the 2015 FMPU has no adverse impacts on aesthetics of the campus. The prior mitigation measures for aesthetics adopted for the 2012 FMP are retained with minor revisions.

Temple Avenue and Grand Avenue are not designated scenic highways. There are no designated scenic vistas near campus. Some area residents may regard Buzzard Peak as a scenic vista, but the 2015 FMPU has No Impact on views of the peak.

Some area residents may regard views to the south from the northern residential areas as a scenic vista, but this view is not a designated scenic vista. None of the projects in the 2015 FMPU violate applicable zonings or other regulations (Section 3.1, 3.7.3 (A) and Section 3.8.3 (A)).

There are no new significant aesthetic impacts (i.e. items a, b) that were not analyzed in the previous 2012 Final EIR and the impacts have not increased substantially in severity. There are no additional mitigation measures or alternatives that were not considered in the 2012 Final EIR that now are required to be considered.

2. Biological Resources. Would the projects:

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?

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

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

Finding of No Effect. The current (Section 3.7.3 (H), 3.8.3 (H)) and prior biological studies for the campus in the 2012 FEIR have been comprehensive. Buildout of the 2015 FMPU and PEP have No Impact on fish, migratory wildlife corridors or native wildlife nursery sites. The 2012 FEIR provided the CEQA clearances for the West Parcel and development near Mt. SAC hill, areas in which California coastal gnatcatchers have been identified. Buildout of the 2015 FMPU does not result in the loss of additional California Black Walnut (CBW) trees on campus. CEQA clearances for removal of the CBW trees west of the Stadium were provided by the 2012 FEIR. The CBW Mitigation Plan (September 2012) implements the requirements of the 2012 FEIR. There are no other local, regional or state habitat conservation plans relevant for the campus.

3. Cultural Resources. Would the projects:

c) Directly or indirectly destroy a unique paleontological resource or sites or unique geologic feature?

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

Finding of No Effect. The current cultural resource study (Section 3.6) has concluded there are no unique paleontological resources or site or unique geologic features on campus. There are also no human remains interred on campus. Therefore, the buldout of the 2015 FMPU has No Impact on the cultural issues (i.e. c, d) listed above.

There are no new cultural resource impacts (i.e. items c, d) that were not analyzed in the previous 2012 Final EIR and the impacts have not increased substantially in severity. There are no additional mitigation measures or alternatives that were not considered in the 2012 Final EIR that now are required to be considered.

4. *Hazards & Hazardous Materials. Would the projects:*

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?

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, or within the vicinity of a private airstrip, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding of No Effect. Hazardous materials issues may be encountered during renovation or demolition of existing buildings with lead paint or asbestos contaminated materials. Final EIR (SCH 2002041161) described the existing hazards/contamination conditions for the entire campus. The existing hazards and contamination conditions remain unchanged and the 2012 Mitigation Monitoring Program requires compliance with OSHA/SCAQMD asbestos-contaminated building materials removal, inspections by the State Fire Marshall and the County of Los Angeles Fire Department.

Implementation of any required Phase One Environmental Assessment report recommendations is required in the 2015 FMPU. To be relevant, Phase One studies are usually conducted when the demolition process is imminent. SCAQMD Rule 1403: Asbestos Removal from Demolition/Renovation Activities specifies the procedures for identifying and removing asbestos from existing buildings on campus.

The Final EIR (200041161) remains adequate to address hazards/contamination issues for the 2015 FMPU. Hazardous materials related to the Fire Training Academy were evaluated in Section 3.7 of the 2012 FEIR.

Mitigation Measures 7a-7d and 21b, 21c from the 2012 MMP are included in the 2016 Mitigation Monitoring Program. They address other hazardous materials issues in the CEQA Checklist other than items d – f. No new mitigation measures are needed.

There are no new significant hazardous material impacts (i.e. items d – f) that were not analyzed in the previous 2012 Final EIR and the impacts have not increased substantially in severity. There are no additional mitigation measures or alternatives for hazardous materials that were not considered in the 2012 Final EIR that now are required to be considered.

5. *Land Use/Planning. Would the projects:*

a) Physically divide an established community?

Finding of No Effect. Development of the 2015 FMPU occurs only on District property and within the campus boundaries. No change in use (i.e. community college) is proposed. The acreage increases in the Wildlife Sanctuary/Open Zone to 26-acres have No Impact reaed to dividing an established community.

New development on campus continues to be replacement of existing buildings and infill development. There is no major change in mass, height, or scale of the proposed facilities on campus. The magnitude of development does not change drastically with each Facility Master Plan Update. The increase due to the 2015 FMPU is a net increase of 238,098 ASF over a five-year period. Buildout of the 2015 FMPU has No Impact on physically or geographically dividing an established community off-campus.

There are no new (i. e. related to item a) significant campus land uses or planning impacts (other than PEP or Special Events) that were not analyzed in the 2012 Final EIR and the impacts have not increased substantially in severity. There are no additional mitigation measures or land use alternatives that were not considered in the 2012 Final EIR that now are required to be considered.

6. Open Space, Managed Resources and Working Landscapes. Would the project:

a) Adversely impact open space for the preservation of natural resources, including but not limited to:

iii) Unique paleontological resource or site or unique geologic feature?

b) Adversely impact open space used for production of resources by, among other things:

i) Converting farmland to non-agricultural use?
ii) Changing existing zoning or plan designations for agricultural uses to non-agricultural use?
iii) Conflicting with a Williamson Act contract?
iv) Converting forest land to non-forest use?
v) Changing existing zoning or plan designations for forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 151104 (g)), to non-forest use?
vii) Substantially impeding groundwater recharge?
viii) Causing substantial soil erosion or the loss of topsoil?
ix) Causing the loss or availability of a known mineral resource?

c) Adversely affect open spaces used for outdoor recreation, including parks, trails and similar resources through conversion to non-recreation uses or by increasing demand to a degree that substantial physical deterioration would occur

d) Place new structures in or otherwise adversely affect areas requiring special management due to hazards, including, but not limited to:

i) Areas subject to periodic inundation, including coasts, wetlands, and riparian areas and flood Zone?
ii) Wildfire hazard areas?
iv) Areas required for the protection of water quality and water supply?

Finding of No Effect. *Item (a) (iii) was address in the discussion of Cultural Resources. The areas zoned Agriculture, Land Management and Wildlife Sanctuary/Open Space on campus (Exhibit 3.1) are not in agricultural use (i.e. crop production) but are used for educational purposes. Buildout of the 2015 FMPU does not convert farmland to non-agricultural use, changing agricultural zoning (i.e. crop production) and there are no District Williamson Act contracts. None of the campus zoning applies to forest land and there is no forest land or timberland on campus. There are no groundwater recharge*

areas on or near campus and no known mineral resources. Almost all development sites on campus included in the 2015 FMPU are on previously graded site. Therefore, there is No Impact on loss of topsoil. The SWPPP for projects on campus prevent substantial soil erosion during development.

Buildout of the 2015 FMPU does not place new structures in areas requiring special management. No areas on campus are subject to periodic inundation or include wildfire hazard areas. While all impervious areas on campus have some value as infiltration sites, there are no areas of importance for protection of the water supply or water quality important to the area or region. Buildout of the 2015 FMPU has No Impact on protection of the area water quality and water supply.

