State Clearinghouse Number 2002041161

Physical Education Project (Phase 1, 2)

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

Volume 1 of 2

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

SID LINDMARK, AICP
Planning . Environmental . Policy
May 2017

DRAFT SUBSEQUENT PROJECT EIR TO
2015 FACLITIES MASTER PLAN UPDATE AND PHYSICAL EDUCATION PROJECTS
FINAL PROGRAM/PROJECT EIR (SCH 2002041161)

Physical Education Project (Phase 1, 2)

SCH 2002041161

Volume 1 of 2

Prepared for:

MT. SAN ANTONIO COLLEGE
Facilities Planning & Management
1100 North Grand Avenue
Walnut, California 91789-1399

Contact Person: Rebecca Mitchell
(909) 274-5175
facilitiesplanning@mtsac.edu

Prepared by:

SID LINDMARK, AICP
Planning . Environmental . Policy
10 Aspen Creek Lane
Laguna Hills, California 92653-7401

Contact Person: Sid Lindmark, AICP
(949) 855-0416

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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 1.6) 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 single campus community college district 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
Project Location

Exhibit 1.2
Intersection Photos

Campus Drive South and Temple Avenue

Kellogg Drive and I-10

Exhibit 1.3
2015 Campus Aerial

Exhibit 1.4
Campus Zoning

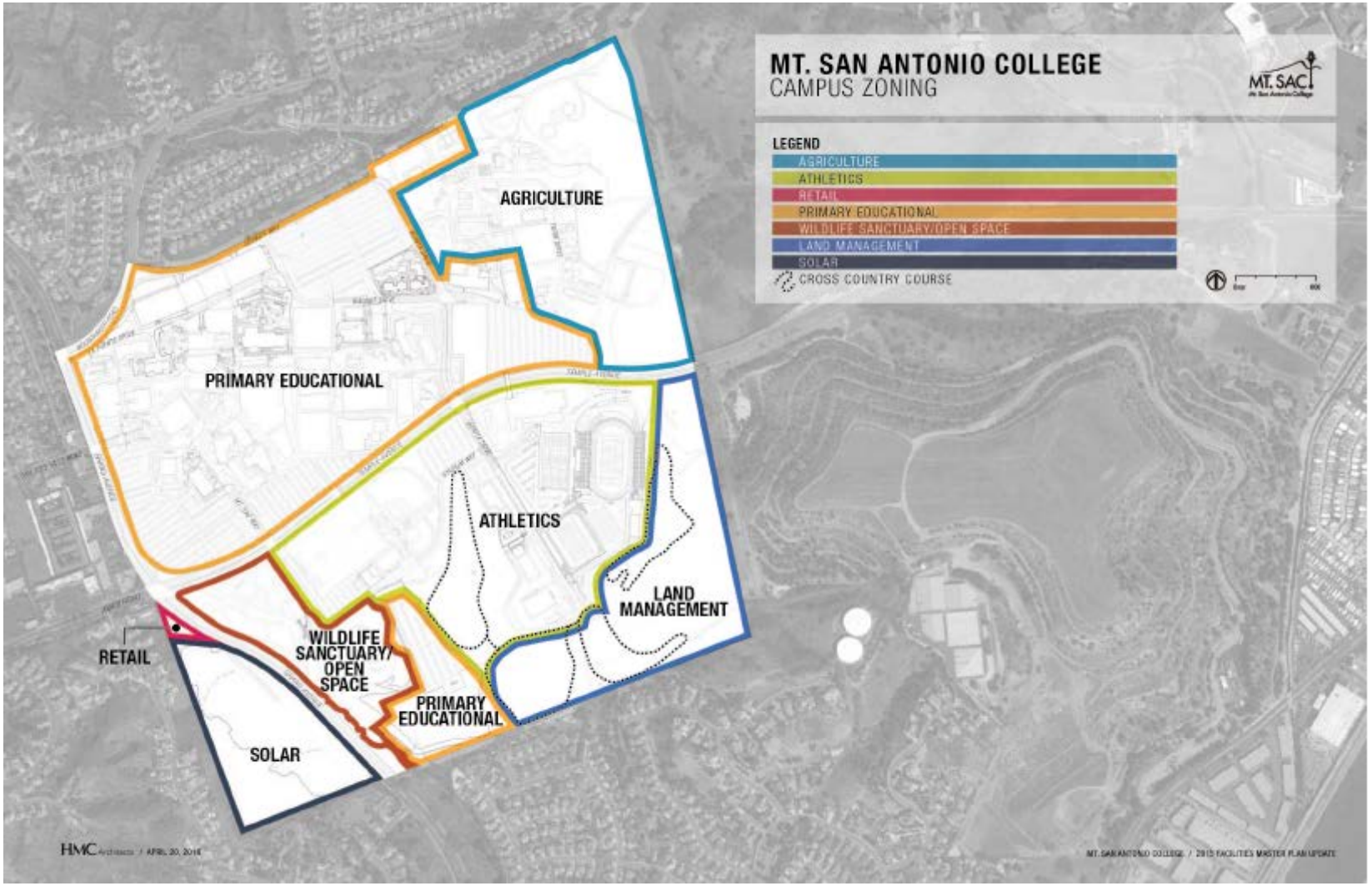
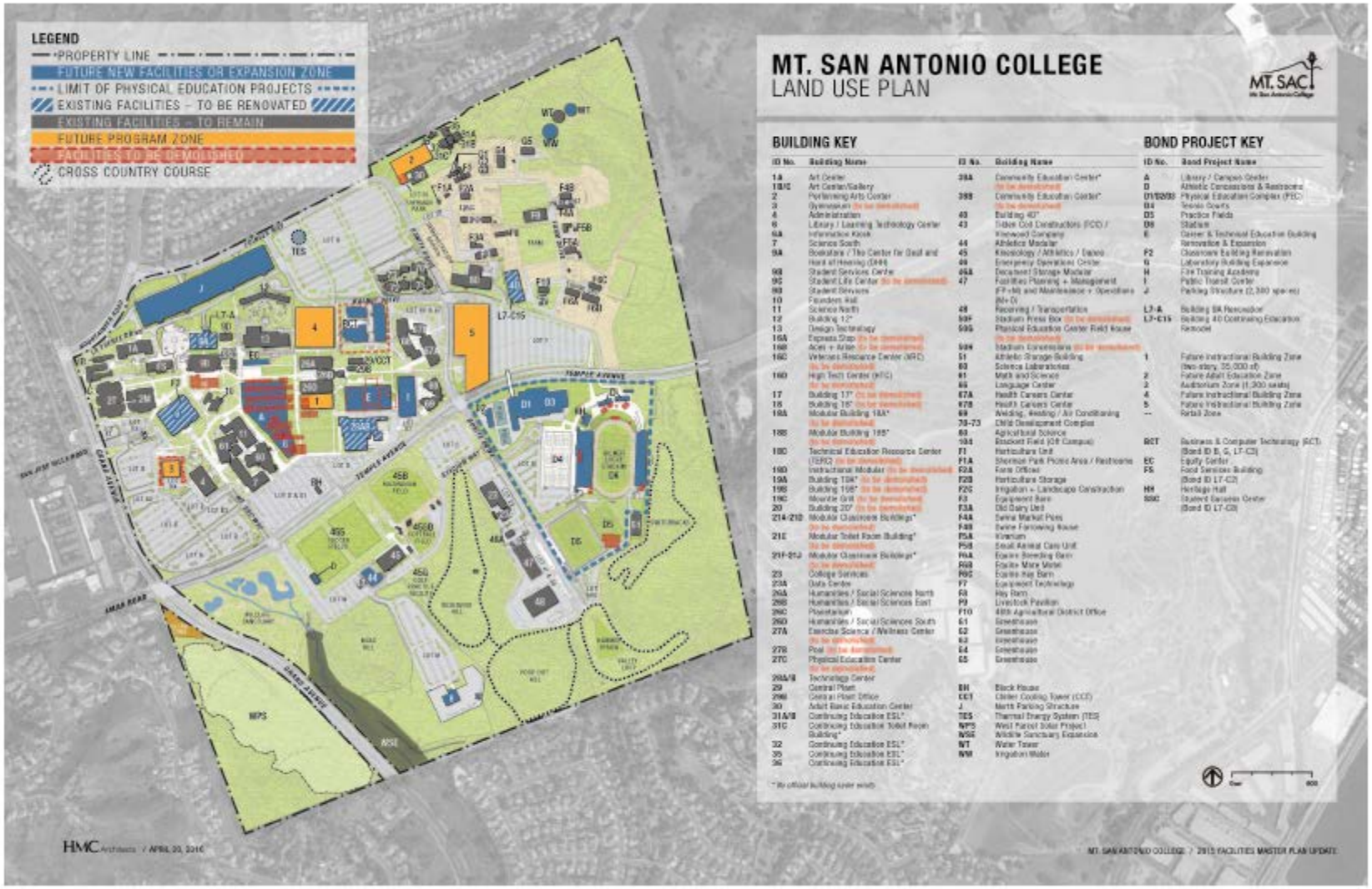


Exhibit 1.5
2016 Campus Directory

Exhibit 1.6
2015 Facilities Master Plan Update



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 known areas of controversy from interested parties concerning the project include the expenditure of Bond funds for Hilmer Lodge Stadium, consistency with the City of Walnut's General Plan and Zoning and the District's compliance with CEQA. Both the United Walnut Taxpayer Association (BC 576587) and the City of Walnut (BS 166452) have initiated lawsuits concerning the PEP in the Superior Court of Los Angeles County.

Section 15064 (f) (5) of the CEQA Guidelines states that 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 two project alternatives; the no-project alternative that assumes that existing campus facilities are not changed and renovation of the current stadium. Since the college is an existing facility with an established service area, no alternative site is evaluated. Project Alternatives are identified in Section 7.0. A comparison matrix of the potential environmental impacts is included in Section 7.0.

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 47), at 100 N. Grand Avenue, Walnut, California 91789-1399. For an appointment, please call Rebecca Mitchell at (909) 274-5175 or send an e-mail request to facilitiesplanning@mtsac.edu

Most exhibits in this document are in low-resolution files to save file space and decrease loading time. Key exhibits (i.e. Exhibit 1.6: 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 TIERING FROM PROGRAM EIR

This document is a site-specific Project EIR. Since the PEP was previously addressed in the certified *2015 Facilities Master Plan Update & Physical Educations Projects Final Subsequent Program/Project EIR, Volumes 1 - 2, Mt. San Antonio Community College District, June 2016*, tiering will be used within this Project EIR. Both Volumes 1 – 2 are hereby incorporated into this document.

The requirements for incorporation by reference are included in Section 15150. The incorporated part of the referenced document shall be briefly summarized where possible or briefly described if the data or information cannot be summarized. The relationship between the incorporated part of the referenced document and the EIR shall be described.

Both Volume 1 - 2 are posted on the District's website and are available by contacting Rebecca Mitchell at faciitiesplanning@mtsac.edu or (909) 274-5175. Volume 1 is the environmental analysis of existing conditions, potential environmental impacts and required mitigation measures for buildout of the 2015 Facilities Master Plan (FMPU) and the Physical Educations Projects (PEP). While the PEP project characteristics are not changed, this EIR will address any revised or new impacts associated with the project. Volume 2 (Appendices) includes all the technical reports prepared for the PEP and FMPU projects, notices, other information and correspondence.

More specific references to what material is being incorporated are provided in select sections of this document. Exhibits 1.4: 2015 FMPU Land Use Plan, Exhibits 3.19 – 3.21 (PEP) and Table 1.2 Summary of Impacts in the 2015 Final EIR provide a basic summary of the project. Tables 3.11.1, 3.11.4 – 3.11.8 provide a basic summary of the activities for hosting the 2020 Olympic Track & Field Trials.

Tiering (Section 15385) refers to the analysis of general matters in broader EIRs with subsequent site-specific EIRS that incorporate by reference material from the Program EIR, allowing the Project EIR to concentrate solely on the issues specific to the site-specific project.

A later EIR shall be required (Section 15152 (f) (g)) when the initial study finds that the later project may cause significant effects on the environment that are not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met,

(1) Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration, and need not be discussed in detail.

(2) When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the increment effects of the project would be considerable when viewed in the content of past, present and probable future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable (Section 15064 (i)).

(3) Significant environment effects have been "adequately addressed" if the lead agency deters that:

(a) They have been mitigated or avoided as a result of the prior EIR and findings adopted for the prior EIR; or

(b) They have been examined at a sufficient level of detail in the prior EIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

(g) When tiering is used, the later EIR shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR (Section 15152 (f) (g)).

Where a Program EIR has been adopted, the Project EIR should limit the evaluation of the project to effects (Section 15152 (3)) which:

(1) Were not examined as significant effects on the environment in the Program EIR; or

(2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by imposition of conditions, or other means.

1.4 SUMMARY OF IMPACTS

Table 1.2 summarizing potential PEP impacts, recommended mitigation measures, and the level of significance with mitigation for each new or revised potential significant project impact associated with buildout, operation and maintenance of the PEP. A listing of all mitigation measures and a discussion of project impacts are also included in the topical sections of this report.

The recommended PEP Mitigation Monitoring Program, which includes any revisions and additions from the 2016 Mitigation Monitoring Program for the 2015 FMPU is included in Appendix L.

Table 1.2
Summary of New or Revised Impacts

Note: The full 2016 Mitigation Monitoring Program, adopted October 12, 2016) is included as Appendix G. Table 1.2 includes only the new or revised mitigation measures that are required for the PEP Project. The complete list of Mitigation Measures recommended for the PEP is in Appendix H. This SEIR will both revise existing adopted measures for the 2015 FMPU in Appendix G and adopt measures for PEP in Appendix H.

Project Impacts	Mitigation Measures	Level of Significance With Mitigation Incorporated
2015 FACILITIES MASTER PLAN UPDATE & THE PHYSICAL EDUCATION PROJECT		
AIR QUALITY		
Construction activities and construction equipment may generate particulates in excess of SCAQMD thresholds. Note: AQ-01, AQ-02 are revised slightly based on the Preliminary Ruling by the Superior Court upon review of the *Final Addendum to the Mt. San Antonio College 2012 Facility Master Plan Final EIR (SCH 2002041161).*	AQ-01. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in South Coast Air Quality Management District (SCAQMD) Rule 403: Fugitive Dust included in Table 1: Best Available Control Measures Applicable to All Construction Activity Sources. In addition, the project shall comply with at least one of the following Track-Out Control Options: (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long, (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide, (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle 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	Less than Significant with Mitigation Incorporated.

	the project or infeasible, based on additional new project information, may be omitted only if Facilities Planning & Management specifies in a written agreement with the applicant that specific BACM measures may be omitted. Any clarifications, additions, selections of alternative measures, or specificity required to implement the required BACM for the project shall be included in the written agreement. The written agreement shall be completed prior to demolition and/or grading for a project. Facilities Planning & Management shall include the written agreement within the Mitigation Monitoring Program for the project and Facilities Planning & Management shall ensure compliance.	
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, and 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.
BIOLOGICAL RESOURCES		
Construction in areas other than on the West Parcel may impact raptors.	BIO-17. Raptors may be impacted during construction activities by nest disruption, habitat loss or noise. A pre-construction survey shall be conducted within 14 days of the start of construction. If clearing, grading, or construction will occur from Feb 1 – July 31, pre-construction surveys shall be conducted in the construction area and in appropriate nesting habitat within 500 feet of the construction area. Multiple pre-construction surveys may be required if the start of specific projects is separated in time by months or years. If there are no nesting raptors within each area, development is allowed to proceed. However, if raptors are observed nesting within the area and within sight and sound of the work, development within 300 feet shall be postponed either until all nesting has ceased, until after the breeding season, or until construction is moved far enough away so the activity does not impact the birds. An exception to this would be any raptor nests east of North Grand Avenue. North Grand Avenue is a four-lane road with a landscaped median.	Less than Significant with Mitigation Incorporated.

	Any nests east of the road would likely be habituated to activity from this busy road and unaffected by construction on the West Parcel. Facilities Planning & Management shall monitor compliance.	
Grading will remove existing landscaping within and adjacent to the existing detention basin east of the stadium, resulting in loss of habitat.	BIO-21. The Planting Plan, EPT Design (Sheet L3.01), January 15, 2015 shall be implemented for the Detention Basin east of the stadium. Planning & Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
LAND USE/PLANNING		
Campus grading plans must conform to City of Walnut regulations. Note: LU-07 is revised based on the Preliminary Ruling by the Superior Court upon review of the *Final Mt. San Antonio College 2012 Facility Master Plan Final EIR (SCH 2002041161).*	LU-07. The District shall submit an application for a grading plan to the City of Walnut for all projects subject to the Walnut Municipal Code Sections 6-5.5 and 6-5.6. The grading plan shall confirm to the requirements of the Walnut Municipal Code Section 6-5.3 and Appendix J Sections J101.7, J108 - J111 of Appendix J. To the extent there is any ambiguity as to scope, the WMC controls over Appendix J. The District shall comply with all requirements of an approved grading plan. Facilities Planning and Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
TRANSPORTATION		
Hosting the 2020 Olympic Trials will result is unusual parking demand on campus during the 10-day event.	TR-20. The Transportation and Parking Management Plan for the 2020 Olympic Track & Field Trials shall be based on the information in the Parking Plan in Section 3.11.2. With the stated minimum persons per vehicle, the designated lots provide parking for at least 14,174 guests and 490 faculty/staff on campus during the 2020 Summer Intersession if classes are not in session. The Planning Plan provides sufficient parking without Parking Structure J. The plan shall be refined when the Shuttle Route system is finalized (i.e. TR19). 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	TR-28. Beginning in 2015, whenever a traffic/parking study for a 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	Less than Significant with Mitigation Incorporated.

pedestrian conflicts	compliance.	
Required Truck Hauling Plans must be reviewed by the City of Walnut. Note: TR-28, TR-50 are revised based on the Preliminary Ruling by the Superior Court upon review of the *Final Addendum to the Mt. San Antonio College 2012 Facility Master Plan Final EIR (SCH 2002041161).*	TR-50. The District shall submit an application for a truck hauling plan prepared by a registered traffic engineer to the City of Walnut for all projects subject to the Walnut Municipal Code Sections 6-8. In general, WMC 6-8 addressed projects moving more than 5,000 cubic yards of earth on any public roadway. The District shall comply with all requirements of an approved truck hauling plan. Facilities Planning and Management shall ensure compliance.	Less than Significant with Mitigation Incorporated.
Cumulative impacts of other projects, not the PEP or the 2015 FMPU/PEP project will cause significant cumulative impacts at the Kellogg Drive and Interstate-10 intersection in 2020. The PEP project impact is less than cumulatively considerable.	TR-60. A new traffic signal at the Kellogg Drive and Interstate-10 intersection shall be operational by 2020. The California Department of Transportation District *7 is t*he Lead Agency.	Less than Significant Cumulative Impact with Mitigation Incorporated
A project impact occurs at the Campus Drive and Temple Avenue intersection during the am peak hour only.	TR-61. The westbound approach at the Campus Drive and Temple Avenue intersection shall be restriped to convert the westbound right-turn lane to a shared through/right-turn lane by 2020. The District shall fund this improvement. The City of Pomona is the Lead Agency.	Less than Significant with Mitigation Incorporated.
A cumulative plus project impact occurs at the Campus Drive and Temple Avenue intersection during the am peak hour only in 2025.	Mitigation Measure TR-61 provides some improvement at this location, but does not fully mitigate the cumulative plus project condition. An additional westbound right-turn lane is required to fully mitigate the cumulative impact. However, this involves widening the Temple Avenue Bridge over the wash east of the intersection. The City of Pomona is the Lead Agency. Since the cost of this improvement is prohibitive, the improvement is infeasible.	Unavoidable adverse
Source: SID LINDMARK, AICP, May 4, 2017		

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 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) Zone, 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 existing conditions for Hilmer Lodge Stadium are shown in Exhibit 2.1.

Exhibit 2.1
Hilmer Lodge Stadium

2.2 PROJECT HISTORY

Five previous CEQA documents have been prepared for Facility Master Plans for Mt. San Antonio College (2002, 2005, 2008, 2012 and 2015). These CEQA documents have included program, project, supplemental and subsequent EIRs. The Mt. San Antonio College 2015 Facilities Master Plan Update and Physical Education Projects Subsequent Program and Project EIR (SCH 2002041161) was certified by the Board of Trustees in October 2016.

Since one or more new significant environmental impacts may occur with development of the PEP, a new environmental subsequent document is required. This EIR will address only those issues needed to make the prior 2002-2015 documentation adequate for the Physical Education Project (Phase 1, 2). The PEP (Phase 1) will be completed with Measure RR Bond funding.

Table 2.1
Projects Under Construction (May 2017)

Index	Project	Estimated ASF	Estimated GSF	Projected Buildout
Projects to Complete				
B	Business Computer Technology Center	76,370	106,096	2018
L7-C3	Language Center Lobby Addition	1,005	1,453	2018
D4	Hilmer Lodge Stadium Demolition	--	--	2017
	Subtotal	77,375	107,549	
Source: Mt. SAC Facilities Planning and Management, May 2016				

Projects occupied in 2020 are considered when future cumulative service demands (i.e. water, wastewater and energy demand) are projected for the campus.

