

*State Clearinghouse Number 2002041161*

***2015 Facilities Master Plan Update and  
Physical Education Projects***

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

***Volume 3  
Response to Public Comments on a Draft EIR***

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

*SID LINDMARK, AICP  
Planning . Environmental . Policy  
September 2016*

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

*2015 Facilities Master Plan Update and  
Physical Education Projects*

*Response to Public Comments*

*SCH 2002041161*

*Volume 3*

Prepared for:

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

Contact Person: Gary Nellesen  
(909) 274-5179  
[facilitiesplanning@mtsac.edu](mailto: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

September 2016

## TABLE OF CONTENTS

		Page
1.0	Evaluation of Response to Comments Guidelines	1
2.0	Public Review Periods and Public Notices	1
3.0	Topical Responses by the District to Repetitive Public Comments on the Draft EIR	3
4.0	Summary of Assertions in Public Comments of New Significant Project Impacts Not Addressed in the Draft EIR	26
5.0	State Agency Public Comments with Responses from the District	29
6.0	Local Agency Public Comments with Responses from the District	40
7.0	Interested Groups Public Comments with Responses from the District	113
8.0	Individual's Public Comments with Responses from the District	139
9.0	New Information Added to the Draft EIR	140
	<b>APPENDICES (under separate cover)</b>	<b>151</b>
A	Public Comments	
B	Notices	
C	Other Information	
D	2016 Mitigation Monitoring Program	
E	Final Traffic Study & Final Appendices (September 1, 2016)	

# **2015 Facilities Master Plan Update and Physical Education Projects Response to Public Comments**

September 30, 2016

## **Section 1.0: Evaluation of Response to Comments Guidelines**

Section 15088 of the CEQA Guidelines states the following requirements:

- (a) *The Lead Agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The Lead Agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.*
- (b) *The Lead Agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.*
- (c) *The written response shall describe the deposition of significant environmental issues raised (e.g. revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be a good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.*
- (d) *The Response to Comments may take the form of a revision to the Draft EIR or may be a separate section in the Final EIR. Where the response to comments makes important changes in the information contained in the text of the Draft EIR, the Lead Agency should either:*
  - (1) *Revise the text in the body of the EIR, or*
  - (2) *Include marginal notes showing that the information is revised in the Response to Comments.*

## **Section 2.0: Public Review Period and Public Notices**

The 2015 Facilities Master Plan Update and Physical Education Projects Subsequent Program//Project Draft EIR to Final Program EIR (2002041161), dated June 2016, was circulated locally for public review for forty-five days from June 13, 2016 to July 28, 2016. The Draft EIR was forwarded by the Mt. San Antonio Community College District (the "District") to the State Clearinghouse, twenty-seven (27) federal/state/local agencies and to three (3) interest groups.

The *Notice of Completion (NOC)* was filed with the State Clearinghouse (SCH) on June 9, 2016. The SCH review period was from June 10, 2016 to July 25, 2016. The Governor's Office of Planning and Research correspondence of July 26, 2016 indicates the District has complied with all State Clearinghouse CEQA review requirements. A list of State Agencies receiving the DEIR is provided herein.

Copies of the NOC were also forwarded to the cities of Covina, Diamond Bar, Industry, Pomona, San Dimas, Walnut, West Covina, County of Los Angeles Department of Public Works, Los Angeles Metropolitan Transit Authority, Foothill Transit Agency, Cal Poly Pomona, Walnut Valley Unified School District, South Coast Air Quality Management District and to other local concerned agencies. Copies were also sent to the Walnut Public Library, Pomona Public Library and to the Mt. San Antonio College Library.

The *Notice of Completion (NOC)* was published in two local newspapers with area geographical coverage; the Inland Valley Daily Bulletin and the San Gabriel Valley Tribune on June 10, 2016. The Notice of Public Hearing for October 12, 2016 was published in the same newspapers on September 23 2016. The proofs of publication are included in Appendix B.

The *Notice of Completion of an Environmental Impact Report (NOC)* was filed with the County of Los Angeles Registrar/Recorder/Clerk on June 9, 2016. Copies of all Notices, indicating proof of filing or publishing, are included in Appendix B.

The custodian of the documents and other materials that constitute the record of proceedings for the Final EIR is Gary Nellesen, Director, Facilities Planning & Management, 1100 North Grand Avenue, Walnut, California 91789. Mr. Nellesen may be reached at (909) 274-5179 or at [facilitiesplanning@mtsac.edu](mailto:facilitiesplanning@mtsac.edu).

The Final EIR consists of three documents, the Draft EIR (Volume 1), Draft EIR Appendices (Volume 2) and Response to Public Comments (Volume 3). The appendices to Volume 3 are under separate cover.

Comments on the Draft EIR were received from two (2) state agencies (California Department of Fish and Wildlife, and the State Clearinghouse, five (5) local agencies [Cities of Pomona and Walnut, Consolidated Sanitation Districts of Los Angeles County, County of Los Angeles Fire Department, and South Coast Air Quality Management District (SCAQMD)], and from two (2) interest groups (United Walnut Taxpayers and the Kizh Nation). No comments were received from individuals.

The *Notice of Availability (NOA)* of the draft traffic study appendices was filed on August 19, 2016. The Appendices were circulated to the State Clearinghouse and local agencies for a 21-day public review period ending on September 9, 2016. Comments on the Appendices were received from the City of Walnut only.

### **Section 3.0: Topical Responses by the District to Repetitive Public Comments on the Draft EIR**

Since many of the public comments, are similar and repetitive, Section 3 provides a general summary of the public comments by project and topic, and then provides a Lead Agency response to those comments. This discussion is not intended to be exhaustive but a concise summary of the conclusions of the CEQA analysis for the projects.

#### 5. 2015 Facilities Master Plan Update (FMPU)

#### 5. FMPU Traffic

#### 5-2 Will buildout of the 2015 FMPU result in significant traffic impacts?

5.2.15 Yes, buildout of the 2015 FMPU and the associated enrollment increases will result in significant impacts at six locations in 2020 and at nine locations in 2025 (Table 3.2.17). Traffic improvements are recommended for all locations where it is feasible to implement them (Table 1.3). However, improvements are not feasible at all locations and the traffic impact will remain adverse.

The District will provide full funding for feasible traffic improvements for project buildout, and provide fair share funding (Table 3.2.18) for improvements required for cumulative impacts. The 2015 FMPU generates 23.2 percent of the total peak hour trips in the traffic study area in 2020 and 19.2 percent of the total peak hour trips in 2025 (Table 3.2.11). (For clarity, trip increases are derived from student enrollment increases, not from building square footage).

Table 3.2.17

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

Index	Scenario	Number of Locations with Significant Effects without Mitigation	Number of Locations with Feasible Improvements	Less than Significant Effects with Mitigation	Number of Locations with Significant Effects with Mitigation	Locations with Adverse Effects with Mitigation
1	Existing Plus Project 20205	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						

## Mitigation Measures that Must Be Implemented by Buildout of the 2015 FMPU in 2020.

TR-01. A second EB right-turn lane shall be added to the Grand Avenue and Cameron Avenue intersection. The City of Industry is the Lead Agency and the County of Los Angeles is an interested agency. The City of Industry shall ensure compliance.

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

TR-03. The EB right-turn lane at the Grand Avenue and Temple Avenue intersection shall be converted to a through/right-turn lane. The City of Walnut is the Lead Agency.

TR-04. The signal phasing for the Grand Avenue and La Puente Road intersection shall be modified to include an EB right-turn overlap phase (i.e. a right-turn protected arrow). The City of Walnut shall ensure compliance.

TR-05. The EB approach shall be restriped to include a dedicated right-turn lane at the Temple Avenue and Mt. SAC Way intersection. The City of Walnut is the Lead Agency.

TR-07. When a site plan is completed, a site-specific analysis shall be completed for the Public Transit Center. All recommendations of the traffic analysis shall be completed and the project coordinated with the college, the City of Walnut, the Foothill Transit Agency and if required, the County of Los Angeles Metro Transit Authority. Facilities Planning & Management shall ensure compliance.



Table 3.2.18  
Fair Share Allocation of Improvement Costs

Intersection		Fair Share Contribution			
		Existing Plus 2020 Project Plus Cumulative		Existing Plus 2025 Project Plus Cumulative	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
		Percent of Total Cost			
1	Nogales St/Amar Rd	N/I	N/I	12	N/I
2	Lemon Ave/Amar Rd	N/I	N/I	24	N/I
5	Grand Ave/Cameron Ave	48	N/I	47	43
6	Grand Ave/Mountaineer Rd	60	59	59	55
7	Grand Ave/San Jose Hills	41	40	40	37
8	Grand Ave/Temple Ave	45	43	39	42
9	Grand Ave/La Puente Rd	47	46	47	43
10	Grand Ave/Valley Blvd	20	19	15	15
11	Grand Ave/Baker Pkwy	19	N/I	5	4
12	Grand Ave/SR-60 WB Ramps	N/I	N/I	6	N/I
14	Mt. SAC Way/Temple Ave	64	62	52	64
15	Bonita Ave/Temple Ave	N/I	N/I	58	69
17	Valley Blvd/Temple Ave	27	27	16	22
N/I = Not impacted during this time period					
Source: Table 20, Ibid, Iteris, March 2016.					

1.1.2 Limited truck hauling is associated with all new projects in the 2015 FMPU because materials and equipment must be brought to the site. These trips are minor compared to campus and area trips on the local circulation network and have no impacts. Truck hauling for earth and concrete export or import may occur for any new project.

When truck-hauling trips may result in significant impacts, a special truck-hauling plan will be prepared for all hauling operations of more than 15 trucks per hour and more than 100,000 cubic yards (Mitigation Measure TR-56 in Appendix L-1). A Truck Hauling Plan has been completed for truck hauling for the PEP (Phase 1, 2) demolition and import hauling. The impact of truck hauling for the 2015 FMPU and PEP is Less than Significant with Mitigation Incorporated.

Table 3.8.5  
2015 LOS for PEP (Phase 1) Haul Route Intersections

Intersection		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
15	Bonita Drive/Temple Avenue	0.569	A	0.633	B
17	Valley Blvd/Temple Avenue	0.814	D	0.820	D
18	SR-57 SB Ramps/Temple Avenue	21.4	C	23.8	C
19	SR-57 NB Ramps/Temple Avenue	14.2	B	9.1	A
Source: Appendix B2, Table 5, Ibid., Iteris, April 2016. Location 16 is not signalized but stop sign controlled for right-turn outbound only and right-turn inbound on special event days only.					

## 2. FMPU Air Quality

### 2-1 *Will buildout of the 2015 FMPU result in significant air quality impacts?*

2.1.1 Construction of approximately 454,500 gsf and demolition of approximately 123,000 gsf for buildout of the 2015 FMPU in 2020 (Appendix K-1) will result in a Less than Significant with Mitigation Incorporated for air quality.

All new air quality mitigation measures are listed in Table 1.3 and all required air quality impact measures are included in the 2016 Mitigation Monitoring Program in Appendix L-1. Construction related air quality impacts, including impacts from demolition, grading and construction, are projected for individual projects and emissions compared to SCAQMD daily emission standards.

The largest project in the 2015 FMPU is the Physical Education Projects (Phase 1). The CalEEMod air quality program from the South Coast Air Quality Management District is used to project daily construction emissions and compare them with SCAQMD thresholds.

Table 3.3.10  
Physical Education Projects (Phase 1) Construction Emissions

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

Source: Table 12, Greve and Associates, Ibid., April 15 2016

The following mitigation measure is required to reduce Nox emissions to acceptable levels:

AQ-03. All off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrapers, tractors, loaders, etc.) used during construction of PEP (Phase 1) shall comply with EPA-Certified Tier IV emission controls where available. The requirements shall be placed in construction contracts. Facilities Planning & Management shall ensure compliance.

2.1.2 Increased campus enrollments in 2020 and 2025 will result in a trip increase of 4,606 and 8,798 respectively. The trip increase does not result in significant increases in particulates off-campus along area roadways (B9 in Section 3.3.2).

2.1.3 The operational emissions for buildout of the 2015 FMPU in 2020 and 2025 do not exceed SCAQMD thresholds. This projection includes all 2015 FMPU projects, including PEP (Phase 1, 2).

Table 3.3.18  
2015 FMPU Buildout Operational Emissions in 2020 and 2025

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

Source: Table 10, Greve and Associates, Ibid., April 15, 2016

### 3. FMPU Noise

#### 3-1 Will buildout of the 2015 FMPU result in significant noise impacts?

3.1.1 Construction projects included in the 2015 FMPU will generate construction noise intermittently from 7 am to 7 pm Monday to Saturday. The largest construction project in the 2015 FMPU is the Physical Education Projects (PEP). However, construction noise from PEP construction will be Less than Significant for residential land uses off-campus located more than 1,500 feet from the construction site (Exhibit 9 in Appendix D1).

With the noise mitigation measures required in Table 1.3, the construction noise impacts for all 2015 FMPU projects will be Less than Significant with Mitigation Incorporated.

3.1.2 Traffic-related noise due to buildout of the 2015 FMPU does not result in noise increases of 3 dBA along area roadways. Therefore, the project impact on traffic-related noise is Less than Significant (Tables 3.5.8, 3.5.9).

#### 4. FMPU Parking

##### 4-1 *Will buildout of the 2015 FMPU result in significant parking impacts?*

4.1.1 No, buildout of the 2015 FMPU will not result in significant parking impacts. The campus parking demand and supply has been projected for 2020 and 2025. The District will provide ample parking for projected enrollment for buildout of the 2015 FMPU and update the parking analysis with each master plan update or within five years of the last master plan update. Therefore, the parking supply will meet or exceed the projected parking demand in any year. The parking demand is obtained by projecting the peak campus parking demand based on prior campus parking surveys. The methodology was first used in the 2008 Final EIR.

Scenario	Peak Parking Demand	Parking Supply
Existing (2015)	7,267	8,985
Future (2020)	8,017	8,308
Future 2025	8,716	9,096
Sources: Draft EIR, Tables 3.2.3, 3.2.6, 3.2.9		

The following mitigation measures are also required:

TP-02. The college shall provide a minimum of 8,017 parking spaces by 2020 and a minimum of 8,716 spaces by 2025. The parking totals exclude the 50 on-street metered spaces along Temple Avenue. The 2025 student headcount projections and parking requirements shall be updated by 1/1/2020. Facilities Planning & Management shall ensure compliance.

TR-57. 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 compliance.

The second measure provided assurances that parking supply and demand will be balanced if a new master plan and parking study is not completed in five years. Student enrollments fluctuate with economic cycles, and this measure prepares for “up-cycles” when no Master Plan Update is being prepared.

## 5. FMPU Water Quality

### 5-1 Will buildout of the 2015 FMPU result in significant impacts on water quality?

5.1.1 No, construction and operation of the new facilities in the 2015 FMPU will result in a Less than Significant Impact on water quality. All projects must comply with the Stormwater Pollutant Prevention Plan (SWPPP) for the campus (Appendix F-1) and the following mitigation measure:

*HYD-02. 7a. The Master Campus Drainage Plan shall be updated prior to commencement of grading for the Fire Training Academy and Athletics Education Building projects. The plan shall comply with the State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit) regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the college shall prepare a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program for the 2012 Facility Master Plan. All recommendations of the final drainage plan(s) approved by the Division of the State Architect (DSA) shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.*

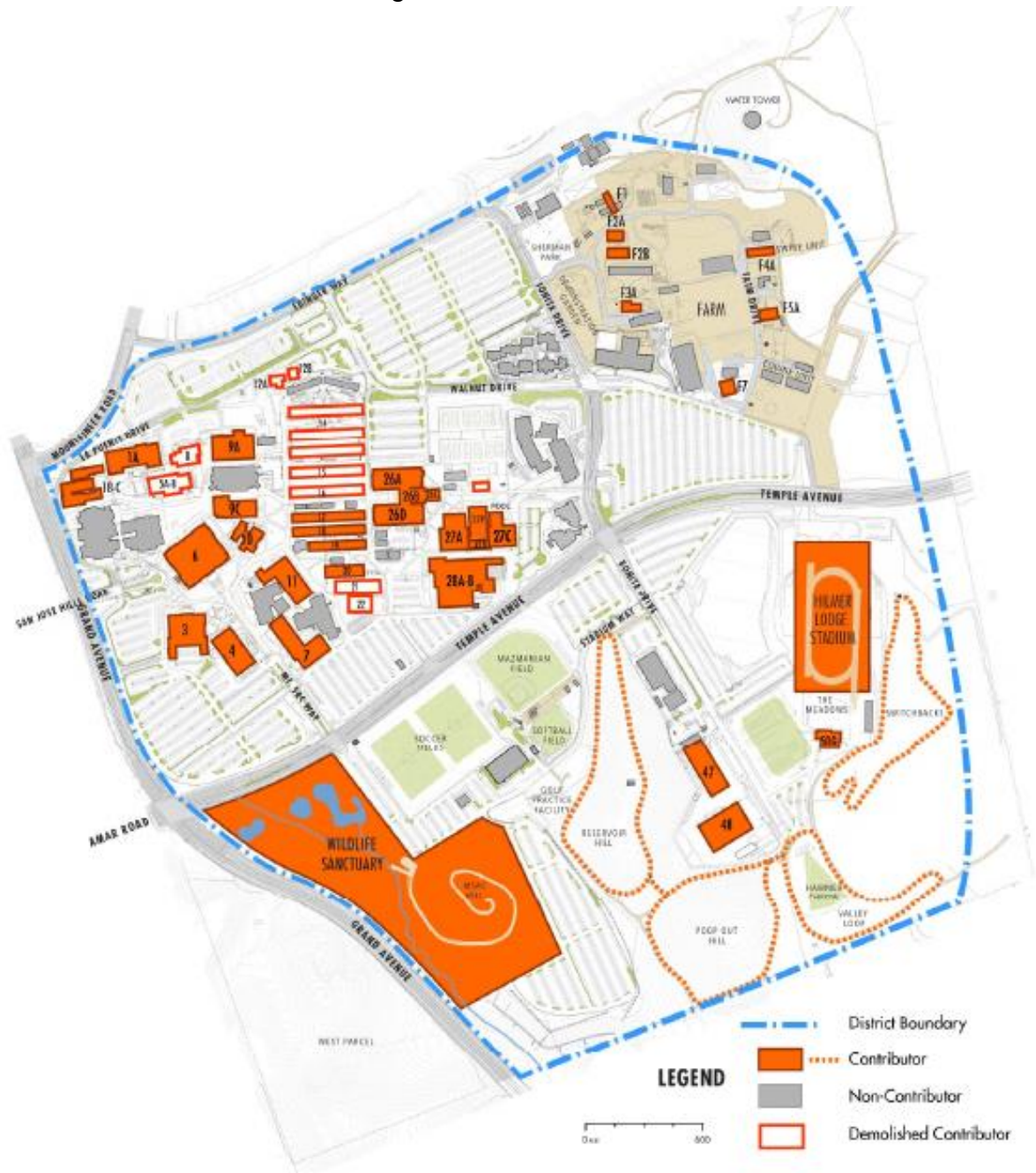
## 6. FMPU Cultural Resources

### 6-1 Will buildout of the 2015 FMPU result in significant cultural resource impacts?

6.1.1 Yes, buildout of the 2015 FMPU will result in significant cultural resource impacts (Exhibit 3.6). Demolition of the existing Hilmer Lodge Stadium is an adverse impact, which is not fully mitigated by the required mitigation measures.

Demolition of other contributing resources to the campus historic district may be mitigated to Less than Significant with Mitigation Incorporated (Table 1.3: Mitigation Measures CR-01 to CR-10).

Exhibit 3.5  
 Extant and Demolished Contributing Resources Since 2003





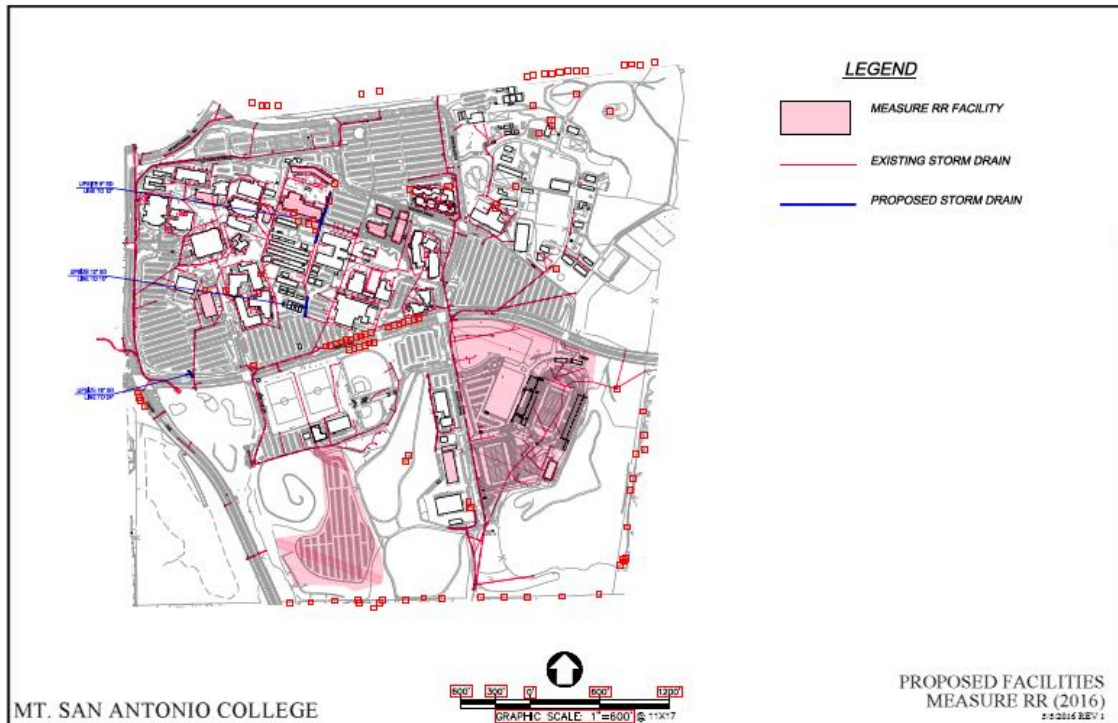
## 7. FMPU Drainage

### 7-1 *Will buildout of the FMPU result in significant impacts on drainage systems?*

7.1.1 No, buildout of the FMPU will not result in significant impacts on the drainage system. The increase in impervious area of approximately 20 acres will increase drainage flows, but the Utilities Infrastructure Master Plan has been updated to accommodate the projected future drainage flows (Exhibit 3.10). The existing drainage for the stadium area is not near line capacity, and no major drainage improvements are required for the PEP (Phase 1, 2). The required campus drainage improvements are identified below.

#### Exhibit 3.10

#### Required Drainage Improvements for 2015 FMPU





## 8. Land Use/Planning

### 8-1 *Will the campus zoning districts and the projects in the 2015 FMPU be incompatible with off-campus land uses along the campus perimeter?*

8.1.1 No, the proposed land uses and facilities on campus will be compatible with adjacent off-campus land uses (Exhibit 1.4). There will be no significant light and glare impacts (Mitigation Measure AES-07) and all new facilities near the campus perimeter will not create adverse impacts on offsite uses. The building setbacks from the campus perimeter and building height are compatible with offsite adjacent uses. The impact of 2015 FMPU buildout on off-campus land uses is Less than Significant with Mitigation Incorporated.

## 9. Biological Resources

### 9-1 *Will buildout of the 2015 FMPU result in significant impacts on biological resources?*

9.1.1 No. Very few projects in the 2015 FMPU are located near the natural habitat areas on campus. The irrigation well project and work near the stadium detention basin will displace a few California Walnut trees, but they will be replaced in the Land Use Management Habitat Area (Mitigation Measure BIO-03). The California Black Walnut Conservation Area is shown in Exhibit 3.9 in Section 3.7.

## 10. Aesthetics/Lighting

### 10-1 *Will buildout of the 2015 FMPU result in light and glare along the project perimeter?*

10.1.1 No. The lighting equipment selected for each facility is appropriate for that facility and based on the California Building (CBC) Code, or the Illumination Engineers Society of North America (IES) GSU – Security Standards. The Division of the State Architect (DSA) reviews all facility plans to assure the lighting proposed is appropriate for the facility's use and complies with State standards. The CBC standards focus on the appropriate exterior light fixture characteristics (i.e. Backlight, Uplight and Glare) and on an illumination standard, expressed in foot-candles.

The District has created guidelines for recommended night lighting levels along the campus perimeter (Table 3.7.12). The standards are guidelines and do not supersede existing State regulations.

b. Physical Education Projects (PEP) (Phase 1, 2)

5. PEP Noise

5-2. *Will stadium construction result in significant noise impacts on residential neighborhoods to the north or south of the stadium?*

2.1.1 No, the construction of the PEP (Phase 1, 2) will not result in significant noise impacts on offsite residential neighborhoods north, south or west of the campus. All geographical areas located more than 1,500 feet from the PEP construction site (Exhibit 9 in Appendix D-1) will be exposed to construction noise levels below the District noise thresholds of significance. Since preliminary grading of the site is complete, the primary construction noise sources are related to demolition and shell construction. (All residential areas are located more than 1,900 feet from the PEP construction site). All construction will occur within the hours required by Mitigation Measure NOI-02.

2. PEP Aesthetics/Lighting

2-1 *Will the stadium new LED lighting system create significant light and impacts?*

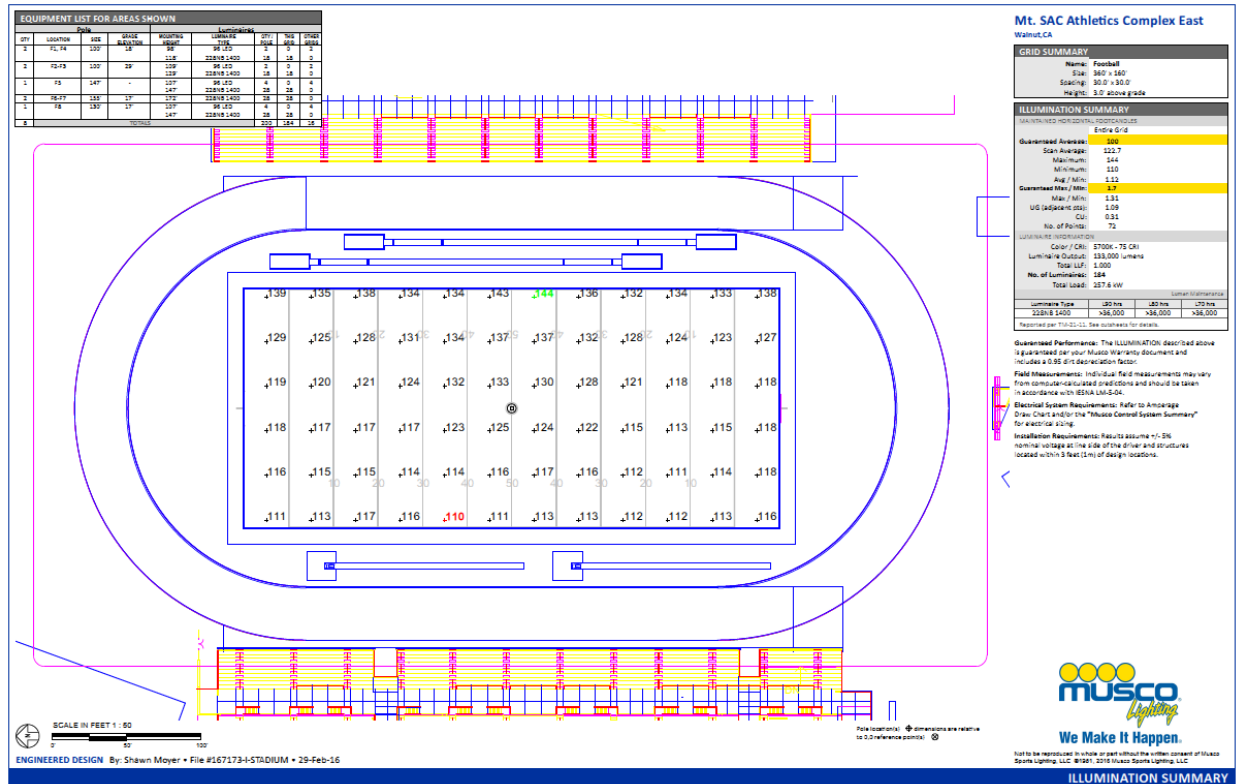
2.1.1 No, the stadium LED lighting system is being designed to NCAA Lighting Standards and will be more energy efficient and more adaptable than the existing lighting system. The increased illumination levels for the stadium events with the LED lighting system (Exhibit 3.14) has no significant impact on the habitat areas to the east or to residential areas adjacent to or near campus. The light and glare impacts of stadium lighting are Less than Significant.

Table 3.8.2  
Existing Stadium Lighting Levels

Mt SAC Stadium	Football Field	D Track Area	Track Oval
	Target Points:	32	15
Average Foot-candles:	56.75	39.46	56.24
Maximum Foot-candles:	86	76	110
Minimum Foot-candles:	32	7	8.8
Max/Min (Uniformity) Ratio:	2.68	10.86	12.5
Source: Musco Lighting, March 17, 2016, See Exhibit 3.11 for target point locations			

The proposed LED lighting system for the stadium football games is shown below (Exhibit 3.17). All other lighting systems for the PEP are included in Appendix I-9.

Exhibit 3.17  
Stadium LED Lighting for Football



3-1. Will the stadium new LED lighting system create significant skyglow impacts?

3.1.1 No, the stadium LED lighting system will not result in significant sky glow impacts. Skyglow is light intrusion into the atmosphere that may hinder observation for national astronomy observatories. Projections of sky glow prepared by Musco Lighting indicate the sky glow from stadium lighting is 0.04 foot-candles at 172 feet above the stadium field (i.e. directly vertical or 180 degrees from nadir) and at 0.34 foot-candles at 100 degrees from nadir (Exhibit 3.18).

For comparisons, the recommended maximum parking lot light level for sensitive biological habitat adjacent to Lot M is 0.2 foot-candles at 50 feet from the perimeter. Security lighting for surface parking lots is usually 2.0 foot-candles.

The LED stadium lighting system will have less skyglow than the existing halide system. The LED stadium lighting system has no significant impacts on skyglow for offsite residential uses to the north or south. Stadium lighting will also be intermittent, since 20 events are projected to require night lighting annually.

Stadium lighting effects on Observatory activities are uncertain, but minor compared to the current impacts from existing soccer field lighting.

#### 4-1 *Will truck hauling for the PEP cause congestion or other traffic impacts?*

4.1.1 The truck hauling associated with PEP (Phase 1, 2) construction was evaluated in Section 3.7.2. The proposed truck haul route is north to the Bonita Avenue/Grand Avenue intersection, east along Temple Avenue to SR-57 and north on SR-57 to an unspecified destination. Empty trucks would return along the same route to the campus. The majority of the truck hauling for PEP (Phase 1) is related to demolition of the stadium, export of earth, and import of concrete (Table 3.8.4).

The Truck Hauling analysis indicates all intersections will occur at acceptable levels during truck hauling (Table 3.8.5). The hauling trips are minor compared to campus and area trips on the local circulation network and have no impacts.

However, truck hauling for PEP construction is limited to reduce nitric oxide emissions. Construction emissions for Phase 1 do exceed SCAQMD thresholds of significance for Nox only during the grading phase (Table 3.8.8). The exceedance is caused by onsite graders and truck hauling export. However, the required mitigation measures will reduce Nox emissions so the effect is Less than Significant with Mitigation Incorporated.

TR-02: Truck hauling for the Phase 2 grading of the PEP site shall be limited to 8 hours a day and a maximum of 18 trucks per hour. Facilities Planning & Management shall ensure compliance.

#### 5-1 *Will the PEP project impact biological resources?*

No. As stated previously, the stadium construction does not occur in the habitat areas to the east and southeast. Some work near the detention basin offsite will result in removal of a few California Black Walnut trees, which will be replaced in the Land Use Management Area.

There are no significant biological resources located in the area east and southeast of the project that are impacted by the increases in stadium lighting due to the project. The stadium night increases are generally directly east of the stadium centerline for less than 100 feet. This is not a significant effect, either for light and glare since the Spadra Landfill is located east of the campus perimeter, and because no significant biological resources are located in this area.

6-1 *Will the PEP project have cultural resource impacts?*

Yes, as stated previously, demolition of the stadium is a significant impact. While extensive mitigation measures are required, the impact remains adverse. Select mitigation measures that are required for stadium demolition are:

CR-07. Prior to demolition, removal or remodeling of any 3CD or 3CB building, the college shall prepare archivally stable reproduction of original as-built drawings. Reproductions of drawings shall be done in accordance with the *Secretary of the Interior's Guidelines for Architectural and Engineering Documentation*. Select existing drawings, where available, may be photographed with large-format negatives or photographically reproduced on Mylar in accordance with the U.S. Copyright Act, as amended. Facilities Planning & Management shall ensure compliance.

CR-08. To recognize the history of Mt. SAC, part of the facilities for the new Stadium will include Heritage Hall, an area dedicated to historical interpretation of the history of Hilmer Lodge Stadium and the college. The interpretative panels could utilize information from the HABS Level II Narrative Historical Report and large-format photographic documentation. Facilities Planning & Management shall ensure compliance.

CR-09. To further recognize the history of Mt. SAC, a page or series of pages should be developed for inclusion on the college's website. This project could be completed as a multi-disciplinary school project, prepared by students in the Technology and History departments utilizing the information from the HABS Level II Narrative Historical Report and large-format photographic documentation. Facilities Planning & Management shall ensure compliance.

CR-10. An architectural historian or historical architect meeting the SOI Professional Qualification Standards for either discipline shall review the proposed architectural drawings and renderings of the Library (6), Bookstore (9A) and Technology Center (28 A/B) to ensure compliance with the SOI Treatment of Historic Properties. The person should be consulted during the early design of the renovation projects to ensure adherence to the Standards and to minimize plan alternations during the design process. Facilities Planning & Management shall ensure compliance.

7-1 *Will buildout of the PEP (Phase 1) cause significant air quality impacts?*

No. All phases of construction of the project have been comprehensively evaluated for potential emission impacts. Only Phase 1 is discussed here because it is the larger of the two phases of the project.

Phase 1 construction emissions exceed SCAQMD thresholds of significance for Nox only during the grading phase only. All other construction phases have air quality emissions below SCAQMD standards. The exceedance is caused by onsite graders and truck hauling export. However, the required mitigation measures below (MM PE-02 and PE-03) will reduce Nox emissions so the effect is Less than Significant with Mitigation Incorporated.

Only the new mitigation measures, not those already required in the 2012 Mitigation Monitoring Program for air quality and greenhouse gases are listed below. The complete list of all required mitigation measures for the project is included in Appendix L of the Draft EIR: Volume 2.

Construction air quality emissions for PEP (Phase 2) are much smaller because the site is already graded, the building square footage is less, and the construction hauling much less.

Table 3.8.8  
PEP (Phase 1) Peak Construction Emissions

Activity	Pollutant Emissions (Pounds Per Day)					
	ROG	Nox	CO	Sox	PM10	PM2.5
Demolition	5.0	55.7	43.7	0.1	10.8	3.6
Site Preparation	5.2	54.7	42.2	0.0	21.2	12.7
Grading	11.2	147.2	106.9	0.3	32.6	11.9
Building Const.	7.3	48.0	76.0	0.2	10.2	4.1
Paving	1.8	17.2	15.2	0.0	1.1	0.9
Architectural Coating	10.3	2.6	7.6	0.0	1.5	0.5
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Threshold?	No	Yes	No	No	No	No

Source: Table 13, Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects, Report #16-002AQ, Greve and Associates, LLC, April 15, 2016

The Localized Significance Thresholds analysis (Table 3.8.10) also does not result in significant impacts of Phase 1 construction. (Since there is not substantial overlap between phases, the total daily emissions are not additive, but are still below the LST Threshold if you added all activity emissions together).

The operational emissions for buildout of the 2015 FMPU in 2020 and 2025 were shown in Table 3.3.18 in Response 2.1.3. The projection includes all 2015 FMPU projects, including PEP (Phase 1, 2). The PEP project comprises ten (10) percent of the total gross square footage on campus in 2020. The projected emissions for 2020 and 2025 do not exceed SCAQMD operational thresholds.

Table 3.8.10  
LST Emissions for PEP (Phase 1)

Activity	Daily Emissions (lbs./day)			
	Nox	CO	PM10	PM2.5
Demolition	45.7	35.0	9.9	3.3
Site Preparation	54.6	41.1	21.0	12.6
Grading	74.8	49.1	10.5	6.7
Building Construction	26.4	18.1	1.8	1.7
Paving	17.2	14.5	0.9	0.9
Architectural Coating	2.0	1.9	0.2	0.2
<i>LST Thresholds</i>	<i>489</i>	<i>11,084</i>	<i>105</i>	<i>44</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: Table 13, Greve and Associates, Ibid., April 15, 2016

The threshold of significance for GHG emissions is 3,000 metric tons annualized over thirty years. The project has no impact on greenhouse gases.

Table 3.8.13  
Total Construction GHG Emissions for PEP (Phase 1)

	Metric Tons per Year			
	CO <sup>2</sup>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sup>2</sup> EQ
Total Construction Emissions (Metric Tons)	3,169.3	0.3	0.0	3,174.7
Averaged Over 30 Years (Metric Tons Per Year)	105.6	0.0	0.0	105.8

MTCO<sup>2</sup>EQ = metric tons equivalent carbon dioxide (CO<sup>2</sup>).

Source: Table 6, Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Mater Plan Update and Physical Education Projects, Report #16-002GHG, Greve and Associates, LLC, April 15, 2016.