There are no new significant Open Space, Managed Resources and Working Landscapes impacts (i.e. a – d) that were not analyzed in the 2012 Final EIRs and the impacts have not increased substantially in severity. There are no additional mitigation measures or housing /population alternatives that were not considered that now are required to be considered.

7. <u>Population/Housing</u>. Would the projects:

a) Induce substantial unplanned 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)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

c) *Result in a substantial imbalance in regional jobs/housing fit?*

<u>Finding of No Effect.</u> *Buildout of the* 2015 FMPU does not induce substantial unplanned population growth in the campus area or in the adjacent cities. Since there is no housing on campus, most students continue to live in the neighborhoods within their local school districts. Development on campus does not displace any people or housing. The projects do not displace people or housing.

College employment increases are minor and have little impact on the regional jobs/housing “fit” since many faculty and staff are part-time District employees and reside for many years in one location. Construction employees also do not change their place of residence due to a single project.

There are no new significant populations and housing impacts (i.e. a – d) that were not analyzed in the 2012 Final EIRs and the impacts have not increased substantially in severity. There are no additional mitigation measures or housing /population alternatives that were not considered that now are required to be considered.

8. *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:*

c) Schools?
d) Parks?
e) Other public facilities?

Finding of No Effect. *Since the campus includes no housing, and does not induce housing or population, it has No Impact on schools. The athletic and recreational facilities on campus provide ample opportunities for students and staff. Buildout of the 2015 FMPU has No Impact on parks. Since the campus library serves the campus, the projects have No Impact on off-campus libraries, senior centers, etc.*

There are no new significant public service impacts (i.e. c – e) that were not analyzed in the 2012 Final EIRs and the impacts have not increased substantially in severity. There are no additional mitigation measures or public service alternatives (i.e. c – e) that were not considered in the 2012 Final EIR that now are required to be considered.

9. Utilities/Service Systems. Would the projects:

a) Require or result in construction of new or expanded water, wastewater treatment or storm water drainage facilities, the construction of which could cause significant environmental effects?
b) Are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
c) 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?
d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs
e) Comply with federal, state, and local statues and regulations related to solid waste?

Finding of No Effect. Buildout of the 2015 FMPU does increase utilities/service system demands but they do not induce the construction of new or expanded water, wastewater treatment or storm water drainage facilities. The Consolidated Sanitation District of Los Angeles County has confirmed they have the facilities for wastewater and landfill capacity to serve the campus, including future development included in the 2015 FMPU. Similarly, the Three Valleys Municipal Water District has confirmed they have sufficient water supplies to serve future development included in the 2015 FMPU. As required by State regulations, the District's management plan incorporates projections for normal, dry and multiple dry years. The Campus complies with all federal, state and County of Los Angeles statues and regulations related to solid waste.

There are no new significant public service impacts (i.e. a – e) that were not analyzed in the 2012 Final EIRs and the impacts have not increased substantially in severity. There are no additional mitigation measures or public service alternatives (i.e. related to(a – e) that were not considered in the 2012 Final EIR that now are required to be considered.

10. Wildfire*. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

a) Impair an adopted emergency response plan or emergency evacuation plan?
b) Due to slope, prevailing winds, and other factors, expose project occupants to, or exacerbate risks from, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Finding of No Effect. *Buildout of the 2015 FMPU has No Impact on emergency response plans or emergency evacuation plans on- or off-campus. The circulation plans required for the projects may improve emergency evacuations plans.*

The campus is not located in a high fire hazard severity zone and does not expose people or structures to downstream flooding or landslides as a result of fire slope instability. No fire roads, fuel breaks or power lines occur in fire hazard areas on campus. The projects do not include installation of associated infrastructure that

increase fire risk. People or buildings on campus are not exposed to post-fire runoff or slope instability from fire hazard areas. Therefore, there is No Impact of buildout of the 2015 FMPU on wildfire issues.

There are no new significant wildfire impacts that were not analyzed in the 2012 Final EIRs and the impacts have not increased substantially in severity. There are no additional mitigation measures or wildfire alternatives that were not considered in the 2012 Final EIR that now are required to be considered.

11. Mandatory Findings of Significance. There are no new significant mandatory findings of significance that were not analyzed in the 2012 Final EIRs and the impacts have not increased substantially in severity. There are no additional mitigation measures or alternatives that were not considered in the 2012 Final EIR that now are required to be considered.

3.14 CONGESTION MANAGEMENT PROGRAM ANALYSIS (CMP)

The Congestion Management Program (CMP) was created by Proposition 111 in 2010 and is implemented by the Los Angeles County Metro Transportation Authority (MTA) A CMP traffic impact analysis is required when:

(1) CMP arterial monitoring intersections, including freeway ramps, where the proposed project adds 50 or more trips during the am or pm weekday peak hours.

(2) CMP freeway monitoring locations (I.e. mainline analysis) is required when the proposed project adds 150 or more trips, in either direction, during the am or pm weekday peak hours.

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The CMP analysis is used by the County of Los Angeles Metro Transit Agency (MTA) to determine required circulation improvements and to allocate funding to member agencies.

Since the 2015 FMPU and the PEP (Phases 1, 2) do not add the required CMP trips criterion to the arterial monitoring intersections or to the area mainline freeways. Therefore, the project is not subject to the CMP traffic impact analysis requirement.

The District is not a member agency and receives no funding from the MTA. However, the MTA does provide area public transit services that serve the College.

Since the District is not subject to the CMP, it also is not subject to the Transportation Demand Ordinance.

UNAVOIDABLE ADVERSE IMPACTS

4.0 UNAVOIDABLE ADVERSE IMPACTS

The 2015 FMPU will provide beneficial benefits, including renovated and new facilities, increased student enrollment, temporary construction jobs, an expanded Wildlife Sanctuary of 26.0 acres, and additional part- and full-time employment at Mt. San Antonio College at 2020 buildout. The facilities, in turn, support the educational objectives and programs of the college, allowing more class sections and shorter periods until student graduation.

Potential project impacts which are adverse and which are reduced to Less than Significant With Mitigation Incorporated were identified in Section 3.0. Since all potential project impacts due to buildout of the 2015 FMPU are not mitigated to Less than Significant, a Statement of Overriding Consideration (SOC) is required for project traffic impacts, limited project air quality cumulative impacts and project historic resource impacts.

Adverse impacts that are not fully mitigated by the recommended mitigation measures in the 2016 Mitigation Monitoring Program identified in the 2015 Final EIR due to buildout of the 2015 Facility Master Plan Update and the Physical Educations Projects (PEP (Phase 1, 2) are identified below.

(1) Project traffic impacts at the Grand Avenue and Temple Avenue intersection in 2020 and in 2025, and at the Valley Avenue and Temple Avenue intersection in the City of Pomona in 2020 and 2025 are adverse. Project impacts at all other locations included in the traffic study area are Less than Significant with Mitigation Incorporated.

(2) Project impacts of demolition of Hilmer Lodge Stadium are adverse since the facilities are potentially eligible as historic resources in the California Register of Historic Resources. Project impacts on other facilities (i.e. evaluated in the 2012 Final EIR) and facilities evaluated for the first time in the 2015 Final EIR are Less than Significant with Mitigation Incorporated.

(3) Project impacts of traffic impacts of hosting the 10-day 2020 Olympic Track & Field Trials during the 2020 Summer Intersession are adverse. For two weekdays during the pm peak period.