Additional finish grading for D4 and earth export to the West Parcel Solar Project is on hold due to existing litigation.

2.3 PROJECT CHARACTERISTICS

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 Department of State Architect (DSA) approvals.

The Physical Education Project (Phase 1, 2) proposes development changes on the Hilmer Lodge Stadium (HLS) site. The project has not changed since it was described in the 2015 Final EIR. However, for clarity, the project description is repeated herein.

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 were approved by the Division of State Architect (DSA) on December 1, 2016. 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. Therefore, the Field House qualifies as a classroom facility. The facilities include a synthetic track and natural turf in-field. The Press Box is located above the western bleachers. The four auxiliary buildings provide ticketing, food service, restrooms, and telecommunications services. 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. The PEP (Phase 2) also qualifies as a classroom facility.

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 PEP (Phase 2) will house the basketball, volleyball, weight training, adaptive physical education, core training and provide support to a variety of physical education

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

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

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 2.2
PEP Statistics (January 2016)

PHYSICAL EDUCATION PROJECT (PHASE 1)	Existing Facilities	Buildout Facilities
Total Site (acres)	32.2	32.2
Athletic Fields (acres)	6.14	7.64
Landscaping (acres)	1.45	6.90
Parking (acres)	6.75	2.47
Field House & Stadium Press Box (gsf.)	24,552	69,183
Auxiliary Buildings (sq. ft.)	4,530	10,200
Bldg 51 to Remain (gsf)	14,158	14,158
All Facilities w/ Bldg 51 (gsf)	43,210	91,727
Track Running Lanes[1]	9	9
Track Distance	400m	400 m
Existing Aluminum/Wood Seats	4,620/7,320	--
Total HLS Permanent Bleachers (seats)	11,940	10,912
Temporary Bleacher (seats)	---	8,840
Alternative Lawn Seating Capacity (persons)	0	1,706
Total Seats w/o Turf Seating (seats)	11,940	19,752[2]
PHYSICAL EDUCATION PROJECT (PHASE 2)	Existing Facilities	Buildout Facilities
Tennis Courts	0 on BCT site	9
PE, Kinesiology & Wellness (gsf)	84,357	117,898[4]
PE, Kinesiology & Wellness (ASF))	62,249	87,167
Aquatic Center/Rooftop Bleachers (seats)	800	2,800
PHYSICAL EDUCATON PROJECT (PHASES 1, 2)		
Project w/o Building 51 (gsf)	---	195,467
Project w/Building 51 (gsf)	---	209,625
Total Parking Spaces/ with Lot 50G		401
SPECIAL EVENTS		
2015/20 Number of PEP Events per Year w/o Special Events	9	10

2015/20 Football (home games/largest attendance)	5/5,000	5/5,300
2015/20 Graduation (total attendance)	12,000	13,000
2015/20 Soccer (games/largest attendance)	22/200	22/210
2015/20 CIF XC Preliminary (Saturday)	10,000	10,500
2015/20 CIF XC Final (Saturday)	4,000	4,200
2015/20 Foot Locker XC Championships (Saturday)	6,000	6,300
2015/19 Mt. SAC XC Invitational (daily attendance	17,000	17,000
2015/19 Mt. SAC XC Invitational (total attendance)	36,000	36,000
2015/19 Brooks/Mt. SAC Relays (max daily attendance)	12,000	13,000
2015/19 Brooks/Mt. SAC Relays (total attendance)	27,000	28,500
2020 Olympic Trials (max daily attendance) 10 day event (Fri –Su, T, W off = 8 days) during Summer Intersession	---	20,000
2020 Olympic Trials (total attendance)	---	112,000

[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 Division and Marc Ruh (Aquatics), Simon Solis (HMC) , and Joe Jennum (Athletics) , 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 completion officials and 75 auxiliary personnel at any one time (Table 1.3.2, IAAF Track and Facilities Field Manual, 2008 Edition, p. 18).

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

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

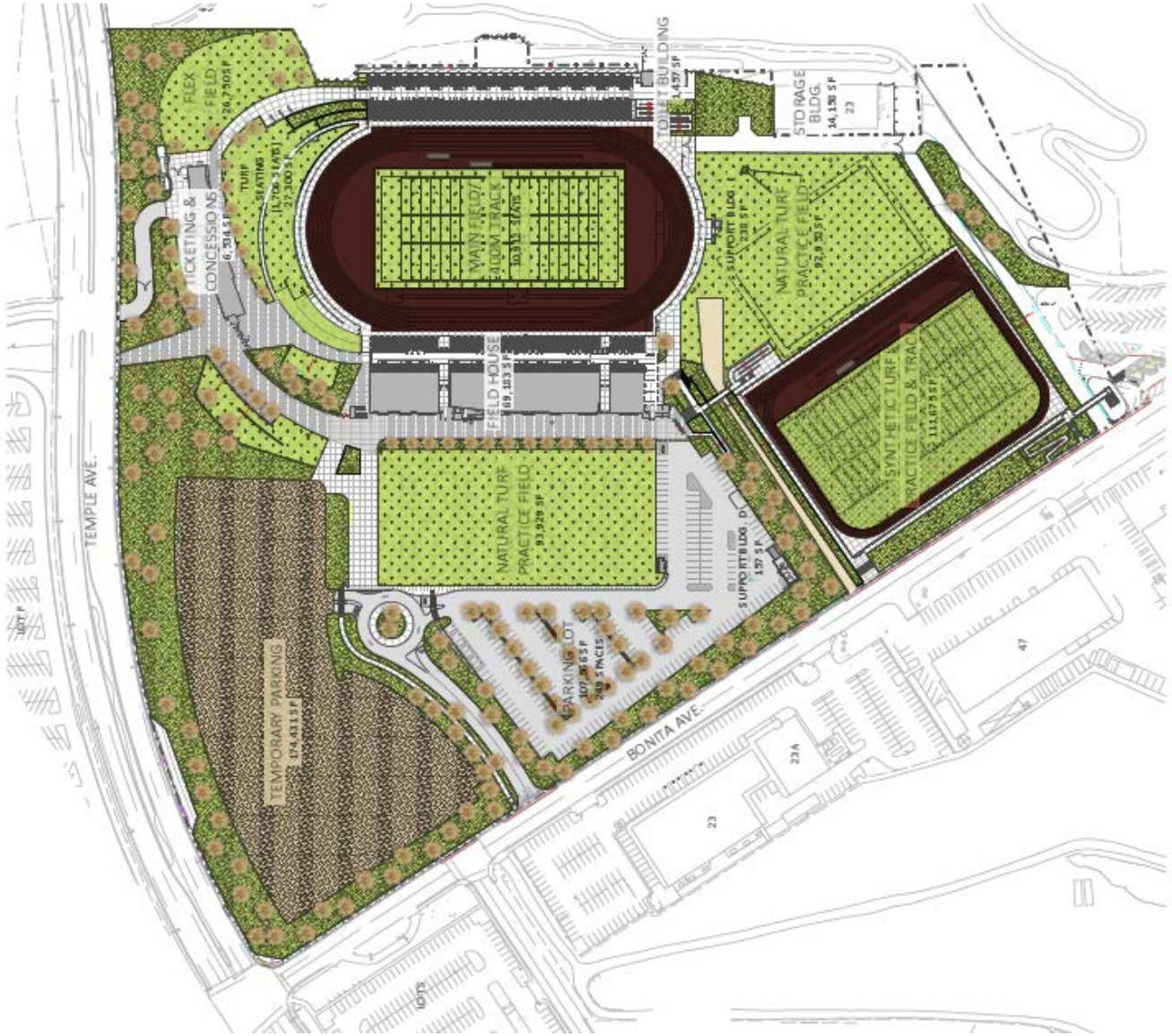


Exhibit 2.3
Physical Education Complex (Phase 2) Site Plan

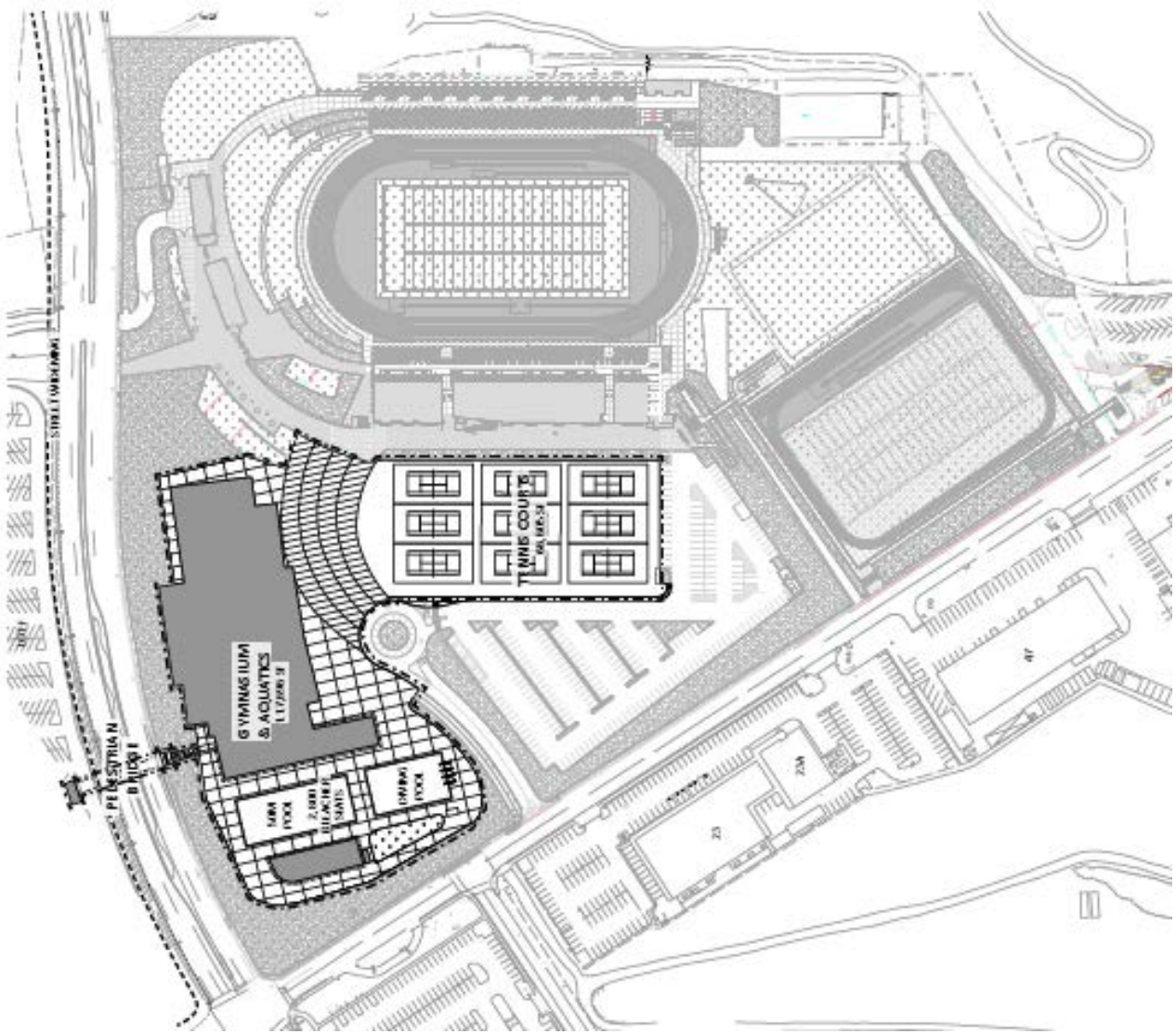


Exhibit 2.4: PEP Site Plan (Phases 1, 2)