With the required mitigation measures for construction and operation of PEP (Phase 1), the air quality impacts are Less than Significant with Mitigation Incorporated.

AQ-01. All contractors shall comply with all feasible Best Available Control Measures (BACM) included in Rule 403 included in Table 1: Best Available Control Measures Applicable to All Construction Activity Sources. In addition, the project shall comply with at least one of the following Track-Out Control Options: (a) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long, (b) Pave the surface extending at least 100 feet and a width of at least 20 feet wide, (c) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site, (d) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, € 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.

AQ-02. To reduce VOC emissions, all construction contracts shall limit painting to eight hours per day, specify the use of paints and coatings with a VOC content of 80 grams per liter (g/l) or less. Facilities Planning & Management shall ensure compliance.

AQ-03. All off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrapers, tractors, loaders, etc.) used during construction of PEP (Phase 1) shall comply with EPA-Certified Tier IV emission controls where available. The requirements shall be placed in construction contracts. Facilities Planning & Management shall ensure compliance.

PE-02. Truck hauling for Phase 2 grading of the PEP site shall be limited to 8 hours a day and a maximum of 18 trucks per hour. Facilities Planning & Management shall ensure compliance.

PE-03. The requirements shall be placed in construction contracts. All off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrapers, tractors, loaders, etc.) used during construction of PEP (Phase 1) shall comply with EPA-Certified Tier IV emission controls where available. The requirements shall be placed in construction contracts. Facilities Planning & Management shall ensure compliance.



7-2 *Why is the PEP (Phase 1, 2) replacing the former facilities and do the plans comply with the City's land use and planning zones?*

The campus zoning designation for the PEP project site is unchanged from 2012: Athletics. The project has no change in land use for the 32.2-acre site. The existing facilities are being replaced to centralize athletics programs in one location and to update the facilities for current and future educational programs (Section 2.4). (The decision is analogous to a person deciding if they should spend more for repairs on a high mileage vehicle, or buy a new vehicle that is more reliable, less costly to operate, and has more safety features than the current vehicle.

The Board of Trustees approved the preparation of design and civil engineering plans for the PEP (Phase 1) in February 2013 and January 2014. The plans were first submitted to the Division of the State Architect (DSA) for review in January 2015. DSA approval of the PEP (Phase 1) plans is expected in January 2017.

The PEP (Phase 2) project will consolidate athletic uses now located north of Temple Avenue, including the gym (3) aquatics (27B, 27C), the wellness center (27A) and the former tennis courts (27T). All athletic facilities north of Temple Avenue were proposed for demolition in the 2012 FEIR but only the tennis courts have been demolished to date. PEP (Phase 1) is the replacement of the existing stadium.

The Board of Trustees of the District by resolution may render the City of Walnut regulations inapplicable to the PEP. However, the City of Walnut General Plan designation for the PEP site is Schools and the zoning designation is Community College with a Civic Center Overlay (Exhibits 3.2, 3.3).

c. 2020 Olympic Track & Field Trials

5-2 *Will hosting the event result in significant traffic impacts?*

5.2.15 Yes, but the significant impacts will be confined to two weekday pm peak periods when guests are leaving the campus and area commuters are heading home (pm peak). If possible, the preliminary schedule will be changed to eliminate the conflict by ending events earlier or later; avoiding the higher daily trips occurring during the weekday pm peak.

The recommended campus Parking Plan A (Table 3.11.5) allows 5,195 vehicles to park on campus (Exhibit 3.22). Other guests must use campus shuttle buses and use off-campus parking lots at CalPoly Pomona and area high schools. Therefore, post-event guest traffic is distributed throughout the area.

2-1 *Will hosting the event result in significant impacts on campus parking?*

2.1.1 No, hosting the event will not result in significant impacts on campus parking. The recommended campus parking plan (Plan A) allows 5,195 vehicles to park on campus (Exhibit 3.20) and 1,780 vehicles must park off-campus in parking lots served by the campus shuttle buses (Exhibit 3.21). Classes will not be in session during the Trials so only 490 parking spaces are required weekdays for faculty and staff.

3-1 *Will hosting the event result in significant impacts on campus security, trash or emergency services?*

3.1.1 No, a special security plan will be approved nine months prior to the event (Mitigation Measure SE-03). During the event, recycling, special trash collection and removal will accommodate the trash increase due to the large number of daily guests. Additional medical services will be available on campus throughout the event.

Since shuttle buses will serve approximately 7,100 guests daily and approximately 5,200 vehicles will be allowed to park on campus, area traffic is less than that experienced daily when classes are in session. However, in comparison with student traffic, guest traffic will arrive and depart for the first and last daily event. The campus currently has 8,985 parking spaces (April 2016).

4-1 *Will hosting the event result in significant traffic-related noise increases off-campus?*

4.1.1 No, the traffic-related noise increases due to hosting the Trials has been evaluated and do not exceed the threshold of 3 dBA. Traffic-related noise increases on Grand Avenue due to the Trials are less than 1 dBA and on Temple Avenue less than 2 dBA (Table 3.22.3). The traffic-related noise increases due to hosting the event are Less than Significant.

5-1 *When will the Mt. SAC Relays and the Mt. SAC Invite return to the campus?*

5.1.1 The preliminary construction schedule has the stadium completed in June 2018. The Mt. SAC Invite would return to the campus in October 2018 and the Mt. SAC Relays would return to the campus in April 2019.

6-1 *Can the campus manage daily attendance of 20,000 without safety or security incidents?*

As stated previously, a Campus Security Plan will be approved nine months before the event. While a Local Organizing Committee will be the group responsible for planning the event, the Athletics Department will be the campus liaison with the Committee. The Athletics Department has been hosting the Mt. SAC Relays and Mt. SAC Invite for more than fifty years, with daily attendance up to 13,000 persons.

The U. S. Track & Field Association has been holding national events without major incidents in Bend, Oregon, Atlanta, New Orleans, Indianapolis, Echo Summit (Lake Tahoe), Sacramento and Los Angeles.

The District is planning on not holding classes during the weekdays when the 2020 Olympic Track & Field Trials will occur. The largest attendance is expected during the final weekend. However, either Parking Plan A (without classes) or Plan C (with classes) will provide ample parking and shuttle services for the event without significant parking impacts.

To place the event in a regional sporting context, daily attendance exceeds 20,000 for a Lakers or Clippers basketball game at Staples Center, a Galaxy game at StubHub Center, a Los Angeles Kings hockey game at Staples Center, a Dodger game at Chavez Ravine or an Angels game at Anaheim Stadium. The Angel's game schedule includes eight consecutive daily evening games in September 2016.

The capacity of Staples Center is approximately 19,000 for basketball games, 18,230 for hockey, 19,000 for concerts and 20,000 for boxing. Since 2004, the average game attendance at Angel Stadium and Dodger Stadium has exceeded 40,000. StubHub Center, home for the LA Galaxy in Carson, has a capacity of 27,000 and the average game attendance in 2015 was 23,392. All of these facilities are heavily reliant on personal vehicle use, and do not have substantial shuttle, bus or rail use by patrons.

The 5,195 parking spaces allowed for guest uses on campus for the Trials, with pre-paid passes, is seven (7) percent less than the daily parking demand when classes are in session and 37 percent less than the total parking spaces on campus anticipated in June 2020.

Approximately 1,780 vehicles will park in remote shuttle lots, which are projected to transport up to 7,120 guests daily to the campus during the Trials. The logistics of parking and shuttles can be managed effectively without major incidents.

## **Section 4.0: Summary of Assertions in Public Comments of New Significant Project Impacts Not Addressed in the Draft EIR**

When specific public comments in Section 3.0 asserted there is a new significant effect that was not addressed in the Draft EIR, the asserted new significant effect (i.e. whether substantiated or not by written evidence in the comment) are isolated and addressed in Section 4.0. If needed, the District has provided clarification of information in the Draft EIR or Responses to address the comment. This information is not substantial new information that requires re-circulation of the Draft EIR but clarification of issues and information already included in the Draft EIR.

### **4-1. United Walnut Taxpayers Association (July 28, 2016)**

Comments 7-1.14, 7-1.16 and 7-1.44, (assert that Structure J contributes toward a cumulative traffic impact in combination with traffic from the Timberline neighborhood during an emergency evacuation. Comment 7-1.9 is addressed in Response 4.2.1.

4.1.1 First, this impact is not new and was addressed in the Draft EIR (pp. 103, 116 etc.). Traffic flow during an emergency event is unpredictable, does not conform to the methodology used for any traffic analysis (i.e. project, cumulative or General Plan Update) and the typical LOS analysis used in traffic studies is meaningless for evacuation events.

The vehicles parked in Parking Structure J may be directed by traffic control officers to exit in several directions; west along Edinger Way or east along Edinger Way or south along Walnut Drive. The net increase in parking spaces due to a new Parking Structure J at this location is 1,830 spaces. (Buildout of the 2015 FMPU results in a net gain of 1,309 spaces for the whole campus).

While all emergency evacuations are problematic, there is little danger of the area being subject to a firestorm without fire protection from the County of Los Fire Department or other fire agencies. There is no substantial increase in danger for residents or campus guests in any future evacuation with or without Parking Structure J.

The execution of existing campus emergency plans was effective during the recent bomb scare, and the execution of any updated emergency plans will be more effective. Therefore, both the analysis and the proposed mitigation are sufficient for the project and no additional responses are required.

4-2 City of Walnut (July 28, 2016) and United Walnut Taxpayers (July 28, 2016)

4.2.1 The City is asserting indirectly in Comment 6-2.15 that the buildout of the 2015 FMPU results in aesthetic impacts on adjacent City property and the surrounding community and implies that the discussion of light and glare and landscaping is not sufficient. However, no new aesthetic impacts are identified in the comment.

United Walnut Taxpayers in its July 28<sup>th</sup> comments is also asserting in Comment 7-1.9 that the West Parcel project has an aesthetic impact on a gateway to the City. However, this comment ignores the Landscaping Plan that was adopted for the project, which screens views of the site from Grand Avenue. As stated previously, the West Parcel solar project obtained its CEQA clearances from the 2012 Final EIR.

The design review guidelines proposed as mitigation measures in Comment 6-2.14 appear to impose the City's architectural and design review process upon the District.

Both comments do not identify new aesthetic impacts, or identify specific instances of development of the 2015 FMPU that may result in significant aesthetic effects.

4-3 South Coast Air Quality Management District (SCAQMD) (July 28, 2016)

The SCAQMD asserts in Comment 6-4.4 that if the 2020 Olympic Track & Field Trials are held when summer classes are in session, the air quality emissions may be significant.

4.3.1 Response 6.4.4 has shown that the ADT related to hosting the Trials while students are attending summer sessions is similar to the air quality conditions for operation of the campus during a fall semester. As shown in Table 6.5.2 and in Comment 6.5.1, the regional air quality impacts of Plan C would be only approximately 45 percent (Table 6.5.2 in Response 6.7.3) similar or less than the campus in a fall semester in 2020. Therefore, the impact would be less than significant since the air quality operational impacts of buildout of the 2015 FMPU are Less than Significant.

4-4 City of Walnut/Exhibit A: SWAPE (July 28, 2016)

Comments in Exhibit A on page 8 assert that project construction results in cancer health risks for infants, children and lifetime exposure of adults and that the mitigation measures proposed for reducing Nox on p. 16 are not feasible, resulting in significant Nox emissions.

4.4.1 The air quality analysis for the 2015 FMPU demonstrates that project construction does not result in cancer health risks and that SWAPE has used erroneous assumptions to arrive at its conclusions. See Responses 6.2.57, 6.2.59, 6.2.64, 6.2.71 etc.

The mitigation measures recommended for reduction of Noe are feasible and will be implemented. See Mitigation Measures AQ-09 in Appendix D1.

The Responses provided by Greve & Associates to the comments included in Exhibit A show that that no new environmental impact results from the comments included in Exhibit B and that no new mitigation measures are required beyond those stated in the Final EIR.

4-5 City of Walnut /Exhibit B: Kunzman Associates (July 28, 2016)

On page 5 of Exhibit B, Kunzman Associates asserts that their recommendations for changes in the project trip generation and trip assignment may alter the findings of significance of the project traffic study.

4.5.1 The Responses provided by Iteris Inc. to the comments included in Exhibit B show that the resulting changes are not significant, that no new environmental impact results from the changes proposed by Exhibit B and that no new mitigation measures are required beyond those stated in the Final EIR.

## **Section 5.0: State Agency Public Comments with Responses from the District**

### Document Organization for Public Comments

All correspondence with public comments on the Draft EIR received to date is included in Appendix A. The correspondence is numbered individually (e.g. 5-1, 5-2, etc.) and public comments are indexed (e.g. 5-1-1, 5-1-2, etc.). The District's responses to comments on environmental issues identified in the public comments are then included (indexed as 5.1.1 etc.).

Notices are included in Appendix B, Other Information is Appendix C, and the recommended 2016 Mitigation Monitoring Program is Appendix D.

#### 5-1. Governor's Office of Planning and Research (July 26, 2016).

5.1.1 The OPR correspondence acknowledges that the District has complied with the State Clearinghouse CEQA review requirements and that the state public review period closed on July 25, 2016. The Draft EIR was distributed by the State Clearinghouse to twelve (12) agencies. Reviewing agencies are listed in the attached *Documents Details Report*.

#### 5-2. California Department of Fish and Wildlife (CDFW) (August 8, 2016).

All comments by the CDFW (Department) have been listed below. However, the comments include three footnotes, which are generally explanatory or definitions that are not included below. Please consult Appendix A19 to review the footnotes.

5-2.1 “CDFW is California's Trustee Agency for state fish and wildlife resources, and holds those resources in trust by statute for al [the people of the State. [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; CEQA Guidelines § 15386, subdivision (a)]] CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Id., § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available. Biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.”

5.2.1 The comments on the Department's responsibilities as a Trustee Agency are noted. No additional response is required.



5-2.2 “CDFW is also submitting comments as a Responsible Agency under CEQA. (Public Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW’s lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in “take” as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.”

5.2.2 The comments on the Department’s responsibilities as a Responsible Agency under CEQA are noted. No additional response is required.

5-2.3 “Mt. SAC has proposed a 2015 Facilities Master Plan Update (FMPU). Three proposed elements of the Mt. SAC 2012 Master Plan Update occur in areas that have not been previously developed. These elements, covering approximately 13-acres of the 420-acre campus, include an irrigation well site, a detention basin upgrade, and fire academy relocation.

*Mt. SAC is located in the San Gabriel Valley in southeast Los Angeles County, California. The college is situated near the intersection of North Grand and Temple Avenues in the City of Walnut. It is within un-sectioned land of the Puente Land Grant, Township 2 South, Range 9 East on the U.S. Geological Survey (USGS) 7.5-minute San Dimas quadrangle map.”*

5.2.3 The comments are noted and summarize elements of the 2015 FMPU of concern for the Agency. It should be noted that the Fire Training Academy project was evaluated in the certified 2012 Final EIR. However, the building in the latest preliminary site plan has been moved within the site and the parking areas revised. Additional CEQA review will be completed at the site-specific level when a final site plan is available.

5-2.4 “The SEIR addresses the potential impacts on the state species of special concern Burrowing Owl (*Athene cunicularia*) but does not address the federally-listed (threatened) coastal California gnatcatcher (*Polioptila californica californica*)<sup>2</sup> or the state species of special concern coastal cactus wren (*Campylorhynchus Brunneicapillus sandiegensis*), both of which are known to occur onsite and rely on coastal sage scrub and cactus scrub habitat that are present onsite. As indicated in the Biological Technical Report (Helix, 2016), the coastal California gnatcatcher was observed on coastal sage scrub on Mt. SAC Hill in May 2012 and 2015. Similarly, coastal cactus wrens have been heard vocalizing in the coastal sage scrub in May and June 2012. These observations are acknowledged by the study to “indicate that all of the Venturan coastal sage scrub in the study area is occupied by the species.” Based on the information contained in the Biological Technical Report, CDFW recommends the final SEIR include a full analysis of the direct and indirect impacts to these species, and any mitigation required to offset potentially significant impacts.”

5.2.4 The campus biological resource studies are included in the 2008 and 2012 Final EIRs. Helix Environmental Planners first completed a campus biological survey of 140 acres in the 2008 Final EIR (Appendix L). This report is the *Mt. San Antonio College 2008 Master Plan Update Biological Technical Report*, April 24, 2008. The *Mt. San Antonio College 2008 Master Plan Update Jurisdictional Delineation Report* (April 24, 2008) was also completed for areas primarily south of Temple Avenue. The natural area east of Lot F north of Temple was also included in the study area.

In 2012, Helix Environmental Planners completed the biological studies for 64.0 acres within the campus, which included the Fire Academy site, a sewer line extension and the area surrounding Hilmer Lodge Stadium (Appendix E) of The *Mt. San Antonio College 2012 Master Plan Update Draft Biological Technical Report* is dated August 17, 2012. The *Mt. San Antonio College California Black Walnut Management Plan* (September 21, 2012) included CBW tree inventory, a mitigation plan and an implementation plan. The Mt. San Antonio College Campus Zoning now includes a 46-acre Land Management Zone (Exhibit 3.1), in which the CBW Management Plan will be implemented.

The biological studies included in the current Final Subsequent EIR (2015 FMPU & PEP (Phase 1, 2) included surveys of the area listed in Comment 5.2-3. Several additional biological studies were prepared to fulfill conditions for Agency permits for the West Parcel Solar project, which received its CEQA clearances in the 2012 Final EIR. The mitigation stated:

*Construction impacts on occupied coastal California gnatcatcher habitat shall be addressed by requested the U. S. Army Corps of Engineers initiate a formal Section 7 Consultation with the USFWS for "incidental" take of a threatened species. The Section consultation is part of the USACE 404 Nationwide Permit application, Facilities Planning & Management shall monitor compliance."*

The *Mt. San Antonio College 2015 Facility Master Plan Update Biological Technical Report* (April 14, 2016) included 22 acres and eight work areas (Figure 3) and addressed the elements identified in Comment 5.2-2. An updated management plan and burrowing owl surveys were completed for the 2015 FMPU project.

Additional biological studies that have been completed as conditions of the USACE 404 permit application for the West Parcel Solar project certified in the 2012 Final EIR include coastal California gnatcatcher (2015) and burrowing owl surveys (2015), and an acoustical study (2016). A burrowing owl survey was also done for the 2015 Master Plan Update footprint in 2016.

Since all campus master plans have been evaluated in a Program EIR (i.e. including Subsequent and Supplement to an EIR), a full analysis of the direct and indirect impacts of development on these species (i.e. California gnatcatcher, coastal cactus wren, Venturan coastal sage scrub) has been adequately evaluated in the current and prior EIRs. The complete mitigation plan (2016 MMP) is included as Appendix D1 herein. The 2016 MMP includes all required mitigation measures (BIO-01 to BIO-15) for project impacts on biological resources.

A Statement of Overriding Considerations (SOC) was adopted in 2012 in the event of “incidental” take of the California gnatcatcher for the West Parcel Solar project. Mt. SAC has been working with the USFWS to finalize the Biological Opinion (BO) and complete the Section 7 Consultation for the West Parcel Solar project. As of the date of this letter, the USFWS has all of the information they need from Mt. SAC to issue the BO. Similarly, the USACE has all the information they need from Mt. SAC to issue a Nationwide Permit, which will include the USFWS’ BO.

The current schedule is for the USACE to issue the Nationwide Permit, with the USFWS’ BO incorporated, between the middle and end of September 2016. As such, this project will be a take of this species, but it is expected that USFWS will conclude a no jeopardy finding and a SOC will no longer be necessary for impacts to the coastal California gnatcatcher on the West Parcel Solar project site.

*5-2.5 “The MMP, section B10-03, currently provided as follows: “[p]rior to grading within areas of Venturan Coastal Sage Scrub, the college shall identify replacement 2:1 acreage.” Based on documented use of the site by California gnatcatcher and coastal cactus wren, CDFW does not concur that a habitat mitigation ratio of 2:1 is sufficient offset Project and cumulative impacts to coastal sage scrub. Coastal sage scrub habitat, including “lower quality”, supports dispersal, feeding, and refuge for both the California gnatcatcher and cactus wren during various life stages (e.g., breeding, foraging, and dispersal) and refugia during wildfire events. The direct and indirect impacts to onsite and adjacent coastal sage scrub should be further evaluated in the final SEIR. The analysis should include use by California gnatcatcher and cactus wren based on appropriate surveys conducted during the appropriate time of year. For coastal sage scrub occupied by sensitive species, CDFW recommends a minimum mitigation ratio of 3:1. Additional mitigation may be required for impacts to occupied California gnatcatcher by the United State Fish and Wildlife Service (USFWS) pursuant to the federal Endangered Species Act. CDFW recommends that Mt. SAC contact the USFWS to discuss potential impacts to the California gnatcatcher from the proposed Project.”*

5.2.5 The comment that CDFW does not concur with a habitat mitigation ratio for Venturan coastal sage scrub of 2:1 and recommends a minimum 3:1 ratio is noted.

The mitigation ratio of 2:1 for impacts to coastal sage scrub is consistent with previous mitigation requirements beginning with the 2008 Master Plan Update, and most recently with the review by CDFW of the West Parcel Solar project Habitat Mitigation Plan (HMP) between September 2015 and June 2016. The habitat areas are shown in Appendix A31 and include the restrictive covenant area and portions of Mt. SAC Hill.

USFWS has reviewed the HMP and not requested an increase in the 2:1 coastal sage scrub mitigation. This is also the commonly accepted mitigation ratio for this habitat type throughout southern California.

Mt. SAC had extensive consultations with USFWS prior to certifying the 2012 Final EIR and during the Section 7 consultation and permit applications for the West Parcel Solar project. The previously established mitigation ratios established should apply to the 2015 Facilities Master Plan Update.

5-2.6 *“Mitigation Measure B10-05 on Page 6 of the MMP states that “[t]he College shall adopt a Land Management Plan to minimize impacts on California Black Walnut trees on campus. Any walnut trees with a diameter of six inches four-feet above ground damaged or removed by construction activities shall be replaced according to the standards in Table 4 of the Mt. SAC California Black Walnut Management Plan (Helix Environmental Planning, September 2012). Replacement habitat shall be completed prior to project completion. The required mitigation acreage for replacement walnut trees is 2.02-acres. The replacement specimens shall be preserved, maintained and monitored for a period of five years to ensure viability.”*

5.2.6 The comments are informational and do not raise new environmental issues. No additional response is required.

5-2.7 *“Southern California black walnut (*Juglans californica*) trees found on the Project site should be considered as a locally and regional rare, unique and/or uncommon (and/or) regionally rare plant species; that is, species that are rare or uncommon in a local or regional context, as such, would meet the CEQA definition of a rare species (CEQA §Sec 15380). CEQA directs that a special emphasis be placed on “environmental resources” that are rare or unique to the region and would be affected by a proposed project [CEQA §15125 €] or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G). Public agencies have a duty under the CEQA to avoid or minimize environmental damage and to give major consideration to preventing environmental damage (CEQA §Section 15021). Southern California black walnuts are California Native Plant Society (CNPS) Rank 4.2 and are considered locally sensitive species. In addition, the southern California black walnut is designated S3, which is considered vulnerable in the state due to a restricted range with relative few populations. CDFW would consider loss of on-site populations of southern California black walnut to be potentially significant from a project and cumulative perspective under the CEQA. Accordingly, impacts to these locally rare resources and adequate mitigation measures that reduce the impacts to less than significant should be described and incorporated into the final SEIR.”*

5.2.7 The comments are primarily informational and state CDFW policy that the loss of onsite populations of CBW may be a project or cumulative impact under CEQA. The 2012 Final EIR addressed these concerns within the *Mt. San Antonio College California Black Walnut Management Plan* (September 21, 2012) and the 2016 MMP requires implementation of the Plan. Therefore, the CBW resources are described fully within the existing District CEQA documentation.

*5-2.8 CDFW acknowledges that the SEIR quantifies the impact acreage associated with southern California black walnut; however, the final EIR should quantify the actual number of tree impacted and size of each tree. For example, larger southern California black walnut trees may be over 100 years old and can be used by wildlife species (e.g., raptors) and are not readily replaced, which would be difficult to mitigate to a level of less than significant using only a habitat-based approach. CDFW recommends the final SEIR clarify total individual trees by size, anticipated to be permanently impacted; analyze the significance of impacts; and provide adequate mitigation, if necessary, to reduce Project and cumulative impacts to less than significant. Feasible mitigation could include long-term protection in place; on-site nuts/seed collection for an on- or off-site mitigation enhancement/restoration area suitable to the species; and/or off-site land acquisition of similar or better habitat with corresponding number of trees (size and ages), all to be preserved with the necessary permanent land use protection (e.g., conservation easement), management and secured endowment funds.”*

5.2.8 The *Mt. San Antonio College California Black Walnut Management Plan* (September 21, 2012) quantified the actual number of trees impacted and the size of each tree. The tree inventory of August 21, 2012 included 257 trees that would be impacted by stadium grading.

Previous biological studies have identified all areas with CBW but they have not been individually inventoried. The 2005 Master Plan Update (AC Martin Partners) referenced a Mt. SAC Tree Inventory, N. D. (not dated) on page 40 in the Campus Conservation section (p. 21). Stands of CBW trees were included in an exhibit on page 20 of the 2005 MPU.

The 2015 Facilities Master Plan Update impacts only five California black walnut trees, which range in size from 6 to 9 inches at 4 feet above the ground (Table 1). The *California Black Walnut Management Plan* incorporates on-site restoration in an area suitable for the species.

Table 1: California Black Walnut Tree <sup>1</sup> Impact Summary for the 2015 FMPU	
Location	Number <sup>2</sup>
Detention Basin	5
Tank Site	1
<sup>1</sup> Trees are defined as having a diameter at 4 feet above the ground equal to or greater than 6 inches. <sup>2</sup> One of the trees had two trunks with diameters equal to or greater than 6 inches.	

If additional future campus projects impact California black walnut trees, the trees will be inventoried individually as part of a site-specific analysis. The current California black walnut survey methodology is appropriate when some projects are being evaluated in a Program EIR and others either in a Project EIR or as site-specific projects.

5-2.9 “CDFW also has concerns about the length of the proposed monitoring period for the planted southern California black walnut trees. The SEIR in B10-03 of the MMP states that “these trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for 2 years.” In B10-05 it states that “[t]he replacement specimens shall be preserved, maintained and monitored for a period of five years to ensure viability.” The final SEIR should be revised to achieve consistency between B10-03 and B10-05. Moreover, for larger/older southern California black walnut trees that would be impacted, CDFW recommends that a minimum of 10 years of monitoring be provided for tree plantings and site restoration to ensure that impacts would be reduced to a level of less than significant under CEQA.”

5.2.9 The comments are noted. BIO-03, as referenced in the comment is now BIO-10 in the 2016 MMP (Appendix D1) and has been revised to state the monitoring period is five years. Therefore, the two mitigation measures are now consistent.

*BIO-10. Impacts to California Black Walnut trees, if they cannot be avoided, should be mitigated by the replacement of each impacted tree that has a diameter of 6 inches at 4 feet, 6 inches above the ground by a 24-inch boxed specimen (Table 5 in Appendix G1). These trees should be planted in the approved California Black Walnut Management Plan area and preserved, maintained and monitored for five years to ensure viability. Planning & Management shall ensure compliance.*

5-2.10 *“The SEIR includes a discussion of impacts to state and federal wetland resources (provide reference to discussion in the SEIR). However, the SEIR does not appear to adequately analyze the wetland buffer proposed at the edge of the wetland along Snow Creek and future construction areas. Wetland buffers are crucial for the current and long-term protection and function of riparian habitat, especially in urban areas. They provide numerous functions, including: (a) expansion of the habitat’s biological values (e.g., buffers are an integral part of the complex riparian ecosystems that provide food and habitat for the fish and wildlife); (b) protection from direct disturbance by humans and domestic animals; and, (c) reduction of edge effects<sup>3</sup> from urbanized uses including artificial noise and light, line-of-sight disturbances, invasive species, and anthropogenic nutrients and sediments.”*

5.2.10 The comment that the SEIR “does not appear to adequately analyze the wetland buffer proposed at the edge of the wetland along Snow Creek and future construction areas” is noted. Figure 4c (Biological Technical Report for the 2015 Facilities Master Plan Update) shows the proposed Fire Training Academy impact area is a minimum of 580 feet from Snow Creek. Figure 4c is included as Appendix A33.

Given the small size of Snow Creek and the large distance from the creek to the proposed location of the Fire Training Academy, it is clear why no mention of impacts to the buffer of Snow Creek is discussed: there are no impacts to the buffer of Snow Creek from the Fire Training Academy (Figure 4d; Appendix A34). This point is further supported by the fact only developed land, disturbed habitat, and extensive agriculture exist between the project and Snow Creek (Figures 4c and 4d). These habitats are very low value habitats and consequently Snow Creek’s buffer is of very low value.

In actions unrelated to the 2015 Facilities Master Plan Update, Mt. SAC will discontinue grazing along Snow Creek and plant coastal sage scrub in the area between Snow Creek and Parking Lot M, creating a natural buffer on the east side of the creek at least 145 feet wide and in the area between the creek and North Grand Avenue. This will significantly improve the habitat quality of the creek’s buffer.

5-2.11 *“Mitigation Measure BIO-08 on Page 7 of the MMP states “[p]ermanent development adjacent to any future wetland mitigation areas shall incorporate a 25-foot buffer during final project design. If un-vegetated, the buffer shall be planted with non-invasive species that are compatible with the adjacent wetland mitigation area habitat. A qualified biologist shall review the final landscape plans for the buffer area to conform that no species on the California Invasive Council (Cal-IPC) list are present in the plan.”*

5.2.11 See Response 5-2.10. No additional response from the District is required.

5-2.12 *“The Fish and Game Commission Policy on the Retention of Wetland Acreage and Habitat Values states, “[b]uffers should be of sufficient width and should be designed to eliminate potential disturbance of fish and wildlife resources from noise, human activity, feral animal intrusion, and any other potential sources of disturbance.” The U.S. Corps of Engineers suggest that narrow strips of 100 feet may be adequate to provide many of the functions cited above (USACE 1991). Wetland buffers should be measured starting at the outside edge of the wetland habitat (rather than the watercourse/streambed centerline). Moreover, previous studies of upland buffers used to protect and maintain functions of wetlands have concluded that, “[b]uffers of less than 50-feet were [found to be] more susceptible to degradation by human disturbance. In fact, no buffers of 25-feet or less were functioning to reduce disturbance to the adjacent wetlands” (McElfish et al 2008). CDFW recommends that a minimum 100-foot buffer be provided for all on-site wetlands (including proposed mitigation areas) and that the buffer be measured from the outside edge of the wetland habitat to reduce direct and indirect wetland impacts to a level of less than significant. Appropriate passive uses (e.g., trails, fuel clearing) may be acceptable on the outer limits of the buffer (e.g., last 15-feet) if appropriately located/managed and no sensitive species are known to utilize the wetland areas.”*

5.2.12 The comment that CDFW recommends a “minimum 100-foot buffer be provided for all on site wetlands” is noted. The Fire Training Academy impact area is over 500 feet from Snow Creek and will not affect the area specified in this comment. In a previously approved project (2012 Master Plan Update), the buffer along Snow Creek will exceed the minimum specified by the CDFW. See Responses 5.2.10, 5.2.13.

5-2.13 *“Mitigation Measure B10-11 on Page 8 of the MMP states “[a] 25-foot buffer shall be incorporated into the project design for the Fire Training Academy to protect future wetland mitigation areas along Snow Creek.” As indicated above, the proposed 25-foot buffer would not be adequate to protect the current and long-term functions of the adjacent wetland habitat. Furthermore, it is unclear exactly what type of activities will take place at this academy, such as the use of water and fire retardant chemicals for related activities. For these reasons, CDFW recommends that a minimum 100-foot buffer be provided for the buffer adjacent to the Fire Training Academy and that the buffer be measured from the outside edge of the wetland habitat to reduce direct and indirect wetland impacts to a level of less than significant.”*

5.2.13 The comment that CDFW recommends a “minimum 100-foot buffer adjacent to the Fire Training Academy and that the buffer be measured from the outside edge of the wetland habitat” is noted.

While the final location for the Academy buildings within this parking lot will be subject to additional CEQA review when a site-specific site plan is finalized and the uses are known, it will be over 100 feet from the creek. This response is based on the parking lot shown in Figure 4c (Appendix A33).

Mitigation Measure BIO-08 in the 2016 MMP is hereby revised to be consistent with other Responses.



*BIO-08. Permanent development adjacent to any future wetland mitigation areas shall incorporate a 100-foot buffer during final project design. If un-vegetated, the buffer shall be planted with non- invasive species that are compatible with the adjacent wetland mitigation area habitat. A qualified biologist shall review the final landscape plans for the buffer area to conform that no species on the California Invasive Plan Council (Cal-IPC) list are present in the plan. Facilities Planning & Management shall monitor compliance.*

5-2.14 *“The SEIR concludes that “the scrub does not qualify as jurisdictional wetland because it occurs within a constructed basin fed by pipes and a riprap drainage channel. It is a stormwater facility, not a lake or stream.”*

*CDFW has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the Project applicant (or “entity”) must provide written notification to CDFW pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, CDFW then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. CDFW’s issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, the final SEIR should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the Project may be required to avoid or reduce impacts to state fish and wildlife resources. Lack of such analysis in the final SEIR could preclude CDFW from relying on the Lead Agency’s analysis to issue a LSA Agreement without CDFW first conducting its own, separate Lead Agency subsequent or supplemental analysis for the Project.*

*CDFW staff conducted a site visit with Mt. SAC and Helix Environmental Planning on August 5, 2016. Based on the inspection of the constructed basin, CDFW recommends the applicant notify CDFW prior to the final SEIR to ensure all Project impacts and mitigation measures are incorporated into the Mitigation Monitoring and Reporting Plan for the Project.”*

5.2.14 As discussed during the August 5, 2016 meeting with CDFW, Mt. SAC will submit a Notification of Lake or Streambed Alteration for unavoidable impacts to the constructed basin. The submittal of this notification will be prior to October 1, 2016.

At this meeting, Mt. SAC also confirmed that the existing basin will simply be replaced with a new basin in the same location and of similar type and function. Mt. SAC also discussed a proposal to incorporate mule fat, and potentially other native plant species, into the plant palette for the new basin as a project design feature, thereby compensating impacts on mule fat scrub habitat, which are not substantial or adverse. Revegetated portions of the new basin would be subject to inspection and monitoring during the establishment period as part of the long-term management tasks on the campus. Additional information will be provided in Mt. SAC’s notification.

5-2.15 “CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Public Resources Code, § 21003, subdivision €]. Accordingly, CDFW recommends that any special status species and natural communities detected during Project surveys be reported to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB\\_FieldSurveyForm.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB_FieldSurveyForm.pdf). The completed form can be mailed electronically to CNDDDB at the following email address: [CNDDBwildlife.ca.gov](mailto:CNDDBwildlife.ca.gov). The types of information reported to CNDDDB can be found at the following link: [http://www.dfg.ca.gov/biogeodata/cnddb/plants\\_and\\_animals.asp](http://www.dfg.ca.gov/biogeodata/cnddb/plants_and_animals.asp).”

5.2.15 The CDFW recommendation that special status species and natural communities on campus be reported to the CNDDDB is noted. The college will comply with this request within six months of Final SEIR certification.

5-2.16 “Based on the information contained in the SEIR, the Project, as currently proposed, would have an impact on state fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (California Code Regulations, Title 14, § 753.5; Fish & Game Code, § 711.4; Public Resources Code, § 21089.)”

5.2.16 The District is filing the Notice of Determination and paying all applicable fees, including the California Department of Fish and Wildlife’s fees.

## **Section 6.0: Local Agency Public Comments with Responses from the District**

### **6-1. County of Los Angeles Fire Department (February 16, 2016)**

This correspondence is the Fire Department's comments on the Notice of Preparation of the DSEIR. It was inadvertently omitted from the DSEIR Appendices. The correspondence is now included in Appendix B as Item A11. As noted, the Department lists general requirements. Specific fire and life safety requirements will be addressed during the review of building and fire plans check phases.

6-1.1 *"The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archaeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report."*

6.1.1 The campus itself is not located in Fire Zone 4. However, a portion of the areas north of campus are in Zone 4 (Appendix A22). Generally, the area is north of Stockton Pass Road and a portion of Mountaineer Road. All of the topics mentioned above are addressed in the Draft EIR.

The Draft EIR includes discussion of emergency evacuation procedures on pages 103, 116. The project does not result in increases in the Local Responsibility Area (LRA) of the existing fire hazard zone, and development does not increase the fire hazards. The project impact (i.e. 2015 FMPU buildout, including construction of Parking Structure J) result in a Less than Significant Impact on an emergency evacuation during a major area fire north of campus (see Response 7.1.14, 7.1.16).

### **6-2. City of Walnut (July 28, 2016)**

6-2.1 *"On behalf of the City of Walnut (the "City"), we appreciate this opportunity to review and provide comments to the District's circulation of its 2015 Facilities Master Plan Update ("FMPU") and Physical Education Projects ("PEP") (collectively referred to herein as the "Project") Draft Subsequent Program and Project Environmental Impact Report, State Clearinghouse No. 2002041161 (the "DEIR")."*

*The Project contemplates the future development of Mt. San Antonio Community College through the year 2025, including construction of several new buildings and other major campus facilities, including a new stadium, fire training academy, and library. The DEIR is a subsequent EIR because substantial changes have occurred in the Project since the 2012 Facilities Master Plan Final EIR was certified, one or more significant impacts may occur, and new information is available on prior projects that was not previously assessed. The DEIR combines a Program-level EIR for the Facilities Master Plan Update with a Project-level EIR for the Physical Education Projects Phases 1 and 2.*

*The Project proposes an increase of approximately 238,089 assignable square footage (ASF) from existing conditions. As compared to the 2012 Facility Master Plan buildout, the 2015 Facilities Master Plan Update will result in an additional 465,000 ASF increase at buildout.*

*The DEIR finds the Project will result in significant and unavoidable adverse traffic impacts, limited air quality cumulative impacts, and historic resource impacts, for which a Statement of Overriding Considerations will be required. The DEIR finds all other adverse impacts to be Less Than Significant with Mitigation Incorporated. The DEIR considers four alternatives and one No-Project alternative.”*

6.2.1 The comments are introductory and summarize selected aspects of the project. No additional response from the District is required.