The following discussion is not unique to the new projects included in the 2015 FMPU but applies to all future development on campus, including projects that were first evaluated in the 2002, 2005 and 2008 FEIR (SCH 2002041161) and not constructed to date. For example, the Campus Center and Physical Education & Wellness Center were projects included in the 2002 FEIR but will not be constructed until after 2018.

4.1 Unavoidable Adverse Traffic Impacts (CEQA)

The 2015 FEIR traffic and parking studies evaluate the traffic impacts for buildout of the 2015 FMPU and for buildout of the PEP in 2020 and 2025 at nineteen (19) intersections. For buildout of the 2015 FMPU in 2020, the project has significant traffic impacts at six locations. In 2025, the project has significant impacts at nine intersections. All of the feasible intersection improvements that can be implemented have been required in the traffic mitigation measures. However, additional improvements are not feasible to reduce project impacts to Less than Significant. Further expansion is either extremely costly (i.e. purchasing additional right-of-way and businesses), improvements are impossible because of other infrastructure (i.e. railroad tracks) or adjacent land uses are high priority public uses (i.e. parks or nature preserves).

Therefore, the traffic impacts of buldout of the 2015 FMPU are adverse.

4.2 Unavoidable Adverse Historical Resource Impacts

There are fourteen (14) buildings remaining on campus that obtained CEQA clearances in the certified 2012 Final EIR (SCH 2002041161) and the fourteen facilities were included in the Statement of Overriding Considerations adopted in 2013.

Buildout of the 2015 FMPU will result in adverse impacts on the Mt. SAC Historic District and an adverse impact on Hilmer Lodge Stadium, a potential historic resource eligible for the California Register of Historic Resources. The stadium is also eligible as an individual resource as well as a contributor to the Historic District.

5.0 ALTERNATIVES TO THE PROJECT

This section is prepared pursuant to *CEGA Guidelines, Section 15126*, which specifies that an EIR shall describe reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the objectives of the project and could avoid or substantially lessen one or more of the significant effects of the project. The discussion should allow meaningful evaluation, analysis and comparison of the alternatives with the proposed project. Among the factors that may be taken into account when assessing the feasibility of project alternatives are site suitability, economic viability, and general plan consistency.

No alternative sites are being considered for the 2015 FMPU project. The project is a renovation and modernization program for existing campus facilities at the project site. While enrollments could be shifted to other facilities offsite or to other campuses, the increased enrollment may cause adverse impacts at other colleges, and student vehicular travel to alternative campus sites from the Mt. SAC District may increase traffic and traffic-related impacts at other campuses. The result may be to shift project impacts from one campus to another and to increase student vehicular travel..

The project alternatives selected for further evaluation include the No-Project (no-build) Alternative (35,986 fall enrollment headcount), Alternative 1: Revise Physical Education Project, Alternative 2: Parking Structures, Alternative 3: No 2020 Olympic Track & Field Trials and Alternative 4: 2012 Facilities Master Plan Buildout. Please note that Alternatives 1, 4 are not the same. Alternative 1 restricts all future development as of January 2016. Alternative 4 would include buildout of all of the projects included in the 2012 Facilities Master Plan.

The focus of comparison for the project and project alternatives is on traffic and historic resource impacts since the PEP and the 2015 FMPU result in adverse impacts on historic issues and the 2015 FMPU (i.e. not the PEP) will have adverse traffic impacts.

However, other environmental, economic, District educational objectives and feasibility issues are considered in the subsequent analysis. Comparisons are made following implementation of feasible mitigation measures. The primary focus, in accordance with the *CEQA Guidelines*, is on comparison of any remaining significant environmental effects. Project alternatives, by design, are required to have fewer significant environmental effects than the 2015 FMPU or PEP.

5.1 NO-PROJECT ALTERNATIVE (35,986 Fall Enrollment Headcount)

The No-Project alternative is the no-build alternative. No new development would occur on campus after EIR certification, including remodeling and renovation of existing space or demolition and new construction at Hilmer Lodge Stadium (HLS). All existing land uses would remain unchanged, and the existing facilities would continue operating. Therefore, no demolitions or new construction would occur on campus.

No new LEED certified buildings would be built on campus so the energy conservation goals would not be met. There would be no significant increase in traffic besides ambient growth, and none of the remaining building on campus that are designated as historic or other buildings would be demolished. A total of twelve (12) buildings, and the Stadium, designated as a contributors to the Mt. SAC Historic District would remain on campus.

No significant increase in trips, air quality or noise impacts, except due to ambient cumulative regional traffic growth, would occur.

The No-Project alternative would not meet any of the project objectives for replacement of temporary buildings onsite, renovation of existing buildings or construction of new facilities. Some or many of the District objectives in the Mt. SAC Educational Master Plan would not be accomplished. A lack of facility growth, lack in expansion of educational programs, and less student enrollment in required classes may decrease student graduation rates or result in student selecting other colleges.

Both the Board of Trustees and Mt. San Antonio Community College District residents have endorsed the facility programs for the campus by approval of the Measure R Bond in November 2001, the Measure RR Bond in 2008, the RR Revenue Anticipation Bond in 2011, and approval of the 2002 Campus Master Plan, the 2005 Master Plan Update, the 2008 Master Plan Update, the 2012 Facilities Master Plan and the 2015 Facilities Master Plan Update. Both the Board and citizens do not support the No-Project Alternative.

With no improvements in existing buildings, energy conservation savings would not be realized and new technology would not be available or used more widely on campus. The lack of technology facilities may have a serious effect on educational standards.

With enrollment stalled at 35,986, the District would lose its capacity to serve more high school graduates. Classroom capacity for increased enrollments would be available only if existing students graduate or students select other colleges.

With the delays in construction for Parking Structure J, which was approved in the 2005 Mt. SAC Master Plan Update, parking demand may exceed the required parking supply, (based on the College's parking standards) and increased on-campus and area congestion, parking in adjacent residential neighborhood, and increased vehicular emissions may occur. While some students have the option of using public transit to campus, others have work schedules requiring use of private vehicles to reach campus and their place of employment within their schedule constraints.

With no new construction on campus, one source of employment for construction companies and employees is not available. With no Bond expenditures for construction, both the area and local economy are less robust. Stable enrollment, or declines in campus enrollment, also results in reductions in State funding for the District.

Traffic Impacts

The existing conditions for traffic Level of Service near campus are LOS E at Grand/Temple and are but there no intersections adjacent to campus that are LOS F. Therefore, the no-project alternative has fewer traffic impacts than buildout of the 2015 FMPU. However, traffic impacts are related to student enrollment and not to new construction. The no-project alternative has less traffic impacts solely because student enrollment would be frozen at the 2015-2016 level in the no-project alternative.

Historic Resource Impacts

The no-project alternative has fewer impacts on historic resources than the project because no additional demolitions of historic resources would occur. However, many or all of the buildings being demolished are in poor condition, costly to operate and do not have the equipment or facilities needed for current educational programs.

Since Hilmer Lodge Stadium is considered a major contributor to the existing Mt. SAC Historic District, the no-project alternative does not result in its demolition, and therefore, has less historic resource impacts than the PEP.

The no-project alternative would result in additional biological resource impacts because the mitigation plans for California Black Walnut, restoration of habitat on the West Parcel Solar area, expansion of the Open Space/Wildlife Sanctuary to 26.0 acres and planting of replacement habitat in the Land Use Management Area (Exhibit 3.9) also would not occur.