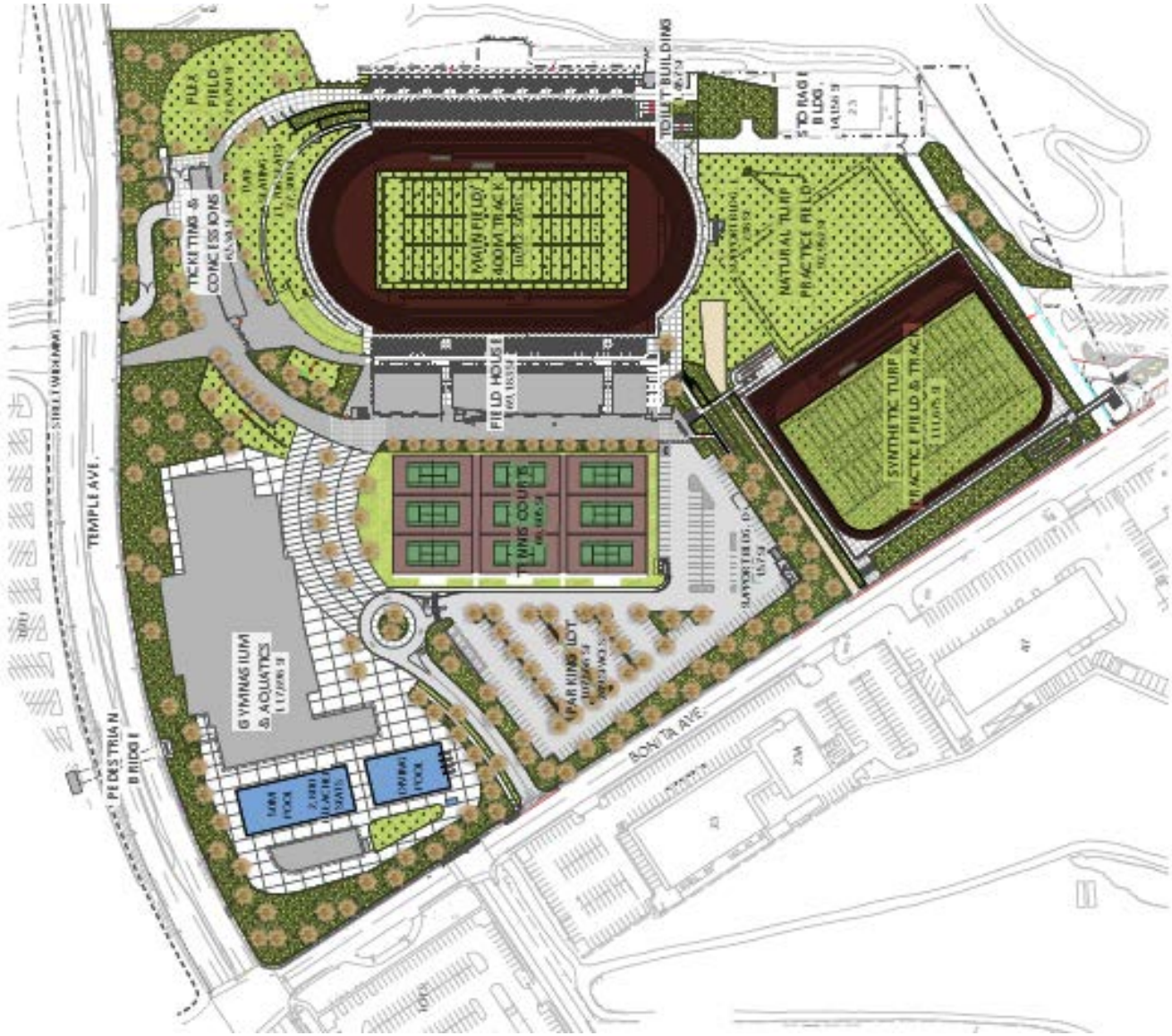


Exhibit 2.5
Hilmer Lodge Stadium Site 2016

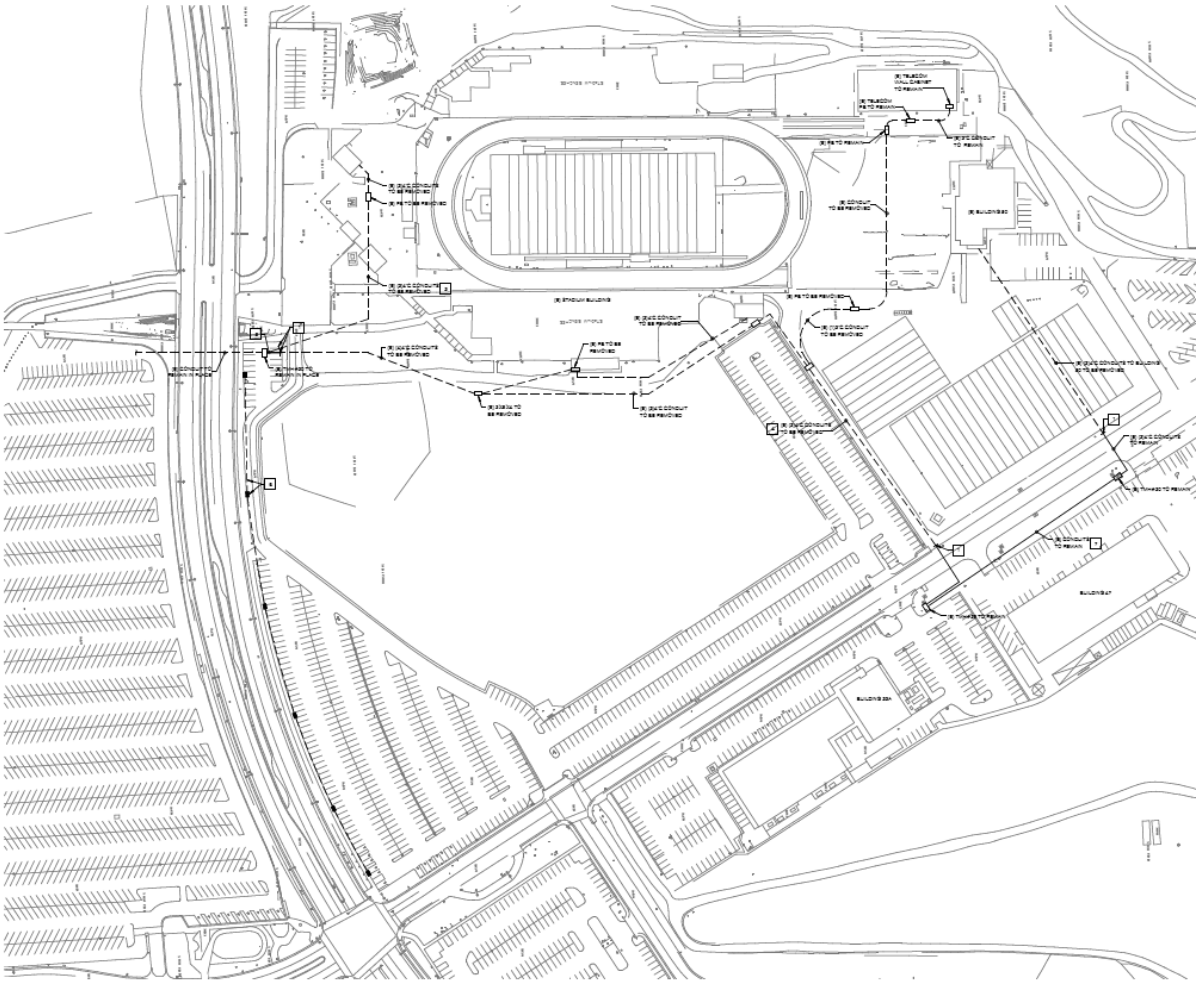


Exhibit 2.6
Land Use Management Area

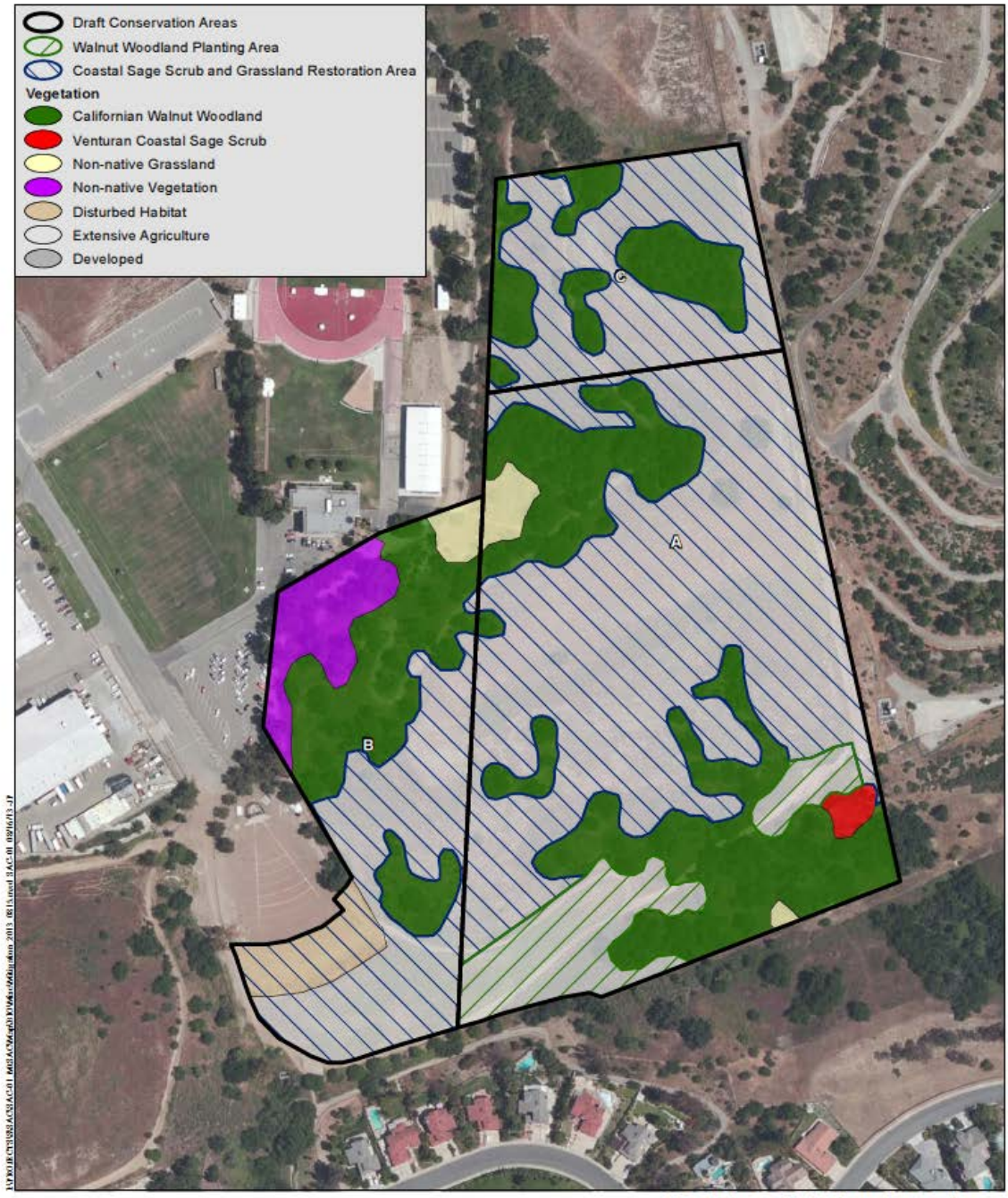
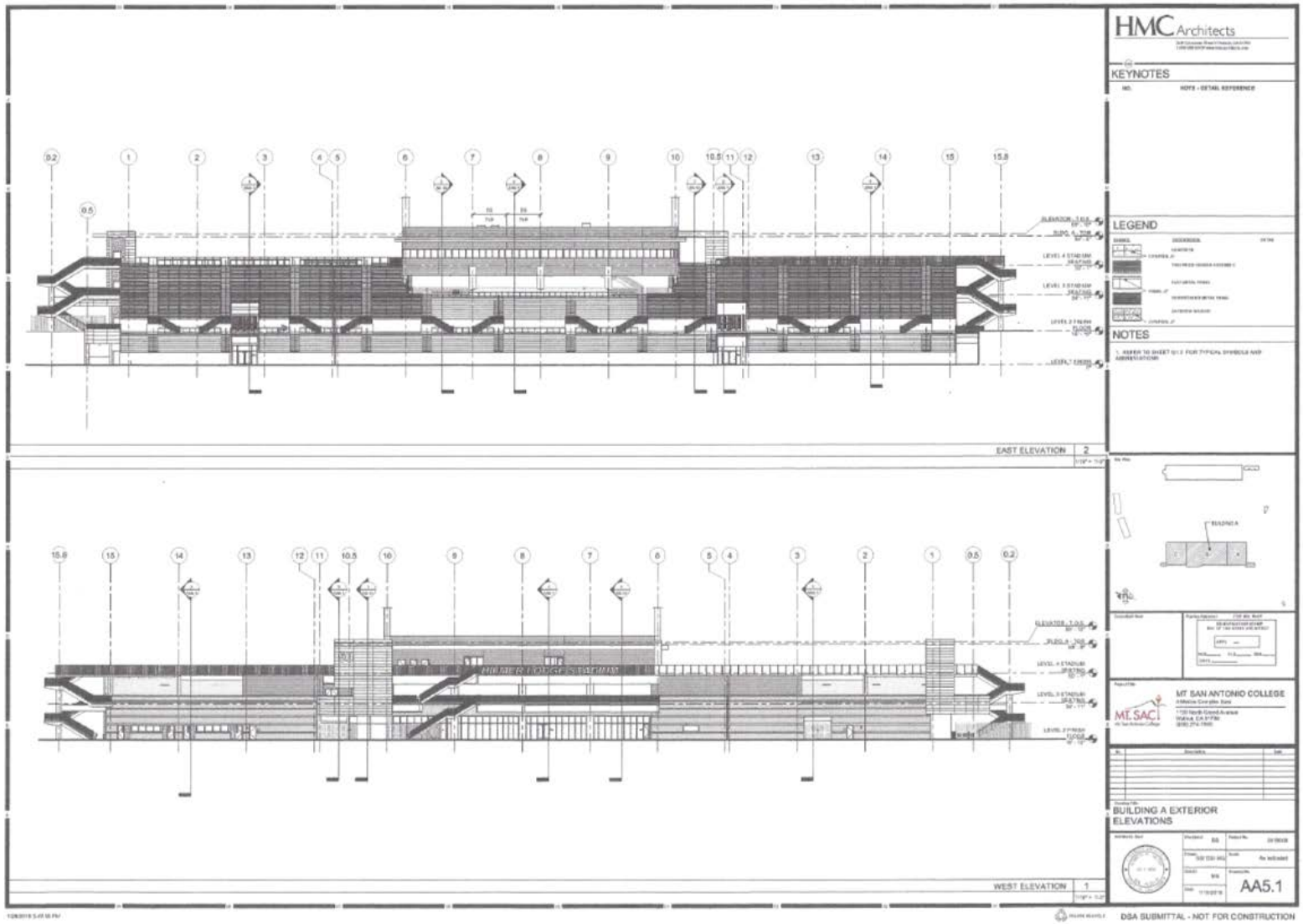
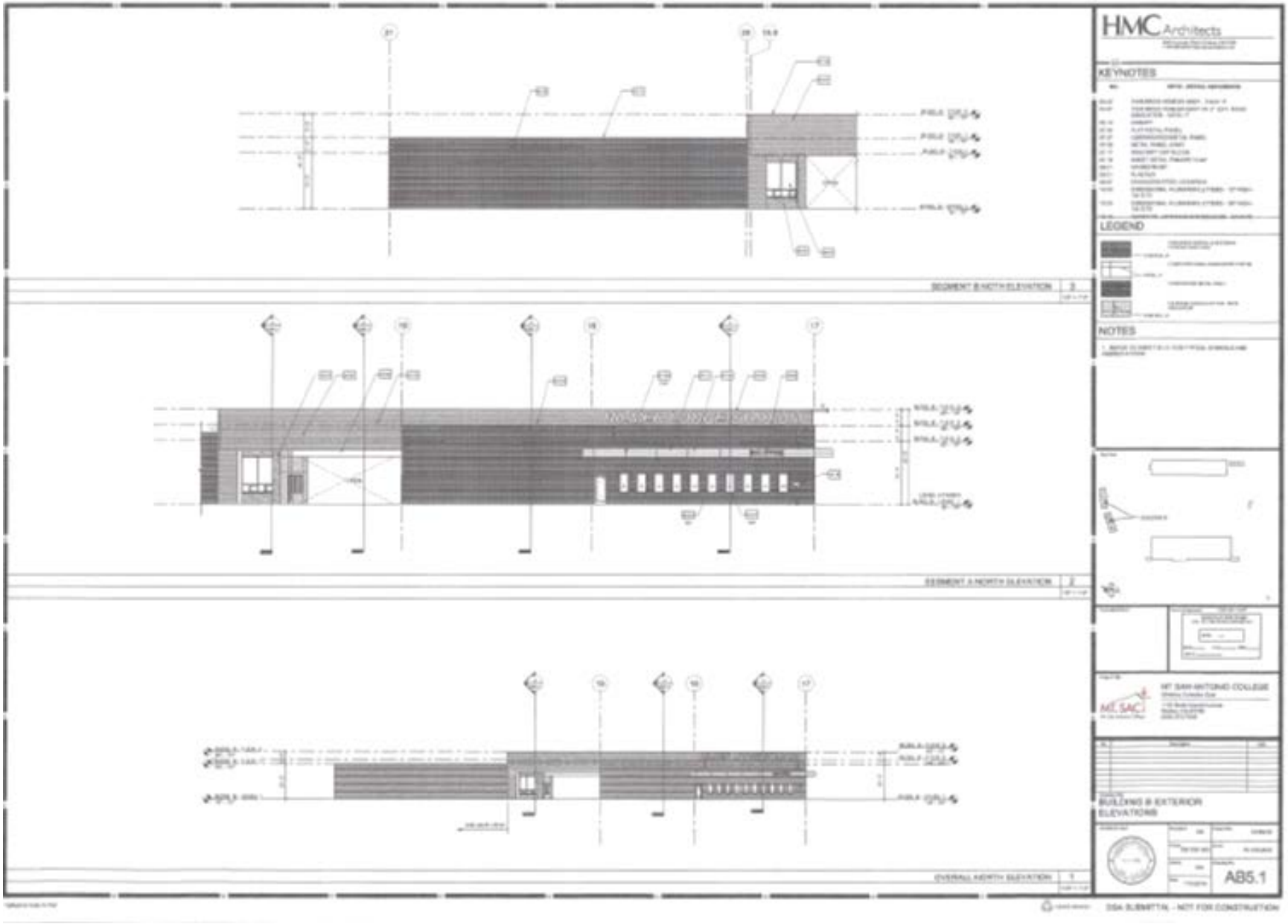


Exhibit 2.7
PEP Building Elevations (Phase 1)




HMC Architects
KEYNOTES
LEGEND
NOTES
SEGMENT B NORTH ELEVATION
SEGMENT A NORTH ELEVATION
OVERALL NORTH ELEVATION
MT. SAN ANTONIO COLLEGE
BUILDING B EXTERIOR ELEVATIONS
AB5.1
DSA SUBMITTAL - NOT FOR CONSTRUCTION

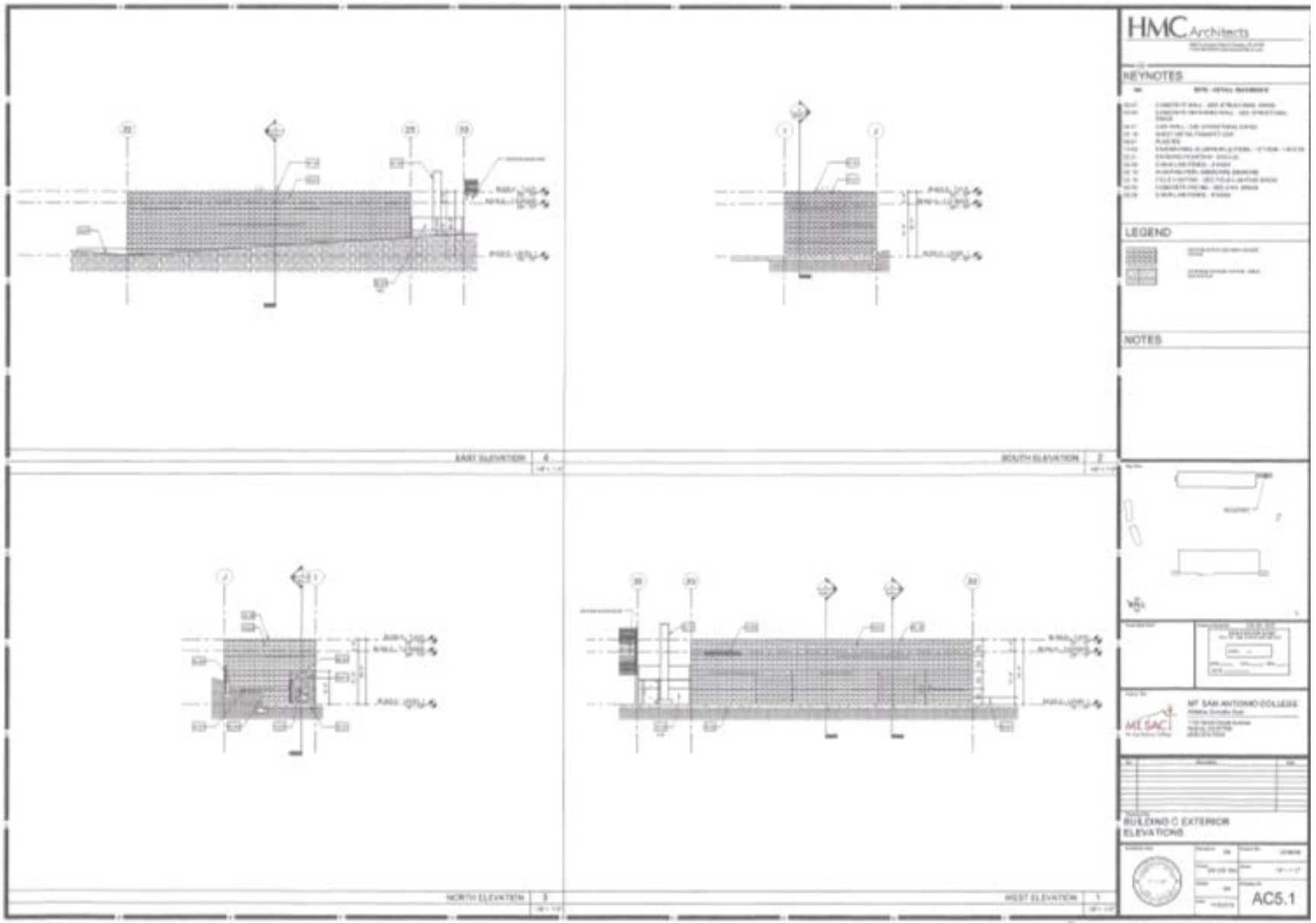

HMC Architects
KEYNOTES
LEGEND
NOTES
EAST ELEVATION
SOUTH ELEVATION
NORTH ELEVATION
WEST ELEVATION
MT. SAN ANTONIO COLLEGE
BUILDING C EXTERIOR ELEVATIONS
AC5.1
DSA SUBMITTAL - NOT FOR CONSTRUCTION

Exhibit 2.8
PEP Erosion Control Plan

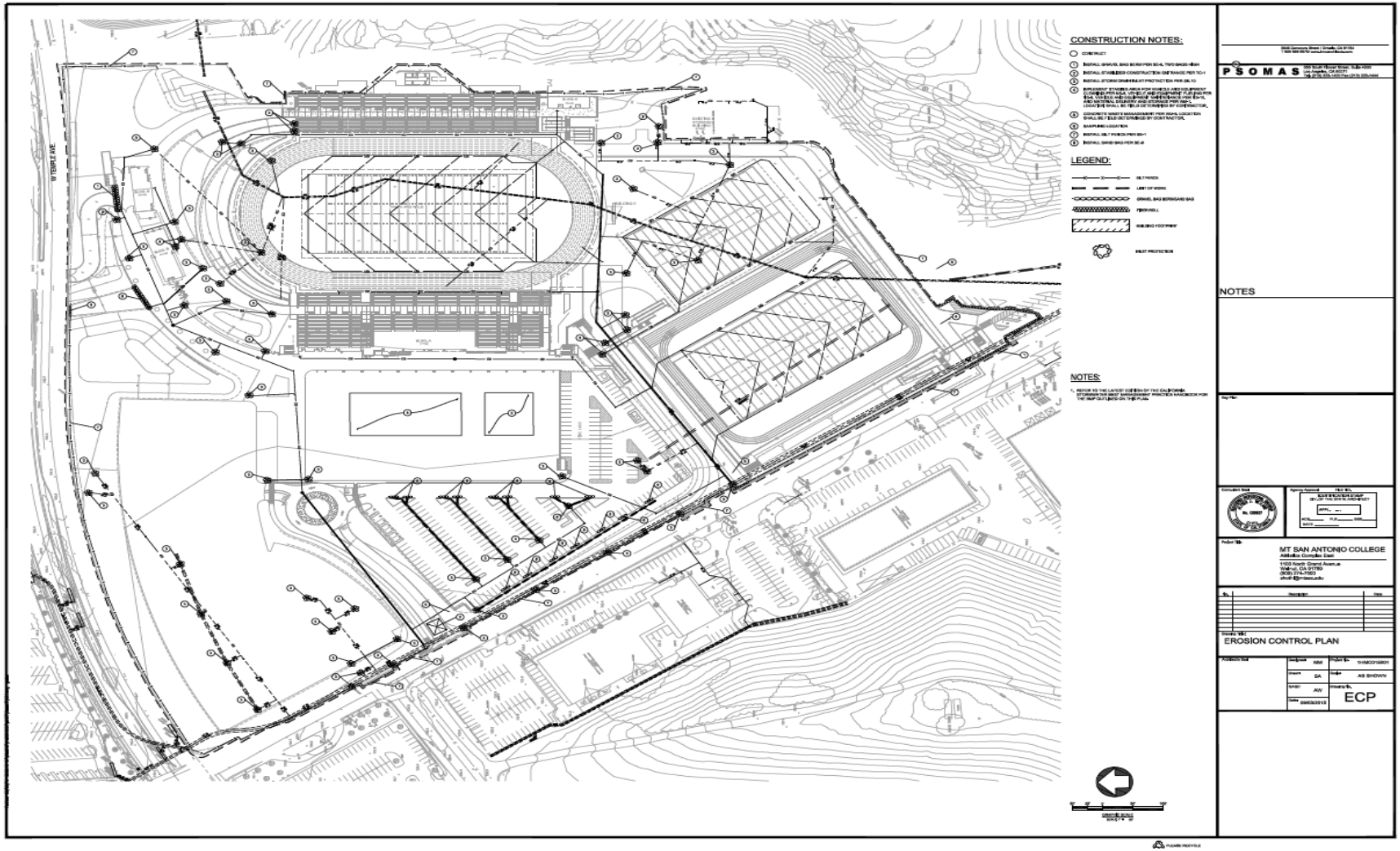


Exhibit 2.9
Perspectives of PEP (Phase 1)

Exhibit 2.10
Perspectives of PEP (Phases 1, 2)