6-2.2 *“The City believes that the DEIR fails to comply with the requirements of the California Environmental Quality Act (“CEQA”) (Pub. Res. Code §§ 21000, et seq.), and the State of California Guidelines for the California Environmental Quality Act (“Guidelines”)(14 Cal. Code Regs. §§15000 et seq.). Accordingly, the City requests that the District suspend any further consideration of the Project until a DEIR that fully discloses and analyzes the potential impacts of the Project, fully considers feasible alternatives (including alternative locations and alternative technologies), and fully complies with all other CEQA requirements has been prepared and recirculated for public review and comment.”*

6.2.2 The City’s assertion that the DEIR does not comply with CEQA is noted. However, this assertion is not supported by evidence in the record. The District will address the City’s assertions in its specific comments that follow.

6-2.3 *“The City retained two environmental consulting firms, Soil / Water / Air Protection Enterprise (SWAPE) and Kunzman Associates, Inc. to provide technical peer review of the DEIR’s analysis of the Project’s potential Air Quality, Greenhouse Gas, and Traffic impacts. Those comment letters are attached as Exhibit A and Exhibit B and are incorporated by reference.”*

6.2.3 The comments are informational only. All materials included in Exhibits A, B are included herein, with the District’s responses.

6-2.4 The City of Walnut Municipal Code and Zoning Regulations. Apply to the Project

*“The Mt. SAC campus is geographically contained within the City, and the DEIR’s identification of responsible or interested agencies should in every case include the City. Likewise, the DEIR’s identification of relevant regulations should include the Walnut General Plan and Walnut Municipal Code.*

*The City objects to the DEIR's claim that the District is now, or can be after Board of Trustees action, wholly exempt from the City's General Plan and Zoning controls pursuant to Government Code Section 53094. (DEIR p. 91-92.) That provision of the Government Code allows school districts to render a city's zoning code inapplicable to a proposed use, but the district may not take this action when the proposed use of the property by the school district is for nonclassroom facilities. (Gov. Code § 53094 (b).) The term "nonclassroom facilities" applies where the district's facility is "not directly used for or related to student instruction." ((People ex rel. Cooper v. Rancho Santiago College (1990) 226 Cal.App.3d 1281.) The District should acknowledge that those proposed uses under the 2015 FMPU or PEP that will not be "directly used for or related to student instruction," are not exempt from the City's zoning code, which among other things requires consistency with the City's General Plan."*

6.2.4 The City's objection to the District's assertions concerning the applicability of the City's General Plan and Zoning to non-classroom facilities on campus is noted. The Board of Trustees of the District by resolution may exempt projects from the City's General Plan and Zoning regulations as provided in the Government Code. The Board of Trustees will comply with all applicable laws and regulations in adopting any such resolution.

#### 6-2.5 The West Parcel Solar and Parking Structure J Projects Should be Revised to Lessen Impacts

*"Another preliminary matter is related to a statement in the DEIR's introduction, in which the District discusses "initial potential areas of controversy for the project." (DEIR p. 16.) The District states,*

*[R]esidents near campus have objected to the construction of the West Parcel Solar project and to the construction of Parking Structure J. However, as discussed in [CEQA Guidelines] Section 15064 (f) (5) argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumption predicated upon facts, and expert opinion supported by facts. (DEIR p. 16)*

6.2.5 The City has noted information stated in the EIR but had no comment on the information cited. No response from the District is required.

6-2.6 *"The District presumably makes this assertion to preempt any future comments by residents objecting to the location and construction of the West Parcel Solar site and/or the construction of Parking Structure J based on those residents' scenic and aesthetic concerns and observations. The DEIR's reliance on CEQA Guidelines Section 15064 (0)(5) to dismiss the City residents' concerns is misplaced."*

6.2.6 The District is not making an assertion to preempt future comments on any issue. The section merely complies with the CEQA requirement to note areas of controversy. All parties had opportunities to comment on the 2012 Final EIR, which addressed the West Parcel Solar and subsequent materials submitted to the Board of Trustees when the project contracts were awarded.

6-2.7 *“The residents' personal observations that the Project will have significant adverse aesthetic impacts constitute substantial evidence sufficient to satisfy CEQA.*

*Relevant personal observations of area residents on nontechnical subjects may qualify as substantial evidence for a fair argument. (Ocean View Estates Homeowners Assn, Inc. v. Montecito Water Dist. (2004) 116 Cal.App.4th 396, 402; Arviv Enterprises, Inc. v. South Valley Area Planning Com. (2002) 101 Cal.App.4th 1333, 1347.) So may expert opinion if supported by facts, even if not based on specific observations as to the site under review. (Friends of the Old Trees v. Department of Forestry & Fire Protection (1997) 52 Cal.App.4th 1383, 1398-1399 & fn. 10 [expert testimony for fair argument purposes need not meet standard required of such testimony at trial].)”*

(Pocket Protectors v. City of Sacramento (2004) 124 Cal.App.4th 903, 928.)

6.2.7 As noted, direct personal observations may constitute substantial evidence, as does expert opinion supported by facts. Personal observations not based on direct observations, or expert opinion not based on supported facts is “mere argument, speculation, and unsubstantiated opinion” not rising to “substantial evidence” under the cases cited by the City of Walnut.

Information was presented to the Board of Trustees by Facilities Planning and Management staff during Board meetings on November 20, 2013 and December 11, 2013. Five residents commented during the December 11, 2013 Public Hearing Regarding the Certification of the Mt. San Antonio College 2012 Facility Master Plan Subsequent Final Program Environmental Impact Report (SCH2020441161) and one resident both commented and submitted a report with his comments and recommendations. The Board considered the environmental information presented during the December 11, 2013 meeting and decided the impacts were less than significant. The Board of Trustees certified the final 2012 EIR without any public comment raising aesthetic impacts.

No timely objection to the certification of the final 2012 EIR was filed by any interested party, including the City of Walnut, City of Walnut residents or UWT.

On September 9, 2015, the Board of Trustees held a Public Hearing and considered Resolution No. 15-01 – Assessment, Design, Installation, and Operation and Maintenance of a Photovoltaic Solar System (West Parcel Solar Project – Request for Qualifications/Request for Proposal No. 3005). After the public hearing and discussion, the Board decided to table this item and scheduled a Special Board Meeting on September 16, 2015 to continue the discussion and take action, which it did.

The District hired WW Design & Consulting to prepare photo simulations of the proposed West Parcel Solar project. These photo simulations were presented to both the Board of Trustees and the public in a PowerPoint presentation at the Special Board Meeting on September 16, 2015.

WW Design & Consulting, Inc. visited the project site on September 14, 2015 and September 16, 2015 to evaluate existing conditions and take photographs from the locations referenced in the United Walnut Taxpayers' Mt. SAC Solar Power Plant Line of Site and Alternative Issues presentation dated August 2015. In some cases, private residence access was required to view the locations referenced in the Taxpayers' presentation. Wherever possible, a suitable publically accessible substitute location was chosen to reasonably demonstrate the potential visual impact of the proposed Project.

The photograph locations, including latitude and longitude coordinates, were recorded. All photographs were shot at 5'-8" above finished grade (approximate eye level) at each location using a Nikon D3100 camera at a 52.5 mm effective focal length.

WW Design & Consulting, Inc. then created a three-dimensional (3-D) scale model of the proposed Project based on the information provided by Psomas and Borrego Solar Systems using Autodesk 3-D Max modeling and animation software. An in-software daylight system was created to simulate the sun location and strength at the Project longitude and latitude at the time the photographs were taken. Using the real world camera locations as a reference, virtual cameras were created in the scale model at the various locations so the subsequent renders would precisely match the real world photographs. The focal lengths, aperture, exposure time and camera heights of the virtual cameras were then created to precisely match the real world camera settings.

Virtual photographs of the viewpoint locations were then rendered in Autodesk 3-D Max. The rendered site photographs were then composited with their real world photograph counterparts in Adobe Photoshop to complete the simulated views of the Project.

Therefore, the Board of Trustees has considered the aesthetic impacts of the West Parcel Solar project and found that they are Less than Significant. The project features and design changes included in the project to minimize aesthetic impacts include the Landscaping Plan, the use of solar panels with low reflectivity, the relocation of the solar panel array further away from offsite residents, and as stated in the September 16, 2015 Special Board Meeting, the line of sight study model will be further used to guide Mt. SAC's efforts to improve aesthetics and views for adjacent neighbors and explore options for screening the view of the Project.

The public had access to this information during the two public hearings before the Board and opportunities to provide testimony to the Board on both occasions.

6-2.8 In the specific case of substantial evidence of aesthetic impacts, "the opinions of area residents, if based on direct observation, may be relevant as to aesthetic impact and may constitute substantial evidence in support of a fair argument; no special expertise is required on this topic." (Id., at p. 937.) Thus, the opinions of City residents are substantial evidence of the Project's adverse aesthetic impacts and must be adequately addressed in a recirculated DEIR.

6.2.8 The comments appear to now become general, and are being applied to the 2012 FMP for all projects. This is a sweeping generalization and is not supported by evidence. The specifics of the case cited do not apply to the West Parcel solar project. As noted above with regard to Comment 6.2.7 and the District's response, personal observations not based on direct observations, or expert opinion not based on supported facts is "mere argument, speculation, and unsubstantiated opinion" not rising to "substantial evidence" under the cases cited by the City of Walnut. See Response 6.27 for responses of the District to the principle noted that opinions may provide substantial evidence on aesthetic issues. Further, this comment does not align with the approach the City of Walnut would use in evaluating aesthetic impacts, and it is not consistent with the CEQA Guidelines.

6-2.9 In addition to the above-referenced residents' objections to the West Parcel Solar project and Parking Structure J, the City is also concerned that these two projects are either not described in sufficient detail in the 2015 FMPU or are described in confusing and often conflicting terms which has the same result as an incomplete description. For example, the section of the DEIR describing a comparison between the 2012 Facility Master Plan and the 2015 FMPU lists Parking Structure J and simultaneously "retained in its approved location from the 2012 FMP" and "removed from Exhibit 1.4 [the Mt. SAC 2015 FMPU Land Use Plan]". (DEIR p. 10) In addition the DEIR states both the West Parcel Solar project and Parking Structure J "received their CEQA clearances in the 2012 Final EIR." (DEIR p. 161) The City obviously objects to this claim, as evidenced by its pending lawsuit against the District disputing the sufficiency of the 2012 Final EIR analysis of these two projects. (United Walnut Taxpayers v. Mt. San Antonio Community College District, et al., Los Angeles County Superior Court Case No. BC576587.)



6.2.9 Apparently the confusion is related to the inclusion of two parking structures in the 2012 FMP, described as Parking Structure J (in Lot A et al.) and Parking Structure J (Phase 2) in Lot H. The westerly location is the site of the approved (2012) Parking Structure J. The Draft EIR (p. 10) indicated the Parking Structure J (Lot A) is retained (Item 8) and Phase 2 is omitted from the land plan; resulting in a loss of 2,300 structured spaces. Lot F is retained as surface parking, with the Thermal Energy Storage project now being constructed beneath the parking lot.

Table 1.2 is correct in stating that the 2012 FMP includes both parking structures and that the 2015 FMPU includes the 2,300-space Parking Structure J but does not include the Phase 2 parking structure.

6-2.10 *"In addition, DEIR Table 2.3 "Projects Under Construction (January 2016)" lists the West Parcel Solar and Parking Structure J as "On Hold" yet describes and analyzes Parking Structure J under Noise Impacts (p. 218), Parking Impacts (p. 289), Lighting Guidelines (p. 305), Brooks/Mt. SAC Relays Impacts (p. 399), Table 5.1 "Future Parking Structures" (p. 474), and Alternatives 1-4 (p. 482). While the DEIR contains references to Parking Structure J being on hold, or sometimes includes discussion of project impacts without Parking Structure J, the overall message is unclear as to whether the District has conclusive plans to proceed with construction, and if so, when. Likewise, the DEIR lists the West Parcel Solar ("WPS") project as "On Hold" but also contains mixed messages regarding the District's future plans for moving forward with the project. (DEIR p. 57, 323 ["Future grading will continue to export earth to the West Parcel Solar site in 2016 or 2017."] ) The DEIR should be updated and recirculated to clarify the scope of the Project as to these proposed facilities and eliminate internal inconsistencies.*

6.2.10 The construction of the original Parking J Structure as a Measure R approved project under the 2012 final EIR was abandoned due to the Preliminary Injunction and legal filings in the pending UWT litigation against the District. UWT's motion for a preliminary injunction to stop the West Parcel Solar Project was denied and that project is proceeding, subject to the District obtaining all governmental approvals. The UWT litigation does not prevent the District from proceeding with a new parking structure project and taking actions to construct the project. The District proceeds on projects when it has the CEQA clearances and District approvals to do so.

6-2.11 *“One last point regarding the WPS project and Parking Structure J: the City wants to make clear that it is not opposed to the District's purpose behind seeking to construct these two projects. Additional parking and alternative sources of clean energy generation are laudable goals. However, the way the District has so far approached the development of these two projects not only fails to adequately evaluate and mitigate negative environmental impacts, but demonstrates a lack of foresight and poor planning and complete disregard of the City's land use regulations. The City urges the District to include these two projects specifically in the updated and recirculated DEIR's discussion and analysis of project alternatives. The alternatives analysis should include alternative locations for these facilities and a discussion of solar canopies or roof-mounted solar systems for energy generation. The District should specifically consider a roof-mounted set of solar canopies that allows the District to meet its two-fold goal of increased parking and solar power generation while at the same time lessening impacts from these projects as currently planned.”*

6.2.11 The comments lauding and criticizing how the District has proceeded on the two projects is noted. The District does not agree with the assertion that they have failed to adequately evaluate and mitigate negative environmental impacts” of the two projects. CEQA does not require an endless “merry-go-round” of analyses where projects are analyzed and re-analyzed following certification of a Final EIR. The District has continued to meet all requirements of the permits for the West Parcel Solar project for the mitigation measures adopted in the 2012 Final EIR.

The recommendation to include the two projects in a project alternative in this document is noted. However, it is not appropriate or required to do so when the projects were approved previously based on the CEQA clearances in the 2012 Final EIR. See Response to Comments 6.2.7, 6.2.8 and 6.2.10.

#### 6-2.12 *The DEIR Relies on Outdated, Irrelevant or Incorrect Methodologies*

*“The DEIR relies on only somewhat relevant and often incorrect methodologies to back up its studies. For example, the Air Quality comment letter prepared for the City by environmental consultant SWAPE (the “SWAPE letter”) shows the District should not have relied on the South Coast Air Quality Management District's Localized Significance Threshold (LST) in conducting its air quality assessment, because the LST method can only be applied to projects that are less than five acres in size. (SWAPE letter, p. 3.) Additionally, the comment letter prepared for the City by environmental consultant Kunzman Associates, Inc. (the “Kunzman letter”) regarding traffic impacts notes the DEIR several incorrect calculations in the DEIR's trip generation analysis. (Kunzman letter, p. 3) The use of only partially relevant and old data and predictions renders the DEIR inaccurate and calls into question the subsequent reliance on this document for later implementing projects. As such, the DEIR does not present an adequate, complete document and a “good faith effort at full disclosure” as required by CEQA. (Guidelines § 15151)”*

6.2.12 The comments are noted and are addressed in later responses to Exhibits A, B. All District responses are included herein. The District disagrees with the conclusion stated above and the Draft EIR (Volumes 1, 2) and Response to Comments (Volume 3) supports the recommended findings that the Final EIR is adequate and complete.

### 6-2.13 *The Mitigation Monitoring Program Fails to Require Feasible and Enforceable Mitigation Measures*

“Discussed in greater detail below, the DEIR fails to require all feasible mitigation of the Project and ensure mitigation is enforceable. For example, as noted in the SWAPE letter, the Mitigation Monitoring Program (“MMP”) for the Project sets forth an unrealistic and unenforceable mitigation measure relating to the use of lower-emission construction equipment. (SWAPE letter, p. 16.) The example highlighted by the SWAPE letter is but one of several vague, unenforceable, or infeasible mitigation measures contained within the MMP.”

6.2.13 The comments are noted and are addressed in later responses to Exhibits A, B. All District responses to the SWAPE comments are included herein. The District disagrees with the conclusion stated above and the responses support the recommended findings that the stated mitigation measures (i.e. presumably AQ-03 and PE-03) are feasible and enforceable. The assertion is not supported by facts and substantial evidence.

6-2.14 “Where feasible mitigation exists which can substantially lessen the environmental impacts of a project, CEQA requires those feasible mitigation measures be adopted. All mitigation measures required in the DEIR must also be fully enforceable and certain to occur. Here, the DEIR cites only minimal mitigation for the Project's significant impacts, and that mitigation proposed is extremely vague, uncertain to occur, and unenforceable. Additional mitigation should be required. The mitigation measures included in the DEIR should be modified as requested below to ensure they are implemented and enforceable.”

6.2.14 The comments make general assertions that appear to be sound principles, but are not supported by facts, or citing specific examples. The comments assert some mitigation measures are minimal and others have a substantial effect. The District's responsibility is to require mitigation measures that reduce adverse impacts when feasible to Less than Significant. The comment is also introductory to comments provided below. No additional response is required.

6-2.15 “AESTHETICS: The MMP focuses its aesthetics analysis of impacts almost exclusively on lighting, glare, and landscaping, with a single mitigation measure, AES-06, devoted to ensuring the Project's "consistency between projects and the local built environment." (MMP, pp. 1-2.) The City considers AES-06 and the remainder of the mitigation measures to be vague and inadequate to address aesthetic impacts on adjacent City property and the surrounding community. For example, the MMP does not provide mitigation measures to address the Project's consistency with the architectural style, materials, design, scale, and character of the surrounding community. As discussed above, the City residents' concerns over the Project's aesthetic impacts constitute substantial evidence of significant impacts. The City proposes the following measure be added to the MMP to better mitigate impacts to the local community abutting the campus:

AES-08 Architectural and site design of proposed structures shall consider the existing scale of the surrounding community and implement appropriate measures to reduce bulk and scale. Measures to be considered shall include the following:

- Implementation of architectural design strategies to reduce the bulk and scale of new buildings abutting or fronting roadways. Strategies to consider may include step-back design for future development above street level to reduce spatial impingement on adjacent roadways and suitably articulated architectural facades to provide visual interest.
- Future on-campus facilities shall strive to utilize a unifying architectural style that contributes to a unified campus appearance and reflects a consistent architectural character among existing campus facilities in the immediate area.”

6.2.15 The analysis of aesthetics is consistent with the CEQA Guidelines. The District is not an Agency that has adopted Design Guidelines similar to cities but includes its design criteria in building plans. There is no general or specific requirement that a campus project be consistent with the design characteristics of the surrounding community. The City of Walnut is asserting powers it does not possess. Site and building plans are reviewed by the Division of the State Architect (DSA), the Campus Master Plan Coordinating Team (CMPCT) and the Board of Trustees.

Mt.SAC does not have Design Guidelines. The District’s architectural and engineering consultants provide design services for all District projects and the design options are reviewed and approved by the Campus Master Plan Coordinating Team (CMPCT) and the Board of Trustees. The City does not perform these functions. Site and building plans for the campus are reviewed by DSA, and the design is reviewed internally by and approved by the Board of Trustees.

The campus is unique in that most of the current and proposed development is separated from offsite land uses by perimeter roads. As stated, Mt.SAC does not have Design Guidelines. Architectural and engineering consultants provide design services for all projects and the design options are reviewed and approved by CMPCT and the Board of Trustees.

The comments recommend requirements in AES-08 that are too specific to apply to the variety of situations encountered on campus. Providing visual interest is vague, and step-back design may not be appropriate in many locations. The architectural style and character may limit the District's options. The District will continue to use the 2015 FMPU and its current design and approval process for all future facilities. However, all building plans are subject to Board of Trustees approval and the public has opportunities to comment on those plans. Every Board meeting includes a Public Session. The comments related to aesthetic objections have also been addressed above responses to Comments 6.2.7 and 6.28.

6-2.16 "LAND USE: The DEIR correctly states the "campus area east of Grand Avenue, which includes the PEP project site, is designated with a Civic Center Overlay and a residential designation (RPD 61,700 — 0.6 du). (DEIR, p. 92.) The DEIR claims the Project will not "conflict with any specific plan, policy or regulation adopted to avoid or mitigate environmental effect." (DEIR, p. 90.) However, the DEIR does not perform any analysis to substantiate that claim, and indeed, mitigation measure LU-03 clearly demonstrates the Project's inconsistency with the City's General Plan and zoning ordinance. (MMP, p. 16.) In a presumptuous attempt to circumvent the effort of adopting a meaningful, enforceable mitigation measure, LU-03 proposes the City should be responsible for resolving this inconsistency by revising its General Plan to match the District's proposed uses. Although the City is engaged in a General Plan update, this is not an excuse for the District to shirk its responsibility to prepare adequate mitigation measures."

6.2.16 The City provides no facts supporting a residential designation for a college campus. The District has discussed the inappropriateness of the current designations in Section 3.1.2 of the Draft EIR. The historic use of the campus for educational purposes is also discussed in Section 3.1.2.

The City needs to resolve the inconsistencies between its General Plan and Zoning Code, and between the historical uses of the campus and the residential designation. The District proceeds on projects when it has the CEQA clearances and District approvals to do so.

6-2.17 "Furthermore, as previously discussed, the District's claim of a blanket exemption from the City's General Plan and Zoning Code is incorrect, The District may not exempt all of its facilities and proposed uses from the City's zoning and other land use controls; rather, each proposed use must be analyzed to determine whether it may be exempt. Each section of the DEIR discussing the Project's impacts should include an analysis of the proposed use's consistency with the City's General Plan and Municipal Code."

6.2.17 The Board of Trustees of the District by resolution may render the City of Walnut regulations inapplicable as provided in the Government Code. The District proceeds on projects when it has the CEQA clearances and District approvals to do so.

6-2.18 “Although the District claims exemption from the City zoning code, unless and until the District satisfies the requisite procedural steps to qualify for an exemption, no exemption is available. Even then, nonexempt District projects and facilities must comply with the City's land use and zoning regulations. For proposed uses the District finds are not exempt from the City's zoning and other land use regulations, the District must seek the appropriate City entitlements. Lastly, for all proposed uses, the District should consult and, where possible, coordinate with City staff to ensure the Project's compatibility and consistency with the City's General Plan and other land use regulations as the Project use moves forward.”

6-2.18 The comments are a summary of the prior two comments and asserts the District must go through a procedural process for an exemption. See Response 6.2.16.

6-2.19 “TRAFFIC/PARKING: As noted above, the DEIR's traffic impact analysis was reviewed by the City's consultant Kunzman Associates, Inc. and contained in the attached Kunzman Letter. Notably, the Project's traffic impacts remain significant and unavoidable, thereby requiring a Statement of Overriding Considerations. The City urges the District to continue evaluating mitigation measures to reduce the level of impacts to Less Than Significant with Mitigation Measures.”

6.2.19 The comment asserting the District needs to include additional mitigation measures for traffic impacts is not supported herein. For example, the City has long acknowledged in prior Final EIRs that no additional feasible mitigation measures are available for improving the Grand Avenue and Temple Avenue intersection.

The other five (5) locations where additional improvements for buildout of the 2015 FMPU are not feasible are Grand Avenue/Mountaineer Road, Grand Avenue/San Jose Hills Road, Grand Avenue/Valley Boulevard and Valley Boulevard/Temple Avenue. So, five of the six intersection are fully or partially located in the City of Walnut.

The traffic study has clearly identified the limitations why additional improvements are not possible at these locations and the City has not presented any evidence that additional improvements are possible at these locations. If the City is recommending that additional ROW should be acquired at one or more locations, they should identify those locations in their comments. The DEIR analysis identifies specific improvements that are not feasible and states the reasons why the improvements are not feasible. The comments do not contradict this evidence.

6-2.20 “The City notes that Mitigation Measure TR-56 requires an approved truck haul route for "hauling operations of more than 15 trucks per hour and more than 100,000 cubic yards." With the massive grading and hauling work planned for the Project, the District should be aware that the Walnut Municipal Code ("WMC") establishes vehicle weight limits for certain City streets under the City's general police power authority. WMC section 16-8(b) provides:

"Pursuant to Section 35701 of the California Vehicle Code, when signs are erected giving notice thereof, no person shall operate a vehicle exceeding the maximum gross weight limit of ten thousand pounds upon the following streets or highways within the city:  
(b) Grand Avenue."

6.2.20 The assertion that the City has applicable vehicle weight limits for certain street (WMC Section 16-8(b)) is noted. The provisions of Section 16-8 (b) may not be applicable to the West Parcel project because there is no other feasible route available to export earth to the project site, except through local residential neighborhoods to the west of the parcel. The drainage easement area access to the parcel from the west is also too narrow for hauling trucks. The District is also exempt from City zoning ordinances and building permit requirements. There is no known case of the City enforcing this claim of a weight limit for other projects developed along Grand Avenue.

6-2.21 “A single driveway on Grand Avenue is the only point of ingress or egress to or from parts of the proposed Project site such as the West Parcel Solar Project. Currently, Grand Avenue displays signage in conformity with the WMC section listed above, and therefore the 10,000-pound weight limit is in full effect along Grand Avenue. Shown above, a single unladen commercial dump truck typically weighs over 10,000. Filled with the type of dirt that will be used for grading purposes, a truck's weight will increase to anywhere from 45,000 to 55,000 pounds—well above the stated weight limit allowed along Grand Avenue.”

6.2.21 The California Department of Transportation (DOT) has a maximum load weight for a fully loaded truck of 80,000 gross pounds (California Vehicle Code Weight Sections 35550 – 35558). Since there are no alternative routes to the West Parcel for hauling, except through residential neighborhoods to the west, the City cannot restrict hauling to 10,000 pounds for the project. See Response 6.2.20.

6-2.22 “For this reason the District is required to comply with the WMC's vehicle weight limits and seek City approval before beginning hauling within the City. In addition, the District should coordinate and work with the City to determine an appropriate Truck Haul Route and hauling schedule.

6.2.22 See Responses 6.2.20, 6.2.21. The District is not required to obtain City approval for its hauling plans. However, the District will provide the City opportunities to comment on all hauling plans and routes within the City prepared by the District to comply with Mitigation Measure 2c in the Addendum.

6-2.23 “The City also objects to the MMP’s plan to defer parking mitigation to a later date by requiring the District to conduct a study every five years and then come up with a recommendation as to the number of parking spaces needed at that particular time. (MMP p. 24.) This sort of mitigation measure deferral is not allowed under CEQA. In the leading case on deferred mitigation, *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 307-309, the court disapproved a negative declaration requiring the project proponent to perform two studies in the future, holding that deferring evaluation of environmental impacts until after adoption of a negative declaration would amount to a post hoc rationalization and would skirt the required procedure for public review and agency scrutiny of potential impacts. The same holds true for EIRs. The CEQA Guidelines require an EIR to identify and describe feasible mitigation measures to minimize significant impacts on the environment. (Guidelines §15126.4(a); emphasis added.) CEQA defines “feasible” as meaning “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (Public Resources Code § 21061.1.) Mitigation measure TR-28 is not a feasible mitigation measure.”

6.2.23 The City’s objection is noted but is based on a misunderstanding. Mitigation Measure TP-02 states the required parking supply for buildout of the 2015 FMPU. Whenever the District has not completed traffic and parking study for a Facilities Master Plan for five years, a new study must be completed and the required parking supply updated for consistency with the new student enrollment and existing campus parking space information.

This requirement was added in Mitigation Measure 2k in the Addendum and repeated as a policy in the District’s Thresholds of Significance. The situation is not one of “deferred mitigation,” but updating the parking supply requirement periodically based on the most recent parking demand and student enrollment data.

6-2.24 “AIR QUALITY/GREENHOUSE GASES: The DEIR’s Air Quality and Greenhouse Gas analysis was peer reviewed by the City’s consultant, Soil / Water / Air Protection Enterprise (SWAPE) and contained in the attached SWAPE letter. The SWAPE letter recommends the DEIR conduct a new air quality assessment using updated methodologies and study models. In light of the clear defects in the DEIR’s Air Quality and Greenhouse Gas Assessments, those portions of the DEIR should be revised and recirculated in an updated DEIR.

In addition, the City disputes the DEIR’s Greenhouse Gas Assessment’s claim that “the decline in GHG emissions due to more energy efficient motor vehicles more than offset the increased GHG emission due to total square footage increases on campus and the associated operational emissions.” Therefore, the resulting changes negative.” (DEIR, p. 189.) The purpose of the DEIR is to analyze the Project’s impacts on the environment from the baseline year of 2015. By including an arbitrary external factor such as increasingly energy efficiency vehicles to conclude the Project will result in a reduction in GHG emissions is misleading at best and disingenuous at worst.



6.2.24 The SWAPE recommendation for a new air quality assessment is noted and is addressed in Responses 6.2.57 – 6.2.80. The GHG analysis in the Draft EIR (Section 3.4, 3.7.1 (D), 3.7.2 (D)) fully evaluates the impacts of buildout of the 2015 FMPU, and of the PEP project. This statement is supported by the data in Tables 3.4.3 – 3.4.5 in the Draft EIR and the reason is the emission factors (EMFAC) used in CalEEMod do decline in future years due to improved engine efficiency (i.e. older less efficient vehicles in the region are replaced by newer more efficient engine vehicles, including hybrids etc.).

6-2.25 “NOISE: The City appreciates the inclusion of its Noise Ordinance in the DEIR's Noise Impact analysis. However, the City once again objects to the claim that the "District is exempt from City zoning and the City's Noise Ordinance pursuant to California Government code section 53096." (DEIR, p. 196) Section 53096 relates to facilities related to storage or transmission of water or electrical energy, and would not apply to other potential sources of noise emanating from the Mt. SAC campus. As discussed above, other similar provisions of the Government Code likewise do not exempt the District from the City's Zoning Code and, the City's Noise Ordinance is applicable to potential violations when noise levels exceed established limits.”

6.2.25 The City's objection to the claim that the District is exempt from City zoning and the City's Noise Ordinance is noted. See Response 6.2.4. District projects may be exempt from City of Walnut building code requirements, zoning ordinances and general plan requirements as set forth in the Government Code.

6-2.26 “In particular, the City is concerned that noise impacts from construction activities may be significant due to the fact that construction activities are allowed from 7:00 AM to 7:00 PM Monday through Saturday. The DEIR states that, "projects requiring more than one year of construction located near sensitive receptors may result in a noise impact and may require further analysis prior to the initiation of construction to determine what mitigation is feasible and if the mitigation is effective," (DEIR, pp. 207-208.) Such deferral of analysis and mitigation is not allowed under CEQA. (Sundstrom v. County of Mendocino (1988) 202 Cal.App.3d 296, 307, "By deferring environmental assessment to a future date, the conditions run counter to that policy of CEQA which requires environmental review at the earliest feasible stage in the planning process.") As such, the Project may result in significant noise impacts, but those impacts will not be known unless properly analyzed in a DEIR that is updated and recirculated.”

6.2.26 The quotation in the comment from pp. 207-208 is incomplete and confuses Thresholds of Significance and mitigation measures for the 2015 FMPU. The District Threshold of Significance is based on comprehensive analysis and clearly outlines situations when additional analyses may be required for site-specific locations near sensitive receptors.

Site-specific construction projects lasting more than one year, with site preparation, demolition, grading and shell building construction, located within 1,500 feet or less from a sensitive off-site land use have a significant construction noise impact if: (1) Construction occurs outside of permitted construction hours. Construction hours are defined in MM-5a in the MMP) and; (2) Lmax noise levels from 7 am to 7 pm are less than 90 dBA and less than 65 dBA Leq at any off-site sensitive receptor property line and; (3) From 7 pm to 7am, the Lmax is less than 75 dBA and less than 55 dBA Leq off-site at any off-site sensitive property line; See Report 15-116.

It is appropriate that the EIR include both noise mitigation (NOI-01, NOI-02) for the 2015 FMPU projects (i.e. program-level analysis) and criteria for circumstances when construction may occur in the future near sensitive off-campus receptors based on site-specific plans. The City's Noise Ordinance permits construction from 7 am to 7 pm weekdays unless there are special approvals or exemptions for weekends or holidays. So, the only difference between the regulations is construction work on campus may occur on Saturday in limited situations (i.e. emergencies, required completions, conflicts with weekday campus operations, etc.).

The District adheres to its own noise regulations and policies. The District's Threshold cited above places limits on District operations that are not part of the City's Noise Ordinance (i.e. regulation based on specific decibels). Since District noise standards are adopted, there is no deferral of "mitigation" but application of specific standards to future site-specific projects.

6-2.27 "BIOLOGICAL RESOURCES: The City has a few suggestions to add to the DEIR's coverage of Project impacts to Biological Resources and proposed Mitigation Measures. The phrase "prior to" should be inserted after the word "days" and the word "of" should be deleted in the third sentence of Mitigation Measure B10-02 on page 6. The new third sentence of Mitigation Measure BIO- should read, "A pre-construction nest/owl survey should be completed for each project or work area within 14 days prior to the start of construction." (MMP p. 6.) The City believes this simple addition will clear up any possible confusion that a nest/owl survey should be completed before construction begins.

6-2.27 The City's suggestions are noted and BIO-02 revised as suggested. However, pre-construction conveys the same directive.

*BIO-02. A pre-construction survey for Burrowing Owls shall be completed for construction areas with suitable habitat for the Burrowing Owl (e.g. Irrigation Well site, the Detention Basin site, and the Fire Training Academy site). If clearing, grading, or construction is planned to occur during the raptor and migratory bird breeding season (February 1 through July 31) or the burrowing owl breeding season (February 1 through August 31), pre-construction surveys should be conducted in the construction area and in appropriate nesting habitat within 500 feet of the construction area. A pre-construction nest/owl survey should be completed for each project or work area within 14 days prior to the start of construction. Multiple pre-construction surveys may be required because the start of specific projects may be separated in time by months or years. If there are no nesting owls, raptors or protected birds within each area, development would be allowed to proceed. However, if raptors or migratory birds are observed nesting within this area and within sight or sound of the work, development within 300 feet must be postponed either until all nesting has ceased, until after the breeding season, or until construction is moved far away enough so that the activity does not impact the birds. If burrowing owls are observed, impacts shall be avoided according to the Staff Report on Burrowing Owl Mitigation (CDFW 2012). All recommendations of the final studies shall be implemented. Facilities Planning & Management shall ensure compliance.*

The revised measure is now included in Appendix D1.

6-2.28 “Mitigation Measure BIO-13 proposes an unrealistic mitigation measure to reduce impacts to biological resources on the West Parcel and MSAC Hill to less than significant. (DEIR, p. 12) The DEIR states that construction grading will be avoided during prime nesting season of threatened or special status birds in order to minimize impacts on these areas. But this measure seems all but impossible when actual nesting seasons for these species are considered. For instance, the California Gnatcatcher, which is an endangered species of special concern found at the West Parcel site, has a nesting season from February to July. Given the size of these projects, it is unlikely that construction will actually be limited to 5 or 6 months out of the year. The DEIR should propose a more feasible mitigation measure that the District is likely to enforce and implement.”

6.2.28 Mitigation Measure BIO-13 is feasible and realistic and is in accord with the California Department of Fish & Wildlife and U.S. Fish & Wildlife permit requirements, which include maintaining low noise levels in the habitat if construction occurs during the breeding season. These requirements will be implemented by monitoring construction noise during the breeding season and using construction noise barriers as noise buffers between the construction activity and the habitat. Reports on the construction noise monitoring will be submitted to the U.S. Fish & Wildlife Service. The mitigation measure states:

*BIO-13. Construction noise adjacent to existing coastal sage scrub habitat within the West Parcel and on MSAC Hill that is retained (i.e. not graded) will be minimized whenever feasible by avoiding construction grading during the prime nesting season. Facilities Planning & Management shall monitor compliance.*

These requirements will minimize construction noise by avoiding grading during the prime nesting season and by reducing noise using construction barriers as construction proceeds. The strategy is both avoidance of the prime nesting season and minimization of noise during grading.

6-2.29 "WATER QUALITY: Mitigation measure HYD-02 outlines the requirements that the District update the Master Campus Drainage Plan prior to commencement of grading for the Fire Training Academy and Athletics Education Building. (MMP, p. 15) The mitigation measure states that the Master Campus Drainage Plan "shall meet any requirements of the County of Los Angeles Department of Public Works and the City of Walnut." The "City of Walnut Storm Water Management and Discharge Control Ordinance" (Walnut Municipal Code Title V Article III Chapter 21-60 et seq.) and the City of Walnut Standard Urban Storm Water Mitigation Plan (Walnut Municipal Code Title V Article IV Chapter 21-80 et seq.) contain comprehensive regulations related to construction and storm water drainage and discharge. The City appreciates the requirement that the District's Master Campus Drainage Plan shall comply with the City's discharge and drainage regulations, and would like to see more stringent, enforceable mitigation measures implemented to ensure compliance."