Therefore, the no-project alternative is not the environmentally superior alternative.

5.2 ALTERNATIVE 1 – REVISE PHYSICAL EDUCATION PROJECT

Alternative 1 includes renovation of the Marie T. Mills Aquatic Center (Aquatic Center) (27B) and renovation of, but not full demolition, of Hilmer Lodge Stadium. Athletics would continue to use the facilities in Building 03, and 27A, 27C within the campus interior and all stadium and athletic facilities south of Temple Avenue.

Aquatic Center Renovations

The Aquatic Center was constructed between 1970 and 1972 and consists of an Olympic-sized swimming pool (50 meters by 25 yards) with a blue tile striping on the bottom of the white pool. The Modern structure is minimally decorated, and materials include brick veneer, stucco, plaster and concrete.

The Aquatic Center maintains a high level of integrity in all seven historic aspects (location, design, setting, feeling, association, workmanship, design). The Aquatic Center is not recommended as individually eligible for the CRHR as it does not sufficiently illustrate or represent the significant themes and/or criteria outlined in the historic report on its own. However, it is recommended as eligible for the CRHR as a contributor to a historic district, as it reflects the educational theme of the historic district and was built during the period of significance. The building is an important component of the sports/athletic heritage of the campus.

Alternative 1 proposes retention of the Marie T. Mills Aquatic Center for general student recreational use and if feasible community use. The costs of its renovation are unknown.

In addition, Alternative 1 proposes retention and renovation of either the Exercise Science/Wellness Center (27A) or the Locker Rooms (27C) as a necessary ancillary use for the Aquatic Center. One, but not both of the buildings, would be renovated based on the Aquatic Center needs. The site plan suggests the Exercise/Wellness Center is the preferable adaptation, because the upper/northern section of the west façade faces into the pool area.

None of the three buildings are recommended as individually eligible for the CRHR, however they are recommended as eligible for the CRHR as contributors to a historic district. Both the Aquatic Center (27B) and Exercise Science/Wellness Center (27A) maintain a high level of integrity in all seven aspects. The Locker Room (27C) building retains much of its original workmanship and materials and maintains a slightly lower

level of integrity (i. e. four criteria instead of seven) regarding its location, feeling, setting and association.

The cost of repair of the Gym (03) and Aquatic Center (27A – 27C) is projected as $26.3 million. The replacement value of the Gym and Aquatic Center is estimated $49.0 million. Therefore the Facility Condition Index (FUSION Report, July 26, 2015) is 53.7 percent (FCI %).

Retention of the Marie T. Mills Aquatic Center and either Building 27A or 27C would preclude complete development of the proposed new Careers & Technical Education Building. The two Careers buildings are key components of this program.

Alternative 1 would diminish the athletic program of the college, since the facilities included in the new Physical Education Complex (84,357 gsf) include facilities for expanding the Kinesiology, Wellness and Aquatics programs. The proposed PEC is consistent with the Athletics Division Educational Master Plan (Section 2.4).

Not developing the PEC would be contrary to the Board of Trustees approval of the PEP (Phases 1, 2) on February 27, 2013 and contrary to the objectives of the Athletic Division Educational Master Plan.

While no specific cost projections are available for completion of Alternative 1, the costs are anticipated to be less than the cost of demolition of existing aquatics facilities and construction of the $66 million PEP (Phase 1) and $47 million PEP (Phase 2) facilities. Preliminary cost estimates in constant dollars for new construction only were provided by HMC Architects (October 21, 2015).

Traffic Impacts

The existing conditions for traffic Level of Service near campus are LOS E at Grand/Temple and are but there no intersections adjacent to campus that are LOS F. Therefore, the no-project alternative has fewer traffic impacts than buildout of the 2015 FMPU. However, traffic impacts are related to student enrollment and not to new construction. The no-project alternative has less traffic impacts solely because student enrollment would be frozen at the 2015-2016 level in the no-project alternative.

Historic Resources

Alternative 1 includes full demolition of the Press Box (1,845 gsf) and possible demolition of the westside of the Stadium. This Westside of the Stadium would be rebuilt further west to increase the width of the stadium interior from 3.53 acres to 4.16

acres. If the demolition would harm the historic resource aspects of the entire Stadium, the demolition would not occur, and the future and existing infield would be the same acreage. Heritage Hall would not be completed.

Since the PEP (Phase 2) project would not be built, that portion of the site would remain as surface parking for PEP (Phase 1) and additional athletic fields. This also necessitates retention of the Gymnasium (Building 3) so the Auditorium would not be built and would require an alternative site. Career & Technology Education (E) would not be built because the pool and Buildings 27A – 27C would remain.

As stated previously, the projected current construction cost of the PEP (Phase 1) is $66.00 million.

Alternative 1 would include replacement of the auxiliary stadium buildings totaling 10,200 sq. ft. but the alternative lawn seating would not be completed. Therefore, a total of 765 parking spaces would be available. Lot 50 G would remain as a parking lot (125 spaces).

Alternative 1 would include a 9-lane 400 meter track consistent with IAAAF standards. However, some of the auxiliary facilities may not meet their standards or recommendations. There would be 516 more parking spaces onsite because the PEC project is not built.

The Hilmer Lodge Stadium renovations have similar general environmental impacts as the PEP project. However, the impact on the Stadium as a historic resource would be less.

Alternative 1 includes renovation of the existing Aquatics Center, which would result in fewer impacts on historic resources than the project. The Kinesiology and Wellness Center, and the tennis courts, but the remainder of the PEP (Phase 2) site would be surface parking. All new facilities would be certified LEED Silver.

For Alternative 1 to be a viable alternative, it must meet the Athletics Division Educational Master Plan goals, be less costly than the PEP project and have less historic resource impacts on Hilmer Lodge Stadium and Buildings 27A – 27C.

ALTERATIVE 2 – PARKING STRUCTURES

Alternative 2 assumes there will be approximately 8,342 parking spaces on campus in 2025. This estimate is based on the estimates in Table 3.8.6, and assumes a 1,400-space Lot D Parking Structure, and a 1,528-space 4-level Lot F Parking Structure. The analysis assumes Parking Structure J (2,300 spaces) was completed by 2020. (These estimates assume the Fire Training Academy in Lot M is completed before 2025 and Zone 5 is built).

Based on a 2025 projected enrollment of 43,139 and the methodology used for parking in the 2008 FEIR (Table 10, Appendix B), the total parking demand is 8,716 spaces in 2025 (Section 3.2.2). The projected parking supply would be deficit by 374 spaces in 2025.

Since the traffic distribution for the campus is split almost equally in three directions; east, north and south, the optimal locations for three campus parking structures are near the closest campus entry from each direction.

Parking Structure J. When Parking Structure J (2,300 spaces) is built, there will be a net increase of 1,830 spaces (i.e. 470 spaces surface spaces are lost to Parking Structure J). Parking Structure J (2,300 spaces) is a premiere location since it captured travel originating from northwest of the campus at an entry point.

Parking Structure D. A new 1,400 space Parking Structure in Lot D would provide parking for vehicles arriving from the south, west or east. The location is also close to the Campus Core and students strive to park as close to the Core as possible. Access to Parking Structure D would be from Mt. SAC Way.

The preliminary construction schedule for Lot D is completion after 2020 but by 2025. The net increase in parking with the Lot D parking structure is 759 spaces. With the Lot D parking structure, 623 spaces are lost in Lot D and 18 spaces in Lot D1.