Exhibit 2.11
City of Walnut General Plan

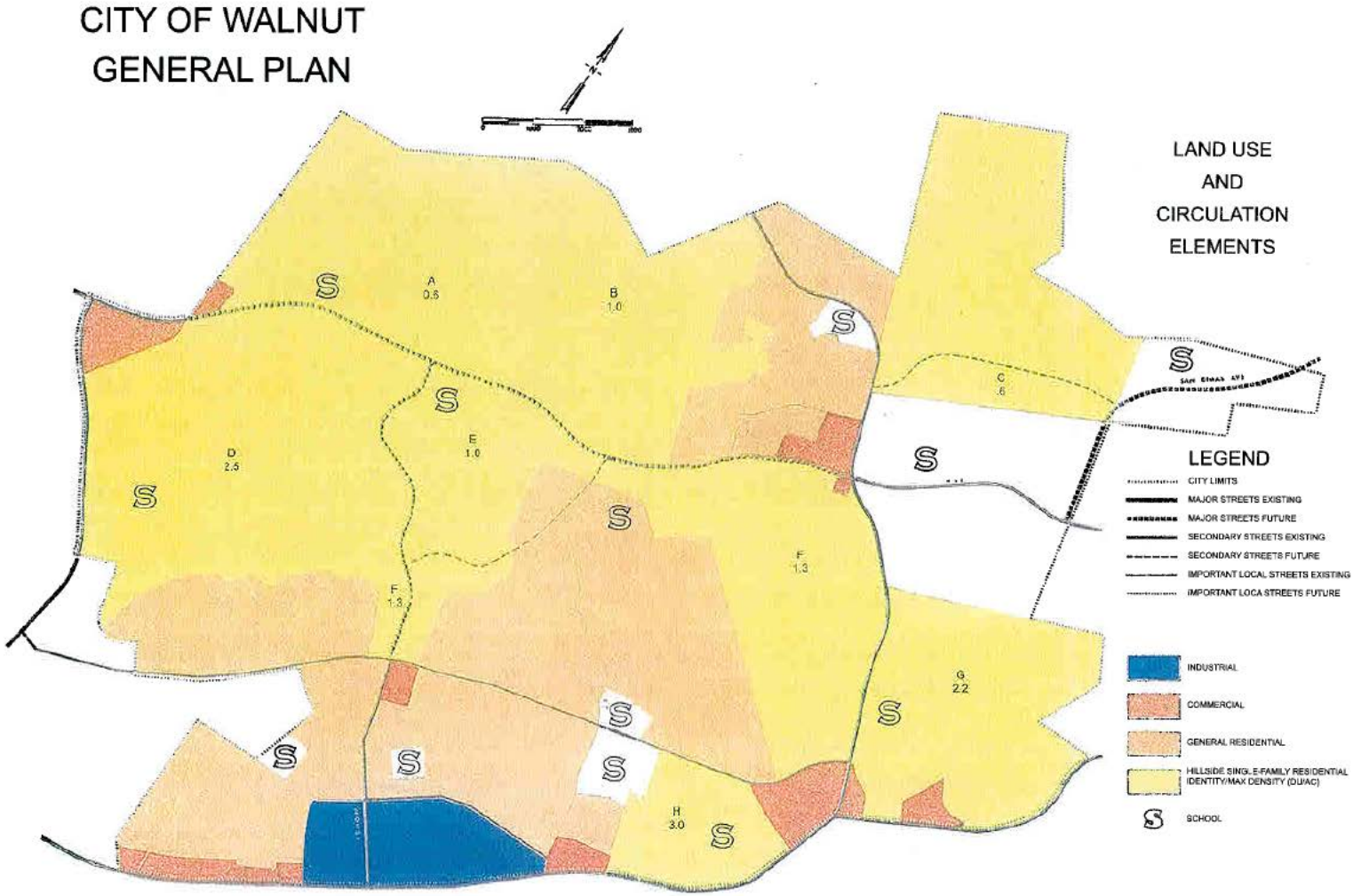
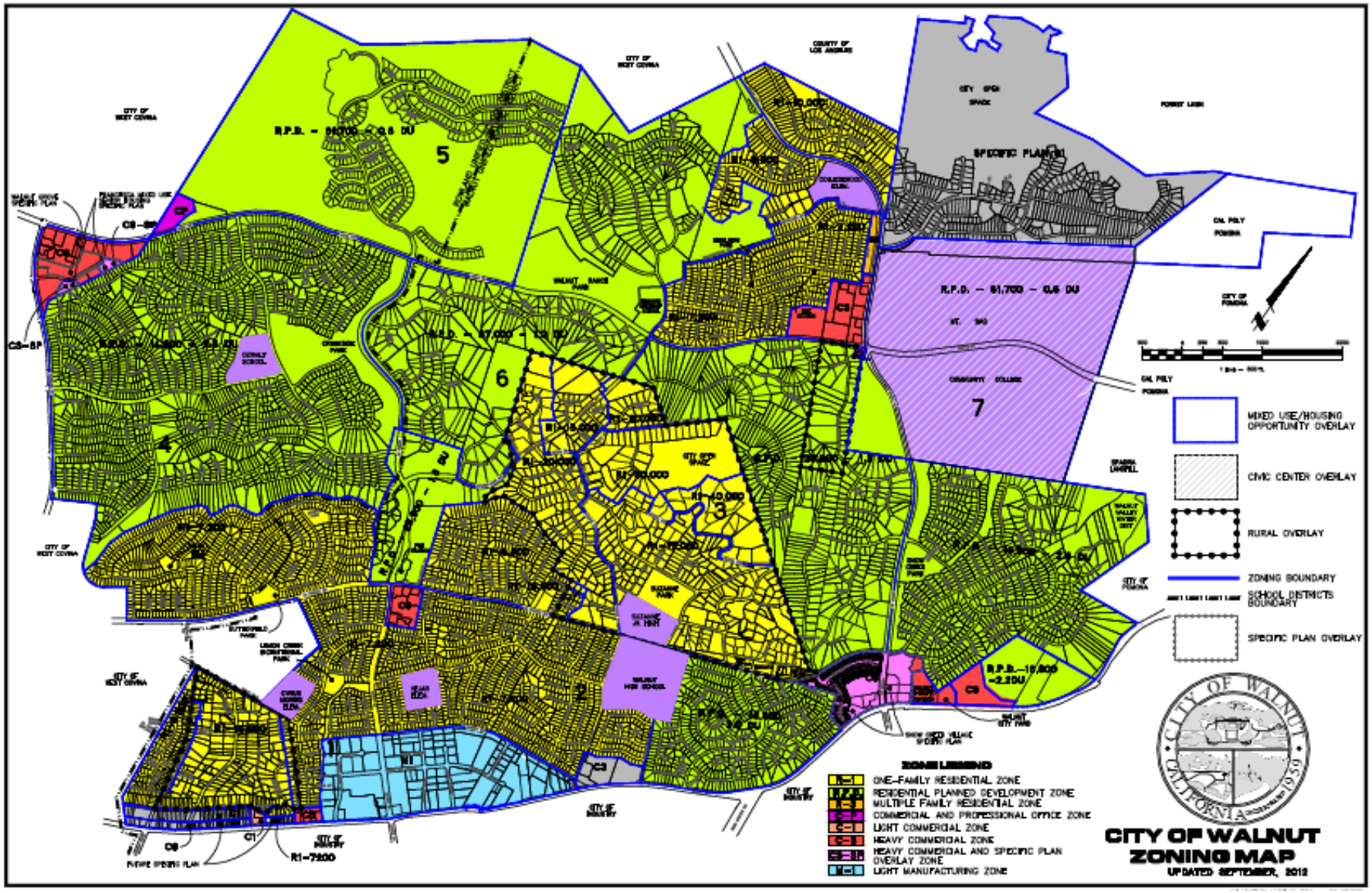


Exhibit 2.12
City of Walnut Zoning



2020 Olympics Track & Field Trials

The project description for the Trials is not changed from Section 3.11.1 of the 2015 Final EIR. However, it is summarized herein for reference. Since the Trials will be hosted at the PEP and will be the largest single event to use the facilities, the description is relevant.

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 percent (El Camino 2012 Facilities Master Plan Parking Analysis, Kunzman Associates, March 4, 2013).

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.

Special Events

The project description for special events is not changed from Sections 3.9. 3.10, 3.12 of the 2015 Final EIR. However, it is summarized herein for reference. The 2015 Final EIR also evaluating future increases in attendance for Special Events, other than the Trials that will be held at the PEP. The projected attendance is provided below.

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.

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.

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.

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 are located in the rugged open space terrain near Hilmer Lodge Stadium.

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.

Table 2.3
Special Events Daily Attendance

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			

Table 2.4
Maximum Daily Attendance for Campus 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			

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 revised Statement of Overriding Considerations and approval of a site-specific Mitigation Monitoring Program. This SEIR will also be used by the Board of Trustees to evaluate and consider the potential environmental impacts of the PEP. Certification of the PEP would provide project-level CEQA approval for the PEP as described in this draft SEIR and the 2015 draft SEIR. Information in this draft SEIR may also be used by Mt. SAC and its contractors as input for permits and other approval applications."

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. The PEP is exempt from local zoning controls. However, Section 53094 does not exempt local agency review of drainage improvements and onsite grading plan. A truck hauling plan is a component of a grading plan. The agencies and groups involved with the CEQA process are identified below.

Table 2.5
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
Department of 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, grading and truck haul plans
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, April 2017	

EXISTING ENVIRONMENTAL CONDITIONS, IMPACTS AND MITIGATION MEASURES

3.0 EXISTING ENVIORNMENTAL CONDITONS, PROJECT IMPACTS AND MITIGATION MEASURES

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 a 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.

Table 3.1 – Table 3.8 provide a concise summary of the statistics related to enrollment, parking, traffic impacts, and construction air quality impacts. The tables provide an overview of the buildout of the 2015 FMPU.

Table 3.1
2015 Facilities Master Plan Buildout Statistics

2015 Facilities Master Plan Update	
Development (ASF)	
-	
Existing (2014 – 2015)	1,087,184
Additions (2015 - 2020)	262,247
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) with 5 % Contingency	1,552,072
	4.3 % per year
Net Increase 2025)	464,888
Source: 2015 FMPU Final EIR, Table 2.6	

Table 3.2
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.			

Table 3.3
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	10,608[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) complete and Zone 5 complete. No information available on building program from 2020 – 2025.			

Table 3.4
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				

Table 3.5
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
SCQAMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Source: Table 5, Greve and Associates, Ibid., April 15, 2016						

Table 3.6
2015 FMPU Traffic 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						

Table 3.7
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)				

3.1 PHYSICAL EDUCATION PROJECT (Phase 1, 2)

3.1.1 Existing Conditions for Physical Education Project (Phase 1, 2)

A. PEP Land Use/Planning. The existing conditions for land use for the PEP were described in Section 3.1 of the 2015 FMPU/PEP. Section 3.1 is hereby incorporated into this document. The land use description remains adequate for the PEP and no new information or revision to the stated information is needed. However, for clarification of the existing land uses onsite, please consult Table 2.5 and Exhibit 2.2.

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 51 (14,158 GSF), will be demolished when the PEP is constructed.

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.

The District land use zoning regulation for the PEP site is unchanged, and shown in Exhibit 2.11.

B. PEP Traffic/Parking Existing Conditions.

Iteris, a transportation planning and traffic engineering firm completed the 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 on October 1, 2015.

The completed 2016 traffic report was included in the 2015 Final EIR. Appendix B is hereby incorporated into this document. The traffic/parking description remains adequate for the 2015 FMPU and PEP (i.e. for cumulative conditions) and is based on the projected enrollment for the campus. No new information or revision to the stated information is needed to address the 2015 FMPU.

Iteris also completed a truck hauling plan for PEP earth/construction debris truck hauling in April 2016 (Table 3.8.5 in the Draft EIR). Four intersections were studied and the impact was Less than Significant Impact with Mitigation Incorporation. The plan

does not need approval from the City of Walnut since the majority of the route is in the City of Pomona.

The Iteris traffic study update (April 2017) analyzes two intersections in the City of Pomona and uses the same methodology that was used in the 2015 Final EIR (Section 3.2). The area circulation network included in the 2015 Final EIR, and the additional two intersections included in the update, are shown in Exhibit 3.4.

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.

Campus Drive is a four-lane roadway classified as a Collector in the City of Pomona Circulation Element. The NB Approach at the Campus Drive/Temple Avenue intersection has one left-turn lane, one-through lane and one shared through/right-turn lane (Exhibit 1.2). The SB Approach has one left-turn lane, one shared left-turn/through lane and two right-turn lanes (August 2016).

Temple Avenue is a four to six-lane divided roadway classified as a Major Highway with 28,085 ADT adjacent to campus near Campus Drive. The EB Approach at the Campus Drive/Temple Avenue intersection has two left-turn lanes, two-through lanes and one shared through/right-turn lane. The WB Approach has one left-turn lane, two through lanes and one right-turn lane (August 2016).

Kellogg Drive is a four-lane Local Street in the City of Pomona Circulation Element. Since all movements are free flowing at the EB off-ramp of Interstate-10 (i.e. no traffic signal, no stop sign) no analysis is needed at the EB off-ramp. The traffic study update studied the Kellogg Drive/WB On-Ramp only.

The traffic analysis of the Campus Drive/Temple Avenue intersection was completed using the Los Angeles County traffic impact analysis guidelines. The intersection operating conditions were quantified using the Intersection Capacity Utilization (ICU) method. Volume-to-capacity (V/C) ratios and corresponding levels of service (LOS) were calculated at the study intersection during the weekday a.m. and p.m. peak hours most closely matching the construction time periods. LOS analyses for all study intersections were conducted using TRAFFIX software.

Exhibit 3.8 presents a brief description of each level of service letter grade, as well as the range of V/C ratios associated with each grade for signalized intersections.

Table 3.8
Intersection Level of Service Definitions

Level of Service	Description	Intersection Volume to Capacity (V/C) Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000-0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.600-0.700
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.700-0.800
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.800-0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.900-1.000
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.000

For intersections operated under Caltrans' jurisdiction, such as the Kellogg Drive/I-10 Westbound Ramps intersection (Exhibit 1.2), the analysis of traffic operations was conducted utilizing the Highway Capacity Manual (HCM) methodology for evaluation of intersection operating conditions.

Table 3.9 presents a brief description of each level of service letter grade, as well as the range of HCM average intersection delay associated with each grade for an un-signalized intersection.

Table 3.9
Intersection Level of Service Definitions – HCM Methodology

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 50

Source: Highway Capacity Manual 2000, Transportation Research Board, Washington, D.C., 2000.

This analysis conservatively utilizes the Los Angeles County Public Works traffic impact review guidelines, which state that a project's traffic impact is evaluated based on ICU and is considered significant if the change in volume to capacity ratio (V/C) relative to

the “without project” signalized intersection level of service (LOS) meets or exceeds the thresholds contained in Table 3.10. These guidelines are more stringent than the Los Angeles County Metropolitan Transportation Authority (LACMTA) guidelines which were used in the 2008 traffic impact analysis for the Mt. SAC Master Plan Update EIR.

Table 3.10
Intersection Significant Impact Criteria

Intersection LOS in Pre-Project Conditions	V/C	Project V/C Increase
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E / F	0.91 or more	0.01 or more

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.

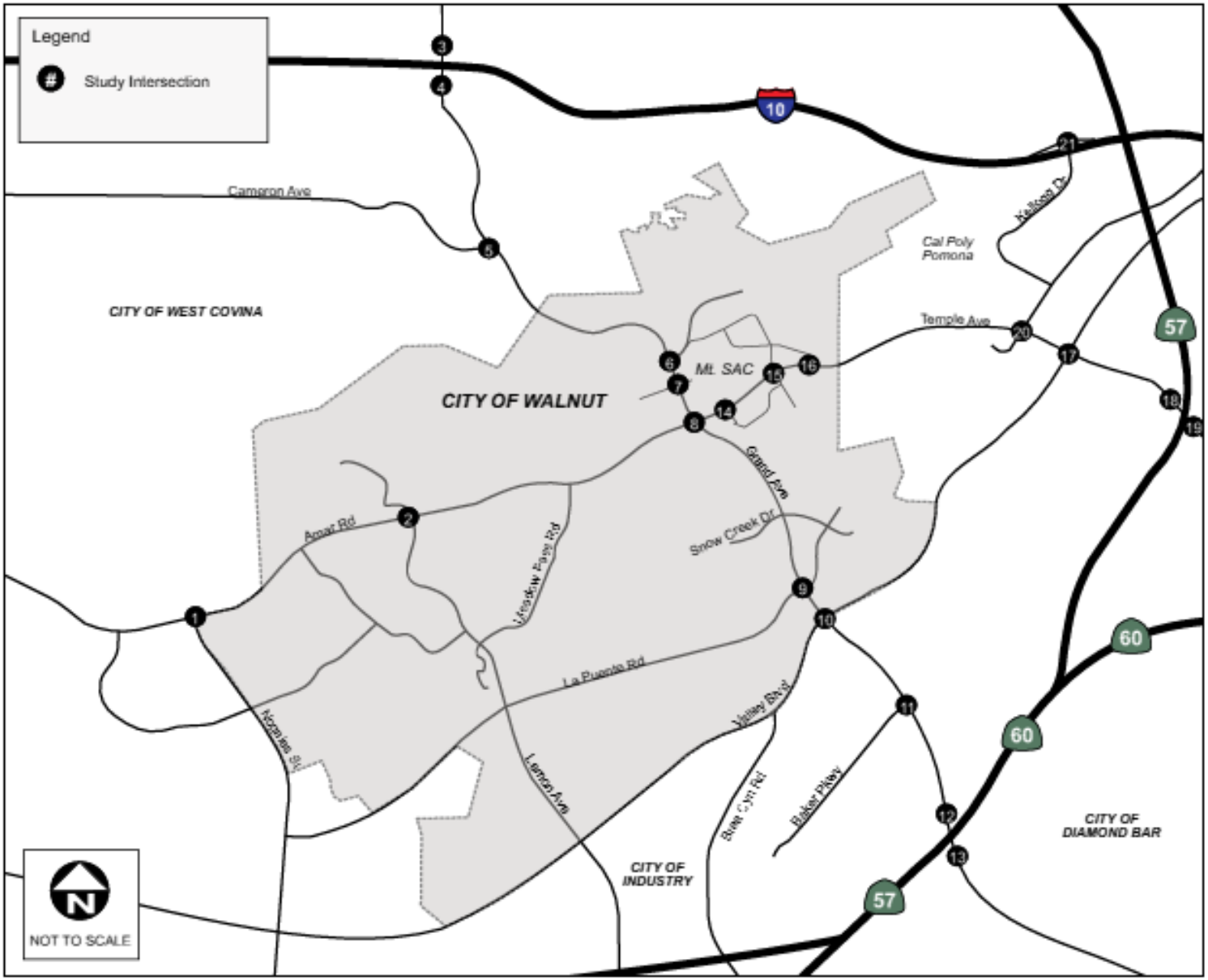
Table 3.11
Existing Intersection Peak Hour Level of Service

Intersection		Control Type	AM Peak Hour			PM Peak Hour		
			Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS
1	Campus Dr/Temple Ave	Signalized	-	0.849	D	-	0.660	B
2	Kellogg Dr/I-10 WB Ramps*	Stop Control	16.4	0.547	C	81.9	1.098	F

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in Table 3.11, the Kellogg Drive/I-10 Westbound Ramps study intersection is currently operating at LOS F in the p.m. peak hour. All intersections studies in the 2015 FMPU/PEP traffic study are shown in Exhibit 3.13. No additional changes in the traffic analysis for other intersections included in the 2015 Final EIR are required.

Exhibit 3.1
Area Circulation Network



3.1.2. PEP Traffic Impacts

Future traffic conditions for the intersections being evaluated in this Supplement to an EIR are also based on three studies from Cal Poly Pomona: (1) Draft Traffic Impact Study for the Parking Structure 2 Project, Cal Poly Pomona, Pomona, California (Gibson Transportation Consulting, Inc., May 2014), (2) Draft Traffic Impact Study for the Innovation Village @ South Campus Project (Gibson Transportation Consulting, Inc., August 2015) and (3) Draft Traffic Impact Study for the Student Housing Replacement Project, (Gibson Transportation Consulting, Inc., April 2016).

The Street Improvement Signing and Striping Temple Avenue and South Campus Drive Plan (Civil Works Engineers, Inc., December 22, 2015) were provided by the City of Pomona Public Works Department/Engineering Division). The Street Improvement Signing and Striping Plan (Exhibit 3.5) improvements are now complete. Please note that this plan was not included in the traffic studies listed above.

The State Clearinghouse website (CEQAnet) indicates the Notice of Determination (NOD) for Parking Structure 2 (SCH 2014051024) was filed on January 29, 2015. The NOD for the Student Housing Replacement project (SCH 2015111042) was filed on November 21, 2016. The Draft EIR for the Innovation Village @ South Campus (2015021050) was filed on August 6, 2015. There is no record of the NOD being filed for this project on CEQAnet.

A. <u>Student Housing Replacement - Cal Poly Pomona</u>

The traffic analysis for the Student Housing Replacement (SHR) project used an ambient growth factor of 2.0 percent per year, and did not identify related projects. The report states:

"Other potential developments are too distance from the project to add substantially to the potential cumulative effects of related projects that are accounted for in the 12% increase in ambient growth applied over the six-year period, based on the City of Pomona's guidelines."

The SHR Roadway Improvements required prior to project opening included the addition of a southbound right-turn lane on South Campus Drive, and addition of an eastbound left-turn lane on Temple Avenue at the South Campus/Temple Avenue intersection. The intersection was projected to operate at LOS E during the am peak hour for Future without Project (p. 35, Ibid). These improvements are present now (August 2016).

For Existing Plus Project Conditions (2016), the student housing project had no impact at the Kellogg Drive and University Drive intersection (i.e. no analysis was performed at Interstate 10) and the project had no impact at South Campus Drive and Temple Avenue. However, the latter intersection was projected to operate at LOS F during the am peak hour.

Project impacts were also stated for Future Without versus Future With Project Conditions (2022). The student housing project had no impact on the South Campus Drive and Temple Avenue intersection but the project level of service was LOS F during the am peak hour and LOS E during the pm peak hour. No additional mitigation measures were required beyond those stated above.

B. Innovation Village @ Campus South – Cal Poly Pomona (Spadra Farm)

This private-public project was located south of Valley Boulevard and north of Ferro Parkway. Temple Avenue and Campus Drive was one intersection included in the traffic analysis. No Notice of Determination was filed for this project at the State Clearinghouse. This project is not currently active but future planning may include the project when Cal Poly Pomona completes the 2035 Master Plan.

The traffic analysis evaluated six scenarios: (1) Existing Conditions (Year 2014), (2) Existing Plus Full Project (2014), (3) Future Without Logistics Warehouse (2018), (4) Future with Logistics Warehouse (2018), (5) Future without Full Project (Year 2030) and (6) Future with Full Project (2030). The Existing Plus Full Project analysis resulted in a significant impact at the South Campus Drive and Temple Avenue intersection, which would operate at LOS E during both peak hours.

Table 3.12
Land Uses for Innovation Village @ Campus South

Land use	Size	ADT
Warehouse (2018)	500,000 sf	2,314
Student Housing (2030)	1,500 beds and 750 parking spaces	1,500
Research/Office (2030)	800,000 sf	6,271
Retail/Commercial (2030)	70,000 sf	2,197
Total		12,282
Table 6A, Ibid, Gibson Transportation Consultants, Inc.		