6.2.29 The comments are noted for the record. The District maintains that the Mitigation is adequate. As stated in the SWPPP, runoff from the project site (i.e. PEP (Phase 1, 2) discharges into private (i.e. campus) on-site drainage systems that discharge into municipal storm drains owned by the City of Walnut; which in turn discharges to county facilities in San Jose Creek Reach 2 and ultimately the Pacific Ocean. Any ambiguity in the responsible agencies for approval of drainage plans is clarified below.

DSA is currently the approving agency for District construction plans. Per NPDES General Permit Number CAS000004, State Water Resources Control Board (SWRCB) Water Quality Order No. 2003 – 0005 – DWQ, Mt SAC is listed as an anticipated Non-traditional Small MS4s permittee and will accordingly comply with the State Water Resources Control Board guidelines.

The stated mitigation measure is enforceable and sufficient to reduce project impacts to Less than Significant (i.e. more stringent measures are not required). The mitigation is revised as indicated to reflect the current SWRCB regulations:

HYD-02. 7a. The *Master Campus Drainage Plan* shall be updated prior to commencement of grading for the Fire Training Academy and Athletics Education Building projects. The plan shall comply with the *State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit)* regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the college shall prepare a *Storm Water Pollution Prevention Plan (SWPPP)* and a *Monitoring Program* for the 2012 Facility Master Plan. ~~The *Master Campus Drainage Plan* shall meet any requirements of the County of Los Angeles Department of Public Works and the City of Walnut.~~ All recommendations of the ~~approved~~ final drainage plan(s) **approved by the Division of the State Architect (DSA)** shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.

6-2.30 "CUMULATIVE IMPACTS: The DEIR consistently fails to accurately or adequately evaluate cumulative impacts of the Project. The DEIR tends to generalize the cumulative impact evaluation rather than apply significance thresholds to cumulative effects. As such, cumulative impacts are understated or incorrectly omitted altogether. Cumulative impact analysis for each section should be revisited and revised where appropriate."

6.2.30 The assertions in the comment are noted, but are general and speculative, with no factual evidence. No response is required. The District maintains that the cumulative analysis (e.g. traffic, air quality, noise etc.) is comprehensive, adequate and sufficient for the project.

6-2.31 "ALTERNATIVES: Although the DEIR analysis of the alternatives is not required to be as comprehensive as the DEIR analysis of the Project, the alternative's discussion is so cursory as to prevent a meaningful comparison. The DEIR is, by its own definition, a program-level, project-level, and subsequent EIR. (DEIR, pp. 1-2.) Despite the DEIR's tripartite nature, however, the Alternatives analysis only addresses alternatives to the overall program rather than any individual project contained within. For instance, Alternatives section describes the Project as "a renovation and modernization program for existing campus facilities," and as such considers an alternative location only to the entire campus-wide program rather than any projects within the program that might possibly be relocated to lessen overall Project impacts. (DEIR, p. 467-69.) As a result, the DEIR fails to comply with CEQA's directive to "describe a reasonable range of alternatives to the project..." (Guidelines, §15126.6(a).) The City urges the District to make another attempt at considering and analyzing a range of alternatives."

6.2.31 The comment that the Alternatives analysis “*only addresses alternatives to the overall program rather than any individual project within*” is mistaken. Presumably, the overall program is the 2015 FMPU. However, the EIR does address alternatives for individual projects. Alternative 1 revises the PEP (Phase 1, 2) individual project by included renovation of existing facilities that would be eliminated from PEP (Phase 1) and includes partial demolition only of Hilmer Lodge Stadium. Alternative 2 includes two new individual projects: parking structures in Lot D and in Lot F that are not included in the 2015 FMPU. Alternative 4 includes all individual projects that were in the 2012 FMP and none of the new projects that are included in the 2015 FMPU. The range of alternatives selected for inclusion in the EIR is both reasonable and adequate. Table 2 and the discussion in Section 5.0 of the DEIR constitute more than a cursory analysis and are sufficient for the project.

6-2.32 “Moreover, the alternatives analysis contains an error that implies a careless approach to the preparation and analysis of Project alternatives: the Alternative 1 Traffic Impact analysis is simply a cut-and-paste copy of the No-Project Alternative. Consequently, the Alternative 1 Traffic Impact analysis is plainly an impossible scenario because Alternative 1 still contemplates buildout of a significant portion of the proposed Project with an attendant increase in student enrollment (DEIR, p. 471.) Alternative 1 needs to be revisited to correct this error before it can meet CEQA’s mandate as a sufficient alternative description.”

6.2.32 The traffic analysis data summarized in Table 5.2 does not constitute the “Traffic Impact analysis”. Section 2.2 includes the traffic analysis of existing conditions, which is by definition, also the traffic analysis for the no-project alternative. Table 5.2 includes an error. The no-project student enrollment for 2014 – 2015 is 35,280 (fall enrollment headcount), not 35,986. The no-project alternative does not include any additional new development since a no-project alternative is the “no build” alternative.

6-2.33 “UNAVOIDABLE ADVERSE IMPACTS: The City objects to the District’s decision to prepare a Statement of Overriding Consideration for unavoidable adverse impacts within the City. As shown in the Kunzman letter, the traffic impact analysis is, based on inaccurate methodologies and incorrect calculations. Therefore, the traffic impact analysis should be redone and removed from a Statement of Overriding Consideration until such time as the complete and proper traffic impact analysis is completed.”

6.2.33 The City’s objection to the District adopting a Statement of Overriding Considerations (SOC) for adverse traffic impacts within the City is noted.

It should be noted that the City of Walnut has adopted four SOC’s for its EIRs between 2001 and 2013 (CEQAnet) and the City had no objections to an SOC for the Grand Avenue/Temple Avenue intersection in 2012 and agreed with the recommended lane improvements for that location completed after that date.

The traffic analysis (Table 3.2.11) has shown that cumulative trips from other cities, including the City of Walnut, are a substantial proportion of the total Average Daily Trips (ADT) in the study area (76.8 percent in 2020 and 80.8 percent in 2025).

Since the City has no comments that suggest the locations where the analysis concluded additional lane improvements are not feasible (Section 2.2.2) there is no justification for stating the use of a SOC is inappropriate. The traffic study clearly states why the improvement is not feasible. The comment merely states an objection and has not provided any substantial evidence to the contrary.

6-2.34 “Overall, and as detailed herein, the DEIR fails to adequately disclose, evaluate, and discuss mitigation for the potential significant effects of the Project. The DEIR should be revised significantly and recirculated after completion and incorporation of additional studies. For the reasons detailed herein, the evaluations and analyses in the DEIR must be updated, and the DEIR recirculated for additional public review and comment.”

6.2.34 The comments state a general conclusion and provide no additional new information concerning environmental issues. None of the comments included herein have identified a new significant environmental impact of the project or provided substantial evidence that the information included in the Final EIR is inadequate or insufficient to evaluate the potential environmental impacts of the project.

The reasons that the Board of Trustees shall consider certification of the Final EIR, adoption of the mitigation monitoring program and adoption of a Statement of Overriding Considerations for the 2015 FMPU and PEP (Phase 1, 2) projects will be set forth in The Statement of Facts and Findings and in the Statement of Overriding Considerations.

6-2.35 Exhibit A: SWAPE Comments to the Air Quality and Greenhouse Gas Impacts Analysis

Exhibit A is an attachment to the City of Walnut comments of July 28, 2016. The comment letter is included in Appendix A15.

6.2.35 Greve & Associates prepared a report titled: *Response to Comments from SWAPE (Report #16-025)*, dated August 11, 2016, which is included as Appendix A25. The Greve & Associates responses are included as Response 6.2.57 – 6.2.80 below.

6-2.36 Exhibit B: Kunzman Associates, Inc. Comments to the Traffic Impacts Analysis

Exhibit B includes the comments from Kunzman Associates and responses from Iteris Inc. (traffic engineers).

6-2.36 *“The Traffic Impact Study appendices only contain partial information as provided in the 2015 Facilities Master Plan Update and Physical Education Projects, Appendices – Volume 2 of 2 (June 2016). The complete set of appendices for the Traffic Impact Study should be included in the publicly available documentation.”*

6.2.36 The Draft Traffic Impact Study Technical Appendices A – D have been forwarded for your use.

6-2.37 *“The project description indicates that the 2015 Facilities Master Plan Update, compared to the 2012 Facilities Master Plan, includes a redesign of the athletic facilities, relocation of the Public Transportation Center, expansion of the Wildlife Sanctuary and Open Space Area, a pedestrian bridge across Temple Avenue, a net increase in buildout square footage, and continuation of special annual events. The project description also indicates that the District is filing an application to host Olympic track and field trials in year 2020. It should be noted, the Traffic Impact Study only evaluates the traffic impacts associated with additional trips generated by a net increase in enrollment of 3,745 students by year 2020 and 7,153 students by year 2025 (compared to existing 2015 conditions). Traffic impacts associated with other aspects of the project description appear to have been evaluated in a separate document.”*

6.2.37 The comments are informational and do not discuss new significant effects of the project. No additional response is required.

6-2.38 *“The study area consisting of 19 intersections appears appropriate based on the project trip generation and trip distribution forecasts.”*

6.2.38 The comments are informational and do not discuss new significant effects of the project. No additional response is required.

The sentence on page 96 of the Draft EIR stating “The CMMP criteria of adding 50 trips to any one movement of an intersection was used to identify the nineteen (19) intersections (Exhibit 3.4)” is hereby omitted in the Final EIR.

The CMP criterion applies only to CMP arterial monitoring intersections, not to any intersection. Of the 164 CMP arterial monitoring intersection in Los Angeles County, none are within the 2015 FMPU traffic study area.



6-2.39 *“There are several inconsistencies between the titles shown in the List of Figures and the titles shown on the actual figures. For example, Figure 1 is shown as “Project Location and Study Intersections” in the List of Figures, but Figure 1 is titled “Study Area.”*

6.2.39 The Traffic Impact Study report (September 1, 2016) contains the figure titles consistent with the titles identified in the List of Figures within the Table of Contents.

No new significant effects would result upon incorporating this comment into the traffic study.

6-2.40 *“Figure 1, Study Area: Study intersection #2 is incorrectly shown at Creekside Drive/Amar Road instead of Lemon Avenue/Amar Road.”*

6.2.40 The correct intersection location is shown in Figure 1 of the Traffic Study (April 1, 2016) and any other figure where the location was incorrectly shown, and included in the Final Traffic Impact Study (September 1, 2016).

6-2.41 *“Pages 3/4, Roadway Configurations: The description for Amar Road/Temple Avenue states that on-street parking is prohibited; on-street parking is permitted along Temple Avenue between Mt. SAC Way and Bonita Avenue. Mountaineer Road terminates at Grand Avenue at the west end, not the east end as stated. Baker Parkway terminates at Grand Avenue at the east end, not the west end as stated.”*

6.2.41 These edits are included in the Roadway Configurations section of the Final Traffic Impact Stud (September 1, 2016). The report is included herein in Appendix A38 and A39.

No new significant effect would result upon incorporating this comment into the traffic study.

6-2.42 *“Page 8, Table 2 – Intersection Level of Service Definitions - HCM Methodology: The source noted in the footnote of Table 2 appears to indicate the 2000 Highway Capacity Manual methodology was used to analyze intersections under Caltrans’ jurisdiction. The latest version (2010) of the Highway Capacity Manual delay methodology should be used for delay calculations. Additionally, Table 2 should show the delay ranges for unsignalized intersections since the unsignalized study intersection of Lot F/Temple Avenue is also analyzed using the Highway Capacity Manual delay methodology.”*

6.2.42 Table 2 in the Final Traffic Impact Study (September 1, 2016) includes delay ranges for unsignalized intersections. No new significant effect would result upon incorporating this comment into the final traffic study.

The traffic analysis was conducted using TRAFFIX software which is an acceptable software package by Caltrans guidelines. TRAFFIX software applies the HCM 2000 methodology, not HCM 2010. In order to maintain consistency with the analysis of the non-Caltrans intersections, TRAFFIX was used at the Caltrans intersections.

Since the 2010 methodology would be applied to both existing and plus project scenarios, no new significant effect would result upon incorporating this comment into the traffic study.

6-2.43 *“Page 9, Table 3 – Intersection Significant Impact Criteria: It should be noted that Table 3 shows the thresholds of significance for corresponding Levels of Service based on “with project” conditions, whereas the Los Angeles County Public Works Traffic Impact Analysis Report Guidelines (January 1997) defines intersection thresholds of significance based on “pre-project” conditions. While inconsistent with the Los Angeles County guidelines, the thresholds of significance used in the Traffic Impact Study are more stringent based on the scenarios analyzed.”*

6.2.43 As noted, the criteria used in the Traffic Impact Study (April 1, 2016) is the more stringent criteria. If the intersection “pre-project” condition was used to determine the thresholds of significant instead of the “with project,” the following changes would result:

- Table 7: #14 Mt SAC/Temple. This intersection would no longer be impacted in the 2020 E + P scenario

- Table 16: #15 Bonita/Temple. This intersection would no longer be impacted in the 2025 E + P + C scenario

The MTA guidelines do not conform with the judicial ruling in CEQA cases where an existing plus project analysis is required. The current criteria in Table 3 match the judicial requirement. See pages 95-96 in the Draft EIR.

6-2.44 *“Figure 3 - Existing Intersection Lane Configuration: Nogales Street/Amar Road (#1) incorrectly shows one additional westbound through lane.”*

6.2.44 This lane configuration has been corrected in the Traffic Impact Study (September 1, 2016). Incorporating the revised lane configuration, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.

6-2.45 *“Figure 3 - Existing Intersection Lane Configuration: It should be noted that the eastbound approach at Grand Avenue/I-10 Eastbound Ramps (#4) has been restriped to consist of one left-turn lane and one right-turn lane.”*

6.2.45 The Draft EIR needs to describe existing conditions at the time the Notice of Preparation was issued (i.e. January 19, 2016). The existing information in the Traffic Study (April 1, 2016) was correct when the traffic study commenced and the field survey was completed.

Several changes have occurred since that date and are acknowledged herein.

6-2.46 *“Figure 3 - Existing Intersection Lane Configuration: It should be noted that the northbound approach at Grand Avenue/SR-60 Eastbound Ramps (#13) has been restriped to consist of two through lanes and one shared through/right-turn lane (identified as a mitigation measure); the southbound approach has been restriped to consist of one left-turn lane and three through lanes.”*

6.2.46 See Response 6.2.45 above.

6-2.47 *“Figure 3 - Existing Intersection Lane Configuration: It should be noted, that the southbound approach at Valley Boulevard/Temple Avenue (#17) has been restriped to consist of one left-turn lane, one through lane, one shared through/right-turn lane, and one right-turn lane.”*

6.2.47 See Response 6.2.45 above.

6-2.48 *“Page 13, Table 5 - 2020 Project Trip Generation: The inbound and outbound trips generated during both peak hours are incorrectly calculated based on the in/out percentages shown. The AM peak hour should equal 377 inbound trips and 72 outbound trips. The PM peak hour should equal 283 inbound trips and 166 outbound trips.”*

6.2.48 The discrepancy in Inbound and Outbound trip generation is due to the method by which the trips were rounded. The total trip generation shown in the study is correct and would remain unchanged.

No new significant effect would result if the comment were incorporated in the traffic study.

6-2.49 *“Page 13, Table 6 - 2025 Project Trip Generation: The inbound and outbound trips generated during both peak hours are incorrectly calculated based on the in/out percentages shown. The AM peak hour should equal 721 inbound trips and 137 outbound trips. The PM peak hour should equal 541 inbound trips and 317 outbound trips.”*

6.2.49 See Response 6.2.45 above.

6-2.50 *“Figure 5, 2020 Project Trip Assignment: Several intersection turning movements appear incorrect based on the project trip distribution percentages shown on Figure 4. For example, based on Figure 4, it would appear that the northbound right-turn movement at Nogales Street/Amar Road (#1) should equal 15 AM peak hour trips (375 inbound AM peak hour project trips X 4% = 15). If the project trips have been improperly assigned to the study intersections, all subsequent analysis scenarios will also require revision.”*

6.2.50 The project trip distribution percentages shown on Figure 4 represent approximate rounded percentages at the study intersections. However, the reason for potential confusions is that the analysis assumes some small trip distribution percentages to other streets that provide access to neighborhood/residential areas, via intersections that are not part of the 19 intersections studied in the analysis.

These streets included Creekside Drive (between Nogales Street and Lemon Avenue), Shadow Mountain Road (between Cameron Drive and Mountaineer Road), and Snow Creek Drive (between Temple Avenue and La Puente Road). These percentages were not shown on Figure 4 but are correctly accounted for in the assignment of project trips shown on Figures 5 and 6 in the Traffic Study (April 1, 2016).

Detailed trip distribution percentages can be added to Figure 4 to more clearly match the trip assignments shown on Figures 5 and 6. The added details to Figure 4 would be purely aesthetic, though, and would not result in changes to the intersection LOS analysis because the project trip assignments are correctly distributed. Thus, the clarifications do not have any new significant effects to the results of the analysis. Therefore, the requested changes are not being completed.

6.2.51 *“Figure 6, 2025 Project Trip Assignment: Several intersection turning movements appear incorrect based on the project trip distribution percentages shown on Figure 4. For example, based on Figure 4, it would appear that the northbound right-turn movement at Nogales Street/Amar Road (#1) should equal 29 AM peak hour trips (715 inbound AM peak hour project trips X 4% = 29). If the project trips have been improperly assigned to the study intersections, all subsequent analysis scenarios will also require revision.”*

6.2.51 The project trip distribution percentages shown on Figure 4 represent approximate rounded percentages at the study intersections. However, the reason for potential confusion is that the analysis assumes some small trip distribution percentages to other streets that provide access to neighborhood/residential areas, via intersections that are not part of the 19 intersections studied in the analysis. These streets included Creekside Drive (between Nogales Street and Lemon Avenue), Shadow Mountain Road (between Cameron Drive and Mountaineer Road), and Snow Creek Drive (between Temple Avenue and La Puente Road).

These percentages were not shown on Figure 4 but are correctly accounted for in the assignment of project trips shown on Figures 5 and 6 of the Traffic Study (April 1, 2016).

Detailed trip distribution percentages can be added to Figure 4 to more clearly match the trip assignments shown on Figures 5 and 6. The added details to Figure 4 would be purely aesthetic, though, and would not result in changes to the intersection LOS analysis because the project trip assignments are correctly distributed. Thus, the clarifications do not have any new significant effects to the results of the analysis. . Therefore, the recommended changes are not being completed and are not required.

*6-2.52 “Page 22, first paragraph: The intersection of Grand Avenue/La Puente Road should indicate a significant impact during both the AM and PM peak hours.”*

6.2.52 This is a discrepancy between the analysis results shown in Table 7 in the Traffic Study (April 1, 2016) and the paragraph that follows. No new significant effect would result upon incorporating this comment into the Traffic Study (September 1, 2016).

*6-2.53 “Page 54, Congestion Management Program Analysis (CMP): The Los Angeles County Guidelines for CMP Transportation Impact Analysis (CMP Appendix D) state that projects must consider transit impacts as defined in Section D.8.4 even if no CMP arterial intersections or freeway locations are identified for analysis; however, the Traffic Impact Study does not provide an assessment of transit impacts.”*

6.2.53 While there is not a specific section devoted to transit in the current traffic study, project impacts of prior and the current master plans on transit services has been extensively discussed in the prior and current Final EIRs. Section 3.8: Transit Services in the 2012 FMP Final EIR includes an evaluation of transit impacts and recommended mitigation measures.

As shown in Table 3.8.1 of the certified 2012 FMP Final EIR 17 – 21 public transit buses per hour serve the campus and close to 288 MTA and Foothill Transit buses serve the campus daily.

In the 2015 FMPU & PEP (Phase 1, 2) issues transit issues are discussed more than 70 times, including evaluations on pp. 106-107, 173 and 489. The 2016 Mitigation Monitoring Program (Appendix D1) includes twelve mitigation measures for transit issues, including TR-07, TR-41 to TR-48, TP-03, TP-11 and TC-01. As a Program EIR, the evaluation in past and the current EIR, is adequate and sufficient for evaluation of transit issues.

The 2015 FMPU includes development of a Public Transportation Center (PTC) in Lot D3. Since the Center has not been designed, additional CEQA evaluation is required at the site-specific planning stage when the Center, new traffic signal plans on Temple Avenue and public transit changes are known. Until the site plan and transit information is available, any additional analysis would be speculative.

As stated in the Draft EIR, in the 2015 Fall Term, Foothills Transit Agency had 11,024 active Go Pass transit users and issued 17,681 cards to registered students. The Agency provided 100,730 rides to students in September 2015 and 104,987 rides in October 2015.

There is no evidence that an increase in student enrollment of 3,745 in 2020 will result in significant impacts on public transit services for the campus. Both providers have ample resources and equipment to adjust and expand transit resources if demand increases.

Based on LA County CMP Guidelines for evaluating a project's impact to transit, a total of 22 new transit trips during each peak hour due to the 2015 FMPU are forecasted for 2020:

449 peak hour vehicle trips \* 1.4 persons per vehicle = 629 person trips.

629 person trips \* 3.5% transit usage = 22 peak hour transit trips.

The 22 peak hour transit trips do not result in a significant effect. Therefore, the existing CEQA documentation and recommended mitigation measures are sufficient for the 2015 FMPU and PEP (Phase 1, 2) projects transit impacts.

Both transit agencies received the 2015 Notice of Preparation and Notice of Completion for the project and did not provide additional comments.

*6-2.54 "Overall, the Traffic Impact Study identified significant traffic impacts at 13 of the 19 study intersections. Mitigation measures that would reduce the project's impact to a less than significant level were identified for the following seven study intersections:*

- *Nogales Street/Amar Road;*
- *Lemon Avenue/Amar Road;*
- *Grand Avenue/Amar Road;*
- *Grand Avenue/La Puente Road;*
- *Grand Avenue/SR-60 Eastbound Ramps;*
- *Mt. SAC Way/Temple Avenue; and*
- *Bonita Avenue/Temple Avenue.*

*The project's traffic impacts at the following six study intersections would remain significant and unavoidable:*

- *Grand Avenue/Mountaineer Road;*
- *Grand Avenue/San Jose Hills Road;*
- *Grand Avenue/Temple Avenue;*
- *Grand Avenue/Valley Boulevard;*
- *Grand Avenue/Baker Parkway; and*
- *Valley Boulevard/Temple Avenue."*

6.2.54 The comments agree with the conclusions stated in the traffic study for 2020. No additional response is required.

6-2.55 *"The revisions required to correct some of the comments noted in this letter, particularly those regarding the project trip generation and trip assignment, have the potential to alter the findings of significance. The Traffic Impact Study should be revised to ensure accuracy of the findings."*

6.2.55 The information prepared by Iteris Inc. staff responds fully to the comments in Exhibit A and indicates that the comments do not result in any new significant traffic impacts or need for changes in the recommended mitigation measures for the project. Therefore, the conclusion stated that the comment may alter the findings of significance of the traffic study is incorrect and is not based on factual or sufficient evidence.

Since the comment agrees that six intersections would remain adverse, the comments also imply that a Statement of Overriding Considerations is required for traffic impacts. No additional response from the District is required.

6-2.56 *Exhibit B: SWAPE Comments to the Air Quality and Greenhouse Gas Impacts Analysis*

Exhibit B is an attachment to the City of Walnut comments of July 28, 2016 (Appendix A15).

6.2.56 Greve & Associates prepared the responses to Exhibit B. Their report is titled: *Response to Comments from SWAPE (Report #16-025)*, dated August 11, 2016 and included as Appendix A25. The Greve & Associates responses are included as Response 6.2.57 – 6.2.80 below.

6-2.57 *“We have reviewed the Mt. San Antonio College 2015 Facilities Master Plan Update and Physical Education Projects Draft Subsequent Program/Project EIR to Final Program EIR (DEIR); the April 15, 2016 Air Quality Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects (“Air Quality Assessment”); and the April 15, 2016 Greenhouse Gas Assessment for the Mt. San Antonio College Facilities Master Plan Update and Physical Education Projects (“Greenhouse Gas Assessment”) prepared for the proposed Mt. San Antonio College Project (“Project”). This subsequent DEIR was prepared because substantial changes have occurred in the Project since the 2012 Facilities Master Plan Final EIR was certified, one or more significant impacts may occur, and new information is available on prior projects that was not previously assessed.*

*Buildout of the 2015 Facilities Master Plan Update (2015 FMPU) in 2020 will result in a net increase of 238,098 assignable square feet (ASF) from existing conditions, and a net increase of approximately 4.5 percent ASF when compared to the 2012 Facilities Master Plan (2012 FMP) (DEIR, p. 59). The DEIR proposes development of the Physical Education Project (PEP) in two phases, the Athletic Complex East (Phase 1) and the Physical Education Complex (Phase 2) (DEIR, p. 78).”*

6.2.57 The comments simply provide a summary of the project. No response from the District is required. Responses are required only to address new significant effects and environmental issues related to the project.

6-2.58 *“Our review concludes that the subsequent DEIR fails to adequately assess the Project’s health risk and air quality impacts. As a result, the Project’s impact on regional and local air quality is underestimated. An updated DEIR should be prepared to adequately assess the Project’s health risk and air quality impacts, and additional mitigation measures should be implemented, where necessary.”*

6.2.58 As shown in the following responses, the District disagrees with SWAPE’s conclusions. No additional health risk assessment is needed beyond what has already been provided in the Air Quality Assessment and Section 3.2.2 of the Draft EIR. Air quality impacts have been adequately addressed and additional analysis and mitigation measures are not required.

As stated in Section 15204 of the CEQA Guidelines *“CEQA does not require a lead agency (i.e. District) to conduct every test or perform all research, study and experimentation recommended or demanded by commentators. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”*



6-2.59 “ *Health Risk from Diesel Particulate Matter Emissions Inadequately Evaluated: The Air Quality Assessment concludes that the health risk posed to nearby sensitive receptors from exposure to diesel particulate matter (DPM) emissions released during Project construction and operation would be less than significant, yet fails to quantify the risk and compare it to applicable thresholds (p. 30). By failing to prepare a construction or an operational health risk assessment, the Air Quality Assessment is inconsistent with SCAQMD CEQA Guidelines, as well as with recommendations set forth by the Office of Environmental Health Hazard Assessment (OEHHA), the organization responsible for providing recommendations for health risk assessments in California.*”

6.2.59 Section 2.3.3 Diesel Particulate Matter Emissions During Construction addresses DPM and the potential cancer risk. The SCAQMD CEQA Guidelines were again reviewed and there is no requirement from the SCAQMD to prepare a health risk assessment (HRA) for school type operations or for construction projects of the type proposed (<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook> and associated links).

The comment ignores a basic understanding of what causes a health risk. Two factors need to occur to have a potential health risk. First, a significant source of DPM must be present. DPM, as the name implies, comes from large diesel engines such as those in trucks, trains, construction equipment, and some ships. For typical operations, the college does not and will not have large diesel engines in operation. The vehicular traffic associated with normal college operations has very few trucks.

The majority of construction is relatively small and short term and usually consists of a building or a building complex. Almost no grading is involved for these projects which usually constitute the phase of construction with the highest level of DPM emissions. The PEP projects are slightly larger and would last less than 2-1/2 years. Again these are relatively small construction projects as indicated by the fact that the emissions are well below the SCAQMD thresholds (Tables 13 and Table 15 of the Air Quality Assessment), and relatively few pieces of large diesel construction equipment will be operating.

Second, there must be long-term exposure of DPM. The impacts from toxic substances are assessed over a 30 or 70-year period. The construction projects, which are mostly small and relatively short-term, do not present a situation where long-term exposure will occur.

Finally, the need for a health risk assessment needs to be put into perspective. Typically, health risk assessments are needed for projects that will generate large quantities of diesel particulate emissions over a long time period.

The typical example would be large warehousing projects where large diesel trucks are coming and going 24-hours a day. Another example, would be within 500 feet of a freeway with daily traffic of 100,000 or more which could have anywhere from 5,000 trucks to 25,000 trucks per day (California Air Resources Board, "Air Quality and Land Use Handbook: A Community Health Perspective," April 2005). The college operations, including construction projects, does not have anywhere near these levels of diesel vehicular activity.

It is unreasonable to require a health risk assessment for this type of project. And as will be shown, the screening analysis provided by SWAPE is so conservative and flawed that it does not provide a convincing argument for additional analysis.

6-2.60 *"In an effort to demonstrate the potential risk posed by the Project to nearby sensitive receptors, we prepared a simple screening-level health risk assessment. The results of our assessment, as described below, demonstrate that construction-related and operational DPM emissions may result in a potentially significant health risk impact. As a result, a revised DEIR should be prepared to adequately assess the health risk impacts from construction and operation of the Project."*

6.2.60 A step-by-step review of the SWAPE screening-level analysis is presented in the following responses. The SWAPE analysis is so conservative and flawed that it is not a good indicator or whether or not a health risk assessment is necessary. For reasons stated in the Air Quality Assessment, Response 6.2.59, and other responses we do not believe that a health risk assessment is warranted.

6-.2.61 *"Failure to Quantify Risk from Project Construction: The Air Quality Assessment attempts to justify the omission of an actual construction-related health risk assessment (HRA) by stating the following:*

*"Impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer causing substance over a 70-year lifetime (California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Guide to Health Risk Assessment.) Grading for the PEP Phase 1 and Phase 2, when the peak diesel exhaust emissions would occur, is expected to take less than 6 months total with all construction expected to be completed in less than 4 years. Because of the relatively short duration of construction compared to a 70-year lifespan, diesel emissions resulting from the construction of the project, including truck traffic associated with the project, are not expected to result in a significant impact" (p. 28).*

*This justification, however, is incorrect. By failing to quantify the risk associated with Project construction, the Air Quality Assessment is inconsistent with the most recent guidance published by Office of Environmental Health Hazard Assessment (OEHHA), the organization responsible for providing recommendations and guidance on how to conduct health risk assessments in California. In February of 2015, OEHHA released its most recent Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, which was formally adopted in March of 2015. This guidance document describes the types of projects that warrant the preparation of a health risk assessment. Construction of the entire Project will produce emissions of DPM, a human carcinogen, through the exhaust stacks of construction equipment over a construction period of at least five years (Air Quality Assessment, p. 13). The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors. This recommendation reflects the most recent health risk policy, and as such, an assessment of health risks to nearby sensitive receptors from construction should be included in a revised DEIR for the Project.”*

6.2.61 The OEHHA document recommendation is taken out of context and misconstrued. First, the OEHHA document does not recommend as SWAPE has stated that “all short-term projects lasting at least two months be evaluated...” [emphasis added]. The OEHHA document states, “Due to the uncertainty in assessing cancer risk from very short-term exposures, we do not recommend assessing cancer risk for projects lasting less than two months...” (p 8-18 of OEHHA Guidelines). This clearly is not a requirement to evaluate all projects lasting more 2 months.

While the quote cited is from Chapter 8, it is in Chapter 1, specifically Section 1.3 – Who Is Required to Conduct a Risk Assessment, where the need for a risk assessment is discussed. The very first sentence of the Section 1.3 states; “The Hot Spots Act requires that each local Air Pollution Control District or Air Quality Management District determine which facilities prepare an HRA.” The SCAQMD CEQA Guidelines do not contain any requirement for college construction projects or the normal operation of a college to conduct a Health Risk Assessment (HRA). Finally, it should be noted that we have received comments from the SCAQMD on the Air Quality Assessment, and there is no mention of a lack of a HRA. In summary, projects of the type proposed do not need a HRA because of the very limited amount of DPM that will be generated.

6-2.62 *“Failure to Quantify Risk from Project Operation: Furthermore, instead of preparing a health risk assessment to determine the Project's operational impact, the Air Quality Assessment instead relies on the South Coast Air Quality Management District's (SCAQMD) Localized Significance Thresholds (LST) Methodology to determine whether or not operation of the Project would expose sensitive receptors to substantial air pollutants (p. 11-12). Using this method, the Air Quality Assessment concludes that the Project would not expose sensitive receptors to substantial air pollutants, thus resulting in a less than significant long-term impact (p. 30). The use of this method, as well as the significance determination made using this method, is entirely incorrect. While the LST method assesses the impacts of pollutants at a local level, it only evaluates impacts from criteria air pollutants. As a result, health impacts from exposure to toxic air contaminants (TACs), such as DPM, were not analyzed, thus leaving a gap within the Air Quality Assessment's analysis.*

*According to the Air Quality Assessment, the Final Localized Significance Threshold Methodology document prepared by the SCAQMD applies to projects that are less than 5 acres in size and are only applicable with NOx, CO, PM10, and PM2.5 emissions, which are collectively referred to as criteria air pollutants (p. 12). Because the LST method can only be applied to criteria air pollutants, this method cannot be used to determine whether operational emissions from diesel particulate matter (DPM), a known human carcinogen, will result in a significant health risk impact to nearby sensitive receptors. By failing to prepare a health risk assessment in addition to the LST analysis, the Air Quality Assessment fails to provide a comprehensive analysis of the sensitive receptor impacts that may occur as a result of exposure to substantial air pollutants. The SCAQMD provides a specific numerical threshold of 10 in one million for determining a project's health risk impact. Therefore, the Air Quality Assessment should have conducted an assessment that compares the Project's operational health risk to this threshold in order to determine the Project's health risk impact”*

6.2.62 See Response to Comment 6.2.61. There is no requirement or need to prepare a HRA.

6-2.63 *“Modeling Parameters: As of 2011, the EPA recommends AERSCREEN as the leading air dispersion model, due to improvements in simulating local meteorological conditions based on simple input parameters. The model replaced SCREEN3, which is included in OEHHA and CAPCOA guidance as the appropriate air dispersion model for Level 2 health risk screening assessments (“HRSAs”). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.”*

6.2.63 The District agrees that AERSCREEN has replaced SCREEN3. However, it should be noted that AERSCREEN was originally intended to model smokestacks. As a result, the modeler must be very careful in applying this model correctly for the college projects which are spread out over a large area and very substantially over time, unlike a smokestack.

6-2.64 “We prepared a preliminary health risk screening assessment of the Project's construction and operational impact to sensitive receptors using the annual estimates from the Project's CalEEMod model, which can be found within the DEIR's Air Quality Assessment and Greenhouse Gas Assessment. According to the Air Quality Assessment, “construction emissions will vary for different phases of construction, and from project to project” (p. 13). As a result of this variability, we conducted a construction-related health risk assessment for each component of the proposed Project using each component's emission estimates and construction durations. Specifically, we assessed the health risk impacts from construction of the following Project components: Building G, Building A, PEP Phase 1, and PEP Phase 2 (p. 13). Using the CalEEMod construction schedules for each component, and accounting for the overlap that will potentially occur between these phases, we estimate that construction of Building G, PEP Phase 1, and PEP Phase 2 would occur over the course of approximately four years with a total of 1,457 days (see table below).

Construction Phase	Start	End	Duration (Years)	Duration (Days)
PEP Phase 1	10/3/2016	1/31/2018	1.3	486
PEP Phase 1 & Phase 2	2/1/2018	8/16/2018	0.5	197
PEP Phase 2	8/17/2018	12/31/2018	0.4	137
Building G & PEP Phase 2	1/1/2019	2/24/2020	1.2	420
PEP Phase 2	2/25/2020	9/28/2020	0.6	217
<b>Total Construction Duration</b>			<b>4.0</b>	<b>1,457</b>

6.2.64 It should be noted that the construction timing for Building G is not known at this time, but the commenter used the timing in the Air Quality Assessment, which is a reasonable estimate. The commenter otherwise is quoting materials from the SEIR documents. No additional response is required from the District.

6-2.65 “According to the Air Quality Assessment, construction of Building A is not anticipated to occur until 2025, which leaves a gap between the completion of PEP Phase 2 and the start of Building A construction (p. 15). However, OEHHA requires that continuous residential exposure duration of 30 years be used when assessing health risks, starting from the infantile stage of life. Therefore, to remain consistent with recommendations set forth by OEHHA, we assumed for the remaining 26 years of exposure, operation of Building G, PEP Phase 1, and PEP Phase 2 would occur right after construction of PEP Phase 2 was complete, and up until construction of Building A began. Then after construction of Building A was completed, we assumed that operation of the entire Project would occur, with no gaps between stages (see table below).

Phase	Start	End	Duration (Years)	Duration (Days)
FMPU 2020 - Operation	9/29/2020	12/31/2024	4.26	1,555
Building A	1/1/2025	12/11/2025	0.95	345
FMPU 2025 - Operation	12/12/2025	9/26/2046	20.8	7,593
<b>Total Duration</b>			<b>26.0</b>	<b>9,493</b>

6.2.65 The comment acknowledges that the OEHHA requires a continuous exposure of 30 years, and only 4 years have substantial construction. SWAPE incorrectly fills the missing 26 years with operational emissions from the FMPU which appears to include all of the college operating emissions. This is major mistake which causes the emissions to be grossly overestimated and the HRA impact to be overstated.

First, most of the emissions for the operation of the FMPU are from vehicles traveling to and from campus. These emissions will be spread out over a large geographical area and the vast majority of these emissions will have no impact on areas local to the college, and should not be included in the modeling.

Second, the HRA goal is to determine the increase in health risk exposure, and most of the operational FMPU emissions represent emissions from ongoing activities and are not new emissions caused by the project. As shown in Section 2.2.2 of the Air Quality Assessment, emissions associated with the college will be going down in future years. In summary, the methodology used in the comments to determining the health risk vastly overestimates the exposure generated by the project.