Loss of Parking in Lot D2. Lot D2 becomes open space in the 2015 FMPU by 2025, resulting in a loss of 150 spaces. (Lot D3 is the Public Transportation Center project, with a loss of 451 spaces. The PTC loss is accounted for in the 8,308 estimate for 2020).

Since there may be some trip distribution changes with a Parking Structure D, a site-specific traffic and parking analysis is required for construction. However, since the location is not near offsite residential uses, no additional significant effects are probable.

Parking Structure F. A future Parking Structure in Lot F is an ideal location since it captures traffic originating from the east, and serves both the Campus Core and Hilmer Lodge Stadium. A new parking structure of 1,528 spaces in Lot F is not included in the 2015 FMPU and this EIR does not provide CEQA clearances for a Parking Structure F. The site is currently designated as a future Program Zone (Building 5) in the 2015 FMPU, which would include surface parking and a building.

No site plans or funding for facilities in Lot F has been identified (Exhibit 1.4). But it is presumes development would occur by 2025. Since there may be some trip distribution changes with a Parking Structure B, a site-specific traffic and parking analysis is required for construction. However, since the location is not near offsite residential uses, no additional significant effects are probable.

The costs for constructing up to three parking structures in the next fifteen years is prohibitive, since structured parking spaces are extremely expensive (e.g. about $19,600 per space). Therefore, it is unlikely that three new parking structures (5,300 spaces) can be built in the next decade. However, given the long timeframe to secure funding, approvals and construction, this is not an unreasonable timeframe for completion of Parking Structure D, Parking Structure F and Parking Structure J. Parking Structure J has been in the planning, design, construction and funding stages since 2005.

Table 5.1
Future Parking Structures

#	Lot	Spaces	Buildout	Cost (millions)
1	Parking Structure J	2,300	2020	$45.1
~~2~~	Parking Structure D	1,400	2025	$27.4
3	Parking Structure F[1]	1,528	2025	$29.9
1 – Assumes Zone 5 is completed with classrooms. Facilities, Planning & Management, April 2016. Assumes $19,600 per space.				

Alternative 2 has no impact on campus student enrollments in the near future. If the parking demand and supply is balanced with enrollment every five years (MM 2k), campus traffic congestion, and potential pedestrian conflicts, are minimized.

The noise impact of Parking Structure J was less than significant with mitigation incorporated (2008 FEIR). Some adjacent residents have opposed construction of Parking Structure J because of traffic-related noise impacts. However, vehicular noise

is generated along Edinger Way with, or without Parking Structure J. Trip volumes with Parking Structure J were evaluated in the certified 2012 Final EIR as part of the Bonita Avenue/Temple Avenue analysis (Appendix D) and were lower than those evaluated in the 2008 Final EIR.

Since Alternative 2 does not alter student enrollment projections for the campus, the environmental impacts are similar but not identical to buildout of the 2015 FMPU.

Traffic Impacts

The location of parking structures on campus has little or no effect on student enrollment unless the parking supply is so deficient that students conclude they will enroll at other community colleges. However, student choices are limited and easy access to campus and the programs the College offers are of greater concern than where they can park. Since there is some change in circulation patterns whenever a new parking structure opens on campus, traffic studies of trip distribution patterns and trip volumes on specific streets is analyzed, as it was in the 2012 Final EIR for Parking Structure J. While the timing of intersection improvements may be changed by a new parking structure on campus, the likelihood of a parking structures causing a new traffic impact is low.

The additional parking structures included in Alternative 2 are not anticipated to result in trip distributions that would result in new significant effects at local intersections. Therefore, the traffic impacts of Alternative 2 are similar in magnitude to buildout of the 2012 FMPU and PEP.

Historic Resource Impacts

Alternative 2 has no direct impact on historic resources. No contributors to the existing Mt. SAC Historic District will be demolished for construction of the parking structures. However, the remainder of the 2015 FMPU would be constructed and the same potential historic resources demolished by buildout of the 2015 FMPU would be demolished in Alternative 2. Therefore, Alternative 2 has the same impacts as buildout of the 2015 FMPU on historic resources.

5.4 ALTERNATIVE 3 – NO 2020 OLYMPIC TRACK & FIELD TRIALS

Alternative 3 includes the 2015 FMPU projects, the Mt. SAC XC Invitational and the Brooks/Mt. SAC Relays special events. Alternative 3 does not include hosting the 2020 Olympic Track & Field Trials on campus.

Alternative 3 may occur if the District's application is not selected or the Board of Trustees withdraws the application.

As a single event for ten days, including eight days of competition and two rest days, hosting the 2020 Olympic Track & Field Trials has some short-term direct and indirect environmental impacts on the campus area. Increased traffic congestion may occur daily without proper planning, coordination with public transit, special shuttle buses, remote parking lots and local traffic controls (including direction of traffic and pedestrians). It is unlikely that specific traffic improvements would be required solely for the event.

While it is anticipated that the 2020 Olympic Track & Field Trials will occur during Summer Intersession when student enrollment is approximately 50 percent of the Fall Semester or when classes are not in session, there will be more campus and area impacts on the five weekdays than on Saturday or Sunday. There is two rest days during the ten-day event.

While a maximum daily attendance of 20,000 and a total attendance of 112,000 the event presents numerous logistic challenges. However, these challenges are not unusual or infeasible. Los Angeles (1984 and 2016) and Sacramento (2000, 2004) have hosted Olympic Track & Field Trials without major incidents. Eugene, Oregon has hosted the Olympic Track & Field Trials five times from 1972-2012 and is hosting the 2016 event. The economic impact of hosting the 2020 Olympic Track & Field Trials for the college and for the area is likely huge. However, no economic analysis is available and any projection is speculative. However, the economic opportunity of hosting the event would be lost if Alternative 3 is chosen.

The environmental impacts of Alternative 3 are less than the project (which includes the 2020 Olympic Track & Field Trials) because there will be less pm traffic congestion on or near campus and less parking demand on campus during the weekday. As stated previously, there is little variation in attendance between days for Olympic Trial events. Approximately 20,000 will attend each day.
Four alternative parking plans, which differ in the number of shuttle lots, persons per vehicle requirements and parking lot assignment (i.e. students versus Trial patrons,

officials and athletes) were prepared to design a preliminary parking plan for hosting the Trials.

The preferred plan, Alternative B, with no classes in session, would provide approximately 3,360 off-campus parking spaces with shuttle service to the campus, provide 3,333 on-campus spaces for guests, faculty and staff. Approximately 20,000 persons would be on campus daily.

While the 2020 Olympic Track & Field Trials occur only for ten days, not hosting the 2020 Olympic Track & Field Trials has fewer environmental impacts than buildout of the 2015 FMPU only.

Economics. While no specific economic analysis has been completed for hosting the 2020 Olympic Track & Field Trials, they are not anticipated to result in a loss. Since no budget has been created to date, any economic considerations for hosting the event at Mt. SAC are speculative.