The recommended improvements for the Full Project for the South Campus Drive and Temple Avenue intersection (p. 53) were to:

"Modify and optimize the signal timing at this intersection in addition to the already planned future improvement to maximize traffic flow. The planned future improvement is proposed to add a second (dual) southbound right-turn lane on South Campus Drive and a second (dual) eastbound left-turn lane on Temple Avenue. After optimization of signal timing, the intersection delay will be better than the pre-project condition and the project's significant impact will be fully mitigated. This improvement may be accommodated within the existing right-of-way and does not require additional physical improvements."

The Innovation Village project would have been required to pay its fair share of the specific intersection improvements at the time the intersection is proven to operate at a failing LOS (p. 52). However, the project is not active. Please note that this analysis is a CMP analysis and not an existing plus project analysis.

The traffic study used the Pomona Traffic Impact Study Guidelines to define traffic impacts based on the change of LOS. For signalized intersections, any intersection operating at LOS A – D without project traffic in which project traffic caused the intersection to degrade to LOS E or F must mitigate the impact to bring the intersection back to at least LOS D. Any intersection operating at LOS E or F without project traffic shall mitigate the impact back to the overall level of delay established prior to adding project traffic. The City of Pomona criteria is more stringent than CSU criteria (p. 35)

C. Parking Structure 2 Cal Poly Pomona

Parking Structure 2 was completed in September 2016 and was operational when the new traffic counts were obtained for the study intersections by Iteris on November 9, 2016.

The traffic study for Parking Structure 2 evaluated ten intersections. The existing conditions and existing plus project conditions (LOS) are shown in Table 5 below. Parking Structure 2 impacts three intersections; including the South Campus Drive and Temple Avenue intersection.

The adopted traffic mitigation measure for Parking Structure 2 was:

- Intersection #7 – South Campus Drive & Temple Avenue. Add a second (dual) southbound right-turn lane on South Campus Drive and a second (dual) eastbound left-turn lane on Temple Avenue. The additional southbound right-turn lane will require widening of the west side of South Campus Drive. The additional eastbound left-turn lane can be accommodated within the existing curb-to-curb street width and will require restriping and modification to the center median, as well as modification to the traffic signal head to cover both lanes. After the mitigation, the southbound approach would provide one left-turn lane, one shared through/left-turn lane, and two right-turn lanes. The eastbound approach will provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.

Figure 2
Project Site

TABLE 5
EXISTING PLUS PROJECT CONDITIONS (YEAR 2014)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing		Existing Plus Project		Change in Delay (sec)	Impact
			Delay (sec)	LOS	Delay (sec)	LOS		
1.	Kellogg Drive &	A.M.	N/A	A	N/A	A	N/A	NO
	I-10 Eastbound Off-Ramp [a]	P.M.	N/A	A	N/A	A	N/A	NO
2.	University Drive &	A.M.	56.4	E	83.8	F	27.4	**YES**
	Kellogg Drive [b]	P.M.	118.7	F	128.1	F	9.4	**YES**
3.	Palm Drive &	A.M.	10.6	B	11.8	B	1.2	NO
	Kellogg Drive	P.M.	9.7	A	9.9	A	0.2	NO
4.	South Campus Drive &	A.M.	36.2	D	35.3	D	-0.9	NO
	Kellogg Drive	P.M.	22.9	C	21.8	C	-1.1	NO
5.	Grand Avenue &	A.M.	43.5	D	46.0	D	2.5	NO
	Temple Avenue	P.M.	32.2	C	33.3	C	1.1	NO
6.	University Drive &	A.M.	53.4	D	58.8	E	5.4	**YES**
	Temple Avenue	P.M.	31.8	C	90.3	F	58.5	**YES**
7.	South Campus Drive &	A.M.	55.7	E	102.1	F	46.4	**YES**
	Temple Avenue	P.M.	58.4	E	75.3	E	16.9	**YES**
8.	Valley Boulevard &	A.M.	43.0	D	50.9	D	7.9	NO
	Temple Avenue	P.M.	34.2	C	39.9	D	5.7	NO
9.	SR 57 Southbound Off-Ramp &	A.M.	16.5	B	17.6	B	1.1	NO
	Temple Avenue	P.M.	32.7	C	34.8	C	2.1	NO
10.	SR 57 Northbound Off-Ramp &	A.M.	9.1	A	9.9	A	0.8	NO
	Temple Avenue	P.M.	7.6	A	7.9	A	0.3	NO

Notes:

[a] Free-flow location does not experience any delay and operates at LOS A.

[b] Impact is mitigated with future roadway improvements expected to be completed before or near the opening of the Project.

N/A Not Applicable due to free flow traffic

Exhibit 3.2
Cal Poly Vehicular Circulation

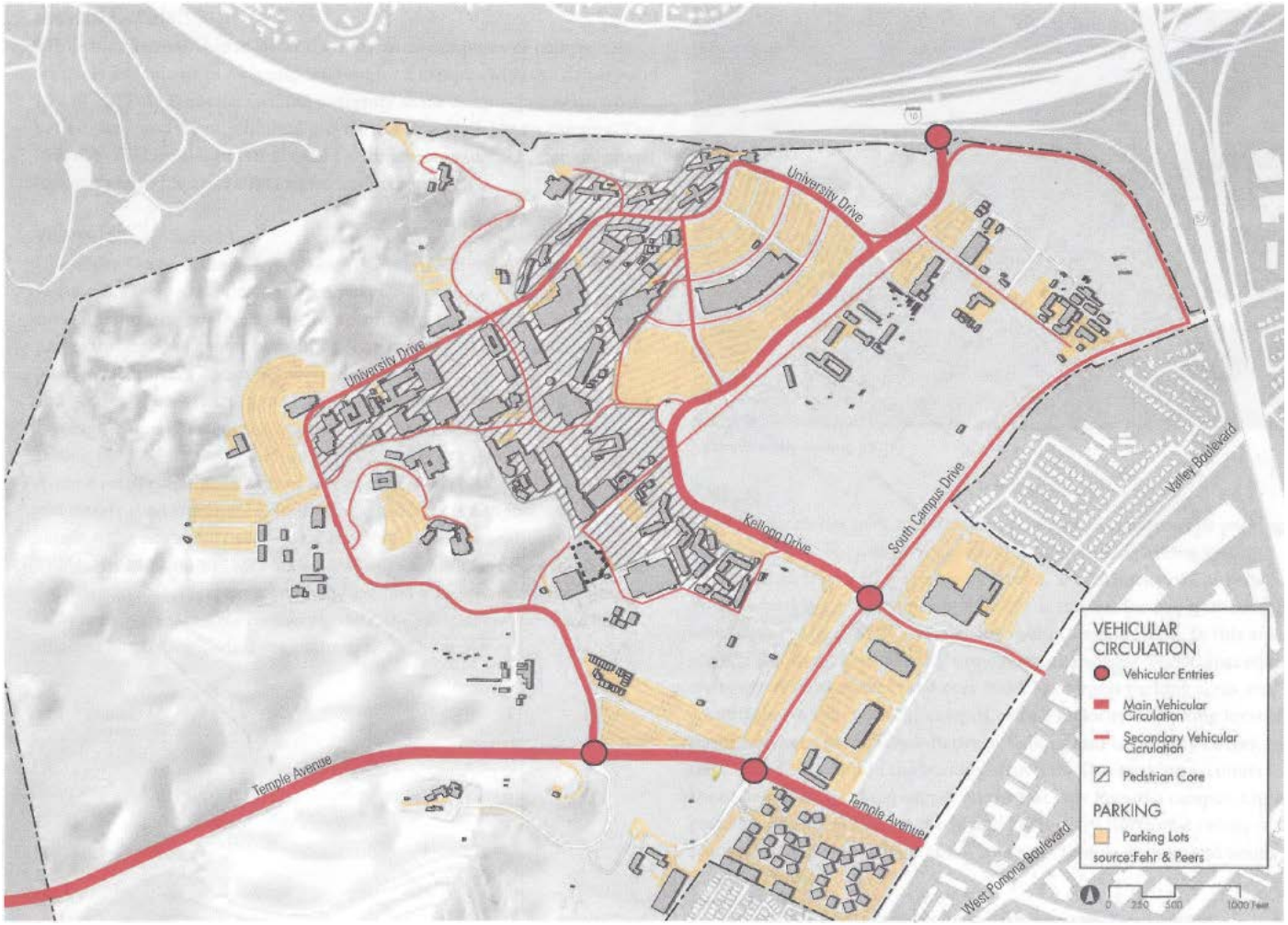


Exhibit 3.3
Innovation Village Aerial

The improvements are stated similarly in the Mitigation Monitoring Program adopted in November 2014 by Cal Poly Pomona:

2. South Camus Drive & Temple Avenue – Add a second (dual) southbound right-turn lane on South Campus Drive and a second (dual) eastbound left turn lane on Temple Avenue.

The additional southbound right-turn lane will require widening of the west side of South Campus Drive. The additional eastbound left-turn lane can be accommodated within the existing curb-to-curb street width and will require restriping and modification to the center median, as well as modification to the traffic signal head to cover both lanes. After the mitigation, the southbound approach would provide one left-turn lane, one shared through/left-turn lane, and two right-turn lanes. The eastbound approach will provide two left=turn lanes, two through lanes, and one shared through/right-turn lane.

The reported cost for the land and signal improvements stated above is $442,900. The Mitigation Monitoring Matrix lists the timeframe for monitoring as prior to operation and the responsible monitoring party is Cal Poly Pomona. No outside agencies were named as responsible parties.

The Future with Project analysis in the Parking Structure 2 Traffic Study addressed cumulative traffic in the following manner.

> The Future Without Project traffic volumes reflect ambient growth which increases the base traffic due to regional growth and development outside the study area, and the contribution of traffic generated by related projects in the vicinity of the study area.
>
> As the Cal Poly Pomona campus is relatively isolated, the related projects are those at the campus, the replacement housing and dining facility planned for completion in 2023 (beyond the project's 2016 completion year), and the new Innovation Village research/office facilities with a planned completion in 2016. Other potential developments too distant from the project to add substantially to the potential cumulative effects of related projects are accounted for in the 4% increase in ambient growth applied over the two-year period, based on the City of Pomona's guidelines.

The Gibson traffic analysis does not include related projects at Mt. SAC, other than if they are accommodated in the four (4) percent ambient growth projection. In Mt. SAC traffic studies for CMP analysis, both related projects and a two (2) percent ambient growth is included in the analysis.

D. <u>FMPU/PEP Traffic Analysis</u>

Details of the traffic generated by the proposed buildout of the 2015 FMPU & PEP project, including study methodology, trip generation, trip distribution and trip assignment for years 2020 and 2025, can be found in the "Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects – Traffic Impact Study Final Report."

Trip generation rates for the proposed project were calculated based on those published in the *Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition*. The land use category representing the proposed project was identified as Junior/Community College. The increase in traffic is based on student headcount. In year 2020, it is anticipated that an additional 3,745 students would be enrolled at the College. In year 2025, it is anticipated that an additional 7,153 students would be enrolled at the College when compared to existing conditions.

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The geographic distribution of project trips is based on the locations of local activity centers and the street system that serves the site. The trip distribution routes utilized in this analysis were determined based on the patterns of existing campus traffic and the distribution of student residences provided by Mt SAC. Exhibit 3.4 shows the trip distribution used within the study area of the FMPU during the a.m. and p.m. peak hours. The project trips were assigned based on distribution inputs to the TRAFFIX network.

Exhibit 3.4
2015 FMPU/PEP Trip Distribution

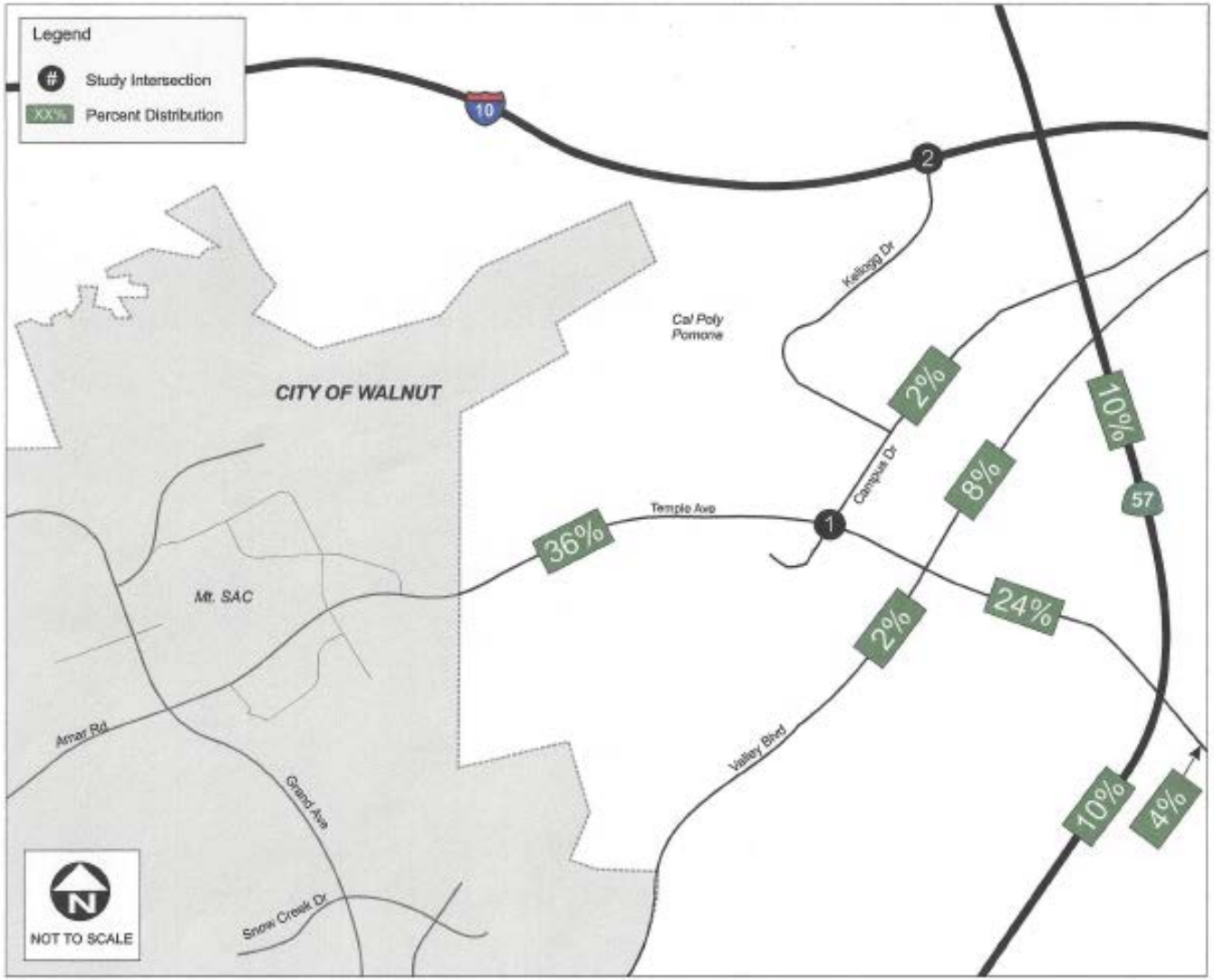
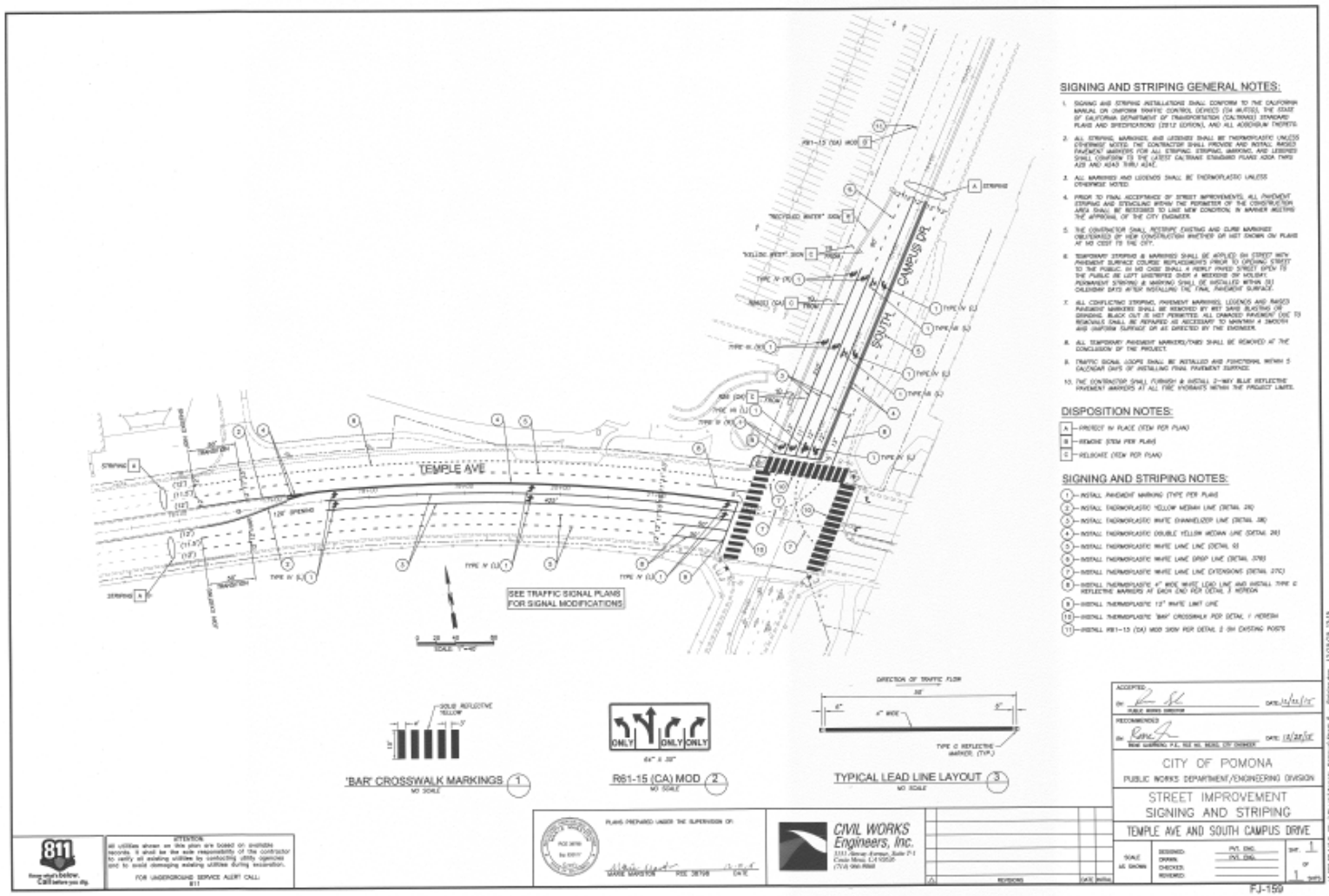


Exhibit 3.5
Campus Drive and Temple Avenue Lane Configurations (August 2016)



E. Existing Plus 2020 Project Conditions

The buildout date of the 2015 FMPU/PEP is 2020. Existing Plus 2020 project conditions were projected by adding trips generated by the proposed 2020 project buildout to the existing volumes at the two study intersections, using the distribution shown in Exhibit 3.4. The level of service analysis evaluates Existing Plus 2020 project intersection operations during the am and pm peak hours at the two study intersections. The 2020 analysis assumes the same intersection configurations as existing conditions.

Table 3.13 summarizes the Existing Plus 2020 project level of service at the two study intersections. The levels of service calculation worksheets are included in Appendix B of the current traffic study.

Table 3.13
Existing Plus Project (2015 FMPU/PEP) Peak Hour Level of Service (2020)

Intersection		Existing Conditions						Existing Plus 2020 Project Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	0.894	D	-	0.694	B	0.045	0.034	**Yes am only**
2	Kellogg Dr/I-10 WB Ramps*	16.4	0.547	C	81.9	1.098	F	16.4	0.547	C	81.9	1.098	F	0	0	No

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in Table 3.13, based on the thresholds of significance, the Campus Drive/Temple Avenue intersection is forecast to be significantly impacted by buildout of the 2015 FMPU/PEP in 2020 project during the am peak hour. The intersection of Kellogg Drive/I-10 Westbound ramps is not impacted based on the significant impact criteria for Caltrans facilities.

In order to alleviate the project traffic impact at the Campus Drive and Temple Avenue intersection during the am peak hour in 2020, the westbound approach lane should be converted to a shared through/right-turn lane.

F. Existing Plus 2025 Project Conditions

Existing Plus 2025 project conditions were projected by adding trips generated by the 2025 project buildout to the existing volumes at the two intersections, using the distribution shown in Exhibit 3.4. A level of service analysis was conducted to evaluate Existing Plus 2025 project intersection operations during the am and pm peak hours at the two study intersections. The 2025 analysis assumes the same intersection configurations as existing conditions. Table 3.2.14 summarizes the existing plus 2025 project level of service at the study intersections. The levels of service calculation worksheets are included in Appendix B.