6-2.66 *The Air Quality Assessment assumes the closest sensitive receptors to the Project site are located about 978 feet north (p. 15, 16).*

6.2.66 The SWAPE analysis takes a worst-case distance and uses it for all construction and operation. The distance of 978 feet was used for Buildings A and G in the Air Quality Assessment for the Localized Significance Threshold analysis. In that analysis, the distance is measured from the edge of the construction area.

For a dispersion analysis, such as the SWAPE analysis, the distance should be measured from the center of the construction area, or in this case 1,294 feet. More importantly for the PEP (Phase 1) and PEP (Phase 2), SWAPE continued to use 978 feet, while the closest distance from the site to residences is 2,035 feet and from the center of the stadium is 2,910 feet. Using a closer than actual distance over estimates the concentrations at the receptor.

6-2.67 *“The AERSCREEN model relies on a continuous average emissions rate to simulate maximum downwind concentrations from point, area, and volume emissions sources. To account for the variability in construction equipment usage over the many phases of Project construction and operation, we calculated an average DPM emissions rate for construction by the following equation.*

$$\text{Emission Rate} \left( \frac{\text{grams}}{\text{second}} \right) = \frac{\text{lbs of DPM}}{\text{days of Construction}} \times \frac{453.6 \text{ grams}}{\text{lb}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}}$$

Because the duration, start year, year of completion, and activity type vary between each phase of construction and operation, we calculated an emission rate specific to each of the Project phases (see table below).

Project Phase	Duration (Years)	Duration (Days)	DPM Emissions (Tons/Phase Duration)	DPM Emission Rate (g/s)
PEP Phase 1	1.33	486	0.3459	0.0075
PEP Phase 1 & Phase 2	0.54	197	0.7698	0.0410
PEP Phase 2	0.38	137	0.4239	0.0325
Building G & PEP Phase 2	1.15	420	0.6088	0.0152
PEP Phase 2	0.59	217	0.4239	0.0205
FMPU 2020 - Operation	4.26	1,555	4.4009	0.0297
Building A	0.95	345	0.0485	0.0015
FMPU 2025 - Operation	20.8	7,593	23.4946	0.0325
<b>Total Exposure Duration</b>	<b>30.0</b>	<b>10,950</b>	-	-

6.2.67 The equation for “Emission Rate” is correct, but SWAPE has not identified how they generated the most critical parameter which is pounds (lbs.) of DPM per days of construction or operation. We believe that their estimate of DPM Emission and the DPM Emission Rate is high by a factor of 10 to 100.

DPM, diesel particulate matter, is just what the name implies; it is the particulate emissions from diesel exhaust. Motor vehicle emissions should not be included in this calculation because the vast majority of vehicular traffic is off-site and gasoline vehicles are not diesel.

Energy emissions should not be included because natural gas, not diesel, is used for space and water heating at the college. Area emissions are mainly associated with landscaping equipment, most of which is gasoline powered, not diesel.

SWAPE has not justified their DPM emissions and the District believes that they may be over-estimated by a factor of 10 to 100 or more.

6-2.68 “Using Google Earth, we measured the total area that each of the Project phases would encompass, as the location and total area of each construction and operational activity varies. Each Project phase was simulated as a rectangular area source in AERSCREEN, with dimensions that reflected these phase specific areas measured in Google Earth. A release height of three meters was selected to represent the height of exhaust stacks on construction equipment and on-road vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.”

6.2.68 The comment is a statement of some of the assumptions that SWAPE used in their modeling. Two of the assumptions are problematic.

First, an “initial vertical dimension of one and half meters” (5 feet) was used. With construction equipment moving around, the pollutants undergo an initial mixing which is referred to as a mixing cell. The modeling assumption that was used is relevant for modeling a smokestack, but is not appropriate for a construction site. A mixing cell height of 4.6 meters (15 feet) would be more appropriate. The initial vertical dimension can have a significant effect on the final concentrations. In this case, the concentrations may be over-predicted by a factor of 3 just because of the selection of an overly conservative initial mixing height.

Second, using site relevant wind data is not always necessary for a screening analysis such as that performed by SWAPE. But for this situation it would have been highly desirable, and very appropriate. Exhibit 1 (see Appendix A25) shows a wind rose for Ontario International Airport. Each bar shows the percent of time the wind is blowing from a direction. The residences lie northwest of the college, and therefore, a wind from the southeast would be the direction of most concern. The wind rose data shows that winds from this direction occur about 5 percent of the time or less. Because of the mountains just north of the residences, the winds are channeled parallel to the mountains and present a unique situation.

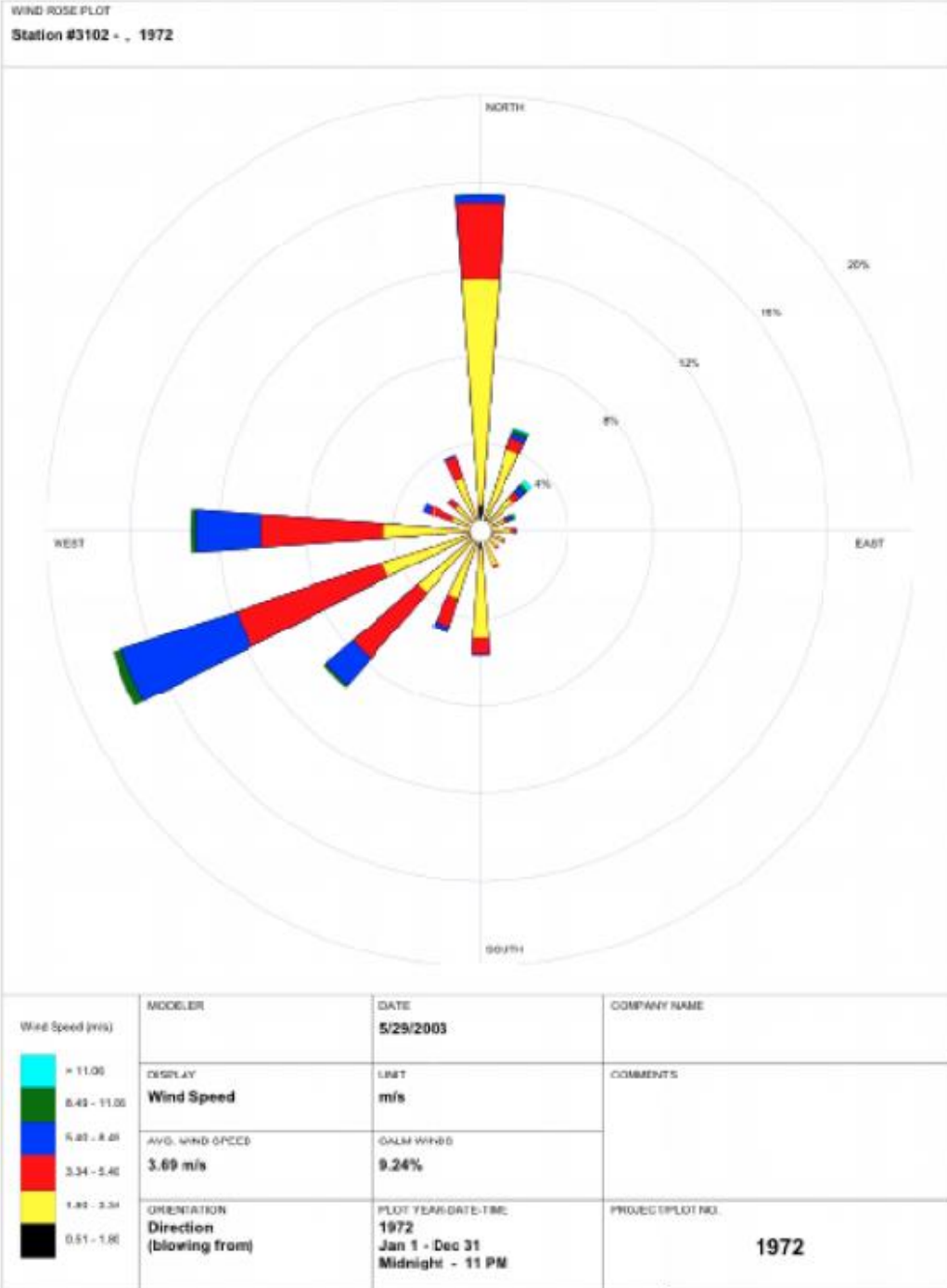
Emissions from the college will usually blow away from the residences and not towards the residents. The SCAQMD provides meteorological data for 27 locations in the air basin that can be used in modeling (<http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod>). The MAKEMET subroutine in the AERSCREEN model is designed to format meteorological data to be used in the model and would have provided a much more realistic projection of emission concentrations. Therefore, wind data is readily available and could have easily been incorporated into the SWAPE modeling. Since actual wind data was not used, the emission concentrations were significantly overestimated.

6-2.69 *“Modeling Results: The AERSCREEN model generated maximum reasonable estimates of single hour downwind DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant may be estimated by multiplying the single-hour concentration by 10%. For example, the maximum single-hour downwind concentration in the AERSCREEN output for construction of PEP Phase I was approximately 1.95 µg/m<sup>3</sup> DPM 298 meters (978 feet) downwind. Therefore, the annualized average concentration for the sensitive receptor located 298 meters away from the Project site during construction of PEP Phase I was estimated to be 0.195 µg/m<sup>3</sup>. We estimated the annualized average concentration for the remaining phases of the Project in this same fashion (see table below).*



<b>Project Phase</b>	<b>Maximum Single Hour DPM Concentration (<math>\mu\text{g}/\text{m}^3</math>)</b>	<b>Annualized Average DPM Concentration (<math>\mu\text{g}/\text{m}^3</math>)</b>
PEP Phase 1	1.95	0.195
PEP Phase 1 & Phase 2	11.06	1.106
PEP Phase 2	11.92	1.192
Building G & PEP Phase 2	4.83	0.483
PEP Phase 2	7.52	0.752
FMPU 2020 - Operation	9.65	0.965
Building A	5.66	0.566
FMPU 2025 - Operation	10.17	1.017

# Exhibit 1 - Wind Rose for Ontario Airport



MRPLOT v1w 3.5 by Lamin Engineering Software - www.laminengineering.com



6.2.69 The use of a ten (10) percent factor to get from a one-hour concentration to an annual concentration is questionable. The EPA reference provided by SWAPE recommends 8 percent, not 10 percent. Second, the EPA reference is clear to point out that these values are for a point source such as a smokestack, not the area source that is modeled by SWAPE. And finally, the site with the nearby hills that direct airflow away from the receptors is a special case not accounted for in the SWAPE analysis.

As already discussed, the District believes that the SWAPE assessment of DPM emissions and concentrations is seriously flawed to the point where the concentrations projections are not credible. The following points recap why we believe that the concentration estimates are flawed.

1. SWAPE has failed to identify what diesel equipment will be operating that is so excessive to warrant a HRA. The HRA is not required by the SCAQMD for the proposed project.
2. There will not be any long-term exposure from heavy-duty diesel construction. A 30-year exposure is needed and significant construction will be operating for roughly 4 years.
3. The OEHHA guidelines require a continuous exposure of 30 years, but this project only has 4 years have substantial construction.
4. SWAPE appears to have included emissions from motor vehicles and other sources
5. SWAPE appears to have included emissions from motor vehicles where most of their travel is outside of the college area.
6. Total emissions from campus operations have been included in the projections. Only the increase in operational emissions should be included to determine the increase in health risk due to the project.
7. Incorrect distances have been used in the determination of concentrations.
8. The DPM emissions appear to be overestimated by a factor of 10 to 100 or more. If emissions were taken from the CalEEMod printouts in the Air Quality Assessment, it should be noted that the construction equipment levels represent an absolute daily maximum. The goal of the construction-related CalEEMod runs was to project peak daily emissions, and will overestimate significantly annual emissions.

9. The initial vertical dimension used is too small.

10. Real weather data should have been used to account for the unique orientation of the college campus, nearby residences, and mountains which channel the wind in a direction away from the residences.

6-2.70 *“Exposure Assumptions: We calculated the excess cancer risk for each sensitive receptor location, for adults, children, and/or infant receptors using applicable HRA methodologies prescribed by OEHHA. OEHHA recommends the use of Age Sensitivity Factors (“ASFs”) to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution. According to the revised guidance, quantified cancer risk should be multiplied by a factor of ten during the first two years of life (infant), and by a factor of three for the subsequent fourteen years of life (child aged two until sixteen). Furthermore, in accordance with guidance set forth by the SCAQMD and OEHHA, we used 95th percentile breathing rates for infants and 80th percentile breathing rates for children and adults. We used a cancer potency factor of 1.1 (mg/kg/day) and an averaging time of 25,550 days”.*

6.2.70 The exposure assumptions appear to be consistent with the OEHHA recommendations. The averaging time of 25,550 days is an extreme worst case, and represents 70 years. The concern is that the college operates at a substantially reduced level for 3 months (25% of each year) for Summer Session and this has not been accounted for in the SWAPE modeling.

6-2.71 *“Health Risk Impact to Sensitive Receptor: As previously discussed, OEHHA recommends that a 30-year exposure duration be used as the basis for estimating cancer risk at the closest residential receptor. Health Risk Impact from Exposure to Construction and Operational Diesel Exhaust Emissions Consistent with OEHHA guidance, exposure to the receptor was assumed to begin in the infantile stage of life to provide the most conservative estimate of air quality hazards. The results of our calculations are shown below.*

Health Risk Impact from Exposure to Construction and Operational Diesel Exhaust Emissions							
Project Phase	Start Date	End Date	Duration (years)	Concentration ( $\mu\text{g}/\text{m}^3$ )	Breathing Rate (L/kg-day)	Age Sensitivity Factor	Cancer Risk
PEP Phase 1	10/3/2016	1/31/2018	1.33	0.195	1090	10	4.3E-05
PEP Phase 1 & Phase 2	2/1/2018	8/16/2018	0.54	1.106	1090	10	9.8E-05
PEP Phase 2	8/17/2018	12/31/2018	0.38	1.192	1090	10	7.3E-05
<b>Infant Exposure Duration</b>			<b>2.25</b>			<b>Infant Exposure</b>	<b>2.14E-04</b>
Building G & PEP Phase 2	1/1/2019	2/24/2020	1.15	0.48	572	3	1.4E-05
PEP Phase 2	2/25/2020	9/28/2020	0.59	0.75	572	3	1.2E-05
FMPU 2020 - Operation	9/29/2020	12/31/2024	4.26	0.96	572	3	1.1E-04
Building A	1/1/2025	12/11/2025	0.95	0.57	572	3	1.4E-05
FMPU 2025 - Operation	12/12/2025	9/27/2032	6.80	1.02	572	3	1.8E-04
<b>Child Exposure Duration</b>			<b>13.75</b>			<b>Child Exposure</b>	<b>3.25E-04</b>
FMPU 2025 - Operation	9/28/2032	9/26/2046	14.0	1.02	233	1	5.0E-05
<b>Adult Exposure Duration</b>			<b>14.0</b>			<b>Adult Exposure</b>	<b>5.00E-05</b>
<b>Lifetime Exposure Duration</b>			<b>30.0</b>			<b>Lifetime Exposure</b>	<b>5.89E-04</b>

The excess cancer risk to adults, children, and infants at the sensitive receptor closest to the Project site are 50, 325, and 214 in one million, respectively. Furthermore, the excess cancer risk over the course of a residential lifetime (30 years) is approximately 589 in one million. The infantile, child, and lifetime cancer risk greatly exceed the SCAQMD threshold of 10 in one million. As a result, construction and operation of the Project could have a potentially significant health risk impact to sensitive receptors located nearby.

6.2.71 For all of the reasons stated in Response 6.2.69 and elsewhere, the 30 year exposures shown in the table are extremely overstated to the point that do not answer the question of what is the additional health risk generated by the project nor does it answer the question of whether a more detailed HRA is needed. Since this project, like most projects in California, do not generate significant levels of diesel particulate matter, and no adverse health risk would be expected. Finally, there is no requirement by SCAQMD or other over-sight agency to conduct a health risk assessment for this type of project because this type of project has an extremely low potential for adverse impact.

6-2.72 “It should be noted that our health risk assessment summarized in the table above takes into account the DPM emissions from existing operations, as well as the DPM emissions from 2020 and 2025 FMPU buildout operations. Therefore, the values provided in the table above may overestimate the Project’s health risk impact. In an effort to correct for this issue, we prepared an additional health risk assessment that only accounts for the Project’s construction-related health risk. As you can see in the table below, even if we were to remove the operational risk and only calculate the construction health risk impact, we find that nearby sensitive receptors are subject to a potentially significant health risk impact (see table below).

Health Risk Impact from Exposure to Construction Diesel Exhaust Emissions Only							
Project Phase	Start Date	End Date	Duration (years)	Concentration ( $\mu\text{g}/\text{m}^3$ )	Breathing Rate (L/kg-day)	Age Sensitivity Factor	Cancer Risk
PEP Phase 1	10/3/2016	1/31/2018	1.33	0.195	1090	10	4.3E-05
PEP Phase 1 & Phase 2	2/1/2018	8/16/2018	0.54	1.106	1090	10	9.8E-05
PEP Phase 2	8/17/2018	12/31/2018	0.38	1.192	1090	10	7.3E-05
<b>Infant Exposure Duration</b>			<b>2.25</b>			<b>Infant Exposure</b>	<b>2.14E-04</b>
Building G & PEP Phase 2	1/1/2019	2/24/2020	1.15	0.48	572	3	1.4E-05
PEP Phase 2	2/25/2020	9/28/2020	0.59	0.75	572	3	1.2E-05
FMPU 2020 - Operation	9/29/2020	12/31/2024	-	-	-	-	-
Building A	1/1/2025	12/11/2025	0.95	0.57	572	3	1.4E-05
FMPU 2025 - Operation	12/12/2025	9/27/2032	-	-	-	-	-
<b>Child Exposure Duration</b>			<b>13.75</b>			<b>Child Exposure</b>	<b>3.97E-05</b>
FMPU 2025 - Operation	9/28/2032	9/26/2046	-	-	-	-	-
<b>Adult Exposure Duration</b>			<b>14.0</b>			<b>Adult Exposure</b>	<b>-</b>
<b>Lifetime Exposure Duration</b>			<b>30.0</b>			<b>Lifetime Exposure</b>	<b>2.54E-04</b>

*As demonstrated in the table above, even when emissions from operation are excluded, the excess cancer risk to children and infants at the sensitive receptor closest to the Project site are 39.7 and 214 in one million, respectively. Furthermore, the excess cancer risk over the course of a residential lifetime (30 years) is approximately 254 in one million when operation is not included, which still greatly exceeds the SCAQMD threshold of 10 in one million. Our analysis demonstrates that the infantile, child, and lifetime cancer risk still greatly exceed the SCAQMD threshold of 10 in one million, even when emissions from operation are excluded. As a result, construction of the Project could have a potentially significant health risk impact to sensitive receptors located nearby.”*

6.2.72 For all of the reasons stated in Response 6.2.69 and elsewhere, the 30 year exposures shown in the table are extremely overstated to the point that do not answer the question of what is the additional health risk generated by the project nor does it answer the question of whether a more detailed HRA is needed.

Since this project, like most projects in California, do not generate significant levels of diesel particulate matter, and no adverse health risk would be expected. Finally, there is no requirement by SCAQMD or other over-sight agency to conduct a health risk assessment for this type of project because this type of project has an extremely low potential for adverse impact.

*6-2.73 “Failure to Adequately Compare Project Emissions to Applicable Thresholds: According to the DEIR’s Air Quality Assessment, since the Project’s overall construction emissions are well below the significance thresholds established by the SCAQMD, construction will generally not impact regional air quality, resulting in a less than significant impact (p. 14, p. 30). This significance determination, however, is incorrect, as it compares averaged emissions, rather than maximum daily emissions, to the SCAQMD’s maximum daily emission thresholds. As a result, the Air Quality Assessment’s conclusion of a less than significant air quality impact from construction-related emissions is incorrect. An updated DEIR should be prepared to adequately assess the Project’s construction-related impacts by comparing the correct emissions estimates to the appropriate significance thresholds, and additional mitigation should be incorporated, where necessary.”*

6.2.73 The comment is incorrect. The greatest potential for construction emissions to exceed the SCAQMD Thresholds would be during one of the larger construction projects. Therefore, the Air Quality Assessment analyzes peak daily construction emissions for Building G (p. 14), Building A (p. 15), PEP Phase 1 (p. 22) and PEP Phase 2 (p. 25). The potential for construction projects to exceed the SCAQMD Thresholds has been analyzed for the proposed major components of the project.

*6-2.74 “Since construction schedules have not been developed for most of the projects in the FMPU, the emissions potentially generated during construction of the FMPU are considered for various scenarios within the DEIR’s Air Quality Assessment (p. 12). Overall construction emissions for the 2015 FMPU are first considered, and are summarized in Table 5 of the Air Quality Assessment (see excerpt below) (p. 12, 13).*

**Table 5 Construction Emissions for the 2015 FMPU**

	ROG	NOx	CO	SOx	PM10	PM2.5
<b>Pollutant Emissions (lbs.)</b>						
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
<b>Pollutant Emissions (lbs. per day)</b>						
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

According to the Air Quality Assessment, “the first lines of the table present the total emissions generated by the buildout and associated demolition of the FMPU (excluding PEP), then the emissions for PEP Phases 1 and 2, and finally the total emissions for everything combined. The following two lines in Table 5 average the total emissions over a 5 year and 10 year period assuming a 5- day workweek” (p. 13). The Air Quality Assessment then takes these averaged overall construction emissions and compares them to the SCAQMD’s significance thresholds. This method of determining Project significance, however, is incorrect, as the SCAQMD requires that the Project’s maximum daily emissions be compared to the mass daily significance thresholds, not the Project’s average daily emissions. By taking the average daily construction emissions and comparing them to the SCAQMD mass daily thresholds, the Air Quality Assessment greatly underestimates the Project’s maximum daily impact.

As is common practice, significance determinations are based on the maximum daily emissions during a construction period, which provides a “worst-case” analysis of the construction emissions. Therefore, as is conducted in other CEQA evaluations, if the Project’s peak daily construction emissions exceed the SCAQMD’s mass daily thresholds, then the Project would have a potentially significant air quality impact. And while the Air Quality Assessment’s claim that the 5-year averaging period represents the “worst-case approach for construction on campus” may be true, the emissions averaged over this period do not reflect a “worst-case” analysis of the construction emissions (p. 13). Rather, the maximum daily emissions that would occur during this 5-year construction period are representative of a “worst-case” analysis, and as such, these peak emissions should have been used.

6.2.74 The analysis presented in Table 5 of the Air Quality Assessment is not the sole assessment of construction emissions in the report. The comment fails to acknowledge the other construction emissions assessments in the report.

The greatest potential for construction emissions to exceed the SCAQMD Thresholds would be during one of the larger construction projects. Therefore, the Air Quality Assessment presents peak daily construction emissions for Building G (p. 14), Building A (p. 15), PEP Phase 1 (p. 22) and PEP Phase 2 (p. 25). The potential for construction projects to exceed the SCAQMD Thresholds has been analyzed for the proposed major components of the project.

6-2.75 “In an effort to correctly determine the Project’s short term regional impact, we took the maximum daily construction emissions for each of the phases included in Table 5, which can be found in the CalEEMod output files provided at the end of the Air Quality Assessment, and compared them to the SCAQMD’s mass daily thresholds. When the Project’s maximum daily construction emissions are correctly summarized and then compared to thresholds, we find that the Project’s construction-related emissions, even after mitigation, would result in a significant impact (see table below).

Mitigated Construction Emissions for the 2015 FMPU (lbs/day)							
Activity	Year	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
FMPU (Excluding PEP)	2017	5	52	40	0	11	7
FMPU (Excluding PEP)	2018	90	27	27	0	3	2
PEP Phase 1	2016	11	147	107	0	33	12
PEP Phase 1	2017	11	136	102	0	14	7
PEP Phase 1	2018	10	44	72	0	10	4
PEP Phase 2	2018	4	46	37	0	11	7
PEP Phase 2	2019	3	24	25	0	3	2
PEP Phase 2	2020	10	81	81	0	31	7
<b>SCAQMD Threshold</b>	-	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceed?</b>		<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Specifically, we find that the peak daily ROG emissions of 90 lbs/day generated during construction of the FMPU would exceed the SCAQMD threshold of 75 lbs/day for ROG, and that the peak daily NOx emissions of 147 and 136 lbs/day generated during construction of PEP Phase 1 would exceed the SCAQMD threshold of 100 lbs/day for NOx. Our analysis demonstrates that when emissions are summarized correctly and compared to thresholds, the Project would result in a potentially significant impact, contrary to the conclusion made in the Air Quality Assessment. As a result, an updated DEIR should be prepared to include a revised air quality analysis that correctly determines the Project’s overall construction-related regional air quality impact, and additional mitigation measures should be implemented, where necessary”.

6.2.75 The SWAPE analysis shows two basic exceedances; ROG exceedance due to the buildout of the FMPU and NOx exceedances due to PEP (Phase 1) construction. The ROG exceedance is due to painting emissions. The purpose of the CalEEMod run in the Air Quality Assessment was used to generate total emissions due to the construction of the 2015 FMPU (excluding PEP). Most of the projects in the 2015 FMPU will be built in ten years. A few projects will not be completed for fifteen years. (see Appendix K1 in the Draft EIR).



When a construction painting schedule is not known for a FMPU project, the CalEEMod defaults were used. CalEEMod assumed that all painting would occur over a 1-month period. When all the painting is assumed to occur over a 1-month period for the entire 2015 FMPU (excluding PEP) the result is 90 pounds per day which is quoted by SWAPE and is clearly wrong. The painting will occur sporadically over a 10 to 15 year period. The painting emissions will be orders of magnitude lower than 90 pounds per day, and will be well below the SCAQMD Threshold of 75 pounds per day.

The NO<sub>x</sub> exceedances are already acknowledged in Table 13 and associated text of the Air Quality Assessment. Mitigation Measure AQ-1 is proposed on page 30 of the Air Quality Assessment to eliminate this impact. Therefore, the concern raised in the comment regarding NO<sub>x</sub> emissions is already addressed in the Air Quality Assessment.

*6-2.76 "Additional Mitigation Measures Available to Reduce Construction Emissions Numerous additional, feasible mitigation measures are available to reduce ROG emissions, also referred to as VOC emissions (for the sake of this analysis, the terms ROG and VOC are used interchangeably), including the following which are routinely identified in other CEQA matters as feasible mitigation measures:*

*Use of Zero-VOC Emissions Paint: The Mitigation Monitoring Program only commits to using VOC coatings with VOC content of 80 g/L or less (p. 5 of 33). The use of zero-VOC emission paint has been required for numerous projects that have undergone CEQA review. Zero-VOC emission VOC paints are commercially available. Other low-VOC standards should be incorporated into mitigation including use of "super-compliant" paints, which have a VOC standard of less than 10 g/L.*

*Use of Material that do Not Require Paint: Using materials that do not require painting is a common mitigation measure where VOC emissions are a concern. Interior and exterior surfaces, such as concrete, can be left unpainted.*

*Use of Spray Equipment with Greater Transfer Efficiencies: Various coatings and adhesives are required to be applied by specified methods such as electrostatic spray, high-volume, low-pressure (HVLP) spray, roll coater, flow coater, dip coater, etc. in order to maximize the transfer efficiency. Transfer efficiency is typically defined as the ratio of the weight of coating solids adhering to an object to the total weight of coating solids used in the application process, expressed as a percentage. When it comes to spray applications, the rules typically require the use of either electrostatic spray equipment or HVLP spray equipment. The SCAQMD is now able to certify high volume low-pressure (HVLP) spray applicators and other application technologies at efficiency rates of 65 percent or greater.*

*When combined together, these measures offer a feasible way to effectively reduce the Project's construction-related VOC emissions to a less than significant level. As such, these mitigation measures should be considered in a DEIR to reduce these emissions to a less than significant level.*

Furthermore, there are additional mitigation measures available to reduce the Project's construction-related NOx emissions. Additional mitigation measures can be found in CAPCOA's Quantifying Greenhouse Gas Mitigation Measures, which attempt to reduce Greenhouse Gas (GHG) levels, as well as reduce Criteria Air Pollutants such as NOx. NOx is a byproduct of fuel combustion, and is emitted by on-road vehicles and by off-road construction equipment. Mitigation for criteria pollutant emissions should include consideration of the following measures in an effort to reduce NOx construction emissions to below SCAQMD thresholds.

*Limit Construction Equipment Idling Beyond Regulation Requirements:* Heavy-duty vehicles will idle during loading/unloading and during layovers or rest periods with the engine still on, which requires fuel use and results in emissions. The California Air Resources Board (CARB) Heavy-Duty Vehicle Idling Emissions Reduction Program limits idling of diesel-fueled commercial motor vehicles to five minutes. Reduction in idling time beyond the five minutes required under the regulation would further reduce fuel consumption and thus emissions. The Project applicant must develop an enforceable mechanism that monitors the idling time to ensure compliance with this mitigation measure.

*Repower or Replace Older Construction Equipment Engines:* The NEDC recognizes that availability of equipment that meets the EPA's newer standards is limited. Due to this limitation, the NEDC proposes actions that can be taken to reduce emissions from existing equipment in the Best Practices for Clean Diesel Construction report. These actions include but are not limited to:

1. Repowering equipment (i.e. replacing older engines with newer, cleaner engines and leaving the body of the equipment intact).

2. Engine repower may be a cost-effective emissions reduction strategy when a vehicle or machine has a long useful life and the cost of the engine does not approach the cost of the entire vehicle or machine. Examples of good potential replacement candidates include marine vessels, locomotives, and large construction machines. Older diesel vehicles or machines can be repowered with newer diesel engines or in some cases with engines that operate on alternative fuels (see section "Use Alternative Fuels for Construction Equipment" for details). The original engine is taken out of service and a new engine with reduced emission characteristics is installed. Significant emission reductions can be achieved, depending on the newer engine and the vehicle or machine's ability to accept a more modern engine and emission control system. It should be noted, however, that newer engines or higher tier engines are not necessarily cleaner engines, so it is important that the Project Applicant check the actual emission standard level of the current (existing) and new engines to ensure the repower product is reducing emissions for NOx.

- Replacement of older equipment with equipment meeting the latest emission standards.

- Engine replacement can include substituting a cleaner highway engine for a nonroad engine. Diesel equipment may also be replaced with other technologies or fuels. Examples include hybrid switcher locomotives, electric cranes, LNG, CNG, LPG or propane yard tractors, forklifts or loaders. Replacements using natural gas may require changes to fueling infrastructure. Replacements often require some re-engineering work due to differences in size and configuration. Typically there are benefits in fuel efficiency, reliability, warranty, and maintenance costs.

- Install Retrofit Devices on Existing Construction Equipment

PM and NOx emissions from alternatively-fueled construction equipment can be further reduced by installing retrofit devices on existing and/or new equipment. The most common retrofit technologies are retrofit devices for engine exhaust after-treatment. These devices are installed in the exhaust system to reduce emissions and should not impact engine or vehicle operation. Below is a table, prepared by the EPA, that summarizes the commonly used retrofit technologies and the typical cost and emission reductions associated with each technology. It should be noted that actual emissions reductions and costs will depend on specific manufacturers, technologies and applications.

Technology	Typical Emissions Reductions (percent)				Typical Costs (\$)
	PM	NOx	HC	CO	
Diesel Oxidation Catalyst (DOC)	20-40	-	40-70	40-60	Material: \$600-\$4,000 Installation: 1-3 hours
Diesel Particulate Filter (DPF)	85-95	-	85-95	50-90	Material: <b>\$8,000-\$50,000</b> Installation: 6-8 hours
Partial Diesel Particulate Filter (pDPF)	up to 60	-	40-75	10-60	Material: \$4,000-\$6,000 Installation: 6-8 hours
Selective Catalyst Reduction (SCR)	-	up to 75	-	-	<b>\$10,000-\$20,000</b> ; Urea \$0.80/gal
Closed Crankcase Ventilation (CCV)	varies	-	-	-	-
Exhaust Gas Recirculation (EGR)	-	25-40	-	-	-
Lean NOx Catalyst (LNC)	-	5-40	-	-	\$6,500-\$10,000

- *Use Electric and Hybrid Construction Equipment*
- *CAPCOA's Quantifying Greenhouse Gas Mitigation Measures report also proposes the use of electric and/or hybrid construction equipment as a way to mitigate NOx emissions. When construction equipment is powered by grid electricity rather than fossil fuel, direct emissions from fuel combustion are replaced with indirect emissions associated with the electricity used to power the equipment. Furthermore, when construction equipment is powered by hybrid-electric drives, emissions from fuel combustion are also greatly reduced. Electric construction equipment is available commercially from companies such as Peterson Pacific Corporation, which specialize in the mechanical processing equipment like grinders and shredders. Construction equipment powered by hybrid-electric drives is also commercially available from companies such as Caterpillar. For example, Caterpillar reports that during an 8-hour shift, its D7E hybrid dozer burns 19.5 percent fewer gallons of fuel than a conventional dozer while achieving a 10.3 percent increase in productivity. The D7E model burns 6.2 gallons per hour compared to a conventional dozer which burns 7.7 gallons per hour. Fuel usage and savings are dependent on the make and model of the construction equipment used. The Project Applicant should calculate project-specific savings and provide manufacturer specifications indicating fuel burned per hour.*

Furthermore, the contractor should submit to the developer's representative a monthly report that, for each onroad construction vehicle, nonroad construction equipment, or generator onsite, includes:

- Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
- Any problems with the equipment or emission controls.
- Certified copies of fuel deliveries for the time period that identify the Source of supply, Quantity of fuel and Quality of fuel, including sulfur content (percent by weight).

In addition to these measures, we also recommend the Applicant to implement the following NOx mitigation measures, called "Enhanced Exhaust Control Practices," that are recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD):

1. The project representative shall submit to the lead agency a comprehensive inventory of all offroad construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project.

- The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment.
- The project representative shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.
- This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment.
- The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.

2. The project representative shall provide a plan for approval by the lead agency demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average.

- This plan shall be submitted in conjunction with the equipment inventory.
- Acceptable options for reducing emissions may include use of late model engines, low emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction.

3. The project representative shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour.

- Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Non-compliant equipment will be documented and a summary provided to the lead agency monthly.
- A visual survey of all in-operation equipment shall be made at least weekly.
- A monthly summary of the visual survey results shall be submitted throughout the

*duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.*

*4. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other District, state or federal rules or regulations.*

*These measures are more stringent and prescriptive than those measures identified in the DEIR, Mitigation Monitoring Plan, and Air Quality Assessment. When combined together, these measures offer a cost-effective, feasible way to incorporate lower-emitting equipment into the Project's construction fleet, which subsequently, reduces NOx emissions released during Project construction. A DEIR must be prepared to include additional mitigation measures, as well as include an updated air quality assessment to ensure that the necessary mitigation measures are implemented to reduce construction emissions to below thresholds. Furthermore, the Project Applicant needs to demonstrate commitment to the implementation of these measures prior to Project approval, to ensure that the Project's construction-related emissions are reduced to the maximum extent possible.*

6.2.76 The comment by SWAPE is a list of potential mitigation measures that could reduce ROG and NOx emissions. With the mitigation measures identified in the Air Quality Assessment, no additional mitigation measures are needed. The District has complied with the guidelines for mitigation measures listed in Section 15126.4 of the CEQA Guidelines.

For example, the SCAQMD construction threshold of significance for NOx emissions for an individual project is 100 pounds per day. Once the analysis demonstrates that a project does not exceed that threshold, or the implementation of mitigation measures results in NOx particulate emissions below 100 pounds per day, the District is not required to continue to require additional mitigation measures to reduce NOx emission to 90 pounds per day or 60 pounds per day or any other lower level. Comment 6-2.76 is incorrect by asserting that the District must require additional mitigation measures just because they are available.