The 2012 U. S. Olympic Gymnastics Trials at HP Pavilion in San Jose generated $27.9 million into the local economy (*Why the Olympic Gymnastic Trails in San Jose will be a Boon for the Hospitality Industry,* Silicon Valley Business Journal, December 5, 2014). The gate attendance was 50,000. The U. S. Track and Field National Junior Olympic Championships in the Summer of 2016 were projected to generate $10.1 million for the Sacramento economy and fill 25,000 hotel rooms (Sacramento Business Journal, December 12, 2014). While the studies are not verifiable and do not state the associated costs for attracting and hosting the events, the reports provide an order of magnitude of the gross economic benefit of hosting the Olympic Track & Field Trials in multiple locations and in different years.

Traffic Impacts

Since the 2020 Olympic Track & Field Trials would be a 10-day event in the Summer Intersession, it has little annual impact on traffic in the campus area. Section 3.11.2 includes a comprehensive Parking Management Plan that illustrates how on-campus and off-campus shuttle lots can accommodate student enrollments and guests during the Summer Intersession.

Section 3.11.2 (B) 2.2 includes an analysis of traffic impacts for the 2020 Olympic Track & Field Trials on campus and off-campus in the traffic study area. The traffic study concludes that the 10-day event would/ have significant effects during pm peak periods for up to four weekdays.

Since Alternative 3 has no 2020 Olympic Track & Field Trials event on campus, the traffic impacts of Alternative 3 are less than hosting the Trials on campus during the 2020 Summer Intersession. Alternative 3 would have similar traffic impacts to buildout of the 2015 FMPU with classes in session for 2025.

Historic Resource Impacts

Buildout of the PEP, which includes demolition of a potential contributor to the Mt. SAC Historic District, has an adverse impact. Since the PEP would be constructed in Alternative 3, but the campus would not host the 2020 Olympic Track & Field Trials, the historic impacts of Alternative 3 are identical to buildout of the 2015 FMPU and completion of the PEP.

5.5 ALTERNATIVE 4 – 2012 FACILITY MASTER PLAN BUILDOUT (33,443 FTES)

Alternative 4 is buildout of the 2012 Facilities Master Plan. Instead of the Physical Education Project, the Stadium would be renovated and the prior D1 – D5 site plan for the Stadium would be implemented. Parking Structure J would be built in its proposed location along Mountaineer Road and Edinger Way. The Fire Training Academy would be built on its proposed site east of MSAC Hill. Phase 2 of Parking Structure J was included in the 2012 Final EIR but is not in the 2015 FMPU.

The projected student enrollment in 2020 in the certified 2012 Final EIR was 33,443 credit + Non-credit FTES, which compares to 37,809 FTES for buildout of the 2015 FMP. (FTES and Fall Enrollment Headcount differ slightly) So, Alternative 4 is based on a decline in FTES of 11.5 percent from the 2015 FMPU in 2020.

Buildout of the 2012 FMP in 2020 was evaluated in the 2012 Final EIR and the Board adopted the Facts and Findings and Statement of Overriding Considerations (SOC) for the project. As stated in the SOC (adopted by the Board of Trustees in Action Item 1 on December 11, 2013) the unavoidable adverse effects of 2012 FMP buildout in 2020 were:

(1) Demolition of fifteen buildings on campus potentially eligible for the California Register of Historical Resources that are not suited for adaptive reuse. In addition, the Student Life Center, Aquatic Facility, Locker Rooms and Exercise Science/Wellness Center were recommended as eligible as contributors to a potential historic district for the CRHR. The Campus Inn was previously identified as an eligible historic resource, and now will be demolished,

(2) Lane improvements for pre-project, project and cumulative conditions at the Temple Avenue and Grand Avenue intersection reduce but do not fully mitigate project impacts at the intersection. Additional lane widening is not recommended because the additional widening will destroy important Riparian Forest habitat and loss of other biological resources within the Wildlife Sanctuary used for educational objectives

of the Biology Department and the cost of relocating trunk water lines is prohibitive,

(3) Project traffic will result in air quality emissions above SCAQMD daily thresholds for Nitrogen Oxides and Reactive Organic Gases during part of the year. Residential lots within 50 meters of the West Parcel and within 200 meters of the Athletic Education Building may be exposed to particulate emissions (PM_{10}) beyond the SCAG LST thresholds during the first phase of grading,

(4) If all four projects (Fire Training Academy, Parking Structure, Athletic Education Building and Solar/Retail) occur simultaneously, which is unlikely, construction NOx emissions may exceed SCAG thresholds of significance and, (5) A significant impact on threatened or endangered bird species residing in coastal sage scrub habitat on the West Parcel will occur when habitat is removed or if construction disrupts their nesting. Construction and operational noise from the Fire Training Academy may also impact endangered bird species nesting on MSAC Hill.

Although the required mitigation measures avoid or reduce the impacts on historic resources by requiring filing of DPR 253 forms and photo-documentation, the recommended mitigation measures do not reduce the significant effects on historic resources to Less than Significant.

Although the required Transportation Demand Management, Ride Sharing Program and energy efficiency mitigation measures reduce the amount of Reactive Organic Gases and Nitrogen Oxides related to the project, the mitigation measures do not reduce the significant effects on air quality to Less than Significant.
Although the required construction equipment standards and construction grading procedures for the West Parcel and Athletic Education Building parking lots will reduce particulate matter (PM_{10}) near offsite residential lots, the mitigation measures do not reduce the significant effects on air quality to Less than Significant.

Although the required construction equipment standards and construction grading procedures for implementation of multiple grading projects simultaneously will reduce particulate emissions (NOx) in the area, the mitigation measures do not reduce the significant effects on air quality to Less than Significant.

Although the creation of conservation areas on campus for habitat mitigation will reduce the effects on biological resources (e.g. removal of California black walnuts, non-native grassland and coastal sage scrub habitats), the mitigation measures do not reduce the significant effects to Less than Significant for "incidental take" of coastal California gnatcatchers.

Based on the analysis in this Draft EIR (Sections 3.2 and 3.6) the 2015 FMPU has unavoidable adverse impacts on cultural resources and traffic. Alternative 4 has fewer impacts than the project on historic resources since Hilmer Lodge Stadium is being renovated rather than demolished. Alternative 4 would also have adverse traffic impacts.

Since most students continue to travel to campus via personal vehicles, the regional cumulative ozone impacts of the 2012 FMP the 2015 FMPU are both unavoidable adverse and of similar magnitude. Future regional emissions for will continue to exceed SCAQMD standards for some days annually.

Fine particulate emissions (PM_{10} and $M_{2.5}$) for Alternative 4 would be similar to the project since both plans include development of the 32.2 acre PEP project. However, most of the grading was substantially completed in the fall of 2015. All residential areas are located more than 1,600 feet from the PEP site and are not exposed to significant impacts from particulates (LST analysis).

While construction within the West Parcel is not complete, the project must comply with all state and federal requirements included in project permits, and the only remaining impact is incidental loss of California coastal gnatcatchers. The biological impact remains unavoidable adverse in Alternative 4 and buildout of the 2015 FMPU.

The concurrent grading of all four projects included in the 2012 FMP (stadium, West Parcel, Parking Structure J and Fire Training Academy) did not occur, and likely will not occur in the future. Subsequent analysis completed for the Thresholds of Significance analysis indicate projects of 80,000 square feet or less on 3.0 acres on campus do not result in exceeding SCAQMD construction or operational daily emission thresholds of significance.

The 2012 FMP has more impacts on sensitive biological resource areas on campus because the Wildlife Sanctuary/Open Space Zone was not expanded. Therefore, buildout of the 2015 FMPU (i.e. the project) is environmentally superior to the buildout of the 2012 FMP.