In order to alleviate the project traffic impact at the Campus Drive and Temple Avenue intersection during the am peak hour in 2025, the westbound approach lane should be converted to a shared through/right-turn lane.

Table 3.14
Existing Plus Project (2015 FMPU/PEP) Peak Hour Level of Service (2025)

Intersection		Existing Conditions						Existing Plus 2025 Project Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	0.933	E	-	0.724	C	0.084	0.064	Yes am only
2	Kellogg Dr/I-10 WB Ramps*	16.4	0.547	C	81.9	1.098	F	16.4	0.547	C	81.9	1.098	F	0	0	No

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Table 3.15
Existing Plus Project (2015 FMPU/PEP) Peak Hour LOS with Mitigation (2020)

Intersection		Existing Conditions						Mitigated Existing Plus 2020 Project Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	0.807	D	-	0.669	B	-0.042	0.009	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Table 3.16
Existing Plus Project (2015 FMPU/PEP) Peak Hour LOS with Mitigation (2025)

Intersection		Existing Conditions						Mitigated Existing Plus 2025 Project Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	0.834	D	-	0.689	B	-0.015	0.029	No

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in Table 3.13 – 3.16, based on the thresholds of significance, the following conclusions are evident for project impacts on the two study intersections.

G. Conclusions

The Kellogg Drive/I-10 Westbound Ramps study intersection is currently operating at LOS F in the pm peak hour. Using the project trip distribution shown in the 2015 FMPU/PEP Traffic Impact Study, this intersection level of service would remain unchanged by the proposed project and is not affected by the project.

The Campus Drive/Temple Avenue intersection is forecast to be significantly impacted by the proposed project in 2020 and 2025, based on the thresholds of significance. This significant impact is forecast to occur during the am peak hour only.

Mitigation measures for Parking Structure 2 were approved by CalPoly Pomona on January 29, 2015; almost a year earlier than the release of the NOP for the District's 2015 FMPU/PEP Program/Project SEIR. The traffic counts for the 2015 SEIR were obtained on October 1, 2015, approximately eight (8) months after approval of The NOD for Parking Structure 2 at CalPoly Pomona.

Therefore, the mitigation measures were approved by Cal Poly Pomona prior to the release of the District's NOP and prior to the traffic counts for the District's 2015 FMPU/PEP SEIR. Outside agencies cannot now retroactively impose on the District previously adopted mitigation measures or costs required of the Parking Structure 2 project, or costs associated with cumulative impacts.

Since the project has a significant impact at the improved intersection at Campus Drive and Temple Avenue in 2020 and 2025, the District is obligated to fund the required restriping improvement.

3.1.3. Traffic Mitigation Measures

TR-61. The westbound approach at the Campus Drive and Temple Avenue intersection shall be restriped to convert the westbound right-turn lane to a shared through/right-turn lane by 2020. The District shall fund this improvement. The City of Pomona is the Lead Agency.

3.1.4. Traffic Impacts Level of Significance

Less than Significant with Mitigation Incorporated

3.1.5. Traffic Cumulative Conditions

When an initial study finds that the later project (i.e. PEP) may cause significant effects on the environment that are not adequately addressed in the prior EIR (i.e. 2015 Program EIR) the following applies:

(1) Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration, and need not be discussed in detail.

(2) When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the increment effects of the project would be considerable when viewed in the content of past, present and probable future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable (Section 15064 (i)).

A. 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 3.1).

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)).

Cal Poly Pomona issued a Request for Qualifications for preparation of a 2035 Campus Master Plan in the Summer of 2016 but a Master Plan Committee has not been convened. The 2035 Campus Master Plan may include both the Spadra Farm and the Lanterman Development Center.

The cumulative projects identified in the 2015 Final EIR (Tables 3.9 – 3.13) remain relevant for the project (2015 FMPU/PEP). The trips generated by the projects identified in Section 3.2 of the Final EIR were used in the cumulative traffic analysis for the Campus Drive and Temple Avenue and Interstate 10 at Kellogg Avenue intersections.

Cumulative traffic conditions in the 2015 Final EIR included fifty-three (53) projects that generate a total of 41,264 additional future trips in 2020 on the study 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. The jurisdictional contribution to trips in the study area was shown in Table 3.4.

The Existing + Project + Cumulative scenario is also compared to the 2015 baseline timeframe (i.e Existing Conditions). Upon buildout of the 2015 FMPU in 2020, 4,606 trips due to student enrollment increases from 2015 - 2020, and an additional 15,274 trips for 2020 cumulative projects in the study area are added to the circulation network.

There will be significant cumulative impacts in 2020 and 2025 at both of the two new intersections studied. The impact at the Temple Avenue and Campus Drive intersection is during the am peak only. The impact at the Kellogg Drive and Interstate 10 intersection is during the pm peak only.

Table 3.17
Existing Plus Project (2015 FMPU/PEP) Plus Cumulative Peak Hour Level of Service (2020)

Intersection		Existing Conditions						Existing Plus 2020 Project Plus Cumulative						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	0.902	E	-	0.784	C	0.053	0.124	Yes am only
2	Kellogg Dr/I-10 WB Ramps*	16.4	0.547	C	81.9	1.098	F	18.1	0.619	C	124.1	1.250	F	1.7	42.2	Yes pm only

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Table 3.18
Existing Plus Project (2015 FMPU/PEP) Plus Cumulative Peak Hour Level of Service (2025)

Intersection		Existing Conditions						Existing Plus 2025 Plus Cumulative Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	1.025	F	-	0.947	E	0.176	0.287	Yes am only
2	Kellogg Dr/I-10 WB Ramps*	16.4	0.547	C	81.9	1.098	F	20.9	0.703	C	159.7	1.402	F	4.5	77.8	Yes pm only

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Table 3.19
Existing Plus Project (2015 FMPU/PEP) Plus Cumulative Peak Hour Level of Service 2020 with Mitigation

Intersection		Existing Conditions						Mitigated Existing Plus 2025 Cumulative Plus Project Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
1	Campus Dr/Temple Ave	-	0.849	D	-	0.660	B	-	0.872	D	-	0.779	C	0.023	0.119	Yes (a.m. only)
2	Kellogg Dr/I-10 WB Ramps*	16.4	0.547	C	81.9	1.098	F	17.9	0.394	B	10.8	0.542	B	1.5	-71.1	No

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Table 3.20
Existing Plus Project (2015 FMPU/PEP) Plus Cumulative Peak Hour Level of Service 2025 with Mitigation

Intersection		Existing Conditions						Existing Plus 2025 Cumulative Plus Project Conditions						Change in AM V/C or Delay (s)	Change in PM V/C or Delay (s)	Significant Impact?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour					
		Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS	Delay (s)	V/C or ICU	LOS			
2	Kellogg Dr/I-10 WB Ramps*	16.4	0.547	C	81.9	1.098	F	17.9	0.422	B	16.7	0.622	B	1.5	-65.2	No

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

The existing plus project plus cumulative impact on the Kellogg Drive and Interstate 10 intersection is significant in 2020 and in 2025. However, the PEP project's contribution to the cumulative traffic is less than cumulatively considerable, and thus not a significant project (i.e. PEP) impact.

As shown in Table 3.18, based on the thresholds of significance, the Campus Drive/Temple Avenue intersection is forecast to be significantly impacted by the proposed 2025 cumulative plus project conditions during the am peak hour. The intersection of Kellogg Drive/I-10 Westbound ramps (Table 3.19) is forecast to be significantly impacted, during the pm peak hour only, by the identified cumulative projects.

The Campus Drive/Temple Avenue intersection is reasonably built-out to its maximum configuration, thus no additional improvements are feasible. The cumulative impact could be partially mitigated by adding an additional westbound right-turn lane. However, the high cost of widening the Temple Avenue Bridge over the wash is prohibitive and the improvement is considered infeasible. Therefore, an adverse impact remains for cumulative conditions in 2025.

The Kellogg Drive/I-10 Westbound Ramps intersection is currently stop-controlled. A potential mitigation to reduce project impacts is to consider installation of a traffic signal. This mitigation measure would require concurrence and coordination with the California Department of Transportation District 7. Table 3.19 shows the mitigated existing plus project plus cumulative (2025) LOS at the Kellogg Drive/I-10 Westbound Ramps intersection.

As previously mentioned, the 2015 Mt. SAC FMPU project trips are not forecast to impact the Kellogg Drive/I-10 Westbound Ramps intersection, thus the "fair-share" of improvement costs to Mt. SAC for this potential mitigation measure would be zero.

Since the traffic level of service at Campus Drive and Temple Avenue will not meet the City of Pomona requirements with improvements based on their impact criteria and no additional improvements are feasible within existing right-of-way, the cumulative project impact is adverse.

A Statement of Overriding Considerations is recommended for 2015 FMPU/PEP cumulative plus project impacts at Campus Drive and Temple Avenue. No additional improvements are feasible without widening the Temple Avenue Bridge over the wash, which is cost prohibitive.

Mitigation measures for Parking Structure 2 at the Campus Drive and Temple Avenue intersection were approved by CalPoly Pomona on January 29, 2015; almost a year earlier than the release of the NOP for the District's 2015 FMPU/PEP Program/Project SEIR. The traffic counts for the 2015 SEIR were obtained on October 1, 2015, approximately eight (8) months after approval of The NOD for Parking Structure 2 at CalPoly Pomona.

Therefore, the mitigation measures were approved by Cal Poly Pomona prior to the release of the District's NOP and prior to the traffic counts for the District's 2015 FMPU SEIR. Outside agencies cannot now impose retroactively prior adopted mitigation measures on a later project upon the District.

3.1.6. Mitigation Measures for Traffic Cumulative Impacts

TR-60. A new traffic signal at the Kellogg Drive and Interstate-10 intersection shall be operational by 2020. *The California Department of Transportation District 7 is t*he Lead Agency.

3.1.7. Level of Significance of Traffic Cumulative Impacts

Unavoidably adverse at the Campus Drive and Temple Avenue intersection for project plus cumulative conditions

Less than Significant with Mitigation Incorporated at the Kellogg Drive and Interstate 10 intersection

3.2 2020 OLYMPIC TRACK & FIELD TRIALS

3.2.1 Existing Conditions

Section 3.11 of the 2015 Final EIR remains adequate to address the impacts of the 2020 Olympic Track & Field Trials at all locations, except for the two additional intersections in the City of Pomona being studied herein, and is adequate for all traffic-related issues (i.e. air quality, noise, greenhouse gas emissions). There are no changes in the Trials events

The section provides background for the discussion of the Track & Field Trials on the two intersections studied herein.

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.

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. The initial schedule was as follows:

Table 3.21
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: Table 3.11.1, 2015 Final EIR. 2020 Olympic Track and Field Trials Focused Traffic Study, Iteris, Table 5, April 15, 2016				

The operational aspects of hosting the 2020 Olympic Track & Field Trials include operation of an extensive shuttle and parking management program. While other options were discussed in Section 3.11 of the 2015 Final EIR, the most feasible strategy is to host the event when classes are not in session during the summer. This operational plan includes Parking Plan A.

An extensive shuttle plan was created in the 2015 Final EIR, which provides transportation for 2020 Olympic Track & Field participants, officials and guests to use shuttle buses from diverse locations near campus and routes that include numerous area hotels. The proposed shuttle system is shown in Exhibit 3.6.

Since Plan A includes parking at Cal Poly Pomona and many of the shuttles will operate between remote lots and Cal Poly Pomona parking areas, or between Mt. SAC and Cal

Poly Pomona, the intersection at Campus Drive and Temple Avenue will experience lots of guest private vehicle and shuttle parking. However, all parking of private vehicles for patrons of the Trials must obtain advance tickets to park at Cal Poly Pomona.

The plan assumes that Cal Poly Pomona will have summer classes during the 2020 Olympic Track & Field Trials. Enrollment for summer session is projected as 10,800 students. As shown in Table 3.21 the event will use 1,500 parking spaces at Cal Poly for Plan A. CalPoly Pomona has ample parking available during the summer because enrollments are much lower than in other terms. However, most CalPoly Pomona students would arrive or depart at times that do not conflict with the majority of the traffic for Trial guests.

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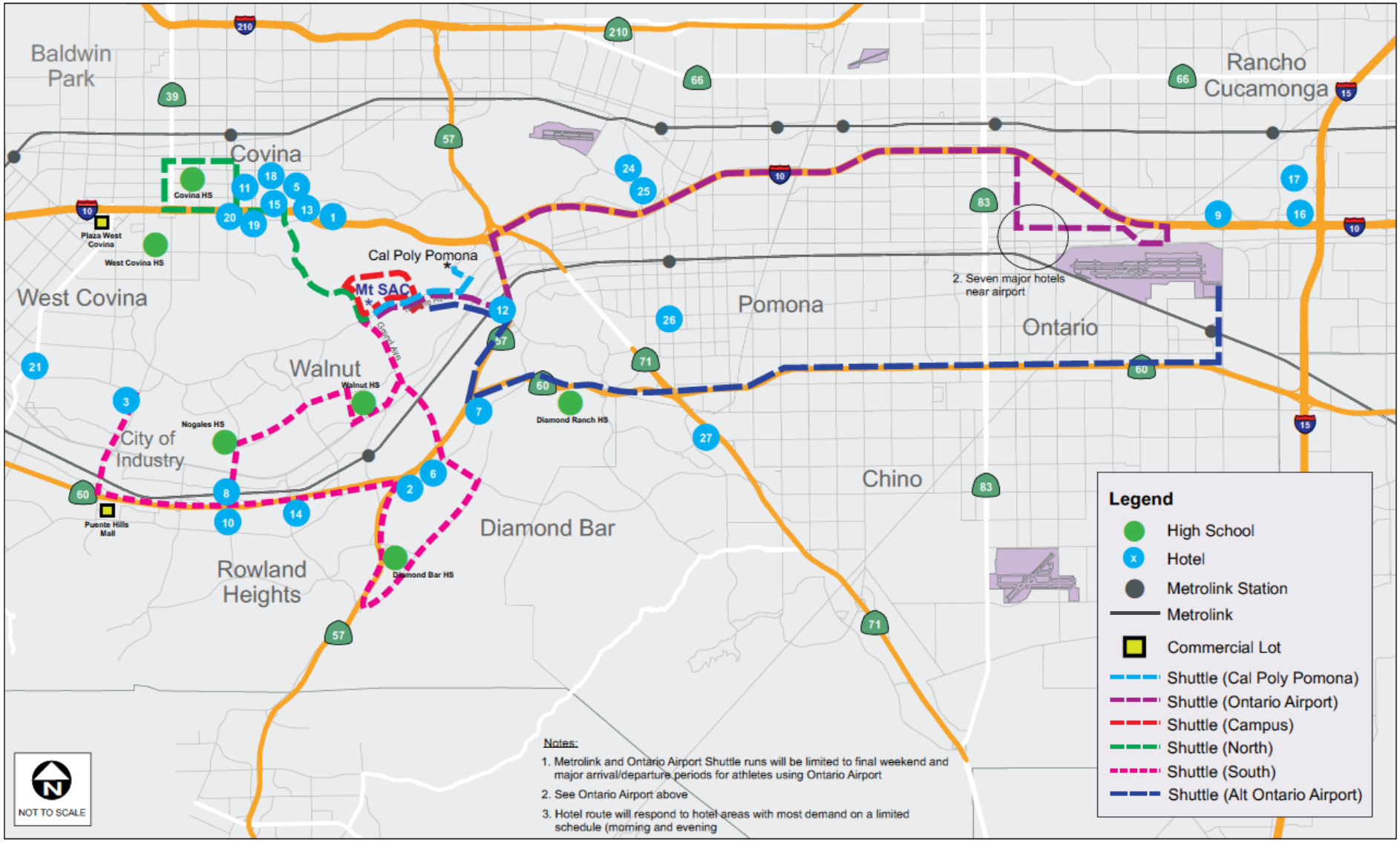
Exhibit 3.22
Parking Plan A for 2020 Olympic Track & Field Trials with Summer Intersession Classes not in Session

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-Campus Totals	*1,800*	-	*6,200*
TOTALS – Plan A	7,263		21,609
Source: Table 3.11.5, 2015 Final EIR.			

Table 3.23
Parking Plan B for 2020 Olympic Track & Field Trials
with Summer Intersession Classes not in Session

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: Table 3.11.6, 2015 Final EIR.			

Exhibit 3.6
Shuttle Routes



3.2.2. Operational Impacts

As shown in Table 7 in the 2015 Final EIR (Appendix B), the Olympic Track & Fields Trials were projected to have a significant effect on the Lot F/Temple Avenue, Valley Boulevard and Temple Avenue and SR-57 SB Ramps at Temple Avenue during the pm peak hour.

The 2020 Olympic Track & Field Trials have a significant impact for Plan B on the SR-57 SB South of Temple Avenue during the pm peak hour because the v/c ratio increases by 0.10 or more. (A significant impact also occurs on Interstate 10 WB West of Grand Avenue). However, these impacts would occur only for two weekdays during the pm peak hour when the Preliminary Schedule (Table 3.13) is revised to meet the requirements of adopted mitigation measure TR-25. However, the resulting impact remains adverse.

TR-25. For additional reduction in pm peak period conflicts between area commuter traffic and 2020 Olympics Track & Field Trials traffic leaving the final event on Friday or Monday during Session 1, the event schedule shall be revised so guest traffic leaves before the commute period begins after the pm peak commute period ends. Either event schedule revision results in reducing the number of pm peak period conflicts by two days, and only two of the ten event days during Session 2 have pm peak conflicts (Table 3.11.8). Facilities Planning & Management shall ensure compliance.

As stated in the 2015 Final EIR, 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 can be revised so guest traffic leaves before the commute period begins or after the pm peak commute period ends. Either event schedule revision will result in reducing the number of pm peak period conflicts to two weekdays during the ten event.

The adopted Statement of Overriding Considerations includes adverse impacts of the Trials on freeway mainline locations. No revision is required due to the current analysis.

Based on the 2017 update, the Trials will also have a significant effect on the Temple Avenue and Campus Drive intersection for Parking Plans A, B. A revised Statement of Overriding Consideration is required to include the Campus Drive and Temple Avenue intersection.

Two parking plans were evaluated in the 2015 Final EIR. Parking Plan A assumed 30 percent of the patrons pared off campus at remote parking lots and will take shuttles to and from the campus. Parking Plan B assumed 50 percent of the patrons parked off-campus and used event shuttles. The plans were described in Table 3.21 and Table 3.22 above.

The traffic update has analyzed the impacts of Parking Plans A, B on the Campus Drive/Temple Avenue and Kellogg Drive/I-10 WB Ramp intersections.

Table 3.24
Existing Plus OTFT Parking Plan A Intersection Peak Level of Service

Intersection		Existing Conditions			Existing Plus 2020 Plus OTFT Plan A Conditions			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	Campus Dr/Temple Ave	-	0.660	B	-	1.210	F	0.550	Yes
2	Kellogg Dr/I-10 WB Ramps*	81.9	1.098	F	82.9	1.101	F	1.0	Yes

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Based on the thresholds of significance, both intersections are forecasted to be significantly impacted by the proposed OTFT Parking Plan A traffic during the pm peak hour. However, as shown in Table 3.13, the preliminary event schedule resulted in a potential pm peak conflict for only four days of the ten day event. With implementation of Mitigation Measure SE-13, the conflicts were reduced to two days.

Table 3.25
Existing Plus OTFT Parking Plan B Intersection Peak Level of Service

Intersection		Existing Conditions			Existing Plus 2020 Plus OTFT Plan B Conditions			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	Campus Dr/Temple Ave	-	0.660	B	-	0.903	E	0.243	Yes
2	Kellogg Dr/I-10 WB Ramps*	81.9	1.098	F	83.0	1.102	F	1.1	Yes

* Caltrans intersection, utilizing HCM delay-based methodology to evaluate intersection operations.
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

Based on the thresholds of significance, both intersections are also forecasted to be significantly impacted by the proposed OTFT Plan A traffic during the pm peak hour. However, as shown in Table 3.13, the preliminary event schedule resulted in a potential pm peak conflict for only four days of the ten day event. With implementation of Mitigation Measure TR-25, the conflicts were reduced to two days.

A recommended additional mitigation measure for the impact at the Kellogg Drive/I-10 Westbound Ramps intersection is that all publicity material and parking location maps for the event divert patron to travel to Cal Poly parking areas on other routes that do not include Kellogg Drive. This may result in some increases of traffic along Temple Avenue.

However, since Caltrans has a very stringent significance standard that no increase in delay occurs for intersections with LOS E or LOS F, this measure would not fully mitigate the projected significant impact. Therefore, the prior Statement of Overriding Considerations is required for Parking Plan A, B impacts on both of the two new intersections being studied herein.

Plan A could be revised in the future when specific remote lots are subject to a contract to reduce the number of parking spaces available for Trials guests at Cal Poly Pomona and increase the parking capacity at other off-campus parking lots. Plan B in the 2015 Final EIR included 1,000 parking spaces at Cal Poly and a total of 2,810 spaces off-campus.