As stated in Section 15204 of the CEQA Guidelines *“CEQA does not require a lead agency (i.e. District) to conduct every test or perform all research, study and experimentation recommended or demanded by commentators. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”*

6-2.77 *"Incorrectly Presumed the Use of Tier 4 Final Engines: According to the 2016 Mitigation Monitoring Program (MMP) for the proposed Project, all off-road diesel-powered construction equipment greater than 50 HP will meet Tier 4 emission standards "where available" (AQ-05, p. 4 of 33). Furthermore, the MMP also states that all off-road diesel-powered construction equipment greater than 50 hp used during construction of PEP Phase 1 will also comply with EPA-Certified Tier 4 emission controls "where available" (AQ-09, p. 5 of 33). The MMP makes no mention, however, of an actual commitment to the implementation of these mitigation measures, nor does it discuss the feasibility of actually obtaining an entirely Tier 4 fleet. Although off-road Tier 4 equipment is available for purchase, it is not required that off-road construction fleets be comprised solely of Tier 4 Final engines. Furthermore, based on availability and cost, it is unrealistic to presume that all of the construction equipment utilized for the Project will have Tier 4 engines. As a result, this mitigation measure should not be relied upon to reduce the Project's construction emissions to below levels of significance. Rather, the Project should pursue additional mitigation measures that are more technically feasible to implement.*

*The United States Environmental Protection Agency's (USEPA) 1998 nonroad engine emission standards were structured as a three-tiered progression. Tier 1 standards were phased-in from 1996 to 2000 and Tier 2 emission standards were phased in from 2001 to 2006. Tier 3 standards, which applied to engines from 37-560 kilowatts (kW) only, were phased in from 2006 to 2008. The Tier 4 emission standards were introduced in 2004, and were phased in from 2008 – 2015. These tiered emission standards, however, are only applicable to newly manufactured nonroad equipment. According to the United States Environmental Protection Agency (USEPA) "if products were built before EPA emission standards started to apply, they are generally not affected by the standards or other regulatory requirements."*

*Therefore, pieces of equipment manufactured prior to 2000 are not required to adhere to Tier 2 emission standards, and pieces of equipment manufactured prior to 2008 are not required to adhere to Tier 4 emission standards. Construction equipment often lasts more than 30 years; as a result, Tier 1 equipment and non-certified equipment are currently still in use. It is estimated that of the two million diesel engines currently used in construction, 31 percent were manufactured before the introduction of emissions regulations.*

*Furthermore, in a 2010 white paper, the California Industry Air Quality Coalition estimated that approximately 7% and less than 1% of all off-road heavy duty diesel equipment in California was equipped with Tier 2 and Tier 3 engines, respectively. It goes on to explain that "cleaner burning Tier 4 engines...are not expected to come online in significant numbers until 2014." Given that significant production activities have only just begun within the last couple of years, it can be presumed that there is limited availability of Tier 4 equipment. Furthermore, due to the complexity of Tier 4 engines, it is very difficult if not nearly impossible, to retrofit older model machinery with this technology. Therefore, available off-road machinery equipped with Tier 4 engines are most likely new. According to a September 20, 2013 EPA Federal Register document, a new Tier 4 scraper or bulldozer would cost over \$1,000,000 to purchase. Utilizing the construction equipment list from the CalEEMod output file, it would be completely unrealistic to assume that all 18 pieces of equipment would be purchased at this price Appendix E, pp. 144). It is also relatively expensive to retrofit a piece of old machinery with a Tier 3 engine. For example, replacing a Tier 0 engine with a Tier 3 engine would cost roughly \$150,000 or more.*

*It should be noted that there are regulations, currently enforced by the California Air Resources Board (CARB), with regards to construction fleets. According to CARB, large and medium fleets (fleets with over 2,500 horsepower) will not be allowed to add a vehicle with a Tier 1 engine to its fleet starting on January 1, 2014. The engine tier must be Tier 2 or higher. Therefore, it is more realistic to assume that the fleet will include a mix of Tier 2, 3, and 4 engines, rather than just Tier 4 Final equipment exclusively.*

*Unless the Project applicant can demonstrate to the public, either through budget or through a preliminary agreement with a contractor or supplier, that they will purchase/rent exclusively Tier 4 construction equipment, the use of Tier 2 equipment should be conservatively assumed, and an updated air quality analysis should be conducted to reflect this more realistic scenario.”*

6.2.77 The comments provide a good history of the phase in of Tier 4 construction equipment. However, it fails to note that Tier 4 equipment has been available for several years and that there has been a big push in California to get more Tier 4 equipment available. Now many major projects, which are substantially bigger than any of the college projects, are requiring the use of Tier 4 equipment (e.g., Berths 136-147 (TraPac) Container Terminal Project FEIS/FEIR, Port of Los Angeles, Mitigation Measure AQ-3).

The use of Tier 4 equipment for Mt. SAC construction projects has been required for several years. The requirement stated comes from the 2013 Mitigation Monitoring Program Measure 3f and is Mitigation Measure AQ-02 in the 2016 Mitigation Monitoring Program.

Finally, a quick analysis was made using CalEEMod on what would happen if only Tier 3 equipment was available and no Tier 4 equipment was available during the grading of PEP Phase 1. The results are that NOx emissions for 2016 would peak at 102 pounds per day and for 2017 the peak emissions would be 96 pounds per day. (CalEEMod printout is attached.) The corresponding SCAQMD threshold is 100 pounds per day. Therefore, even if not all of the construction equipment during the grading phase of PEP Phase was Tier 4, and Tier 3 equipment was be used for a portion of the construction equipment, the SCAQMD construction thresholds would not be exceeded.

In summary, Tier 4 equipment is available for major construction projects. If for some reason all Tier 4 equipment could not be rented, and some was replaced with Tier 3 equipment, no significant construction emission impact would occur.

6-2.78 *“Incorrect Evaluation of Operational Criteria Air Pollutant Emissions: The DEIR’s Air Quality Assessment uses the change between the Project’s 2020 and 2025 operational emissions and the existing 2015 baseline emissions to determine Project significance (p. 17). Using this method, the Air Quality Assessment makes the following conclusion:*

*"The analysis indicates that the emissions of ROG, NOx, and CO will decrease in future years even though the headcount will increase. The vehicular emission rates will continue to decrease in future for these emissions, and will more than offset the increase in headcount. Emissions of SOx, PM10, and PM2.5 will increase slightly in future years. Again the emission rates for these pollutants will go down in future years, offsetting a portion of the increase in emissions caused by increasing headcount. Most importantly, all emission changes are less than the SCAQMD thresholds and no impact on regional air quality is projected" (p. 17-18).*

*This method of determining Project significance, however, is incorrect and is inconsistent with recommendations set forth by the SCAQMD. Per SCAQMD recommendations, when measuring Project emissions, it is appropriate to include regulatory requirements, such as the federal and state regulations that require vehicles to be more efficient and lower-emitting. However, "the proposed Project's emissions themselves should not be masked by comparing it to an existing condition baseline where air quality is worse than what it will be when the proposed Project is operational". It is appropriate to assume that vehicles will comply with existing regulatory requirements; however their increase in activity needs to be accounted for and shouldn't be masked by improvements brought on by those regulations.*

*According to a comment letter prepared by the SCAQMD for the Recirculated Draft Environmental Impact Report (RDEIR) for the Proposed General Plan Amendment No. 960: General Plan Update Project,*

*"By comparing project impacts to a baseline of actual 2008 conditions, the RDEIR fails as an information document because it does not disclose true air quality impacts from the project. This is exactly the type of situation which led the California Supreme Court to state that, '[t]o the extent a departure from the 'norm[ ]' of an existing conditions baseline (Guidelines, § 15125(a)) promotes public participation and more informed decision making by providing a more accurate picture of a proposed project's likely impacts, CEQA permits the departure.' (Neighbors for Smart Rail v. Exposition Metro Line Const. Authority (2013) 57 Cal. 4th 439, 453.)."*

*Similar to the proposed Project, the RDEIR for the Proposed General Plan Amendment No. 960: General Plan Update Project compared future 2040 emissions to the existing 2008 baseline emissions, and found that the emissions between these two scenarios would result in a negative net increase. Consistent with the proposed Project, these negative net emissions were due to the substantial decrease in anticipated vehicle emissions from vehicles mandated by increased efficiency requirements in current Federal and State law that have been implemented and will continue to affect the motor vehicle fleet between the existing year and 2040.*

*In response to the conclusions made regarding this project's air quality impacts, the SCAQMD staff concludes that "although existing regulatory and other requirements have shown an improvement in the region's air quality and is expected to continue to improve over time, the decrease in emissions from compliance from such requirements should not be considered mitigation since the reduced emissions are not a result of additional actions incorporated in the project to reduce the unmitigated emissions from mobile source vehicle emission activities." In order to ensure that the project's air quality impacts are accurately represented, the SCAQMD staff recommends that if a baseline analysis is being conducted to evaluate emissions impacts, it is more appropriate to compare baseline emission activities with future vehicle activity using the same baseline emission factors to show the situation if no changes are made.*



*Therefore, to remain consistent with SCAQMD recommendations, the Air Quality Assessment should remodel the future 2020 and 2025 FMPU Buildout emissions utilizing the same vehicle emission factors as the 2015 existing model. An updated DEIR should be prepared to include an updated air quality assessment that correctly analyzes the future operational emissions to the baseline existing emissions following SCAQMD recommendations.*

6.2.78 The comment is based on a letter sent by the SCAQMD (“Recirculated Draft Environmental Impact Report (RDEIR) for the Proposed General Plan Amendment No. 960: General Plan Update Project (EIR No. 521/SCH 2009041065),” dated April 3, 2015) to Ms. Kristi Lovelady, Riverside County. The letter simply states an opinion of the SCAQMD on how a particular analysis should be conducted, and is not necessarily supported by CEQA law.

The situation faced by Riverside County may not be analogous to the proposed 2015 FMPU. In the letter the SCAQMD states “...the decrease in emissions from such requirements should not be considered mitigation...” The 2015 FMPU analysis under scrutiny does not count vehicular emission rate decreases as mitigation in the analysis.

The analysis presented on pages 17-18 of the Air Quality Assessment answers the question for the decision-makers of “Will college generated emissions increase or decrease in future years as the student population increases?” To artificially hold vehicular emission rates at year 2015 while the student population increases in future years, does not represent a situation that would occur, and therefore, does not provide useful information for the Board of Trustees.

6-2.79 *“Updated Analysis Demonstrates a Potentially Significant Impact: In an effort to more accurately estimate the Project’s emissions, we prepared an updated model for the 2025 FMPU operations using CalEEMod. It should be noted that we did not remodel 2020 FMPU operational emissions and only remodeled 2025 FMPU emissions, as the 2025 scenario represents the emissions that would occur at full Project buildout. An operational year of 2015 was inputted so that the same 2015 emission factors as the existing model were utilized, consistent with SCAQMD recommendations. All other parameters remained the same.*

*When correct input parameters are used to model emissions, we find that the net emissions between the 2025 FMPU buildout and existing conditions increase when compared to what is estimated in the Air Quality Assessment. Furthermore, we find that the difference in NOx emissions exceed the SCAQMD threshold of 55 pounds per day (see table below).*

<b>Campus Emissions for Future Years (pounds per day)</b>						
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM10</b>	<b>PM2.5</b>
<b>Existing</b>	221	507	1,932	4	284	81
<b>Year 2025</b>	265	608	2,351	5	341	97
<b>Net Increase</b>	<b>44</b>	<b>101</b>	<b>419</b>	<b>1</b>	<b>57</b>	<b>16</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds?</b>	No	<b>Yes</b>	No	No	No	No

As demonstrated in the table above, the net change between the future and baseline NOx emissions, when estimated correctly, greatly exceed the SCAQMD threshold of 55 lbs/day. Our analysis demonstrates that a potentially significant impact may occur as a result of Project operation, which was not previously identified. As such, a DEIR should be prepared that includes an updated air quality analysis to correctly evaluate the Project’s air quality impacts, and should include additional mitigation measures where necessary”.

6.2.79 See Response 6.2.78. This comment shows the emissions for the existing college operations and then shows the college emissions that would occur for the college in 2025 but using 2015 vehicle emission rates. It is not appropriate to use 2015 rates for 2025 projections.

The analysis in the comments presents a situation that could not occur, and therefore, provides no useful information to the Board of Trustees. See also Response to Comment 6.2.78.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In the westbound direction from I-10, the use of the I-10 to Kellogg Drive to Campus Drive route to reach Temple Avenue is a slower speed route than the 57 Freeway to Temple Avenue route. Kellogg Drive and Campus Drive have a posted speed limit of 35 mph, consist of more roadway curvatures than Temple Avenue, include a stop-controlled intersection at University Drive, and are adjacent to Cal Poly Pomona. Temple Avenue has a posted speed limit of 45 mph and does not consist of any stop-controlled intersections. Thus, our conclusion is the 57 Freeway to Temple Avenue route would be more attractive to drivers heading to Mt SAC.

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

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

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

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

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

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

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

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

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

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

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

#### 6-4. South Coast Air Quality Management District (July 7, 2016)

The comments deal with two issues, the CalEEMod data used in formulating the Thresholds of Significance adopted by the District in May 2016, and selected air quality analysis for the 2015 FMPU and PEP (Phases 1, 2) found in the Draft EIR. The former issues are not issues directly related to the Draft EIR.

*6-4.1 “Could the CalEEMod run output sheets for Scenario 1A be sent to me please? I have the output sheets for the first scenario (Scenario 1). I want to also look at the modeling inputs for both, if I could. The SCAQMD staff does recognize surrogate analyses but the caution is that a variation of a project (an increase in the amount of equipment used, soil disturbance, a decrease in the amount of time to building the project, etc., causes SCAQMD staff to compare the project description of the surrogate analysis with a project description that might be different to see if the project analysis varies from the assumptions from the surrogate”.*

6.4.1 The comment relates to the CalEEMod output sheets included in the Appendices for CEQA Thresholds and Procedures for Air Quality (Report #15-116A) prepared by Greve & Associates, dated December 7, 2015. The comment is not a comment on the Draft EIR. The report provides the technical basis for establishing the District’s Thresholds of Significance for air quality for construction projects. Scenario 1A included no export of earth from a 3-acre site and Scenario 1 included earth export of 10,000 cubic yards. The CalEEMod output sheets for Scenario A were forwarded to the respondent. All four files relevant to the discussion are included in Appendix C (Items A4 – A7). The responses are from Greve & Associates (Item A8).

*6-4.2 “In addition, the SCAQMD periodically updates the analysis tools used to estimate project air quality impacts. This is done so that recognized emission estimate tools include more current emission factors from more recent fleet averages. For example, the SCAQMD is likely to release CalEEMod 2016 later this year replacing CalEEMod 2013. In practice, over the years, if an analysis is older, the SCAQMD staff might recommend re-analyzing the project’s potential emission impacts using the more current analysis tools.”*

6.4.2 When CalEEMod is updated, the analysis used for the Thresholds of Significance will also be updated. However, it is unlikely that the update will result in a more stringent acreage or square footage requirement since the emission factors used in CalEEMod for vehicles and construction equipment generally decline in future years. Therefore the current CalEEMod analysis will likely remain to be an appropriate analysis for thresholds for future projects. SCAQMD will receive copies for review and comment whenever the current District's Thresholds of Significance are updated.

*6-4.3 "I see a CO hotspots analysis for the additional vehicle trips estimated for the proposed Olympic Trials activities but no actual emission estimates in the DSEIR or the associated air study. The proposed two week activity projects a total attendance of 112,000 people (20,000 daily, page 415). Were the emissions from the vehicles, shuttle buses (should identify how the vehicles are fueled, etc. included in the analyses? If so, I need to see the emissions as well as the methodologies used, emission factors, equations, etc., as part of our review."*

6.4.3 Appendix C1 (pp. 18-20) includes the air quality analysis for the 2015 FMPU and for the Olympic Trials. Table 11 (buildout of the 2015 FMPU) indicates all of the intersection volumes are well below the intersection volumes used in the 2005 SCAB CO Redesignation Request, which established the CO concentrations for specific intersection volumes. This analysis is also included on pages 166-167 of the Draft SEIR. No additional CalEEMod hotspot analysis is required for the 2015 FMPU.

Table 12 (Olympic Trials) in Appendix C1 estimated the intersection volumes for the Olympic Trials based on parking management plans A, B. Again, all of the intersection volumes associated with hosting the Olympic Trials are below the volumes used in the Redesignation Request. Therefore, the impact of buildout of the 2015 FMPU and the impact of hosting the 2020 Olympic Trials does not result in significant hotspots at area intersections.

*6-4.4 "Also, since the event could occur with students, faculty and administrative staff on campus, the peak day analysis (worst-case) should include emissions from those sources plus the vehicle emissions added during the eight days of Olympic Trials, unless the DSEIR precludes the overlap of the summer session activities with the Olympic Trials."*

6.4.4 The possibility of hosting the Olympic Trials when classes are in session is remote. But, the 2020 class schedule is subject to legal agreements with the faculty, and those agreements have not been completed to date. All planning efforts for hosting the Trials is now predicated on classes not being in session if the District hosts the Trials and a legal agreement is completed to not hold classes during the event.

However, the Draft EIR includes a parking plan (Plan C) for hosting the Trials if classes are in session. As shown in Table 3.11.8 (page 434) of the Draft EIR, substantial increases in vehicle occupancy by guests and students, and more extensive shuttle operations, are required to host the Trials if classes are in session. While parking management would be difficult with classes in session and hosting the Trials, it is not impossible.

#### 6-5. South Coast Air Quality Management District (July 20, 2016)

6-5.1 *"I have looked at the cities mentioned in the DSEIR. I also see the wording and the CO hotspots analysis discussion on pages 166-167. We might recommend in our comments is that the Olympic Trials applicable criteria regional and localized significance threshold emissions should be included, i.e., broken out and presented separately in the Final DSEIR. The reason for this is that the Olympic Trials is a unique and separate activity as pointed out in the project description that is expected to draw an estimated 20,000 daily visitors during that 8-10 day period. Besides vendor, maintenance and support traffic, this would involve passenger vehicles including carpools, as well as buses and shuttles for the participants and visitors. This will give the general public and other interested parties a feel for those impacts compared to the applicable thresholds of significance."*

Correspondence detailing the District's response is included as Letter A12 in Appendix B. The response is reiterated below.

6.5.1 The comments concerning the cities (i.e. presumably the cities in which shuttle lots may occur for the Trials) and the CO hotspots analysis on pages 166-167 is noted. To our knowledge, there are no specific applicable SCAQMD criteria for regional and local significance threshold emissions for special events, whether they are consecutive daily tournament events for many days, or multiple sporting events. (In 2016, the Dodgers have 38 home games). Events are evaluated on a daily basis, not on a seasonal or total consecutive day's basis.

The Draft EIR uses the proper SCAQMD regional and local significance threshold emissions for the SCAB and SRA 10. While the analysis may be fragmented between the traffic, 2020 Olympic Track & Field Trials parking plans and the air quality analysis, we believe all the relevant components are included in the Draft SEIR and result in an adequate air quality analysis for hosting the event on campus.



First, the 2020 Olympic Track & Field Trial trips assigned to the network within the traffic study area (19 intersections in Figure 1 in Appendix M1) are the trips resulting from Parking Plan A (Table 8) and the trip distribution in Figure 5. These assumptions allowed the total trips for the guest carpools to the campus or shuttle parking lots within the traffic study area (i.e. based on the required vehicle occupancy requirements for the shuttle or campus parking lots), faculty and staff trips to the campus, the capacity of the shuttles, the trip distribution, and the distance to be determined. The Preliminary Event Schedule (Table 5) Shuttle Service Schedule (Table 6) and Shuttle Lot Locations (Figure 3) provide the information needed to assign Trial event trips to the network. The resulting trips for carpools, faculty/staff trips and shuttles were then assigned to each link in the area circulation system so the traffic level of service could be calculated.

The trip link volumes for Plan A described above were also used for the air quality analysis for the Trials in Appendix C1. The intersection volumes for the Trials (VPH) were projected in Table 12 (p. 20 of Appendix C1). The Trials trip volumes are then compared to the volumes in the hotspot analyses for the Redesignation Request (Response 6.4.3 above). No significant air quality emissions occur.

Second, while the traffic analysis does not explicitly include the capacity of vendor, maintenance and support traffic, the majority of the trips from these sources will likely occur before the Trials begin, and after the Trials end. The magnitude of trips associated with vendors, maintenance or support traffic during the Trials will be minimal, and should only include re-supply efforts if vendors need additional supplies or materials. The disposal of solid waste (i.e. support traffic) may not occur on a daily basis. Solid waste can be stored temporarily on campus. All of the trips associated with vendors, maintenance and support traffic can also occur outside of peak hours. Therefore, these trip modes have little impact on daily traffic and event air quality emissions.

Third, while the Ontario Airport, Covina high schools, , and Diamond Bar High School shuttle lot locations are in cities outside of the traffic study area, the trips associated with these remote lots are not of a high magnitude and are a very small proportion of the freeway volumes. The airport shuttle activity is also concentrated before Session 1, before Session 2, and after the event closes; not on a daily basis.

Fourth, the VMT for the campus in 2015, 2020 and 2025 is known. Table 6.5.1 is based on the CalEEMOD output files in Appendix C2. The VMT data can be compared with the ADT data to derive an estimate of the VMT for hosting the Olympic Trials with classes not in session.

This campus generates 44,263 ADT in 2015. Student enrollment increases will result in an increase of 4,606 ADT for assigned trips for 2020 and an increase of 8,798 ADT in 2025 (Tables 5, 6 in Appendix C1).

With classes not in session, hosting the 2020 Olympic Trials results in only 36 percent of the 2015 campus ADT and has no significant impact on VMT and associated regional air quality emissions.

Table 6.5.1  
Vehicle Miles Traveled for Campus Enrollments 2015-2025

Year	Annual VMT	Daily VMT	ADT
2015	100,305,908	385,792	44,363
2020	110,744,868	425,942	48,969
2025	120,243,333	462,474	53,061
2020 Trials (Plan A)	---	138,632 (1)	15,938
2020 Trials (Plan C)		192,491 (1)	22,130
Source: CalEEMod Output Files, Appendix C2, pp 94, 103; (1) Derived from VMT/ADT ratio for 2020. Based on 260 days for CalEEMOD academic calendar year and 10 day 2020 Olympics Track & Field Trials.			

The guest carpool trips for Parking Plan C for the Trials with classes in session account for 42 percent (5,941/14,064 spaces) of the total trips (Table 3.11.9 in DSEIR). Plan C requires guests to achieve high vehicle occupancy (usually 4.0). The number of shuttle lots off-campus increases from six to nine shuttle lots so trips and air quality impacts occur over a larger geographical area. Hosting the Olympics is also a single event, while cumulative projects are permanent.

In conclusion, the District maintains the existing air quality analysis is adequate and is based on the on-campus and off-campus parking plans for hosting the projected number of daily guests.

6-6. Southern California Association of Governments (February 11, 2016)

This correspondence is the SCAG comments on the Notice of Preparation of the Draft EIR. It was inadvertently omitted from the Draft SEIR Appendices. The correspondence is now included in Appendix B as Item A10.

6-6.1 *“Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.”*

6.6.1 Although the response does not state it explicitly, the District assumes SCAG is declaring the project a regional significant project. However, the project does not meet most of the criteria for being of statewide, regional, or area wide significance based on the criteria listed in Section 15206 of the CEQA Guidelines:

- (a) The project is not a local general plan, element or amendment thereof.
- (b) The project does not have the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located based on the examples provided. It is not a residential development, a shopping center or business establishment, a commercial office building, a hotel/motel development or an industrial, manufacturing, processing plan or industrial park.

Sections (5) and (6) are quoted directly below:

- (5) *“A project which would substantially affect sensitive wildlife habitats including but not limited riparian lands, wet lands, bays, estuaries, marshes and habitats for endangered, rare and threatened species as defined by Section 15380 of this Chapter.”*

As shown in Table 1.3 in the Draft SEIR, buildout of the 2015 FMPU will result in the loss of five California Black Walnut trees, construction could harm Burrowing Owls, and parking lot lighting (Lot M, W) may impact sensitive biological areas and species in Mt. SAC Hill and the Wildlife Sanctuary/Open Space Zone. Appropriate mitigation measures are required to reduce all impacts to Less than Significant.

Since the biological resource impacts are minor, they should not be characterized as substantial. Biological resource impacts on the West Parcel obtained their CEQA clearances in the 2012 Final EIR, not in the 2015 Final EIR.

- (6) *“A project which would interfere with attainment of regional water quality standards as stated in the approved areawide waste treatment management plan.”*

The project will not interfere with an areawide waste treatment management plan standards for water quality. The Water Quality Management Plan for the 2015 FMPU is included as Appendix F1.

<b>SCAG 2012 RTP/SCS Goals</b>		
	<b>Goal</b>	<b>Analysis</b>
RTP/SCS G1:	Align the plan investments and policies with improving regional economic development and competitiveness	Consistent: With increased student enrollment, the proposed project would improve economic development within the region
RTP/SCS G2:	Maximize mobility and accessibility for all people and goods in the region	Consistent: The proposed project would mitigate traffic impacts where feasible, by increasing roadway capacity, thus maximizing mobility in the region
RTP/SCS G3:	Ensure travel safety and reliability for all people and goods in the region	Not applicable: The proposed project would not have an effect on travel safety
RTP/SCS G4:	Preserve and ensure a sustainable regional transportation system	Consistent: The proposed project would mitigate traffic impacts where feasible, thus ensuring a sustainable transportation system
RTP/SCS G5:	Maximize the productivity of our transportation system	Consistent: The proposed traffic mitigation measures would reduce intersection delay and increase throughput.
RTP/SCS G6:	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)	Not applicable: The proposed project, and the associated mitigation measures, would not negatively or positively affect active transportation
RTP/SCS G7:	Actively encourage and create incentives for energy efficiency, where possible	Not applicable: The proposed project is not intended to provide incentives for energy efficiency
RTP/SCS G8:	Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Not applicable: The expected growth from the proposed project would be attributed to increased student enrollment. Travel modes of additional student trips to and from campus are not likely to be affected. Thus, levels of transit and non-motorized transportation usage would remain the same.
RTP/SCS G9:	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	Not applicable: The project would not have an effect on security

## REGIONAL GROWTH FORECASTS

The adopted City of Walnut forecasts for employment are 9,800 for 2020 and 10,000 for

2035. The increases in College enrollment in 2020-21 of 3,745 and 7,153 in 2025 is estimated to result in an increase in full-time equivalent employment of 215 in 2020 and 385 in 2025 ( 5.73 percent of enrollment).

The increase in College employment is not inconsistent with the City of Walnut or SCAG 2020 forecasts.

Subsection 3, 4, 7 of Section 15206 (i.e. open space contracts, specific environmental sensitivity areas and near nuclear power plant) are not applicable to the project.

#### 6-7 South Coast Air Quality Management District (July 27, 2016)

*6-7.1 “The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.*

*The Lead Agency proposes new development including 1) a redesign of the athletic facilities south Temple Avenue and east of Bonita Avenue; 2) demolition of the existing stadium and construction of a new stadium at the same location; 3) relocation of the Public Transportation Center; 4) a new pedestrian bridge over Temple Avenue; and other improvements. This new development is part of the 2015 Facilities Master Plan Update (FMPU) for educational programs based on a current enrollment of 35,986 students (from the 2014-2015 fall enrollment) and approximately 1,556,400 gross square feet (gsf) of facilities on campus in August 2015. The proposed development addresses a projected fall student enrollment increase from the current enrollment of approximately 3,745 students in academic year 2020-21 (to 39,731 students) and an increase of 7,153 students (to 43,139 students) from the current enrollment in academic year 2025-26. The proposed FMPU will result in a net increase of approximately 425,900 gsf in 2020 and 752,200 in 2025. The DSEIR addresses potential impacts to make the prior 2002-2012 documentation adequate for the current project and projected student enrollments that update the previously certified Final Program EIR (SCH #2002041161), the latest certified in December 2013.”*

6.7.1 The comments are introductory and summarize the project as described in the Draft EIR. No additional response is required from the District.

*6-7.2 “The Lead Agency also seeks comments on using surrogate analyses for projects that estimated regional and localized significance thresholds emission impacts using the California Emissions Estimator Model (CalEEMod land use model) based on two hypothetical project description scenarios.<sup>1</sup> The Lead Agency desires to use these analyses for CEQA projects only at the Mt. SAC site as a screening tool to determine if future projects similar or smaller in scope can be used for CEQA air quality purposes (regional and localized significance thresholds). Further, Tools used to estimate project impacts are constantly being updated. For example, CalEEMod 2016 is set to be released as the recommended version to be used for project analyses later this year replacing CalEEMod 2013. The SCAQMD staff recommends that over time, this analysis might need to be updated with a more current version of the land use model to ensure that the estimated emissions reflect more current emission factors and other relevant information.”*

6.7.2 The Thresholds referenced in the comment were circulated for review to SCAQMD prior to their adoption by the District in January 13, 2016. No comments were received from SCAQMD prior to the public hearing.

The comment stating “The Lead Agency desires to use these analyses for CEQA projects only at the Mt. SAC site as a screening tool to determine if future projects similar or smaller in scope can be used for CEQA air quality purposes (regional and localized significance thresholds).” is not complete and may be misunderstood.

The District is using the adopted Thresholds of Significance and the supporting CalEEMod analysis to determine that future projects meeting the Threshold criteria (i.e. less than 80,000 gsf) do not have a significant air quality project impact. The project has already been analyzed and found not to have a significant impact. This is fully consistent with the usage of Thresholds of Significance in Section 15064.7 in the CEQA Guidelines.

Characterizing the thresholds as screening criteria may imply that an agency has selected a “value” below which projects usually do not have a significant impact and that policy may, or may not be supported by appropriate analysis.

The District agrees that the Threshold of Significance may require updating if subsequent air quality emission models published by SCAQMD would indicate higher emissions for the project scenarios used by the District. All future updates of the Thresholds of Significance will be subject to SCAQMD review prior to adoption by the District.

It should be noted that the District is projecting campus air quality emissions for its facilities plans using student enrollments, not square footage. The California Community College Chancellors Office links student enrollment and assignable square footage, and limits the total square footage a campus may build. Since student enrollment historically grows faster than facilities, due to the long funding and construction timeframes, air quality emissions projected using enrollment is more conservative than using total campus square footage.

6-7.3 *“Lastly, the Lead Agency includes hosting of the 2020 U.S. Track & Field Olympic Trials at the project site that could include an estimated 20,000 daily visitors for 8-10 days during the Summer Term (around July-August). In the traffic analysis, approximately 12,000 average daily trips (ADT) area trips reduced by the use of a shuttle system by about 3,600 ADT and vehicle miles traveled (approximately 14,400 VMT) were estimated for the Olympic Trials.<sup>2</sup> Since the proposed Olympic Trials may or may not overlap with the Summer Term (students attending classes, faculty and administrative staff present, etc., the SCAQMD staff recommends that the Final SEIR include peak daily regional and localized emission estimates from the Olympic Trials to compare to applicable thresholds. If the change in these emissions impacts from the baseline emissions exceeds the SCAQMD recommended operational thresholds of significance, mitigation should be incorporated into the project description and air quality analyses, as applicable, to reduce those impacts. Mitigation could include having parking staff to direct vehicles to parking spaces quickly to avoid unnecessary operations or idling in the venue parking lots, separate entrances and exits including routes in and out of the venue sites for visiting passenger cars and special shuttles, use of clean fuel shuttles, and restrictions to tailgate parties (if air quality is predicted to be Unhealthy for Sensitive Groups<sup>3</sup>).”*

6.7.3 As stated, the District is planning on hosting the 2020 Olympic Track & Field Trials when summer classes are not in session. As discussed in Response 6.5.1, it is highly improbable that the event will be held with summer classes in session.

However, a comparison of ADT and Daily VMT is available for Plan C, which assumes the event occurs when summer session classes are held. Plan C (Table 3.11.8) would use 8,093 parking spaces on campus and accommodate 7,462 students/staff and 2,524 guests on campus, with 5,016 spaces off-campus in shuttle lots for 20,064 guests. Plan C would generate 22,130 ADT.

Therefore, hosting the Trials while classes are in session, with implementation of Plan C has only 45 percent of the Daily Vehicle Miles Traveled (VMT) in the study area. Since the air quality analysis for the 2015 FMPU did not result in regional operational air quality impacts, neither would implementation of Plan C and hosting the Trials when summer classes are in session.

Table 6.5.2  
 Vehicle Miles Traveled for Campus Enrollments 2015-2025

Year	Annual VMT	Daily VMT	ADT
2015	100,305,908	385,792	44,363
2020	110,744,868	425,942	48,969
2025	120,243,333	462,474	53,061
2020 Trials (Plan A)	---	138,632 (1)	15,938
2020 Trials (Plan C)		192,491 (1)	22,130
Source: CalEEMod Output Files, Appendix C2, pp 94, 103; (1) Derived from VMT/ADT ratio for 2020. Based on 260 days for CalEEMOD academic calendar year and 10 day 2020 Olympics Track & Field Trials.			

The Parking and Management Plan for the Trials includes a mitigation measure (SE-03 in Table 1.3) that requires an approved Transportation and Parking Management Plan a year before the event. All guest parking spaces on campus have high minimum vehicle occupancy requirements, which are included in Trials registration materials, and parking attendants (one or more per lot) to approve entry and direct traffic for quick parking. As indicated in Table 6.5.2, Daily VMT and therefore, regional operational air quality emissions will be much lower with either Plan A or Plan C for hosting the Trials than existing or 2015 FMPU buildout. Therefore, the impact of hosting the Trials on regional air quality is Less than Significant with Mitigation Incorporated.

Other traffic control personnel will direct the flow of traffic during the Trials. An internal campus shuttle, as well as shuttles to remote off-campus parking lots are required and can direct traffic. The Local Organizing Committee will also consider your recommendations for clean fuel shuttles and restrictions on tailgate parties.

*6-7.4 "Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final SEIR. Further, staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist, at (909) 396-3302, if you have any questions regarding the enclosed comments."*

6.7.4 The District will provide SCAQMD copies of District responses to SCAQMD comments a minimum of 10-days before the public hearing.



6-8. City of Walnut – Traffic Technical Appendices (August 31, 2016)

6-8.1 *“Kunzman Associates, Inc. has reviewed the Technical Appendices and provided comments in the letter attached hereto as Exhibit A. The City now submits and incorporates that letter as part of these comments.”*

The District has quoted the Comments in the Kunzman Associates, Inc. correspondence dated August 22, 2016 and provided Responses below:

6-8.1 *“Appendix B - LOS Calculation Sheets: The morning peak hour volume-to-capacity (V/C) ratio at Intersection #11 (Grand Avenue/Baker Parkway) is incorrectly reported in the peak hour Level of Service tables for each analysis scenario based on the LOS (Level of Service) calculation worksheets contained in Appendix B.”*

6.8.1 This modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. This intersection is significantly impacted in three of the four “with project” scenarios, and would remain so. No new significant effect would result if the comment were incorporated in the traffic study.

6-8.2 *“Appendix B - LOS Calculation Sheets: All non-freeway ramp intersection Level of Service calculations should be revised to utilize a 10-percent yellow clearance (i.e., loss time of 10 seconds) and a maximum lane capacity of 2,880 vehicles per hour per lane for dual left-turn lanes, in accordance with the Los Angeles County Traffic Impact Analysis Report Guidelines.”*

6.8.2 This modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.

6-8.3 *“Appendix B - LOS Calculation Sheets: Peak hour factors are typically not required for Intersection Capacity Utilization or volume-to-capacity calculations.”*

6.8.3 The comments are informational and do not discuss new significant effects of the project. No additional response is required.

6-8-4 *“Appendix B - LOS Calculation Worksheets: The measured peak hour factor should be applied at Intersection #4 (Grand Avenue/I-10 EB Ramps) during the AM peak hour since this intersection is analyzed using the Highway Capacity Manual delay methodology.”*

6.8.4 This peak hour factor modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.

*6.8-5 "Appendix B - LOS Calculation Worksheets: Intersections #12 and #13 are mislabeled; Intersection #12 should be Grand Avenue/SR-60 WB Ramps and Intersection #13 should be Grand Avenue/SR-60 EB Ramps."*

6.8.5 This modification has been made in the Traffic Impact Study (September 1, 2016). Incorporating the modification, the overall results of the analysis remain unchanged. No new significant effect would result if the comment were incorporated in the traffic study.

*6.8-6 "Appendix B - LOS Calculation Worksheets: Intersection #12 (Grand Avenue/SR-60 WB Ramps) incorrectly shows right-turn overlap signal phasing for the eastbound approach."*

6.8.6 This modification has been made in the Traffic Impact Study (September 1, 2016). By incorporating the modification, no change in the overall intersection delay occurs due to the low volume at this approach. No new significant effect would result upon incorporating this comment into the traffic study.

*6.8-7 "Appendix D — Fair Share Calculations: On the second page, an impact is incorrectly identified at Intersection #12 (Grand Avenue/SR-60 WB Ramps) during the AM peak hour instead of Intersection #13 (Grand Avenue/SR-60 EB Ramps). On the third page, Intersections #12 and #13 are switched; the fair share percentage at Intersection #13 (Grand Avenue/SR-60 EB Ramps) should be 8%. This should also be corrected in Table 18 of the report."*

6.8.7 These modifications have been made in the Traffic Impact Study (September 1, 2016). Incorporating the modifications, the overall results of the analysis remain unchanged. No new significant effect would result upon incorporating this comment into the traffic study.

*6.8-8 "Revisions to the Level of Service calculations have the potential to alter the findings of significance. The Mt. SAC 2015 Facilities Master Plan Update & Physical Education Projects Traffic Impact Study (Iteris, April 2016) should be revised to ensure accuracy of the findings based on the comments provided."*

6.8.8 See Responses 6.2.36 – 6.2.53 to the comments dated July 28, 2016 from the City of Walnut. As shown in the responses cited, the revisions requested to the LOS calculations do not result in any new significant effects and resulted in minor changes in the v/c data in the traffic study. When appropriate, the Comments in the July 28 correspondence were completed in the September 1, 2016 Final Traffic Study, which is included as Appendix A38 herein. The final technical traffic appendices are included herein as Appendix A39.

## **Section 7.0: Interested Groups Public Comments with Responses from the District**

### 7-1 United Walnut Taxpayers (July 21, 2016)

The comments from the group (UWT) include comments on the Draft EIR, comments related to prior correspondence from UWT to the District, and comments on issues that are currently subject to past or current litigation in the Superior Court of Los Angeles County. Some of the assertions have been dismissed or preliminarily rejected by the Court and others are pending.

The current litigation (United Walnut Taxpayers vs. Mt. San Antonio Community College District: Case No. BC 576587: Master File, includes filings by the City of Walnut and United Walnut Taxpayers (BS 154389, BC 600860 and BS 159953) is pending in the Superior Court of the State of California for the County of Los Angeles Central District. The Court has not issued a ruling on the merits of the complaint. The case will not be adjudicated until early to mid-2017.

The primary purpose of circulating a Draft EIR for public review is to obtain public comments on environmental issues related to the project. The process is not designed to be a forum for past grievances, comments on past-certified CEQA documents or comments on pending litigation.

CEQA requires the District to respond to public comments on environmental issues related to the project, which they are identified in the Draft EIR, or identified by the public. CEQA does not require the District respond to issues that are not environmental issues of the project, or past projects that received their CEQA clearances in other documents. Issues that are not germane to the project will be noted but no response from the District is required within the Final EIR.