Traffic/Parking Impacts

The 2012 FMP assumed the 2020 enrollment will be 33,433 FTESs. The 2015 FMPU assumes the 2020 enrollment is 37,809 FTES. Since the traffic study uses student enrollments to estimate trips, the trips added to the study area from buildout of the 2012 FMP would be 18.8 percent less for Alternative 4.

However, the 2015 traffic study has shown that the existing Level of Service near campus is LOS E at Grand/Temple intersection and there are no intersections adjacent to campus that are LOS F. Therefore, the enrollment increases is not translating into lower LOS near campus.

Therefore, buildout of the 2015 FMPU and buildout of Alternative 4 have similar 2020 traffic impacts within the traffic study area. While there are differences in the traffic study methodology between 2012 and 2015, a comparison of 2020 LOS between the two studies indicates that LOS at buildout for the 2015 FMPU will be higher at eight locations during the am peak period and at nine locations during the pm peak hour (i.e. compare Table 7 in Appendix B with Table 12 in the 2008 Final EIR). The LOS

improvements may be attributed to lane improvements completed in the study area in the past few years.

The 2015 FMPU will result in a net gain of 1,309 parking spaces compared to the 2012 FMP.

Historic Resource Impacts

The 2012 FMP included renovation of Hilmer Lodge Stadium and new construction surrounding the Stadium. No renovation program was defined in the 2012 FMP or in the 2012 Final EIR. Renovation or adaptive reuse of a historic resource may either retain the aspects of the resource that contribute to its integrity or the renovation and adaptation may diminish those aspects so the resource is no longer eligible.

Since the College acts responsibly and adheres to CEQA and California Historic Register guidelines, Alternative 4 assumes that any renovation or adaptation of the Stadium consistent with the 2012 FMP would retain the eligibility of the Stadium as a contributor to the Mt. SAC Historic District. Therefore, Alternative 4 would have less impact on historic resources than the buildout of the 2015 FMPU.

Table 5.2 compares the project alternatives and selected environmental impact issues. For simplicity, the comparisons use assignable square footage (ASF) data instead of gross square footage data. Parking Structure M is not included in the total parking spaces on campus in 2020.

Table 5.2
Project Alternatives Comparisons

Issue	No-Project January 2016	Alternative 1 Revise Physical Education Project 2020	Alternative 2 Parking Structure Locations 2020 (Preferred Alternative)	Alternative 3 No 2020 Olympic Trials 2020	Alternative 4 2012 Facilities Master Plan Buildout 2020	Project 2015 Facilities Master Plan Update 2020
1- 2020-21 Students (Headcount)	35,986	39,731	39,731	39,731	35,143	39,731
2- Total Square Feet. (ASF)	1,087,184	1,275,467	1,325,282	1,325,282	1,485,300	1,325,282
3- Net Sq. Ft. Increase (ASF) from 2015	56,052[3]	188,283	238,098	238,098	398,116	238,098
4- Total Parking Demand (1:5)[1]	7,344	7,946	7,946	7,946	9,340	7,946
5- Average Daily Traffic (1.23 trips per H/C)	44,263	48,869	48,869	48,869	48,869	48,869
6 – New Biological Impacts	No	No	Yes	Yes	No	Yes
7- Removal of Building 27A-27C, 9C, 19C	0	3	5	5	5	5
8- Rebuild Hilmer Lodge Stadium (HLS)	No	Partial	Yes	Yes	No	Yes
9- New/Renovated Buildings 2020	0	11	14	14	17	14
10- Loss of Restored Californian Walnut Woodland (2.50 ga)	Yes	No	No	No	No	No
11- Increase in Open Space (ga)	0	20.3	20.3	20.3	0	20.3
12- Total Parking Spaces (2020)	8,985	8,308	Not applicable	8,308	8,640	8,308
13- Parking Structure J	No	Yes	Yes	Yes	Yes	Yes

Table 5.2 (continued)
Project Alternatives Comparisons

Issue	No-Project January 2016	Alternative 1 Revise Physical Education Project 2020	Alternative 2 Parking Structure Locations 2020 (Preferred Alternative)	Alternative 3 No 2020 Olympic Trials 2020	Alternative 4 2012 Facilities Master Plan Buildout 2020	Project 2015 Facilities Master Plan Update 2020
14- Historic Resource Impacts	No	Yes	Yes	Yes	Yes	Yes
15- Public Transportation Center	No	Yes	Yes	Yes	Yes	Yes
17- CDFG 1601 permits required	No	Yes	Yes	Yes	Yes	Yes
18- USFWS low-effect HCP required	No	No	No	No	Yes	Yes
19- New Unavoidable adverse impacts	No	Yes	Yes	Yes	Yes	Yes
20- 2020 Olympic Trial Traffic/ Impacts	No	Yes	Yes	No	No	Yes
21-Parking Structure D, F (2025)	No	No	Yes	No	No	No
22-Parking Spaces in 2025)	--	--	8,342	--	--	--
						,
24 - Environmentally Superior (1=Best)	2	1	4	3	6	5

Note: -- = not applicable.
1: Existing parking spaces listed for no-project. 1:5 parking spaces used for other alternatives parking demand estimate.
2: Bus trips at major intersection: passenger vehicles equates to 2:1 trips, Highway Capacity Manual
3: Projects under construction in 2012

Preferred Alternatives

If the environmentally superior alternative is the no-project alternative, Section 15126.6 (2) of the *CEQA Guidelines* requires another project alternative be identified as environmentally superior among the remaining alternatives. However, Alternative 1 is not the designated "superior" alternative. While Alternative 1 does not demolish Hilmer Lodge Stadium, a potential contributor to historic district, the benefits of implementing the Habitat Mitigation Plan for the West Parcel Solar Project, the creation of the Land Use Management Area, and the completion of the California Black Walnut Mitigation Plan in Alternative 2 make Alternative 2 the environmentally superior alternative.

Each project alternative: (1) Has merit in portraying options available to the District, (2) Meets some objectives of the college while de-emphasizing others, (3) Has potential construction-related environmental impacts in the same order of magnitude as the project and, (4) With the exception of the no-project alternative, each alternative requires a Statement of Overriding Considerations (SOC) for one or more environmental issues.

Since all feasible improvements have been made to the Grand Avenue and Temple Avenue intersection and the LOS remains below City standards, a Statement of Overriding Considerations (SOC) is required for project traffic impacts at this location.

A SOC continues to be required for the project impacts on historic resources for all alternatives except the no-project alternative.

All project alternatives except the no-project alternative should be considered in the review process. Ultimately, projected enrollment trends, the Educational Master Plan, the 2015 Facilities Master Plan Update (i.e. when adopted) and available State and local Bond Measure funds determine what facilities are completed on campus.

The no-project alternative is rejected from further consideration because the facilities required for the College to meet its educational objectives would not be fulfilled and the Habitat Mitigation Plan previously adopted by the Board of Trustees not be implemented. The District would also be in violation of permits received from the California Fish & Wildlife Service for the West Parcel Solar Project.

Continued improvements in energy efficiency, water conservation and space utilization would also not be realized with the no-project alternative.

The 2015 FMPU makes revisions to the 2012 FMP in both enrollments and facility plans based on the latest student enrollment projections. The 2012 FMP projections are now outdated; which changes the allowed assignable square footage.