The adopted mitigation plan for the Trials provides flexibility in designing the shuttle system, since it is two years away, and no contracts have been established for parking locations.

Mitigation measures for Parking Structure 2 were approved by CalPoly Pomona on January 29, 2015; almost a year earlier than the release of the NOP for the District's 2015 FMPU/PEP Program/Project SEIR. The traffic counts for the 2015 SEIR were obtained on October 1, 2015, approximately eight (8) months after approval of The NOD for Parking Structure 2 at CalPoly Pomona.

Therefore, the mitigation measures were approved by Cal Poly Pomona prior to the release of the District's NOP and prior to the traffic counts for the District's 2015 FMPU SEIR. The City of Pomona cannot now impose prior adopted mitigation measures on a later project upon the District.

As shown in Table 10: Olympic Track and Field Trials Plan A Parking LOS in the 2012 Olympic Track and Field Trials Focused Traffic Study (Appendix M1), hosting the event has a significant impact at fourteen (14) of the intersections studied. The traffic study update projects a significant impact at the Campus Drive/Temple Avenue intersection.

No public agency has the responsibility to provide mitigation for temporary traffic impacts for two weekdays for an event that occurs once; it is not practical, legally required, feasible or cost effective. This is true for regional shopping centers that

experience holiday traffic, major sporting events (i.e. Super Bowl) or major special concerts (i.e. Adele).

Mitigation Measure TR-25 already requires revisions in the 2020 Olympic Track & Field Trial daily schedule and was adopted in the 2016 Mitigation Monitoring Program:

TR-25. For additional reduction in pm peak period conflicts between area commuter traffic and 2020 Olympics Track & Field Trials traffic leaving the final event on Friday or Monday during Session 1, the at event schedule shall be revised so guest traffic leaves before the commute period begins after the pm peak commute period ends. Either event schedule revision results in reducing the number of pm peak period conflicts by two days, and only two of the ten event days during Session 2 have pm peak conflicts (Table 3.11.8). Facilities Planning & Management shall ensure compliance.

The following two tables summarize the results of the analysis in the 2015 FMPU/PEP Final EIR.

Table 3.26
Summary of Impacts of 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
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)				

Table 3.27
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 3.24				
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)					

3.2.3. Mitigation Measures

No additional mitigation measures are required.

3.2.4. Level of Significance

Unavoidable adverse

3.2.5. Cumulative Impacts

No additional cumulative projects have been identified that will use the parking facilities during the 2020 Olympic Track and Field Trials at Cal Poly Pomona.

The impacts of the Existing + Project + Cumulative Conditions for the OTFT are similar to those of the same scenario for buildout of the 2015 FMPU/PEP. Therefore, there would be impacts at nine intersections (Table 9, Appendix B1, 2015 FMPU/PEP Final EIR) and at the Campus Drive and Temple Avenue intersection for two weekday pm peak periods.

If classes are not in session at Mt. SAC and students are in summer session at Cal Poly Pomona, the traffic generated by both campuses, with the reduced enrollments, plus the additional 2020 Olympic Track and Field Trials traffic is similar in magnitude to the 2020 Olympic Track and Field Trials cumulative scenario.

No public agency has the responsibility to provide mitigation for temporary traffic impacts for two weekdays for an event that occurs once; it is not practical, legally required, feasible or cost effective. This is true for regional shopping centers that experience holiday traffic, major sporting events (i.e. Super Bowl or Stanley Cup Finals) or major musical concerts (i.e. Adele).

3.2.6. Mitigation Measures for Cumulative Impacts

No additional measures are required for cumulative conditions.

3.2.7 Level of Significance

Not applicable

4.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 3.9 addresses the rationale for concluding that the PEP has No Impact for the issues included in the CEQA Environmental Checklist. The issues included in the Checklist are listed below and the subsections with conclusions of No Impact for the PEP are discussed below.

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

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 PEP are included in Section 3.0.

Effects Found Not to Be Significant for the PEP (Phase 1, 2)

1. ***Aesthetics****. Would the projects:*

a) Have a substantial effect on a scenic vista?

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

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

Finding of No Effect. The PEP project site and the adjacent open space are valued but do not have any scenic vista designation by the District or the Cities of Walnut and Pomona. None of the stated scenic resources in Item b occur with the PEP because Temple Avenue is not a state scenic highway. While the

visual character of the site will be changed, it is improved and not substantially degraded. Therefore, the conclusion is the PEP has No Impact on Items 1 (a – c).

2. ***Agriculture and Forest Resources****. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the projects:*

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

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

d) Result in loss of forestland or conversion of forestland to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?

Finding of No Effect. The campus has Agricultural Zoning on portion of the campus but the PEP project is in the Athletics Zone and the adjacent open space is in the Land Management Zone. The PEP site is not farmland, in agricultural use or a conversion of forestland. Therefore, the conclusion is the PEP has No Impact on Items 2 (a, b, d, e).
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3. ***Air Quality****. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the projects:*

d) Expose sensitive receptors to substantial pollutant concentrations?

e) Create objectionable odors affecting a substantial number of people?

Finding of No Effect. The construction and operational air qualities studies for the PEP conclude no violation of SCAQMD pollutant concentrations for sensitive receptors. Construction and operation do not create objectionable odors. While diesel equipment odor may be evident at times, it does not affect residents offsite for the PEP project. Therefore, the conclusion is the PEP has No Impact on Items 3 (d, e).

4. ***Biological Resources****. Would the projects:*

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

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 and prior biological studies for the campus in the 2012, 2015 Final EIRs. There are no protected wetlands or other Section 404 resources on the PEP site, and no conservation plan includes the PEP site. Therefore, the conclusion is the PEP has No Impact on Items 4 (c - f).

*5. **Cultural Resources**. Would the projects:*

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

e) Cause a substantial adverse change in the significance of a tribal cultural resource (TCR) such as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe,: that is either on, or eligible for inclusion in, the California Historic Register or a local historic register, or is a resource that the Lead Agency, at its discretion and supported by substantial evidence, determines should be treated as a Tribal Cultural Resource (PRC 21074 (a) (1-2)?

Finding of No Effect. The PEP site has been previously graded and includes no human internments. The PEP site has no established cultural tribal value. Therefore, the conclusion is the PEP has No Impact on Items 5 (d, e).

*6. **Geology and Soils**. Would the project Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:*

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

a (iii) Seismic-related ground failure, including liquefaction?

a (iv) Landslides?

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

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

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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

Finding of No Effect. The Converse soils/geology study for the PEP site shows it is not in a Earthquake Fault Zone, subject to liquefaction, ground failure or landslides. Since the majority of the site has been graded, there is little top soil onsite. The site soil/geology is not unstable and the soil is not expansive. Therefore, the conclusion is the PEP has No Impact on Items 6 (a – e).

*7. **Greenhouse Gases Emissions**. Would the projects:*

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

Finding of No Effect. The Greve greenhouse gas analyses shows the PEP project does not conflict with applicable plans, policies or regulations. Therefore, the conclusion is the PEP has No Impact on Items 7 (b).

*8. **Hazards and Hazardous Materials**. Would the projects:*

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

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

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

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, would the project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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

Finding of No Effect. Construction, operation and maintenance of the PEP does not involve significant use of hazardous materials. Any ACBM or lead paint encountered during demolition will be transported

and disposed of in accordance with OSHA and SCAQMD regulations. There are no schools within ¼ mile of the PEP site. The site is not listed in Section 65962.5 and is not within two miles of a public airport. There are no private airstrips near the site. The PEP has its own emergency plans for Special Events and will have emergency plans for hosting the 2020 Olympic Track & Field Trials. Site users and PEP structures are not at risk for wildland fires. Therefore, the conclusion is the PEP has No Impact on Items 8 (a – h).

9. ***Hydrology and Water Quality****. Would the projects:*

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

f) Otherwise substantially degrade water quality?

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

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

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

j) Inundation by seiche, tsunami, or mudflow?

Finding of No Effect. The Psomas SWWP report, the Erosion Control Plan and the Campus Uniform Infrastructure Master Plan show the rate of surface runoff will have no impacts offsite. The SWWP assures water quality is maintained. No housing or PEP are located in a flood zone. The PEP site is not exposed to dam flooding or other natural disaster inundations. Therefore, the conclusion is the PEP has No Impact on Items 9 (d, f - j).

10. ***Land Use/Planning****. Would the projects:*

a) Physically divide an established community?

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

Finding of No Effect. Development of the PEP occurs only on District property and within the campus boundaries. No change in use (i.e. community college) is proposed.

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 PEP. Buildout of the PEP has No Impact on physically or geographically dividing an established community off-campus. Therefore, the conclusion is the PEP has No Impact on Items 10 (a, c)).

11. ***Mineral Resources****. Would the projects:*

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

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

Finding of No Effect. There are no known mineral resources on the PEP site. Therefore, the conclusion is the PEP has No Impact on Items 11 (a, b).

12. ***Noise****. Would the projects:*

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

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

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Finding of No Effect. Residents offsite will not be exposed to excessive vibration or ground borne noise levels. No airport or airstrip is near the PEP site and over-flights pose no noise problem. Therefore, the conclusion is the PEP has No Impact on Items 12 (b, e, f).

13. ***Population and Housing****: 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?

Finding of No Effect. Buildout of the PEP 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 of the PEP does not displace any 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. The PEP has little or no impact on the regional jobs/housing balance.

Therefore, the conclusion is the PEP has No Impact on Items 13 (a – c).

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

a) Fire protection?

b) Police protection?

c) Schools?

d) Parks?

e) Other public facilities?

Finding of No Effect. Since the PEP includes no housing, and does not induce housing or population, it has No Impact on schools, parks or other public facilities. The athletic and recreational facilities on campus provide ample opportunities for students and staff. Since the campus library serves the campus, the PEP has No Impact on off-campus libraries, senior centers, etc. The District has its own security department to supplement Sheriff's operations. All buildings comply with the UBC fire codes and ample County fire services are available nearby. Therefore, the conclusion is the PEP has No Impact on Items 14 (a – e).

15. ***Recreation****. Would the projects:*

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

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

Finding of No Effect. Students and faculty may use offsite public recreation facilities, but have no substantial impact on any specific facility. The PEP project does not cause substantial physical deterioration of offsite recreation facilities or induce construction or expansion of recreation facilities offsite. Therefore, the conclusion is the PEP has No Impact on Items 15 (a, b).

16. ***Transportation/Traffic****. Would the projects:*

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

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

e) Result in inadequate emergency access?

f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

Finding of No Effect. None of the intersections in the PEP traffic study area are in the Congestion Management Program. The PEP causes no change in air traffic patterns. Emergency access is maintained for all PEP events, and dual access is available from both directions along Temple Avenue. Therefore, the conclusion is the PEP has No Impact on Items 16 (a – f).

17. ***Utilities and Service Systems****. Would the projects:*

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

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

c) Require or result in construction of new storm water drainage facilities, the construction of which could cause significant environmental effects?

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

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

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

g) Comply with federal, state, and local statues and regulations related to solid waste?

Finding of No Effect. Buildout of the PEP 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 PEP.

Similarly, the Three Valleys Municipal Water District has confirmed they have sufficient water supplies to serve future PEP development. 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. A confirmation letter indicating the District can serve the PEP project has been requested and will be included in Appendix F.

Therefore, the conclusion is the PEP has No Impact on Items 17 (a – h).

18. ***Mandatory Findings of Significance.*** *Would the projects:*

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

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

Finding of No Effect. AS shown in the Greve air quality and greenhouse gas studies, the PEP does not degrade the environment. The PEP has no significant impact on biological resources or eliminate important examples of California history or pre-history. Therefore, the conclusion is the PEP has No Impact on Items 8 (b, c).

5.0 PEP MITIGATION MONITORING PROGRAM UPDATE

The Preliminary Ruling in Case 576587 (United Walnut Taxpayers v. Mount San Antonio Community College District, et al.) resulted in changes in several mitigation measures included in the Mitigation Monitoring Program (October 12, 2016). Section 3.10 lists the mitigation measures that were omitted, revised or added in this SEIR.

5.1. Deleted Mitigation Measures

TR-31. For hauling operations of more than 15 trucks per hour or more than 100,000 cubic yards, a Truck Haul Plan (THP) approved by the Director of Facilities Planning & Management, with consultation with adjacent cities, shall be implemented. The Plan shall consider traffic counts, routes, hours/day of hauling, avoidance of am and pm 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.

TR-50. All truck hauling from the borrow site to the West Parcel shall have radio-communication to assure that trucks do not create traffic congestion at area intersections, in the left-turn pocket at Grand Avenue and Temple Avenue and at the West Parcel driveway. In addition, haul trucks on the designated haul route shall be spaced to assure that trucks do not impede traffic flow along the haul route,

(a) All construction hauling for the West Parcel project shall occur between the hours of 8:30 am to 4:30 pm Monday-Saturday to avoid the am and pm peak hour traffic along the haul route,

(b) The hauling contractor shall maintain radio-communication with all trucks at all times, and have a designated person at the West Parcel and at the borrow site who can inform truck drivers at the borrow site if the spacing needs to be adjusted. All truck drivers shall be oriented to the hauling and communication procedures prior to initiating haul activities. The project manager shall monitor truck hauling to assure spacing requirements and hauling activities do not exceed the requirements,

(c) Truck haul drivers shall be instructed to maintain proper spacing along the entire return route from the West Parcel to the borrow site. When needed, the drivers should be in radio-communication along the return route to prevent congestion. However, visual contract between trucks may be sufficient to provide spacing without a lot of radio communication on the return haul route and;

(d) For 95% of the time, driver, drivers shall maintain a minimum of 80 feet separation between trucks on the return route from the West Parcel to the borrow site on roadway links. This restriction does not apply to intersections, which signalization may cause delays. Facilities Planning & Management shall monitor compliance.

Mitigation measures TR-31 and TR-50 are being replaced by a single new measure:

TR-50. The District shall submit an application for a truck hauling plan prepared by a registered traffic engineer to the City of Walnut for all projects subject to the Walnut Municipal Code Sections 6-8. In general, WMC 6-8 addressed projects moving more than 5,000 cubic yards of earth on any public roadway. The District shall comply with all requirements of an approved truck hauling plan. Facilities Planning and Management shall ensure compliance.

5.2 Duplicate Mitigation Measures

Mitigation measures TR-51 and TR-18 are being omitted because they are duplicates of TR-31 and TR-54 respectively.

5.3. New Mitigation Measures

Since two additional mitigation measures were adopted in the Addendum, which was denied by the Preliminary Ruling, the measures below need to be adopted again. The Court objected to the use of the Addendum, not to these specific mitigation measures:

AQ-01. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in South Coast Air Quality Management District (SCAQMD) Rule 403: Fugitive Dust included in Table 1: Best Available Control Measures Applicable to All Construction Activity Sources. In addition, the project shall comply with at least one of the following Track-Out Control Options: (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long, (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide, (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site, (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, (e) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (a) through (d) above. Individual BACM in Table 1 that are not applicable to the project or infeasible, based on additional new project information, may be omitted only if Planning Facilities Planning & Management specifies in a written agreement with the applicant that specific BACM measures may be omitted. Any clarifications, additions, selections of alternative measures, or specificity required to implement the required BACM for the project shall be included in the written agreement. The written agreement shall be completed prior to demolition and/or grading for the project. Facilities Planning & Management shall include the written agreement within the Mitigation Monitoring Program for the project and Facilities Planning & Management shall ensure compliance.

The change includes clarification of some acronyms (i.e. BACM, SCAQMD) used in the prior measure.

AQ-08. To reduce VOC emissions, all construction contracts shall limit painting to eight hours per day, specify the use of paints and coatings with a VOC content of 80 grams per liter (g/l) or less. Facilities Planning & Management shall ensure compliance.

The change in VOC standard is substitution of one standard with an equivalent standard. The proposed language is used in the CalEEMod program.

TR-28. Beginning in 2015, whenever a traffic/parking study for a FMP has not been completed in five (5) years, a new parking study shall be completed. The parking study shall specify the total parking supply required and a timeframe for providing the required number of campus parking spaces. Facilities Planning & Management shall ensure compliance.

This mitigation measure is not deferral of mitigation. The parking study in each Facility Master Plan Update (FMPU) includes a specific total campus parking requirement related to the projected buildout enrollment (i.e. 8,017 spaces in 2020). Whenever a

parking study has not been completed in five years because no new FMPU or parking study was updated and adopted, this measure requires a new parking study. TR-28 prevents the parking requirement from being out of sync (i.e. stale) with the most current enrollment projections.

Based on the Preliminary Ruling, the following new measure is added to the 2016 MMP:

LU-07. *The District shall submit an application for a grading plan to the City of Walnut for all projects subject to the Walnut Municipal Code Sections 6-5.5 and 6-5.6. The grading plan shall confirm to the requirements of the Walnut Municipal Code Section 6-5.3 and Appendix J Sections J101.7, J108 - J111 of Appendix J. To the extent there is any ambiguity as to scope, the WMC controls over Appendix J. The District shall comply with all requirements of an approved grading plan. Facilities Planning and Management shall ensure compliance.*

TR-23 is being omitted and TR-20 is revised. The minor addition to TR-20 is shown in bold type below.

~~*TR-23. With classes not scheduled in the Summer Intersession, the recommended parking plan for the 2020 Olympics Track & Field 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.*~~

TR-20. The Transportation and Parking Management Plan for the 2020 Olympic Track & Field Trials shall be based on the information in the Parking Plan in Section 3.11.2. With the stated minimum persons per vehicle, the designated lots provide parking for at least 14,174 guests and 490 faculty/staff on campus during the 2020 Summer Intersession if classes are not in session. The Planning Plan provides sufficient parking without Parking Structure J. ***The plan shall be refined when the Shuttle Route system is finalized (i.e. TR-19).*** *Facilities Planning & Management shall ensure compliance.*

A Landscape Plan for the Detention Basin was included in the Response to Comments of the 2015 Final EIR. Mitigation Measure BIO-21 assures it will be implemented.

BIO-21. The Planting Plan, EPT Design (Sheet L3.01), January 15, 2015 or an update shall be implemented for the Detention Basin area east of the stadium. Facilities Planning & Management shall ensure compliance.

Mitigation Measure BIO-17 is not applicable to the West Parcel but is required for other areas of campus, including east of Grand Avenue.

BIO-17. Raptors may be impacted during construction activities by nest disruption, habitat loss or noise. A pre-construction survey shall be conducted within 14 days of the start of construction. If clearing, grading, or construction will occur from Feb 1 – July 31, pre-construction surveys shall be conducted in the construction area and in appropriate nesting habitat within 500 feet of the construction area. Multiple pre-construction surveys may be required if the start of specific projects is separated in time by months or years. If there are no nesting raptors within each area, development is allowed to proceed. However, if raptors are observed nesting within the area and within sight and sound of the work, development within 300 feet shall be postponed either until all nesting has ceased, until after the breeding season, or until construction is moved far enough away so the activity does not impact the birds. An exception to this would be any raptor nests east of North Grand Avenue. North Grand Avenue is a four-lane road with a

landscaped median. Any nests east of the road would likely be habituated to activity from this busy road and unaffected by construction on the West Parcel. Facilities Planning & Management shall monitor compliance.

Several mitigation measures in the 2012 MMP were revised so one measure applies to BUOW, one to migratory birds and one for raptors.

Revised District Threshold of Significance

The District's Threshold of Significance, adopted on January 13, 2016 included the following statement:

Haul Routes – Specific traffic congestion analysis is required when truck hauling exceeds fifteen (15) trucks per hour and 100,000 cubic yards of earth movement for a single project. Both criteria must be met to require a Truck Haul Plan.

Based on the Preliminary Ruling that gives the City of Walnut review over truck haul routes in the City, the following revised threshold is recommended to be consistent with the City of Walnut regulations:

Haul Routes – The District is not required to submit an application for a Truck Hauling Plan to the City of Walnut when projects export 5,000 cy of earth or less on any public roadway.

6.0 UNAVOIDABLE ADVERSE IMPACTS

Adverse impacts of buildout of the 2015 Facility Master Plan Update and the Physical Educations Projects (Phase 1, 2) identified in the Statement of Overriding Considerations adopted in December 2015 that are not fully mitigated by the measures adopted in the 2016 Mitigation Monitoring Program identified in the 2015 Final EIR were:

(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 traffic impacts from hosting the 10-day 2020 Olympic Track & Field Trials during the 2020 Summer Intersession are adverse for two weekdays during the pm peak period.

(4) The General Plan and Zoning designations for the campus are inconsistent and the designations do not reflect the historical use of the campus as a community college. Voters in the four local high school districts approved the formation of the Mt. San Antonio Community College District in December 1945.

The CEQA Guidelines include this statement: (b) Would the project 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 City of Walnut maintains their designations are related to environmental protection of perimeter land uses. Therefore, if the City does not revise its jurisdictions, future development could be regarded as in conflict with the City's designations and a significant effect. If the City's designations remain unchanged, a Statement of Overriding Considerations (SOC) is recommended.