*As stated in Section 15204 of the CEQA Guidelines “CEQA does not require a lead agency (i.e. District) to conduct every test or perform all research, study and experimentation recommended or demanded by commentators. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”*

However, all comments submitted by UWT are included herein verbatim, regardless if they discuss environmental issues or other legal, historical and procedural issues.

Since the comments are extensive, the subheadings included in the letter are also included in the comments.

7-1.1 *“The following comments are provided in objection to the 2015 Facilities Master Plan Update and Physical Education Projects, Draft Subsequent Program/Project EIR to Final Program EIR (2015 SEIR/FMP). Additionally, the following objections have been filed with the Mt. SAC Board of Trustees reflecting concerns with the Mt. SAC capital improvement program, which are relevant to the current 2015 SEIR/FMP objections.*

*Objections to Draft Addendum to the Mt. San Antonio College 2012 Facility Master Plan, by United Walnut Taxpayers, Dennis G. Majors, P.E., UWT Board Member, January 13, 2016*

*Comments on NOP Draft Subsequent Project and Program EIR for 2015 Master Plan Update and Physical Education Projects, by United Walnut Taxpayers, Dennis G. Majors, P.E., UWT Board Member, February 10, 2016*

*Comments on Notice of Intent to Make Findings Pursuant to CEQA Guidelines and Adopt CEQA Thresholds of Significance, by United Walnut Taxpayers, Dennis G. Majors, P.E., UWT Board Member, April 1, 2016”*

7.1.1 The comments are introductory and informational only. The correspondence identified, purportedly reflecting concerns with the Mt. SAC “capital improvement program” is noted. However, the documents listed are identified as CEQA documentation, not capital improvement programs. No additional response from the District is required.

#### **CONSIDERATION AND DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT**

7-1.2 *“CEQA Guidelines Section 15126.6 (a) Alternatives to the Proposed Project state, “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives, which are infeasible.”*

7.1.2 The comments quote Section 15126.6 of the CEQA Guidelines. The comment is introductory and no response from the District is required.

7-1.3 *“However, an interpretation of alternatives in the traditional sense of a project and array of alternatives that would feasibly attain most of the basic objectives of the project as prescribed by CEQA 15126.6. (a) Alternatives to the Proposed Project, is difficult since comparable alternatives are not clearly defined. Specifically, Alternative 2 omits comparably sized parking structures at the different locations to fulfill build-out parking needs. Alternative stadium development and operational options in Alternatives 1, 3 and 4 are not comparably sized or functionally equivalent, but provide some basis for comparison in the 2015 SEIR/FMP”*

7.1.3 The comment includes criticisms of the content of selected alternatives. There is no requirement that each alternative include the same elements. As stated, neither does the alternative need to attain all of the objectives of the project. Therefore, Alternative 2 need not include the parking alternatives included in other alternatives. There is no requirement that the stadium components of Alternatives 1, 3, 4 be similar.

The primary objective of the project alternatives is to identify alternatives with one or more impacts that are less than the project. The Draft EIR includes a range of reasonable alternatives that attain most of the basic objectives of the project and which would lessen one or more significant effects of the project. The primary objective of the project is to provide the required facilities and services for the projected student enrollment.

7-1.4 *“The proposed “Project” consists of those new projects added by the 2015 Facilities Master Plan Update which will be occupied by 2020, including the Physical Education Projects (Phase 1), Physical Education Projects (Phase 2), Pedestrian Overcrossing at Bonita and Temple and Communications Tower.”*

7.1.4 The comment is informational only and not completely accurate. The Draft EIR also identifies projects that will not be occupied by 2020. No additional response from the District is required.

7-1.5 *“No parking structure or other alternatives were presented in the Notice of Preparation so there has been no opportunity to comment at an early stage. The alternatives to the project selected for further evaluation include the No-Project (no-build) Alternative (35,986 fall enrollment headcount); Alternative 1: Revise Physical Education Projects, which restricts all future development as of January 2016; Alternative 2: Parking Structures, which includes three parking structure locations of different capacities; Alternative 3: No 2020 Olympic Track & Field Trials, which builds new Phase 1 and 2 Physical Education Projects but does not host the Olympic Track & Field Trials; and Alternative 4, which would include build out of all of the projects included in the 2012 Facilities Master Plan, meaning with respect to the stadium that only renovation would occur.”*

7.1.5 The Notice of Preparation includes a summary of the project, but does not need to be comprehensive, or describe project alternatives. Project alternatives are selected based on the results of the environmental analysis in the Draft EIR. Ample opportunity for public comments on the entire document, including the project alternatives, has been provided in the 45-day public review period for the Draft EIR.

7-1.6 *“The SEIR describes Alternative 2, Parking Structures, as the “preferred” alternative to the “Project” which is not comprehensible given the “Project” is defined in the SEIR as those new projects added by the 2015 Facilities Master Plan Update which will be occupied by 2020. Table 2.5, New Projects Added by the 2015 Facilities Master Plan Update describes these facilities as the Physical Education Project (Phase 1), the Physical Education Project (Phase 2), Pedestrian Overcrossing at Bonita and Temple and Communications Tower. Given the definition of the “preferred” alternative as Parking Structures (Alternative 2), meaning that other stadium alternatives are rejected (Alternatives 1, 3 or 4), we are left with the conclusion that the “Project” alternative has been selected as well, which includes the Physical Education Projects (Phase 1 and 2). The logic that emerges from this narrative and as noted later in these objections is that Mt. SAC currently intends to build Parking Structure J and Physical Education Project (Phase 1) at a cost of \$111 million dollars (SEIR, Table 5.1, Page 471), none of which were identified in Measure RR Ballot Materials provided voters.”*

7.1.6 The comments regarding project alternatives are noted. Designation of a preferred alternative is required by CEQA. The Board of Trustees decides if they will certify the Final EIR. The Board of Trustees reasons for doing so are set forth in the Statement of Facts and Findings (Findings) and the Statement of Overriding Considerations (SOC). Both of these documents will be available to the public prior to the public hearing as part of the Board Packet.

The Board of Trustees has the option to consider one or more project alternatives, revise the Findings or SOC, or revise components of the 2015 FMPU during their deliberations, during the public hearing. As stated, designation of a preferred alternative in the Draft EIR is required by CEQA. Therefore, the assertions that designating Alternative 2 as preferred in the Draft EIR implies Alternatives 1, 3, 4 are rejected now is premature and misleading.

As presented, the comments appear introductory to the primary objection to the cost of building Parking Structure J and the assertion that the project or costs were not identified in the Measure RR Ballot materials. This issue is subject to litigation in the Superior Court of Los Angeles County and the comment does not address environmental issues pertinent to the Draft EIR. No additional response from the District is required.

7-1.7 *“Heretofore in the 2012 Facilities Master Plan, the Physical Education Project (Phase 1) was defined as stadium renovation facilities, while Physical Education Project (Phase 2) was defined as reconstruction of the existing gym and pool complex south of Temple and east of Bonita. However, in a recent redefinition of terms, Mt. SAC has changed the term “stadium renovation” in 2012 SEIR and FMP to “Physical Education Project (Phase 1)”, in an apparent attempt to draw the term “stadium renovation” after-the-fact in line with wording contained in Measure RR Ballot Materials provided to the voters in 2008.”*

7.1.7 The Athletic Educational Complex, as described in the 2012 FMP no longer exists. While a two-phase project was implied in Table 2.2.2 of the 2012 Draft EIR, the phasing terminology was not used. The 2012 Draft EIR did not propose reconstruction of an existing gym and pool complex at the stadium site. The 2012 Draft EIR proposed demolition of the existing gym and pool complex. The projected occupancy dates are not possible. The prior project has been replaced by the Physical Education Projects (Phases 1, 2) with major changes in all its components (Section 3.8.2).

7-1.8 *“While the development of a stadium renovation is described in the 2012 SEIR and FMP, neither stadium renovation or stadium demolition and reconstruction are not described in Measure RR Ballot Materials provided voters in 2008. The current stadium demolition and reconstruction plans at a cost of \$66 million dollars are clearly omitted from and violate the intent of 2008 Ballot Materials.”*

7.1.8 The comment relates to the content of ballot materials for Measure RR and is legal argument, not facts or evidence requiring further response by the District.

#### **PROJECT IMPACTS OF LAND USE PLANS (Section 3.1.2)**

7-1.9 *“The Residential Planned Development (RPD) zoning designation and the designation of “School” in the City of Walnut General Plan are appropriate land use designation at Mt. SAC to institute reasonable controls for compatible land use development within the City. This zoning designation provides the mechanism for land use planning and decision-making for development consistent with residential land uses, particularly in the peripheral areas of campus that abut residential communities providing “appropriate and desirable use of land which is sufficiently unique in its physical characteristics and other circumstances to warrant special methods of development.” Walnut City Code § 25-88. RPD zoning as a matter of history, has not denied consideration of Mt. SAC development in both scale and purpose proposed by the college. However, in the case of Parking Structure J and the West Parcel Solar Project, RPD zoning places a check on peripheral land uses of the campus that are “sufficiently unique to warrant special methods of development” and fundamentally inconsistent with adjacent high-value residential land uses. In particular, the 2,300 space parking structure places a major underground facility as close as 125 feet away from Walnut residents and the West Parcel Solar Project converts highly visible open space forming the northern gateway to the City into a disposal dump site for excess dirt dug out from campus projects.”*

7.1.9 The comments primarily assert UWT positions that the existing zoning and General Plan designations of the City of Walnut for the campus are appropriate. The comment that Parking Structure J and West Parcel Solar projects are “fundamentally inconsistent with adjacent high-value residential land uses” is noted, but is an assertion not supported by facts. Describing the West Parcel site as a “northern gateway to the City” is inappropriate, as is characterizing the site as a “disposal dump.”

The CEQA clearances for the West Parcel solar project were obtained in the certified 2012 Final EIR, not in the current EIR. Therefore, no additional response from the District is required.



7-1.10 “The significance of the RPD zoning designation is highlighted and reinforced in rulings of the LA Superior Court in favor of United Walnut Taxpayers in 2015 and 2016. RPD zoning was specifically cited in Judge Lavin’s ruling on the Preliminary Injunction, May 13, 2015, stating that such zoning calls for:

...."appropriate and desirable use of land which is sufficiently unique in its physical characteristics and other circumstances to warrant special methods of development." Walnut City Code § 25-88.

Further, Judge James C. Chalfant on January 21, 2016 reiterated Judge Lavin’s ruling stating,

...“the parking structure is a no classroom facility that cannot be exempted from the City's zoning laws under Section 53094.” Sherman Decl. Ex. A, p.4. Walnut further alleges that District is not entitled to the exemption in Government Code section 53094(a) because District is a community college district, not a school district. Thus, under Government Code section 53091, Walnut adequately alleges that District has a mandatory duty to comply with City's zoning laws. This IS sufficient for standing under CCP section 1085.”

7.1.10 The comments are argumentative and centered on selected comments from prior court proceedings between UWT and the District. The zoning issues are subject to current litigation and are not comments on the Draft EIR. Therefore, no response from the District is required.

**EVALUATIONS AT PARKING STRUCTURE J, PARKING STRUCTURE D AND PARKING STRUCTURE F (Section 5.0)**

7-1.11 “Section 5.0 Alternatives to the Project, Alternative 2: Parking Structures includes parking structures at three locations of differing space counts. Mt. SAC recommends building a Parking Structure J (2,300 spaces) by 2020, Parking Structure D (1,400 spaces) by 2025, and Parking Structure F (1,528 spaces) by 2025, however acknowledges that “the costs for constructing up to three parking structures in the next fifteen years is prohibitive, since structured parking spaces are extremely expensive (e.g. about \$19,600 per space)”. It goes on to state, “However, given the long timeframe to secure funding, approvals and construction, this is not an unreasonable timeframe for completion.” The United Walnut Taxpayers concur that the cost to construct the three parking structures is prohibitive, particularly since no funding source has been identified to build the structures at a combined cost of \$102 million dollars (SEIR, Table 5.1)”.

7-1.11 The comments are informational and do not discuss environmental impacts. UWT agreement that parking construction costs for three parking structures by 2025 is prohibitive is noted. No additional response from the District is required.

7-1.12 *“Project build-out parking needs in 2025 is 8,716 spaces (SEIR, Table 3.2.9). The total parking spaces that exist on campus today are 8,985 spaces (Table 3.2.3) or sufficient to meet all future need if parking spaces that exist today could be retained. However, Mt SAC will remove 2,459 spaces in the future to build new facilities or parking structures on them, meaning the parking deficit Mt. SAC will experience is largely self-imposed. Further, as noted in the SEIR, page 474 of the SEIR, “the costs for constructing up to three parking structures in the next fifteen years is prohibitive.....” The cost penalty of removing 2,459 parking spaces as proposed by Mt. SAC comes at a cost of at least \$45 million dollars (Parking Structure J, SEIR, Table 5.1) currently without any source of public funding.”*

7-1.12 The comment that building new facilities removes existing parking resulting in “self-imposed” parking deficits is noted. However, the statement is a simplification that ignores the complexities of increased student enrollments, required new facilities and associated parking needs.

The key assumption in the comment is “if parking spaces that exist today could be retained.” This is possible only if no future development occurs on campus (i.e. Parking Structure J, the Public Transportation Center in Lot D3, PEP (Phases 1, 2) and Zone 5 would not be built (Table 3.8.6). This equates to a no-project, limited growth or replacement buildings only alternative, which does not accommodate future enrollment increases. Table 1.2 in the Draft EIR notes a net gain of 1,309 spaces for buildout of the 2015 FMP, and indicates a loss of 1,458 spaces in 2020.

Table 3.8.6 does indicate that 2,449 spaces are lost if all 2015 FMP projects are built between 2020 and 2025 and Parking Structure J is not built. In a facilities program, the concept of net loss or net gain is more meaningful when multiple projects are completed. Please note that construction of Parking Structure J (2,300 spaces) results in a net gain of 1,830 spaces as a single project (p. 473). One cannot equate the cost of a structured parking space with the cost of a surface parking space.

7-1.13 *“Adding the 2,300 parking spaces to the campus results in a total of 9,016 parking spaces at project build-out in 2025 compared to a total parking need of 8,716 spaces, which as noted in SEIR, Tables 3.2.3 and 3.2.9 assumes 2,459 spaces lost from campus construction activities through 2025. Parking could also be added through the expansion of either Parking Structure D or Parking Structure F to 2,300 total spaces since the footprint areas available at these sites are at or greater than that available at Parking Structure J (Parking Structure J: about 180,000 square feet; Parking Structure D: about 200,000 square feet; Parking Structure F: about 300,000 square feet after deleting new classroom areas). Approximate measurements of footprint areas cited above are taken from the 2012 Facility Master Plan, page 10.”*

7-1.13 See Response 7-1.13. The comments regarding potential expansion of parking in Lot F or Lot D as an alternative for providing additional parking are noted. Additional structured parking spaces at any location may be achieved by expanding the structure footprint (if available) or increased the number of levels, or both. Any change in the capacity of a parking structure has cost and space implications, as well as implications for future facilities nearby. No additional response by the District is required.

If Zone 5 is built, Zone 5 will lose 466 surface spaces.

#### **CUMULATIVE IMPACTS OF PARKING STRUCTURE J (LOT A, LOT 1A, PAY LOT A)**

7-1.14 *“An additional significant impact of Parking Structure J is its contribution to traffic gridlock during a combined emergency evacuation involving Timberline and Mt. SAC, which could occur during a severe fire combined with moderate winds, which prevail on most days. Cumulative traffic impacts must be addressed regarding the evacuation of a Parking Structure J in an emergency when already significant traffic congestion exists on roadways shared with the Timberline community and Mt. SAC, as demonstrated by the March 24, 2016 evacuation of the Mt. SAC campus resulting from a bomb threat. Regarding Cumulative Impacts, CEQA Guidelines §15355, Cumulative Impacts states:*

*“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*

*(a) The individual effects may be changes resulting from a single project or a number of separate projects.*

*(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period.”*

7-1.14 Parking Structure J received its CEQA clearances from the certified 2012 Final EIR. The issue of traffic gridlock and emergency evacuations has been addressed in Section 3.2.1 of the Draft EIR (pp. 103 - 104, 116 – 118) and by Mitigation Measure TR-08. While Parking Structure J results in a net gain of 1,830 spaces at the site, vehicles exiting the structure during an evacuation can be directed by traffic control officers to the east or west on Edinger Way, or onto Walnut Drive. The total parking demand on campus for any period of time is the same, being based on student enrollment; whether Parking Structure J is built or not.

The location for Parking Structure J is ideal since it captures campus traffic originating primarily from the north, and the structure has a dedicated entrance for traffic originating from the south. This reduces traffic on Edinger Way east of the structure. The campus itself is not in a fire hazard severity zone. See Responses 6.1.1 and 7.1.16.

The quotation of impacts definitions from the CEQA Guidelines is informational only.

7-1.15 *“However, Section 3.2.6, Traffic/Parking CEQA Cumulative Conditions Impacts, omits the disclosure of existing + project + cumulative impacts, which account for fire emergencies addressing concurrent evacuation of the entire Timberline community and the Mt. SAC campus. As noted in comments to Findings Pursuant to CEQA Guidelines and Adopt CEQA Thresholds of Significance by the United Walnut Taxpayers, April 1, 2016, Mt. SAC cannot unilaterally claim exemption from such evaluation of cumulative impacts in CEQA documents, particularly involving public safety issues.”*

7-1.15 During an evacuation event, traffic impact analysis at intersections has little value and provides little useful information. The flow of traffic during an evacuation is controlled by the responsible agencies and traffic control officers. See Response 7-1.14.

7-1.16 *“In the evacuation of the Mt. SAC campus due to a bomb threat on March 24, 2016, I witnessed up to a 20-minute delay exiting on Mountaineer Road from the Timberline community to Grand Avenue. I witnessed an individual making an illegal right turn from Stoddard Wells Road into wrong way traffic on south bound Edinger Way in desperation to somehow find a way to the Grand Avenue exit. A severe fire emergency accompanied by daily prevailing winds initiated in or near the Mt. SAC campus or Timberline community could spread through the community and Mt. SAC lands mobilizing the evacuation of all Timeline residents and Mt. SAC. Even without any evacuation of Timberline, the emergency evacuation of Mt. SAC during the recent bomb threat caused a severe delay. The added evacuation of Parking Structure J in these circumstances would complicate traffic gridlock and the potentially catastrophic consequences of fire spread and smoke inhalation.”*

*Since fire spread in an uncontrolled wildfire are primarily influenced by wind speed and terrain slope, the relatively steep natural terrain in the Timberline community of up the 50% and daily breezes which can exceed 5 -10 mpg (<http://www.sailflow.com/map>), create conditions for relatively rapid fire spread rate ([http://www.fs.fed.us/psw/publications/weise/psw\\_2005\\_weise\(koo\)005.pdf](http://www.fs.fed.us/psw/publications/weise/psw_2005_weise(koo)005.pdf)). It should be anticipated in such a fire event that evacuation of the Timberline community and Mt. SAC campus would be ordered resulting in uncertain risks to residents and students desiring to quickly exit the area through Mountaineer Road to Grand Avenue or through other exits for Mt. SAC students. Given this combined evacuation of Mt. SAC students and Timberline residents, and the implicit availability of other alternative parking structure locations, Mt. SAC cannot employ a Statement of Overriding Concerns considering the public safety and life-threatening circumstances that would prevail.”*

7-1.16 The comments regarding visual observation of traffic on March 24, 2016 during the bomb threat is noted. Emergency evacuation plans for the area are the joint responsibility of the campus, the Timberline community and the relevant agencies. Severe delays may be anticipated in any emergency evacuation. However, residents and campus guests are not exposed to danger solely from a severe delay. Delays are annoying and inconvenient but pose little public risk.

There is little or no evidence, other than conjecture, that the completion of Parking Structure J would substantially exacerbate future emergency evacuation plans. See Response 7.1.14. There is no evidence that any future emergency would result in “potentially catastrophic consequences of fire spread and smoke inhalation.” This comment is more alarmist than factual.

The County Fire Department is responsible for assessing and planning for fire hazards in the City and for fire control. A fire in the area of concern may be contained by the Fire Department via aerial or ground equipment. This may result in no evacuations, and an evacuation of the neighborhood for a fire hazard may not require a joint evacuation with the campus. See Response 7-1.14.

The comment appears to be “searching for a problem,” over-reaching for issues, and transferring genuine concerns from the Sand Fire or other major regional fires to the geographical area of concern. The comment leans more toward speculation than probable scenario.

The comment that a Statement of Overriding Consideration cannot be “employed” is noted. The District has not sought an SOC for emergency evacuations. Adopting an SOC for emergency evacuations is not appropriate being the project impact with mitigation is Less than Significant.

Since the District is also not the primary agency responsible for area emergency evacuations, it is outside of their responsibility to adopt emergency evacuation plans beyond the campus. The City and the homeowners association should initiate discussions of how to expedite evacuations from the residential areas north of campus.

**IMPROPER USE OF MEASURE RR FUNDS FOR STADIUM RECONSTRUCTION**

7-1.17 *“As previously noted in comments to the NOP, Measure RR has been characterized as a “Classroom Repair, Education Improvement, Public Safety/Job Training Measure” supporting educational interests of Mt. San Antonio College by highlighting needs to renovate, construct and update classroom facilities. However, the subject 2015 SEIR/FMP seeks to change the objective of Measure RR by characterizing a stadium reconstruction project not identified in Measure RR Ballot Materials provided to the voters as a “physical education” facility, in an attempt to align and associate the stadium reconstruction with two vaguely worded Ballot Materials citations that address physical education facilities, stating:*

*....“Upgrade....physical and health education .....facilities”... ..*

*....“phase two of the athletic complex, including hard courts, gym, fields and tracks,”...*

7-1.17 All comments on environmental issues received from UWT from the Notice of Preparation are included in Appendix A and addressed in the Draft EIR. Issues that are related to existing litigation focusing on Measure RR and ballot information are beyond the scope of an EIR and no response from the District is required within the Final EIR. The central issue regarding the stadium project (PEP Phase 1, 2) herein is whether the 2015 Final EIR adequately defines and evaluates potential environmental issues related to the stadium project.

7-1.18 *“While the Measure RR ballot narrative clearly documents the need for classroom and technology related upgrades, the proposed stadium reconstruction, vastly expanded field house beneath the reconstructed west bleachers and ancillary structures are excluded. Most notably the terms “stadium,” “stadium renovations,” “stadium reconstruction” or “new stadium” were not even mentioned in Ballot Materials provided voters. The use of Measure RR funds for such facilities violates the intended use of these bond funds. For example, Mt. SAC has improperly funded mass excavation of a large hill formation west of the existing stadium to achieve final grades for stadium demolition and reconstruction, proposes a \$66 million dollar Phase 1 stadium reconstruction project marketed to the US Olympics Committee as the site of the 2020 US Olympic Track and Field Trials, and proposes the dangerous trucking of excess dirt from the hill through public streets, to be piled up some 70 feet above Grand Avenue in front of homes at their West Parcel Solar Project site using Measure RR funds which were also not disclosed in Ballot Materials to voters.”*

7-1.18 See Response 7-1.17. The comment asserting that “the use of Measure RR funds for such facilities (i.e. stadium facilities) violates the intended use of these bond funds: is noted.

Grading was required for the stadium project described in the 2012 FMP and extensively evaluated in the 2012 Final EIR (Section 3.2 and 3.6). The final grading plans for the PEP (Phase 1, 2) project are part of the 2015 FMP. The export from earth from the stadium site to the West Parcel was evaluated extensively, including truck haul traffic, in the 2012 Final EIR. CEQA clearances for all preliminary grading and earth export were evaluated in 2012. The additional final grading and export is evaluated in the current Final EIR.

7-1.19 *“Most importantly, there was no mention of stadium renovation or reconstruction of any type in the 2008 SEIRs and FMPs, and only scant mention of upgrading “field and Tracks” in the Measure RR Ballot Materials. The scale of the Phase 2 Physical Education Project, including a 77,569 square foot field house underneath the west bleachers more than seven times its current size, could have never been anticipated in Ballot Materials provided voters, which briefing states “physical education” facilities. The 2008 and 2012 SEIRs and FMPs included reference to replacing the existing “gym”. However, the proposed expanded 117, 898 square foot athletic complex more than doubling the size of the existing “gym” could not have been expected given the vaguely wording Ballot Materials”*

7-1.19 See Response 7-1. 17. The 2008 Master Plan Update included Athletics Complex Phase 2 (D), Physical Education Classrooms (E) and Mt. SAC Foundation Project (N) as individual projects. Table 3 included projected occupancy dates and ASF/GSF data. However, this information is now obsolete.

***IMPROPER USE OF MEASURE RR FUNDS FOR STADIUM RECONSTRUCTION PHASE 1 GRADING AND EARLIER GRADING CONTRACTS***

7-1.20 *“As noted above, the terms “stadium”, “stadium renovations”, “stadium reconstruction” or “new stadium” was not mentioned in Measure RR Ballot Materials provided voters. The use of Measure RR funds for such facilities or related earthwork activities violates the intended use of these bond funds. SEIR, page 333 states the initial preliminary grading for athletic buildings D1 - D5 began in June 2014 and was completed in September. This excavation, which was exported to the Lot M Fire Academy area, also helped achieve final grades for stadium reconstruction. The scope and scale of these dirt moving activities violates the intent of Measure RR since such work was never presented to and could have never been anticipated by voters in the written Ballot Materials provided to them.”*

7-1.20 See Response 7-1. 17. The preliminary grading did not establish “final grades” for stadium reconstruction. The final grades are related to the PEP (Phase 1, 2) project. All other assertions regarding the ballot materials are noted. No additional response by the District is required.

7-1.21 *“Remarkably, Mt. SAC intends to use Measure RR funds in proposed Phase 1 Grading to move the dirt that is left at the stadium hill (estimated to be around 160,000 cubic yards) to the West Parcel Solar site. Specifically, the SEIR, page 56, Table 2.2, Projects with Measure RR Bond Funding (May 2016) includes Physical Education Project (Phase 1 Grading). However, this work is not defined as either export from the stadium hill or import to the West Parcel site in Measure RR. The scope of the dirt moving activities violates the intent of Measure RR since it was never presented to and could have never been anticipated by voters from the written Measure RR Ballot Materials. Amplifying this concern is the fact that Mt. SAC proposes the dangerous trucking of this dirt through public streets, to be piled up some 70 feet above Grand Avenue in front of homes at their West Parcel Solar Project site.”*

7-1.21 See Response 7-1.17 and Response 7-1.20. The comments are generally repetitive and include assertions included in the prior two comments. No additional response by the District is required.

## **IMPROPER USE OF MEASURE RR FUNDS FOR STADIUM RECONSTRUCTION PHASE 2 GRADING**

7-1.22 *“The SEIR, page 331 states, “Truck Hauling Plan for PEP Earth Export Iteris, Inc. completed a Truck Haul Plan for Phase 2 Grading of the PEP site in April 2016”. Earlier this year, Mt. SAC exported dirt from the Business Computer Technology Center (BCT) and placed the dirt on the top of the excavated stadium hill remnant that was left after cutting the hill down in 2014. Based on visual assessment, roughly 70,000 cubic yards of dirt has been placed on top of the hill remnant. This was an apparent temporary storage location for the excess dirt from the BCT that will later be removed to help achieve final construction grades for the new stadium and athletic complex (Physical Education Projects, Phases 1 and 2). Specifically, Mt. SAC now intends to export to an offsite location about 81,429 cubic yards of dirt from the hill (Phase 2 Grading) via the Bonita Avenue/Grand Avenue intersection, east along Temple Avenue to SR-57 and north on SR-57 to an unspecified destination. Empty trucks would return along the same route to the campus.”*

7.1.22 Approximately 41,500 cubic yards will be exported from the Thermal Energy Storage, Business Computer Technology (BCT) and Athletics Modular project to the stadium hill site. As stated in Table 3.8.4, approximately 81,429 cubic yards of earth will be exported from the stadium hill in the future during PEP (Phase 1, 2) construction to achieve final pad elevations. This export activity is described as Phase 2 grading. The comment is primarily informational and no environmental issues are stated related to the 2015 FMP. See Responses 7-1.17 and 7-1.20.

7-1.23 *“The Notice of Preparation (NOP) of a Draft Subsequent Project and Program EIR for the Mt. San Antonio College 2015 Facilities Master Plan Update and Physical Education Projects states, “The District intends to use Measure RR funds to design and construct the Physical Education Projects.” Again, as in the case of Phase 1 Grading, the Phase 2 Grading violates the intent of Measure RR since such work was never presented to and could have never been anticipated by voters from the written Measure RR Ballot Materials.”*

7.1.23 Objection to funding the Phase 2 grading with Measure RR funds is noted. No additional response from the District is required. See Response 711.17 and 7-1.20.

## **WEST PARCEL SOLAR PROJECT**

7-1.24 *“The SEIR, page 57 states, “The West Parcel Solar project (as of May 2016) is subject to litigation pending in the Superior Court of Los Angeles County. A motion or preliminary injunction was denied by the Court on January 21, 2016. In addition, the West Parcel Solar project cannot commence until receipt of Section 404 Nationwide Permit from the Army Corps, Section 401 Water Quality Certification from the California State Water Resources Board, a Section 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife and recorded Restrictive Covert that will install, preserve, and maintain into perpetuity a habitat plan for the West Parcel Solar project”. SEIR, Table 2.3 Projects Under Construction (January 2016) also states that the project is formally “On Hold” apparently in large part because of the permit status described above.”*



7.1.24 The comment is informational and does not comment on an environmental issue for the 2015 FMPU. No additional response from the District is required.

7-1.25 *“SEIR, page 484 states, “The no-project alternative is rejected from further consideration because the facilities required for the College to meet its educational objectives would not be fulfilled and the Habitat Mitigation Plan previously adopted by the Board of Trustees would not be implemented. The District would also be in violation of permits received from the California Fish & Wildlife Service for the West Parcel Solar Project.” The fulfillment of a project mitigation program cannot be cited as a valid CEQA rationale for not proceeding with a project because the mitigation program is the “consequence” of the project and not the project itself. The expansion of the wildlife preserve is a separately disclosed action that can proceed independent of the Solar Project mitigation program.”*

7.1.25 The assertion that the Habitat Mitigation Plan (HMP) is not a valid reason for choosing the project over the no-project alternative is noted but is based on convoluted quasi-legal reasoning. There are now two Habitat Mitigation Plans; one solely for the West Parcel site as a condition of the permit requirements, and the former HMP, included in the 2012 Final EIR (Appendix E). The text is referring to the latter plan, in which habitat replacement occurs east of Grand Avenue in the Wildlife Sanctuary/Open Space Zone.

The Habitat Mitigation Plan (HMP) is not a consequence of this project (2015 FMPU), but fulfills conditions of USFWS permits and provides replacement habitat area for an approved project (i.e. West Parcel Solar), a prior project (2012 FMP) approved with CEQA clearances from the certified 2012 Final EIR. Therefore, the comment's argument collapses since the HMP is not for the current project (2015 FMPU) but for a prior project (2012 FMP).

Yes, the expansion of the Wildlife Sanctuary could occur independent of the solar project and a new habitat area could be established in place of the adopted HMP. The comment appears to strive to separate plans that are linked. The permits required for the West Parcel project are requirements of the 2012 Mitigation Monitoring Program and the Draft EIR (2015 FMPU) provides additional areas for replacement habitat that were not included in the 2012 Final EIR (e.g. the expansion of the Wildlife Sanctuary /Open Space Zone).

7-1.26 *“Further, EIR, page 485 states “The 2015 FMP is rated as environmentally superior to the 2012 FMP since it implements the habitat mitigation plans required for the West Parcel Solar project and compiles with the state and federal requirements for the project. The 2015 FMPU also expands the acreage for the Open Space/Wildlife Sanctuary Zone.” Again, the fulfillment of a program mitigation program cannot be cited as a valid CEQA rationale for proceeding with a project because the mitigation program is itself a “consequence” of the project and not the project itself. The expansion of the wildlife preserve is a separately disclosed action that can proceed independently.”*

7.1.26 The comment is similar to Comment 7-1.25. See Response 7-1.25.

7-1.27 *“The United Walnut Taxpayers delivered objections on the draft Addendum to the Mt. San Antonio College 2012 Facility Master Plan Subsequent Program EIR to the Mt. SAC Board of Trustees at their meeting of January 13, 2016. The comments focused on visual impacts through a line of sight analysis, severe land form reconfiguration, inappropriate use of an Addendum in lieu of a project specific EIR with comprehensive alternatives analyses, significant changes to site plans since 2013, and public safety risks imposed by commingling a dangerous dirt moving haul route with public traffic on city streets.”*

7.1.27 The assertion that the use of the Addendum was inappropriate is noted. The comment is informational and applies to the Addendum only. No additional response is required by the District. The specific objections are addressed later herein. The City of Walnut has also used Addendums to an EIR for its projects.

7-1.28 *“Mt. SAC has not disclosed the significant aesthetic impacts of natural hillsides destruction at the northern entrance of the City witnessed by thousands of motorists and residents each day. While limited aesthetics line of sight analysis were presented by staff to the Board of Trustees to secure approval of the project, on September 16, 2015, these studies were undisclosed and omitted the line of sight hillside devastation experienced by motorists. Mt. SAC conducted limited line of site aesthetic impact evaluation regarding the effects of the solar project on surrounding residents, however these studies were not included in the Addendum to the SEIR. Further, there has been no evaluation of the solar project’s significant aesthetic impact with respect to the City of Walnut’s designation of Grand Avenue as a scenic highway. A related effect is the destruction of rare native habitat that supports bird species such as the coastal California gnatcatcher and coastal cactus wren.”*

7.1.28 The comments are similar to those in Comment 7-1.9. See Response 7.1.9. The approved Landscape Plan for the West Parcel provides adequate screening of the solar project for motorists along Grand Avenue. Grand Avenue is not currently designated as a scenic highway. All biological impacts of the West Parcel solar project were evaluated in the certified 2012 Final EIR and in the permit applications to responsible agencies.

7-1.29 *“The West Parcel Solar Project results in severe community, aesthetics and hillside coastal sage scrub habitat impacts, and lacks alternatives analysis to avoid or minimize these impacts and to avoid impacts to waters of the United States. As well, the project lacks critical community input highlighting significant impacts to the heart of the City, the effects of which have heretofore been consistently discounted by Mt. SAC. The alternative of using of canopy-mounted solar panels over existing parking lots, as opposed to ground-mounted systems at the West Parcel, offers a unique opportunity to achieve the equivalent solar power benefits while completely avoiding impacts to waters of United States.”*

7.1.29 The West Parcel solar project obtained its CEQA clearances from the 2012 Final EIR. Alternatives for the project, including parking lot and structured parking locations for a solar project, were analyzed in a memo to the Board of Trustees entitled *Solar Power Options for Mt. San Antonio College November 2013* and considered prior to District selection of the solar project site, and are a matter of public record.

7-1.30 “The United States Environmental Protection Agency website (<https://www.epa.gov/cwa-404/section-404-permit-program>) states, “The basic premise of the Clean Water Act Section 404 Program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation’s waters would be significantly degraded. In other words, when you apply for a permit, you must first show that steps have been taken to avoid impacts to wetlands, streams and other aquatic resources; that potential impacts have been minimized; and that compensation will be provided for all remaining unavoidable impacts.”

7.1.30 The project is being processed under a Nationwide Permit and no formal alternatives analysis is required. (Only Individual Permits require an alternatives analysis and Nationwide Permits do not.) The aquatic resources affected by this project are of very low value and the project includes adequate compensation for the unavoidable impacts. The West Parcel solar project complies with all agency requirements.

The Clean Water Act Section 401 Water Quality Certification was executed by the Los Angeles Regional Water Quality Control Board on May 23, 2016. The Section 1602 Streambed Alteration Agreement was executed by the California Department of Fish and Wildlife on August 26, 2016. The Section 404 Nationwide Permit is in the final review stages with the US Army Corps of Engineers, but has not been executed yet.

7-1.31 “Mt. SAC must initially demonstrate that steps have been taken to avoid impacts to wetlands, streams and other aquatic resources through a project alternatives analysis. However, there is no evidence from Mt. SAC’s solar project initiatives that any effort to avoid impacts to waters of the United States has been pursued through such analysis. Significantly, the practicable alternative of canopy-mounted solar panels over existing parking lots would in fact have absolutely no impact to the waters of the United States, but has not been disclosed in CEQA documents and subjected to public review. Such alternatives evaluation to avoid impacts to waters of the United States and address alternatives to the proposed project must be considered in CEQA documents.”

7.1.31 The first statement in Comment 7-1.31 is not correct. When a biological analysis in a Draft EIR shows that all impacts on wetlands, streams and other aquatics resources are Less than Significant with Mitigation Incorporated, it is not required to reduce the impacts further in a project alternative. This is the current situation for the project.

The mitigation measures for aquatic resources will be along Snow Creek and include creation of wetland habitat and enhancement of existing habitat.

When a project has a variety of adverse environmental impacts that are not mitigated to Less than Significant, the Agency should focus on feasible alternatives that reduce those impacts. The District has the discretion to choose alternatives that further reduce one or more project impacts and is not required to include a specific issue, or a specific mix of issues in an alternative. The criteria are to choose a reasonable range of alternatives, not any alternative or all alternatives proposed by the public.