The 2015 FMPU is rated as environmentally superior to the 2012 FMP since it implements the habitat mitigation plans required for the West Parcel Solar project and complies with the state and federal agency permit requirements for the project. The 2015 FMPU also expands the acreage for the Open Space/Wildlife Sanctuary Zone.

The 2015 FMPU provides the facilities needed by the Athletics Division required by the Athletic Division Educational Master Plan to fulfill the mission of the College.

The 2015 FMPU updates the campus, area intersection and freeway-ramp improvements needed to accommodate trips generated by existing and planned projects of area agencies (i.e. cumulative projects).

The 2015 traffic analysis was based on traffic counts for the area circulation network taken in October 2015, while the traffic study in the 2012 FEIR was based on traffic counts taken in Janury 2008. Projected trips on the area circulation network were substantially higher in 2008 than they are in 2015.

The traffic level of service has improved because local and state agencies have completed substantial freeway and local street improvements since January 2008. Therefore, the 2015 Final EIR ha a more accurate portrayal of existing and future traffic conditions and the future improvements needed to assure acceptable levels of service.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF ENERGY SUPPLIES AND OTHER RESOURCES

6.0 IRREVERSIBLE AND IRRETRIEVEABLE COMMITMENTS OF ENERGY SUPPLIES AND OTHER RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

The potential energy impacts of completion of the 2015 FMPU, buildout of the PEP, and conducting the Special Events was evaluated in Sections 3.7 – 3.11.

Buildout of the 2015 FMPU will result in demolition of outdated or inadequate facilities and a net increase of 238,098 ASF. The 2015 FMPU will add six (6) new projects not included in the 2012 FMP and increase the amount of open space by 16.0 acres.

Associated infrastructure systems and utility systems will be revised or expanded to accommodate the new development. Approval of the 2015 FMPU and certification of the Final EIR allows development to proceed when funds are available and Final Plan Approvals are received from the Division of the State Architect (DSA).

Buildout of the 2015 FMPU represents a long-term irretrievable commitment of the project site for campus facilities with a structural lifespan of 50-75 years. It is unlikely that completed new construction would be redeveloped for alternative uses in the future. Although campus program changes or sharp student enrollment increases over a period of many years may result in future remodeling of new buildings in the long-range future or changes in the proposed uses within the Future Management Zones (Exhibit 3.1).

Development of the 2015 FMPU will require irretrievable commitments to energy supplies and resources, both during the construction and operational phases of the project. However, no critical shortage of material resources or energy supplies for the project has been identified in this analysis. Both the energy supplies and other resources required for the project are typical of steel and masonry construction projects, campus facilities and electrical and natural gas equipment. As fossil fuels are the principal source of energy, the project will incrementally reduce existing supplies of fuels, including natural gas, fuel oil and gasoline. These energy resource demands relate to project construction, lighting, improvement of water, sewer and electrical lines and solid waste disposal.

The Final EIR (SCH 2002041161) and current inquiries indicate that all service agencies can provide services without direct or indirect adverse physical environmental impacts. Specific assurances of future site-specific services sill be obtained for water supply, wastewater treatment, landfill capacity, fire services and public safety services.

The conclusions above assume extreme natural gas shortages and temporary shortages of electrical power will not be prevalent in the future. In any case, the quantities of natural gas and electricity related to the 2015 FMPU (i.e. as estimated in CalEEMod) are similar to the 2012 FMP. The buildout magnitude of both plans are similar and the natural gas and electricity demands of buildout of the 2015 FMPU are not substantial (i.e. cumulatively considerable) in comparison with area, regional or state demands.

GROWTH-INDUCING AND CUMULATIVE IMPACTS

7.0 GROWTH-INDUCING AND CUMULATIVE IMPACTS

Approval of 2015 FMPU will permit renovation and demolition of existing campus facilities, and new construction of additional campus facilities. Some improvement of campus wide infrastructure, specifically utilities, water, wastewater, natural gas, drainage and communication systems will occur. However, no major expansion of water or sewer trunk mains is required for the project. While the infrastructure for the PEP will be new, it does not increase capacity for other projects. Therefore, the project does not have an adverse growth-inducing effect.

While additional traffic signals and lane improvements are recommended in the 2015 traffic study (Section 3.2, no new streets or substantial road widening is proposed off-campus. The cumulative traffic impacts for the study area were evaluated in the 2015 traffic study.

Since the majority of the campus is urbanized (e.g. Primary Education Zone and Athletic Zone), with the exception of the Agricultural Zone, Wildlife Sanctuary/Open Space and Land Use Management; any additional substantial new development in the immediate project area involves demolition, reuse of existing sites or conversion of the agricultural/open space areas on campus and at Cal Poly to urban use. No conversion on campus is proposed within the 2020 – 2025 timeframe.

The Retail Zone (1.0 acre) on campus west of Grand Avenue south of Temple Avenue is zoned Residential Planned Development 28,500 – 1.3 DU by the City of Walnut. Development of this parcel is not induced by the project and the College has no immediate plans to develop the site. Potential uses are for agricultural products (i.e. a farmer's market) or holiday sales (i.e. Christmas trees).

The 2015 FMPU is a response to the Educational Master Plan, the projected future student enrollment growth on campus, District and regional population growth trends (e.g., birth rates and young families) and regional economics. Community colleges are generally not growth inducing in the short-term, especially when development occurs on an existing campus, and in the long-term may only serve to stabilize older communities, and provide a better educated workforce, a stronger area economy and an involved citizenry.

The small scale of the project (a net increase of 238,098 ASF) over a five-year period) results in minimal additional development in the area.

Construction employment has a minor traffic impact and only during the construction period. If funding is available, the project is estimated to employ up to 300 workers onsite during construction. Campus staff increases at buildout of the project are projected as less than 200 FTE, but have little or no impact on area housing demands because of the large geographic region in which future employees may reside. The largest construction projects in the 2015 FMPU are Hilmer Lodge Stadium (HLS) and the Library/Campus Center.

Similarly, the projected student enrollment increase of 3,745 students (H/C) has little impact on any one community, since most students do not change their residence to attend a community college and there is no permanent student housing on or near campus. The project has no significant growth-inducing effects on population, housing or public service facilities.

The cumulative impacts of area traffic, air quality emissions, and noise impacts are evaluated in the 2015 FEIR. The proximity of Cal Poly Pomona and Mt. San Antonio College have cumulative impacts on the area circulation system, especially in light of the congestion on Temple Avenue between State Route 57 and University Drive.

The 8,208 cumulative trips assigned to the network in the 2015 FEIR for 2020 are usually worse case estimates, because Cities identify many projects that are not built, economic conditions may slow future growth, or the magnitude of development proposed never occurs. For example, the NFL Stadium project was included in the Industry Business Center but was never built.

The trips assigned to the area network in the traffic study are also higher than actual trips because no discounting of trips is included for offsite student centers, distance learning or savings from using public transit. Students may continue to respond positively to the College's discount bus tickets and use of the new Public Transportation Center, which may be operational by 2019. In the 2015 Fall Term, students obtained 11,024 GoPass tickets for use on Foothill Transit Agency buses. The Agency provided 100,730 rides to students in September 2015 and 104,987 rides in October 2015.

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8.0 ORGANIZATIONS AND PERSONS CONSULTED

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APPENDICES

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C. Air Quality and Greenhouse Gases
D. Noise
E. Geology/Soils
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