This Supplement to the EIR has identified new significant effect of buildout of the 2015 FMPU/PEP and operation of the 2020 Olympic Track & Field Trials for two days during the pm peak period on the area circulation system:

(5) The 2015 FMPU/PEP has a cumulative plus project significant impact at the Campus Drive and Temple Avenue intersection in 2025 for the am peak period

only. The widening of the Temple Avenue Bridge over the wash for an additional westbound right-turn lane is not considered feasible because of its high cost.

(6) The 2020 Olympic Track & Field Trails traffic has an unavoidable adverse impact on the Campus Drive and Temple Avenue intersection performance for the am peak period and at the Kellogg Drive/I-10 WB Ramp during the pm peak period for two weekdays.

Since the project includes both phases, Item 2 in the initial SOC is revised as follows to include the contributing resources demolished in the PEP (Phase 2):

(2) Project impacts of demolition of Hilmer Lodge Stadium, the Gymnasium, and Buildings 27A – 27C are adverse since the facilities are potentially eligible as historic resources in the California Register of Historic Resources.

ALTERNATIVES TO THE PROJECT

7.0 ALTERNATIVES TO THE PROJECT

The majority of the information in Section 7.0 is not new; it was included in the 2015 FMPU/PEP Draft EIR. Alternative 2: Parking Structures (i.e. on campus not on PEP site) from the prior EIR is deleted. The revised section is reiterated herein for the reader's convenience.

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 and Alternative 2: No 2020 Olympic Track & Field Trials. Alternative 1 restricts all future development as of April 2017.

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 PEP.

7.1 NO-PROJECT ALTERNATIVE

The No-Project alternative is the no-build alternative. No new development would occur at the PEP site, including remodeling or renovation of existing space or new construction at Hilmer Lodge Stadium (HLS). All existing land uses would remain unchanged, and the existing facilities would continue operating. There are thirty-three contributing resources to the Mt. San Antonio College Historic District remaining on campus. In the 2015 FMPU, sixteen buildings would be demolished. The No-Project alternative would not result in demolition of the contributing resources.

Under the no-project alternative, hosting the 2020 Olympic Track & Field Trials at HLS also would not occur. The parking plan for the Trials would not be needed and no traffic impacts would occur for attendees, athletes and officials.

There would be no significant increase in traffic besides ambient growth, and none of the stadium, which is designated as historic would not be demolished. A total of thirteen (13) buildings, including the Stadium, which are 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 the PEP. 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.

Not developing the PEP would be contrary to the Board of Trustees approval of the PEP (Phases 1, 2) on February 7, 2013 and contrary to the objectives of the Athletic Division Educational Master Plan.

The District contends that Measure RR Bonds may be used for HLS construction. The United Walnut Taxpayers Association is asserting in Superior Court (Case BC 576587) that Measure Bond funds cannot be spent for HLS construction. The action is pending and may not be resolved prior to certification of this EIR.

With no new PEP 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, may 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 no intersections adjacent to campus are LOS F. Therefore, the no-project alternative has fewer traffic impacts than PEP buildout and hosting of the 2020 Olympic Track and Field Trials. The no-project alternative has less daily campus traffic impacts solely because student enrollment would be frozen at the 2015-2016 level in the no-project alternative.

Historic Resource Impacts

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.

Therefore, the no-project alternative is not the environmentally superior alternative.

7.2 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. The 2020 Olympic Trials would not be hosted on campus in Alternative 1.

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 $27.0 million. The replacement value of the Gym and Aquatic Center is $49.8 million. Therefore the Facility Cost Improvement Index (FUSION Report, July 26, 2015) is 54.2 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 PEP (Phase 2) is consistent with the Athletics Division Educational Master Plan (Section 2.4).

Not developing the PEP (Phase 2) would be contrary to the Board of Trustees approval of the PEP (Phases 1, 2) on February 7, 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. Cost estimates for new construction only were provided by HMC Architects (October 21, 2015).

Traffic Impacts

Traffic impacts are related to student enrollment and not to new construction. Alternative 1 would have similar traffic impacts to buildout of the PEP (Phase 1, 2), but less impacts because the Olympic Trials are not included in Alternative 1.

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 PEP (Phase 2) project is not built.

The Hilmer Lodge Stadium renovations have similar general environmental impacts as the PEP project. There would be a loss in integrity for the Stadium as a historic resource. The Stadium would no longer be a contributor to a historic district.

Alternative 1 includes renovation of the existing Aquatics Center, which would result in fewer impacts on historic resources for the center.

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 Buildings 27A – 27C.

7.2 ALTERNATIVE 2 – NO 2020 OLYMPIC TRACK & FIELD TRIALS

Alternative 2 includes completion of the PEP project, continuation of hosting the Mt. SAC XC Invitational and the Brooks/Mt. SAC Relays special events (i.e. with associated increases in attendance) but does not include hosting the 2020 Olympic Track & Field Trials on campus.

Alternative 2 may occur because the College's application is not selected or the Board of Trustees withdraws the current 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.

Hosting the 2020 Olympic Track & Field Trials is assumed to occur during Summer Intersession when no classes occur. So, if no Trials occur on campus, the normal summer enrollment, which is approximately 50 percent of a Fall Semester enrollment, would occur.

The environmental impacts of Alternative 2 are less than the PEP 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.

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 PEP and hosting the Trials.

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 area economic loss of not hosting the Olympic Track & Field Trials on campus.

Traffic Impacts

Section 3.3 includes an analysis of traffic impacts for the 2020 Olympic Track & Field Trials on the two new intersections in the City of Pomona. The traffic study concludes that the 10-day event would/ have significant effects during pm peak periods on two weekdays during the pm peak period. This impact would not occur for Alternatives 1, 2.

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 2, but the campus would not host the 2020 Olympic Track & Field Trials, the historic impacts of Alternative 2 are identical to buildout of the PEP.

Table 7.1 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 7.1
Project Alternatives Comparisons

Issue	No-Project January 2016	Alternative 1 Revise Physical Education Project 2020	Alternative 2 No 2020 Olympic Trials 2020	Project Physical Education Project (Phase 1, 2)
1- 2020-21 Students (Headcount)	35,986	39,731	39,731	39,731
2- Total Square Feet. (ASF)	1,087,184	1,275,467	1,325,282	1,325,282
3- Net Sq. Ft. Increase (ASF) from 2015	56,052[3]	188,283	238,098	238,098
4- Total Parking Demand (1:5)[1]	7,344	7,946	7,946	7,946
5- Average Daily Traffic (1.23 trips per H/C)	44,263	48,869	48,869	48,869
6 – New Biological Impacts	No	No	Yes	Yes
7- Removal of Building 27A-27C, 9C, 19C	0	3	5	5
8- Rebuild Hilmer Lodge Stadium (HLS)	No	Partial	Yes	Yes
9- New/Renovated Buildings 2020	0	11	14	14
10- Loss of Restored Californian Walnut Woodland (2.50 ga)	Yes	No	No	No
11- Increase in Open Space (ga)	0	20.3	20.3	20.3
12- Total Parking Spaces (2020)	8,985	8,308	8,308	8,308
13- Historic Resource Impacts	No	Yes	Yes	Yes

14- Public Transportation Center	No	Yes	Yes	Yes
15- New Unavoidable adverse impacts	No	Yes	Yes	Yes
16- 2020 Olympic Trial Traffic/ Impacts	No	No	No	Yes
17-PEP Impact on Campus/Temple	Yes	Yes	Yes	Yes pm peak only
18-PEP Impact on Kellogg/I-10	No	No	No	No
19-OTFT Impact on Campus/Temple	No	No	No	Yes
20-OTFT Impact on Kellogg/I-10	No	No	No	Yes
21-New Stadium	No	Partial	Yes	Yes
26 - Environmentally Superior (1=Best)	2	1	3	4

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 the historic district, the benefits of implementing the California Black Walnut Management Plan, the implementation of the Land Use Management Area 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 (see Section 6.0).

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, 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 California Black Walnut Management Plan previously adopted by the Board of Trustees not be implemented.

Continued improvements in energy efficiency, water conservation and space utilization would not be realized with the no-project alternative. The facilities would not be adequate for projected enrollments and programming at the College.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF ENERGY SUPPLIES AND OTHER RESOURCES

8.0 IRREVERSIBLE AND IRRETRIEVEABLE COMMITMENTS OF ENERGY SUPPLIES AND OTHER RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

The potential energy impacts of buildout of the PEP, conducting the expanded Special Events and hosting the 2020 Olympic Track & Field Trails was evaluated in Sections 3.7 – 3.13 of the 2015 Final EIR.

Buildout of the PEP will result in demolition of outdated or inadequate facilities and a net increase of approximately 48,500 gsf.

Associated infrastructure systems and utility systems will be revised or expanded to accommodate the PEP development. Approval of the PEP project and certification of the Final EIR allows development to proceed when funds are available. Final Plan Approvals have been obtained from the Department of the State Architect (DSA).

Buildout of the PEP 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.

Development of the PEP 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.

All service agencies can provide services for the PEP without direct or indirect adverse physical environmental impacts. Specific assurances of future services will 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 PEP (i.e. as estimated in CalEEMod) are not substantial (i.e. cumulatively considerable) in comparison with buildout of the 2015 FMPU or area, regional or state demands.

GROWTH-INDUCING AND CUMULATIVE IMPACTS

9.0 GROWTH-INDUCING AND CUMULATIVE IMPACTS

Approval of the PEP will permit demolition of existing HLS facilities, and new PEP construction. 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 for the 2015 FMPU/PEP for cumulative conditions (Section 3.2) no new streets or substantial road widening is proposed off-campus.

Since the majority of the campus is urbanized (e.g. Primary Education Zone and Athletic Zone), with the exception of the Agricultural, Wildlife Sanctuary/Open Space and Land Use Management zones; any additional substantial new development on campus involves demolition, reuse of existing sites or conversion of the agricultural/open space areas on campus to urban use. No conversion of open space is proposed for the PEP.

The PEP 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 PEP (a net increase of approximately 48,500 gsf) results in minimal additional development in the area.

Construction employment has a minor traffic impact and only during the construction period. The project is estimated to employ up to 300 workers onsite during construction. Campus staff increases at buildout of the 2015 FMPU/PEP are projected as less than 200 FTE, but have no impact on area housing demands because of the

large geographic region in which future employees may reside. The largest future construction projects on campus are the PEP and the Library/Campus Center.

Similarly, the projected student enrollment increase of 3,745 students (H/C) in 2020 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 were evaluated in the 2015 FEIR. The proximity of Cal Poly Pomona and Mt. San Antonio College results in cumulative impacts on the area circulation system, especially for 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 "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 never built.

The trips assigned to the area network in campus traffic studies 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.

ORGANIZATIONS AND PERSONS CONSULTED

10.0 ORGANIZATIONS AND PERSONS CONSULTED

10.1 MT. SAN ANTONIO COLLEGE

Dr. Bill Scroggins, President and Chief Executive Officer and Chair, Campus Master Plan Coordinating Team (CMPCT)

Michael D. Gregoryk, Vice President, Administrative Services

Dr. Irene Malmgrem, Vice President, Instructrion

Dr. Virginia Burley, Vice President, Instruction

Dr. Audrey Yamagata-Noji, Vice President, Student Services

Gary Nellesen, Director, Facilities Planning & Management

Rebecca Mitchell, Manager, Facilities Support Services

Mikaela Klein, Senior Facilities Planner, Facilities Planning & Management

Ashley Gallegos, Construction Projects Manager, Facilities Planning & Management

Alan Kinkaid, Project Manager, Facilities Planning & Management

Gary Gidcumb, Senior Manager, Construction Projects, Facilities Planning & Management

Leonard Ortiz, Construction Projects Specialist, Facilities Planning & Management

Zak Gallegos, Construction Projects Specialist, Facilities Planning & Management

Valarie Arenas Rey, Special Projects Manager, Facilities Planning & Management

Mark DiMaggio, Director, Public Safety

Maryann Tolano-Leveque, Director, Student Life

Chief Stephen Shull, Director, Fire Technology

Sarah Daum, Dean, Technology and Health

Joseph Jennum, Dean, Kinesiology, Athletics and Dance/Athletics Director

Marc Ruh, Assistant Athletics Director

William Easthan, Director, Technical Services

Barbara McNiece-Stallard, Director, Research & Institutional Effectiveness

Douglas Evans, Director, Public Safety

Rondell Griffin, Employee Transportation Coordinator
Craig Peterson, Chairman, Biology Department
Mark Cooper, Professor of Biology
Heather Jones, Director of Planetarium
Carol Nelson, Secretary, Risk Management, Administrative Services
Karen Saldana, Director, Safety, Health Benefits and Risk Management
Caitlin Rodriquez, Administrative Specialist, Facilities Planning & Management

10.2 2015 FACILITIES MASTER PLAN PROJECT TEAM

Marlene Imirizian, AIA, President, Marlene Imirizian & Associates, Architects
Taylor Towsend, M. Arch., Imirizian & Associates, Architects
Brad Glassick, AIA, LEED AP BD+C, Senior Project Manager, HMC Architects
Jason Cockran, Associate, HMC Architects
Ken Salyer, Principal, Higher Education Practice Leader, HMC Architects
Simon Solis, Project Designer/Associate/LEED AP, HMC Architects
Sheryl Sterry, Senior Education Facilities Planner, HMC Architects
Kimberly Espression, Designer, HMC Architects
Michael Higgins, Applications Engineer Manger, Musco Lighting
Shawn Moyer, Applications Engineer Manger, Musco Lighting
Karla Martinez, Project Manager, Borrego Springs Solar Systems
Cameron Thomas, Project Developer, Borrego Springs Solar Systems
Steve Horsley, EPT Design
Jorge Gutierrez, Associate, EPT Design
Joyce Black, Senior Partner, Cambridge West Partnership, LLC
Lawrence Frapwell, Architect, LEED AP, HPI Architecture
Ammar Sarsam, Architect, LEED AP, NCARB, HPI Architecture
Jeff Chess, P. E., Senior Project Manager, Psomas
Michael Mulgrew, PE, Project Engineer, Psomas
Alysen Weiland, PE, Project Engineer, Psomas
Sarah Curran, PE, Project Manager, Psomas

Matt Breyer, Senior Project Manager, Tilden-Coil Constructors, Inc.

Mohammad-Saad Malim, Senior Staff Engineer, Converse Consultants

Aravind Batra, PE, LC LEED AP, Principal, P2S Engineering Inc.

James Valenti, PE, LEED, GA, P2S Engineering Inc.

Nate Behning, Mechanical Design Engineer, P2S Engineering Inc.

10.3 CITY OF WALNUT

Robert Wishner, City Manager

Barbara Liebold, City Attorney

Julia Sylva, Assistant City Attorney

Mary Rooney, Director of Community Services

Tom Weiner, Director of Community Development

Justin Carlson, City Planner

Joelle Julve, Assistant Planner

David Gilbertson, City Engineer

Joseph Palencia, RKA Civil Engineers, Inc. (City Traffic Engineer)

Steve Loriso, RKA Civil Engineers, Inc.

10.4 STATE AGENCIES

Cheryl J. Powell, IGR/CEQA Branch Chief, California Department of Transportation, District 7

Jonathan Bishop, California Regional Water Quality Control Board, Region 4

Scott Morgan, Governor's Office of Planning and Research, State Clearinghouse

Rob Wood, Environmental Specialist III, Native American Heritage Commission

Alfred Chaney, California Integrated Waste Management Board

David Petker, California Integrated Waste Management Board

Donald Chadwick, Habitat Conservation Supervisor, Department of Fish and Game

J. Lisa Carlson, Environmental Scientist C, TMDL Unit, California Regional Water Quality Control Board-Los Angeles Region

Nicholas Paine, Department of Fish and Game, California Natural Diversity Data Base

Rosa Munoz, PE, Rail Crossings Engineering Section, Public Utilities Commission

10.5 COUNTY OF LOS ANGELES

Richard Bruckner, Director of Regional Planning, County of Los Angeles

Conal McNamara, Land Development Division, Department of Public Works, County of Los Angeles

Mark Pestrella, Acting Director, Department of Public Works, County of Los Angeles

Terry Ortega, Department of Public Works, County of Los Angeles

Sergeant Terrell White, Walnut Regional Station, County of Los Angeles Sheriff Department

David Leininger, Acting Chief, Forestry Division, Prevention Bureau, County of Los Angeles Fire Department

Alexandra Cudra, Planning and Community Services Division, County of Los Angeles Fire Department

Danny Kolker, Planning Analyst, Planning and Community Services Division, County of Los Angeles Fire Department

Christopher Salomon, Supervising Engineer, Planning Section, County Sanitation Districts of Los Angeles County

Ruth Frazen, Engineering Technician, Planning & Property Management Division, County Sanitation Districts of Los Angeles County

Stephen Fox, Program Manager, Los Angeles County Metropolitan Transportation Authority

Jesse Simon, Records Management Center, Los Angeles County Metropolitan Transportation Authority

10.6 OTHER LOCAL AGENCIES/GROUPS

Daniel C. Johnson, Director of Facilities Design and Construction, California Polytechnic University, Pomona

Walter Marquez, Associate Vice President of Facilities Planning and Management, California Polytechnic University, Pomona

Bruyn Bevans, LEED AP, Senior Project Manager, Facilities, Planning, Design and Construction, California Polytechnic University, Pomona

Dr. Bob Taylor, Walnut Valley Unified School District

Shelby Williams, Director of Community Development, City of Covina

Nancy Fong, AICP, Director of Community Development, City of Diamond Bar

Brian James, Director of Planning, City of Industry

Brad Johnson, Planning Manager, City of Pomona

Dan Coleman, Director of Development Services, City of San Dimas

Jeff Anderson, Director of Planning, City of West Covina

Doran Barnes, CEO, Foothill Transit Agency

Kevin McDonald, Deputy CEO, Foothill Transit Agency

LaShawn Gillespie, Director of Planning, Foothill Transit

Henry Lopez, Planning Division, Foothill Transit Agency

Katie Gagnon, Special Projects manager, Foothill Transit Agency

Stephen Fox, County of Los Angeles MTA, Regional Planning

Ian MacMillan, Program Supervisor, CEQA Section, South Coast Air Quality Management District

Doug Gordon, Senior AQ Engineer, Permitting Section, South Coast Air Quality Management District

Brian Wallace, Associate Regional Planner, Intergovernmental Review, Southern California Association of Governments

Lynn Harris, Southern California Association of Governments

Brett Sears, Southern California Association of Governments

Gordon Mize, Air Quality Specialist, SCAQMD

Tina Herzog, Chief Executive Office, County of Los Angeles

Mario Garcia, District Engineer, Three Valleys Municipal Water District

Greg Workman, Superintendent of Operations, Union Pacific Railroad

Deadra Knox, Strategic Development Planner, Southern California Regional Rail Authority

Vincent Sauceda, Construction Project Manager, Foothill Transit Agency

Kolini Afemata, Service Planner, Southern California Edison

Eric Cardella, Planning Supervisor, Southern California Edison

Ed Davis, Southern California Gas Company

Vito Cascione, Technical Services, Northern Region, Southern California Gas Company

10.7 PROJECT EIR CONSULTANTS

SID LINDMARK, AICP
Planning . Environmental . Policy
10 Aspen Creek Lane
Laguna Hills, California 92653-7401
Sidney Allan Lindmark, MS, AICP
949-855-0416

ITERIS, INC.
Traffic//Circulation
400 Oceangate, Suite 480
Long Beach, California 92802
Viggen Davidian, Principal
Deepak Kaushik, Senior Transportation Engineer
Dina Saleh, Assistant Transportation Engineer
562-432-8484

HELIX ENVIRONMENTAL PLANNING, INC.
Biological Resource Consultants
7578 El Cajon Boulevard, Suite 200
La Mesa, California 91941
Greg Mason, Senior Scientist
W. Larry Sward, Principal Delineator
Henry Greene, Biologist
R. Brad Lewis, ASLA

Beth Ehsan, Biology Project Manager
Roger Hogenauer, Biologist
951-328-1700

ASM AFFILIATES
Historic Resources Consultation
20 N. Raymond Avenue, Suite 220
Pasadena, California 91103
Shannon Davis, M A, Senior Architectural Historian
Evanne St. Charles, Architectural Historian Assistant
Jennifer Gorman, MHP., Senior Architectural Historian
Sherri Andrews, MA, Senior Archaeologist
626-793-7395

GREVE & ASSOCIATES
Air Quality/Noise Analysis
Fred Greve, PE
638 Camino de los Mares, Suite H130-153
San Clemente, CA 92653
(949) 466-2967

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11.0 BIBLIOGRAPHY

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APPENDICES

10.0 APPENDICES

A. Notice of Preparation and Responses
B. Iteris Intersection Study Update
C. City of Pomona Comments (July 28, 2016)
D. MSAC Response to Comments (6-3.1 to 6-3.5)
E. Other New Correspondence Received
F. Other New Project Information
G. 2016 Mitigation Monitoring Program (adopted 10/12/16)
H. 2017 PEP Mitigation Monitoring Program (draft)