*As stated in Section 15204 of the CEQA Guidelines “CEQA does not require a lead agency (i.e. District) to conduct every test or perform all research, study and experimentation recommended or demanded by commentators. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”*

*7-1.32 “Dirt moving operations for the Solar Project alone involve 11,000 dump truck loads of dirt transport along city streets, which is a major construction operation. An Addendum to current CEQA documents discloses dump trucks will be dispatched from the Stadium Hill borrow source to the Solar Project at a rate of twenty (20) truckloads per hour or at a spacing of 3 minute intervals, 9 hours a days for 73 days over a 6-mile haul route through the cities of Walnut, Pomona and Industry, two college campuses and an unincorporated county area. The City of Walnut by letter of November 4, 2015 informed Mt. SAC that any such truck traffic would require a Conditional Use Permit (CUP) from the City including truck routes and other conditions which to date has not been provided. In disregard of the City’s requirement, the Thresholds of Significance only require traffic congestion analysis when truck hauling exceeds fifteen (15) truckloads per hour and 100,000 cubic yards of earth movement for a single project, meaning much of the massive earthmoving operations to construct the Solar Project would be considered insignificant. Real time safety implications of such operations are not addressed, particularly for the generally unprecedented and dangerous co-mingling of a 6-mile long dirt moving haul route on public streets.”*

7.1.32 The truck hauling analysis in the Addendum proposed a feasible hauling plan and demonstrates that the impacts are Less than Significant with Mitigation Incorporated. The applicability of a City of Walnut Conditional Use Permit (CUP) for truck hauling activities from the Solar Project will be decided in pending litigation involving the City of Walnut and UWT Association in the Superior Court of Los Angeles County (Case No. BC 576587: Master File) or negotiation.

Since the Addendum has already identified truck hauling quantities that are Less than Significant with Mitigation Incorporated, the mitigation (Mitigation Measure TP-01) to require track hauling analysis when it exceeds fifteen (15 truckload per hour and 100,000 cubic yards for a single project is rational and reasonable. The truck haul analysis for the Addendum did analyze the “co-mingling” of trucks and area traffic on adjacent streets during hauling hours.

*7-1.33 “Mt. SAC has not disclosed alternatives analyses of the Solar Project in CEQA environmental documents as requested by the City of Walnut and the United Walnut Taxpayers. Further, in an email of September 23, 2015, US Fish and Wildlife Service requested a review of a canopy-mounted solar panel alternative above parking lots similar to those at Cal Poly Pomona. The City of Walnut has stated in their letter of October 28, 2015 to Mt. SAC that “Absent new environmental analysis of the Solar Project by Mt. SAC, the City will assume lead agency role pursuant to CEQA Guidelines Section 15096(e). Pending the City’s approval of such CEQA documentation and Conditional Use Permit (CUP), Mt. SAC must not commence any construction activity.” The City has consistently requested comprehensive alternatives analyses in CEQA documents, which heretofore has not been conducted. The Addendum to CEQA documents certified on January 13, 2016, provided an opportunity to disclose these alternatives; however, Mt. SAC chose to exclude these analyses in the Addendum in indifference to the requests for alternatives analysis by the City of Walnut, the United Walnut Taxpayers and the US Fish and Wildlife Service.”*

7.1.33 The West Parcel Solar project is the subject of current litigation by the City of Walnut and the United Walnut Taxpayers Association in the Superior Court of Los Angeles County (Case No. BC 576587: Master File).

The City has not and will not be assuming the Lead Agency role of the West Parcel Solar project. Any disputes concerning who is the Lead Agency for a project subject to CEQA are decided by the State Clearinghouse (Section 15053 of the CEQA Guidelines) during the Notice of Preparation process; not four years after certification (i.e. of the 2012 Final EIR).

The current and prior CEQA documents for the campus facilities plans have all included adequate, reasonable, and feasible project alternatives. The Addendum primarily addressed the Truck Hauling Plan for exporting earth to the West Parcel. An Addendum is not required to include an alternatives analysis. As stated previously, the CEQA clearances for the solar project were obtained in the certified 2012 Final EIR.

The e-mail comment of September 2015 from USFWS was forwarded during the initial discussions with the agency. USFWS staff members were not aware at that time of project alternatives considered by the District prior to project selection by the District. The e-mail is not a directive by the Agency but discussion of preliminary issues related to the project. The subject of alternatives was never again raised by USFWS staff or required by USFWS in the permit application process.

7-1.34 *“Internal Mt. SAC studies (2013) obtained by UWT have stated that canopy-mounted solar panels over parking lots could not be constructed effectively because of disruption to student traffic. However, current thermal tank and building construction on the north side of campus is eliminating more than 900 parking spaces for more than a year apparently with acceptable effects to student parking. In contrast, canopy-mounted solar panels can be pre-fabricated off-site and installed with minimal traffic disruption during recess periods of several months a year. Canopy-mounted solar panels completely avoid the destruction of hillsides, critical habitat, wildlife and primary viewsheds of the City.”*

7.1.34 Canopy-mounted solar panel supports are permanent and must be placed to support the structure. This may cause disruption in traffic patterns. The loss of parking spaces during construction of the Thermal Energy System (TES) is temporary and no loss of parking spaces in Lot H occurs after TES buildout.

The comment on canopy-mounted systems elsewhere on campus in surface parking lots avoiding destruction of biological resources on the West Parcel is true and noted. See Response 7.1.31. Section 5.1 of the certified 2012 Final EIR was a no-project alternative, which included not developing the West parcel with a solar project.

#### **CHRONOLOGY OF EXCAVATION AND TRANSPORT OF DIRT AT THE STADIUM HILL TO ON-CAMPUS AND OFF-CAMPUS LOCATIONS**

The following seven comments (7-1.35 to 7-1.41) are a historical chronological description of selected grading operations on-campus from 2011 - 2017.

7-1.35 *“The strategy for excavation and transport dirt to support on campus construction programs has been a central element of the Mt. SAC capital improvement program. It is instructive to summarize the timing and quantities of dirt movement to shed light on Mt. SAC’s objectives and related concerns to the Untied Walnut Taxpayers.*

*2011: Psomas prepared an earthwork plan that identified 261,000 cubic yards of earth export from the stadium hill entirely to the West Parcel site (8-19-11). This plan was placed in the 2012 SEIR, however the West Parcel Solar Site did not move ahead upon SEIR completion in 2013 as planned and dirt exports from the stadium hill had to go elsewhere.”*

7.1.35 The comment is informational only and does not raise new environmental issues. No additional response from the District is required.

7-1.36 *“2012: Psomas Associates develops earthwork plan identifying 425,450 cubic yards of dirt import to the Driving Range Parcel (7-24-12). While there was no Fire Training Academy identified at the driving range at that time, the 425,450 cubic yards was adequate to accommodate dirt exports from excavating the lower levels of Parking Structure J, cutting down a part of the stadium hill to make space for the new stadium and athletic facilities, and other excavation exports from the central portion of campus. This plan was also placed in the 2012 SEIR as a site to dispose of dirt exports from other parts of campus largely because the West Parcel was unavailable at the time.”*

7.1.36 The comment is informational only and does not raise new environmental issues. No additional response from the District is required.

7-1.37 *“2014: The stadium hill was partially cut down with dirt exports placed at the Driving Range Parcel (now named the Fire Training Academy). It is concluded that the 261,000 cubic yards of dirt originally intended for the West Parcel was diverted to the Driving Range Parcel because the West Parcel was unavailable at the time.”*

7.1.37 The revised Campuswide Earthwork Exhibit prepared by Psomas and dated November 4, 2013 illustrates that the intent at that time was to export 432,700 cubic yards from the “PE Complex Site” to the “Driving Range Site” (Lot M/Fire Training Academy), not to the West Parcel. Tilden-Coil Constructors confirmed that approximately 300,000 cubic yards of dirt from the stadium hill was exported to the “Driving Range Site” (Lot M/Fire Training Academy) location. The project was completed without the full amount being exported. The comment is informational only and does not raise new environmental issues. No additional response from the District is required.

7-1.38 *“2015: Excavation from the lower levels for the Parking Structure J in an amount of about 100,000 cubic yards was to be placed at the Driving Range Parcel (now named the Fire Training Academy), but the contract to do so was terminated as a result of Judge Luis A. Lavin’s May 13, 2015 Injunction.”*

7.1.38 Nothing was exported from the Parking Structure J site. The comment is informational only and does not raise new environmental issues. No additional response from the District is required.

7-1.39 *“2016: About 70,000 cubic yards of dirt was exported from the Business Computer Technology Center (BCT) and placed on the top of the excavated stadium hill remnant that was left after cutting the hill down in 2014. As a temporary storage site, this dirt now has to be exported off site, as noted above under Phase 2 Grading.”*

7.1.39 Tilden-Coil Constructors confirmed that 15,000 cubic yards of dirt was exported from the Thermal Energy Storage (TES) site and 26,000 cubic yards from the BCT site. This dirt is planned to be further exported to the West Parcel Solar site. The comment is informational only and does not raise new environmental issues.

7-1.40 *“2017: Mt. SAC intends to move about 160,000 cubic yards of dirt from the remaining stadium hill remnant to the West Parcel disposal site, which will finally bring the hill down to surrounding ground level in preparation for new stadium and athletic complex construction.”*

7.1.40 The export from the stadium hill to the West Parcel site will bring approximately half of the remaining stadium hill down. The rest of the remaining hill will be removed as part of the PEP (Phase 1) project. The comment is informational only and does not raise new environmental issues. No additional response from the District is required.

***IMPROPER APPLICATION OF CEQA THRESHOLDS OF SIGNIFICANCE BY MT. SAC IN THE 2015 SEIR/FMP (SEIR, Section 3.0)***

7-1.41 *“As a result, approximately 261,000 cubic yards has been placed at the Driving Range Parcel by partially cutting down the stadium hill in 2014. About 70,000 cubic yards of dirt has been exported from the Business Technology Center, which has temporarily built the hill back up again, to be removed and exported off-site under Phase 2 Grading. All of this work has been done using Measure RR funds, which was not described in Measure RR Ballot Materials provided to voters.”*

7.1.41 The comment is a summation of the prior four comments and does not raise new environmental issues. No additional response from the District is required. The assertion that “all of this work has been done using Measure RR funds not described in the ballot materials” is noted.

7-1.42 *“The United Walnut Taxpayers have filed objections with the Mt. SAC Board of Trustees relative to Mt. SAC’s Notice of Intent to Make Findings Pursuant to CEQA Guidelines and Adopt CEQA Thresholds of Significance on April 1, 2016.*

*The Thresholds of Significance appear to employ a tailored CEQA compliance mechanism to controvert valid city and county zoning and ordinances for the protection to and compatibility with residential and open space areas of the City. The Thresholds of Significance state that noncompliance with their self-defined internal Land Use Plan, Facility Master Plan and Campus Zoning is a significant impact, which does not constitute valid impact assessment under CEQA. Nonetheless, the college excludes recognition of CA Gov. Code 53094(b), which requires compliance with applicable city and county zoning. As such, Mt. SAC appears to render irrelevant the City of Walnut’s planning and zoning ordinances, specifically the application of Residential Planned Development (RPD) zoning which has been upheld and favorably ruled on by the LA Superior Court in 2015 and 2016. UWT objects to any inappropriate application of CEQA procedures to potentially controvert the application of City of Walnut zoning and ordinances.”*



7.1.42 The filing of objections concerning the District CEQA Thresholds of Significance is noted. The assertions concerning the District's motives are inaccurate; their adoption has nothing to do with zoning or ordinances. The Thresholds disclose to the public how the District handles environmental issues, complies with the CEQA Guidelines, prevents needless duplication of CEQA analysis for comparable projects, and promotes consistency in the analysis of multiple projects.

*7-1.43 "Non-compliance with a discretionary Energy Conservation Plan as a significant impact does not constitute a valid impact assessment under CEQA. A self-imposed Energy Conservation compliance mechanism would be one method of citing significant impacts of not implementing site-specific projects, which conversely requires the implementation of the project to reduce impacts to a level of insignificance. The consequence of such an interpretation could require implementation, for example, of the West Parcel Solar Project to reduce self-imposed impacts to a level of insignificance, but providing justification for the acceptance of other significant impacts of the project."*

7.1.43 On the contrary, the CEQA Guidelines requires an analysis if the project would result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, and incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features.

*7-1.44 "Within the Thresholds of Significance document, Mt. SAC defines environment impacts as baseline + project impacts, while excluding the disclosure of existing + project + cumulative impacts. Mt. SAC cannot unilaterally claim exclusion from evaluation of cumulative impacts in CEQA documents. An example is the cumulative traffic impacts that must be considered when the need arises to evacuate a potential Parking Structure J during an actual fire emergency when already significant traffic congestion exists on roadways shared with the Timberline community and Mt. SAC, as demonstrated by the March 24, 2016 evacuation of the Mt. SAC campus resulting from a bomb threat."*

7.1.44 It should be noted that the site-specific projects subject to Thresholds of Significance criteria have already been subject to either project-level or program analysis in a certified CEQA document, and were subject to cumulative analysis for one or more topics. District thresholds are used for individual projects, not for multiple projects. While operational cumulative impacts of building more buildings do increase, the operational increases are included in CalEEMod based on student enrollments.

A "worse case" projection of total square footage is used in the Draft EIR, with a 5 percent contingency (Appendix K1). Cumulative traffic noise impacts are explicitly assessed and are presented in Section 2.2.4 of the Noise Assessment. Similarly air quality cumulative impacts (Section 2.4 of the Air Quality Assessment) are assessed for all of the major traffic intersections surrounding the campus. Significant cumulative impacts were not found for either air quality or noise.

However, the stated principle is valid that no individual site-specific project or multiple projects have universal exclusion from additional CEQA analysis. Careful judgment is required when the site and building plans are available, and the circumstances of the environmental setting for the site-specific project. The example cited is not justified and was previously discussed in Responses 7-1.14, 7-1.16. No additional response from the District is required.

*7-1.45 “The Thresholds of Significance set self-identified impact thresholds indicating that non-compliance with campus parking demand projections for the latest FMP (or that occurring every five years) is a significant impact. However, non-compliance with parking demand projections is not a valid impact category under CEQA. The Thresholds of Significance also require traffic congestion analysis when truck hauling exceeds fifteen (15) trucks per hour and 100,000 cubic yards of dirt movement for a single project, meaning anything less than these criteria is not significant. Further, no analysis can consider real time safety implications of such operations, particularly for the generally unprecedented and dangerous co-mingling of a 6-mile long dirt moving haul route on public streets proposed with the solar project.”*

7.1.45 The assertions that parking deficiencies (supply does not meet demand) are a minority opinion and are not a significant environmental impact. While the latest CEQA Checklist has omitted references to parking, the District is authorized to develop its own lists of issues for CEQA analysis and what constitutes an impact. There is also some linkage between land use policies, parking and environmental impacts in the CEQA Checklist (*e.g. 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?*). If parking cannot be an impact category, why does the comment not also assert that traffic cannot be an impact category?

CEQA analysis includes both direct and indirect impacts. While the strict comparison of parking spaces is neutral; the consequences of parking deficiencies is generally acknowledged as an impact. The indirect environmental consequences of parking is greater vehicle miles traveled, more vehicular air quality emissions, more potential public safety impacts (i.e. both vehicular and pedestrian), competition with off-campus neighborhood or commercial parking, and results in additional time for students to get to their classes.

The District will continue to evaluate parking demands, establish parking supply goals, and provide parking on campus, regardless if an imbalance of parking supply and demand is considered an environmental impact or not. Most if not all cities retain parking standards in their Zoning Codes. However, placing less emphasis on parking and traffic LOS in CEQA documents is part of a larger trend to promote mass transit and other means of transportation, encourage walking and increase public safety.

The remaining comments are repetitive and were previously addressed in other responses.

7-2 Gabrieleno Band of Mission Indians – Kizh Nation (July 11, 2016)

The comments consist of a two page undated letter (file dated July 11, 2016) and a one-page letter dated June 2016 titled “To our future business partners, re: DBE/MBE Certification”.

7-2-1 The two-page letter repeats information verbatim previously received from the Tribe (April 1, 2016 to Sherri Andrews, Senior Archaeologist for the District) and included in the Draft SEIR (Appendix H5). The first paragraph includes the following request: *“Therefore, In order to protect our resources we’re requesting one of our experienced & certified Native American monitors to be on site during any & all ground disturbances (this includes but is not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching”.*

7.2.1 The District responded to this request in the Draft SEIR on page 262. The Tribe has provided no new comments or additional information requiring a response. No additional response from the District is required.

7-2-2 *“In all cases, when the NAHC states there are “No” records of sacred sites” in the subject area, they always refer the contractors back to the Native American Tribes whose tribal territory the project area is in. This is due to the fact, that the NAHC is only aware of general information on each California NA Tribe they are “NOT” the “experts” on our Tribe. Our Elder Committee & Tribal Historians are the experts and is the reason why the NAHC will always refer contracts to the local tribes.”*

7.2.2 The comment describes the relationship between the NAHC and the Tribe regarding consultation and does not include specific comments regarding the Draft SEIR. No response is required.

7-2-3 *The third paragraph includes information previously received from the Tribe and included in the Draft SEIR regarding examples where archaeological studies claimed there were no cultural resources onsite and additional studies found cultural resources.*

7.2.3 The examples cited where the Tribe refuted prior archaeological studies are noted but does not include any specific comments regarding the Draft SEIR. No response is required.

7-2-4 *“Given all the above, the proper thing to do for your project would be for our Tribe to monitor ground disturbing construction work. Native American monitors and/or consultant can see that cultural resources are treated appropriately from the Native American point of view. Because we are the lineal descendants of the vast area of Los Angeles and Orange Counties, we hold sacred the ability to protect what little of our culture remains. We thank you for taking seriously your role and responsibility in assisting us in preserving our culture.”*

7.2.4 The comment includes information previously received from the Tribe and addressed in the Draft SEIR on page 262. The recommendations are noted but require no additional response.

7-2-5 The addendum and Appendix 1: Map 1-2: Bean and Smith 1978 map was previously received from the Tribe and addressed in the Draft SEIR on page 262. The information is noted and no additional response is required.

7-2-6 The DBE/MBE Certification (June 2016) notice is noted and is informational only. No specific comment is included on the Draft SEIR. No response is required.

### 7-3 County Sanitation Districts of Los Angeles County (July 26, 2016)

7-3.1 CSDLAC had the following three comments:

1. *Table 2.10 Responsible and Interested Agencies, page 81, under Interested Agencies — The Districts are inaccurately identified as "Consolidated Sanitation Districts of Los Angeles County" and addressed as such throughout the majority of the document. The document should be amended to accurately name the County Sanitation Districts of Los Angeles County.*
2. *3.7.1 2015 FMPU Existing Conditions, page 285, paragraph 7 — The Districts' 15-inch Mt. San Antonio Trunk Sewer is located in Mt. SAC Way.*
3. *3.7.2 2015 FMPU Project Impacts, page 306, Wastewater paragraph 1 — The San Jose Creek Water Reclamation Plant currently processes an average flow of 65.7 million gallons per day.*

7.3.1 The comments clarify that the campus is located within jurisdictional boundaries of District No. 21 and includes three revisions to the information in the Draft EIR in Table 2.10 and Sections 3.7.1, 3.7.2. The comments are noted and the revisions are hereby added to the Final EIR. No additional response from the District is required. No new significant effect is identified in the comments.

7-4 Governor's Office of Planning and Research: State Clearinghouse and Planning Unit (July 26, 2016)

7-4.1 *"The State Clearinghouse submitted the above named. Draft EIR to selected state agencies for review. The review period closed on July 25, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act."*

7.4.1 The comments acknowledge that the District has complied with SCH requirements for the Draft EIR and indicated they received no comments from state agencies when the review period closed on July 25, 2016. The SCH submitted the Draft EIR to eleven (11) reviewing agencies.

**Section 8.0: Individuals with Public Comments and Responses from the District**

No comments on the Draft EIR were received from individuals.

## **Section 9.0: New Information Added to the Draft EIR**

### **A. TRIBAL CULTURAL RESOURCES**

The California Natural Resources Agency released a Notice of Modification to Text of Proposed Regulations for Appendix G of the CEQA Guidelines on June 6, requesting written comments by June 21, 2016.

The proposed Modifications may be finalized in late September by the Office of Administrative Law and then will be incorporated into the District's CEQA Checklist.

The new information now included in the revised CEQA Checklist includes the following items:

11. *Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?*

*Would the project:*

(d) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

### **XVII. TRIBAL CULTURAL RESOURCES**

a) *Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

(1) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or*

(2) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision () of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

### **XIX MANDATORY FINDINGS OF SIGNIFICANCE (change in index only)**

The four modifications are hereby added to the CEQA Checklist used by the District.

The comment period for the proposed changes closed on June 21, 2016. The proposed Guideline changes have not yet been adopted by the State (September 1, 2016).

## B. METRO STUDENT BUS PASSES

The Metropolitan Transportation Authority has initiated a revised two-year pilot program to allow additional students at more campuses to more easily purchase discounted MTA bus and rail passes. Students may obtain the passes when registering for classes. The number of units required to qualify for the pass was reduced from twelve (12) units per semester to eight (8) units for undergraduate students. Discounted student fares are funded through county sales taxes.

While Mt. San Antonio College already offers Metro passes during registration, the reduction in units per semester will allow more students to qualify for the pass.

## C. STUDENT VEHICLE OCCUPANCY

A survey of student vehicle occupancy for Lot B and Lot D was conducted by Counts Unlimited on Wednesday May 25, 2016. The survey counted the number of occupants per vehicle parking on campus in Lot B from 7:30 – 8:15 am and for Lot D from 8:30 – 9:15 am. 92.3 percent of the vehicles entering Lot B has a single occupant and 84.7 percent of the vehicles entering Lot D had a single occupant. The survey data is included herein as Appendix A17.

There were 15 vehicles entering Lot B with two occupants (7.2 percent) and 50 vehicles entering Lot D with two occupants (15.3 percent).

## D. CALEEMOD EMISSION OUTPUTS FOR SCENARIO 1A ADDED TO CEQA THRESHOLDS AND PROCEDURES FOR AIR QUALITY (REPORT #15-116A) DATED DECEMBER 7, 2015.

The CalEEMod emission output sheets for Scenario 1A, requested by Gordon Mize of SCAQMD on July 7, 2016, are hereby added to the Appendices in Report #15-116A. The report is the supported technical analysis for the District's air quality Thresholds of Significance. The Thresholds were adopted prior to release of the DSEIR. The CalEEMod output sheets are included in Response 6.4.1 in Section 6.0. Since the information was summarized in Report #15-116A it does not constitute new information and does not raise any new significant environmental impacts.



E. **NEW ADVERSE LAND USE/PLANNING IMPACT**

Table 1.3 includes the following information. The Facts and Findings for the Final EIR include Finding 2 (implementation is the responsibility of the City of Walnut). However, two future scenarios may occur: (1) The City may not change the General Plan and Zoning designations, or (2) The City changes the designations but the changes are not adopted prior to the District initiating new projects included in the 2015 FMPU.

In either case, the significant impact would not be mitigated and a Statement of Overriding Considerations would be required. Therefore, the Facts and Findings and the Statement of Overriding Consideration addresses the two scenarios.

In the Land Use/Planning section of Table 1.3 (page 31) in the Draft SEIR, the following information occurs:

<p><i>The City of Walnut General Plan and zoning designations are not consistent, and do not reflect historical or current land uses on campus.</i></p>	<p><i>LU-03. The City of Walnut should revise its General Plan designation for the campus in its next General Plan Update to Community College and the Zoning District to Community College (or another applicable zoning district) so the General Plan and Zoning District are consistent. The Community Development Department of the City of Walnut shall ensure compliance.</i></p>	<p><i>Less than Significant</i></p>
---	---	-------------------------------------

The following information is added to Table 1.3 (page 31) in the Land Use/Planning in Column 3:

If LU-01 is not implemented, or is not implemented prior to the District initiating a new project included in the 2015 FMPU, the resulting impact would be adverse and a Statement of Overriding Considerations is required. The Facts and Findings and the SOC address this situation.

The City of Walnut has reviewed Mitigation Measure LU-03 but has not commenting on the issue directly or indicated a willingness to revise its General Plan and Zoning designations for the campus (Comment 6-2.16).

F. **NEW CONTACTS IN SECTION 8.0: ORGANIZATIONS & PERSONS CONSULTED**

Victoria Chau, Environmental Scientist, California Department of Fish and Wildlife

Karl Osmundson, Biology Division Group Manager, Helix Environmental Planning

Ronald Chan, Senior Civil Engineer, City of Pomona

Rene Guerrero, City Engineer, City of Pomona

Brad Johnson, Development Services Manager, City of Pomona

Andrew Valand, Environmental Scientist, California Department of Fish and Wildlife

Betty J. Courtney, Environmental Program Manager I, California Department of Fish and Wildlife

Ben Peralta, Jr., PE, Project Manager, Three Valleys Municipal Water District

G. **VEHICLE MILES TRAVELED COMPARISON**

The following information was first provided in Response 6.5.1 above. It is hereby added to the air quality discussion for the 2020 Olympics Track & Field Trials in the Draft EIR in Section 4.1.8 (p. 312).

Since area and regional air quality impacts related to the Trials are proportional to the Daily VMT, the air quality impacts decline substantially from existing and 2015 FMPU project buildout daily conditions. Therefore, when considered along with the hotspot analysis discussed in Response 6.4.3 herein, the air quality impacts of the Trials are not significant. Parking Plan A assumes no classes are in session. Plan C assumes classes are in session during the Trials.

Table 6.5.1  
 Vehicle Miles Traveled for Campus Enrollments 2015-2025

Year	Annual VMT	Daily VMT	ADT
2015	100,305,908	385,792	44,363
2020	110,744,868	425,942	48,969
2025	120,243,333	462,474	53,061
2020 Olympic Trials (Plan A)	---	138,632 (1)	15,938
2020 Olympic Trials (Plan C)		192,491 (1)	22,130
Source: CalEEMod Output Files, Appendix C2, Greve & Associates, Report 16-008GHG, pages 94, 103; (1) Daily VMT for the Trials is derived from the VMT/ADT ratio for 2020. Based on 260 days for a CalEEMOD academic calendar year and a 10-day 2020 Olympics Track & Field Trials.			

As shown in Table 6.5.1, Plan A (classes not in session) and Plan C (classes in session) for parking and shuttles for hosting the 2020 Olympics Track & Field Trials have far less ADT and Daily VMT than from buildout of the 2015 FMPU and student enrollments in 2020. Therefore, since operational air quality emissions were Less than Significant for 2020 project buildout, hosting the Trials also has a Less than Significant operational air quality impacts.

H. LOCAL RESPONSIBILITY AREA (LRA)

The most recent California Department of Forestry map for the fire hazard zone in the City of Walnut is hereby added to the Final EIR (see Appendix A22).

I. **REVISIONS FROM THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY**

CSDLAC had the following three comments:

1. *Table 2.10 Responsible and Interested Agencies, page 81, under Interested Agencies — The Districts are inaccurately identified as "Consolidated Sanitation Districts of Los Angeles County" and addressed as such throughout the majority of the document. The document should be amended to accurately name the County Sanitation Districts of Los Angeles County.*
2. *3.7.1 2015 FMPU Existing Conditions, page 285, paragraph 7 — The Districts' 15-inch Mt. San Antonio Trunk Sewer is located in Mt. SAC Way.*
3. *3.7.2 2015 FMPU Project Impacts, page 306, Wastewater paragraph 1 — The San Jose Creek Water Reclamation Plant currently processes an average flow of 65.7 million gallons per day.*

The comments from CSDLAC clarify that the campus is located within jurisdictional boundaries of District No. 21 and requested three revisions to the information in the Draft EIR in Table 2.10 and in Sections 3.7.1, 3.7.2. The comments are noted and the revisions are hereby added to the Final EIR. The change of name for the Districts is noted and is a global change wherever the former name occurs within the Final EIR.

J. **DRAFT LANDSCAPE PLAN FOR THE STADIUM DETENTION PLAN**

A Preliminary Planting Plan (i.e. Landscape Plan) has been completed by EPT Design for the detention basin located northeast of the stadium. The Planting Plan (Sheet L3.01) is included as Appendix A23 herein. No new significant effects occur due to the Planting Plan.

K. **RECIRCULATION OF THE DRAFT EIR OR PORTIONS THEREOF NOT REQUIRED**

None of the information included in Section 9: New Information Added to the Draft EIR is significant new information, Section 9 does not identify new significant impacts of the project (i.e. 2015 FMPU, PEP (Phase 1, 2) and student enrollment increases) that would require re-circulation of the Draft EIR prior to certification (Section 15088.5 of the CEQA Guidelines) .

There have been no substantial changes in the project or environmental setting since the Draft EIR was circulated, and the new information does not result in changes in the Draft EIR that have deprived the public of an opportunity to comment upon adverse impacts of the project, or feasible mitigations and project alternatives. There has been no substantial increase in the severity of the project impacts identified in the Draft EIR since its circulation. The new information added to the Draft EIR in the Response to Comments clarifies and amplifies, and makes insignificant modifications in a Draft EIR that is adequate and sufficient for the project.

All agencies and groups providing comments on the Draft EIR will receive notification of the Response to Comments and have access to the Response to Comments, either directly or by access to the College's website, a minimum of 10 days prior to the October 12, 2016 public hearing before the Board of Trustees. All pertinent comments on the Draft EIR on significant environment issues have been addressed in the responses herein.

Based on the written evidence provided herein and the analysis of the potential environmental impacts of the project, the existing CEQA documentation for the project in the Final EIR (Volumes 1 – 3) is adequate and sufficient for the 2015 Facilities Master Plan Update and Physical Education Projects (PEP (Phase 1, 2)).

The Campus Master Plan Coordinating Team (CMPCT) recommends the Board of Trustees certify the Final EIR, adopt the Statement of Facts and Findings, adopt the Statement of Overriding Considerations and adopt the Mitigation Monitoring Program (i.e. 2016 MMP) following public testimony and Board deliberations during the October 14, 2016 public hearing.

During the public hearing, the Board of Trustees has several options: (1) Conduct the public hearing, close the public hearing and conduct Board deliberations and certify the Final EIR, (2) Continue the public hearing to a date certain (i.e. a future date and time) to hear additional public testimony and provide opportunities for additional deliberations among the Board members, or (3) Close the public hearing and continue the Board deliberations to a date certain for additional deliberations.

L. **REVISION OF MITIGATION MEASURE HYD-02**

Until community colleges become their own MS-4 Permitting Agency with the California Regional Water Control Board, the following revisions are required for Mitigation Measure HYD-02. The revisions are also made in the 2016 Mitigation Monitoring Program for the 2015 FMPU.

DSA is currently the approving agency for District construction plans. Per NPDES General Permit No. CAS000004, State Water Resources Control Board (SWRCB) Water Quality Order No. 2003 – 0005 – DWQ, Mt SAC is listed as an anticipated Non-traditional Small MS-4s permittee and will accordingly comply with the State Water Resources Control Board guidelines.

The stated measures are enforceable and are sufficient to reduce project impacts to Less than Significant (i.e. more stringent measures are not required). The mitigation is revised as indicated to reflect the current SWRCB regulations:

HYD-02. 7a. The *Master Campus Drainage Plan* shall be updated prior to commencement of grading for the Fire Training Academy and Athletics Education Building projects. The plan shall comply with the *State of California National Pollutant Discharge Elimination System (NPDES) Construction Activities Storm Water Discharge Permit (Construction Permit)* regulations. When construction activities on campus constitute acreage at or above the threshold acreage, the college shall prepare a *Storm Water Pollution Prevention Plan (SWPPP)* and a *Monitoring Program* for the 2012 Facility Master Plan. ~~The *Master Campus Drainage Plan* shall meet any requirements of the County of Los Angeles Department of Public Works and the City of Walnut.~~ All recommendations of the ~~approved~~ final drainage plan(s) **approved by the Division of the State Architect (DSA)** shall be included in construction contracts and implemented. Facilities Planning & Management shall monitor compliance.

M. **OMISSION OF MITIGATION MEASURE TR-44**

Mitigation Measure TR-44 is hereby omitted from the Final EIR and 2016 Mitigation Monitoring Program in Appendix D1. Instead of the Student Senate, the Executive Board of Associated Students is an appropriate body for student review of future public transit center issues. If the Executive Board so desires, they can consult with the Student Senate or other groups. Mitigation Measure TR-47 is retained in the Final EIR.

TR-47. The Executive Board of Associated Students shall be given an opportunity to review and comment on campus public transit center issues prior to CMPCT final review. Facilities Planning & Management shall ensure compliance.

Mitigation Measures TR-45 to TR-48 in the 2016 Mitigation Monitoring Program (Appendix D1) are hereby renumbered as Mitigation Measure TR-44 to TR-47.

N. **OMISSION OF INFORMATION IN DRAFT EIR**

As discussed in Response 6.2.38 , the sentence on page 96 of the Draft EIR stating “The CMMP criteria of adding 50 trips to any one movement of an intersection was used to identify the nineteen (19) intersections (Exhibit 3.4)” is hereby omitted in the Final EIR. The CMP criterion applies only to CMP arterial monitoring intersections, not to any intersection. Of the 164 CMP arterial monitoring intersection in Los Angeles County, none are within the 2015 FMPU traffic study area.

O. **NEW CONDITIONS OF APPROVAL**

The following two Conditions of Approval requested by the California Department of Fish and Wildlife in their comments dated August 7, 2016 (Appendix A19) are hereby added to the 2016 Mitigation Monitoring Program. No new significant effect occurs due to this addition:

*BIO-14: The District shall file information and exhibits on the animal and plants observed on campus completed for the SEIR with the California Natural Diversity Data Base (CNDDDB) within six months of certification of the Final EIR. Facilities Planning & Management shall ensure compliance.*

*BIO-15: The District shall file a written Notification with CDFW pursuant to Section 1602 for the proposed re-configuration of the detention basin northeast of the stadium by October 1, 2016. Facilities Planning & Management shall ensure compliance.*

P. **ADMINISTRATIVE TRAFFIC STUDY**

Iteris Inc. has updated the draft traffic study (April 1, 2016) circulated with the Draft SEIR to incorporate all appropriate changes requested by the City of Walnut in the comments from Kunzman Associates, or comments from the City of Pomona. These changes are minor changes, and do not result in any new significant impacts. The Administrative Traffic Study (dated September 1, 2016) is included herein as Appendix A38.

Q. **MARGINAL NOTES**

Table Q-1 identifies the marginal notes recommended by CEQA Guidelines Section 15088 (d) (2) to identify text in the Draft EIR that has been revised in the Response to Comments. No new information or significant effects are identified in the marginal notes; they merely reference material in the Draft EIR that has changed by either adding additional information or by adding clarifications of the Draft EIR in the Response to Comments.

Table Q.1

Mt. SAC Draft EIR: Volume 1, June 2016 – Marginal Notes for Selective Changes from Response to Comments (CEQA Guidelines Section 15088)

Note	Topic	In posted DEIR		Information to Go in DEIR Text as Marginal Notes	
		Page	Line		Note
1	Emergency evacuation	103	1		See Response 4.1.1
2	Regional air quality during Olympic Track & Field Trials	418	6		See Response 4.3.1
3	CDFW biological issues	279	27		See Response 5.2.4
4	General biological resource mitigation measures	318	13		See Response 5.2.5
5	Identify trees in detention basin	279	15		See Response 5.2.8
6	Mitigation along Snow Creek	302	13		See Response 5.2.10
7	Revise Mitigation Measure BIO-08	299	8		See Response 5.2.13
8	Delineation of wetland at detention basin	281	9		See Response 5.2.14
9	City of Walnut/zoning applicability	330	5		See Response 6.2.4
10	Aesthetics	303	15		See Response 6.2.15
11	Feasible traffic mitigation	118	23		See Response 6.2.19
12	BIO-22 in text	317	23		See Response 6.2.27
13	Revise HYD-02 text	318	18		See Response 6.2.29
14	Diesel emissions	166	17		See Response 6.2.69 -70
15	Alternatives	467	22		See Response 6.2.61-32
16	Traffic/Table 9	viii	B	Traffic Appendix	See Response 6.2.43
17	Traffic/Table 5	viii	B	Traffic Appendix	See Response 6.2.48
18	Traffic/Figure 5	viii	B	Traffic Appendix	See Response 6.2.50
19	Transit analysis	111	Last line		See Response 6.2.53
20	Health risk assessment	166	8		See Response 6.2.55, 59, 65, 68
21	Diesel emissions	166	17		See Response 6.2.69 - 70
22	Air quality mitigation	169	17		See Response 6.2.76
23	Pomona/Campus Drive and Temple Avenue	100	6		See Response 6.3.1 - 3



Note	Topic	In posted DEIR		Information to Go in DEIR Text as Marginal Notes	
		Page	Line		Note
24	Trials during summer session	415	30		See Response 6.4.4
25	Trials and CO hotspots	418	20		See Response 6.5.1
26	Alternatives	467	22		See Response 7.1.3
27	Bomb threats	104	10		See Response 7.1.6
28	CSD updated information – wastewater treatment	285	24		See Response 7.3.1
29	Table 1.3	93	10		See p. 142: Response to Comments: Section E, Table 1.3
30	New personal contacts	490	1		See p. 143: Response to Comments: Section F
31	Fire hazard map	103	15		See p. 144: Response to Comments: Section H
32	Omit Mitigation Measure TR-44	MMP		Appendix D1	See p. 147: Response to Comments: Section M
33	Omitted text in DEIR	96	27		See p. 148: Response to Comments: Section N
Source: Facilities Planning and Management, October 2016					

**APPENDICES (under separate cover)**

A PUBLIC COMMENTS		
A1.	SCAQMD/Mize	July 7, 2016
A2.	Kizh Nation: Andrew Salas (Letter)	July 11, 2016
A3.	Kizh Nation: Andrew Salas (DB/MBE Certification)	June 2016
A4.	Thresholds: Scenario 1 Input File	-
A5.	Thresholds: Scenario 1A Input File	-
A6.	Thresholds: Scenario 1A Annual Output File	November 11, 2015
A7.	Thresholds: Scenario 1A Winter Output File	November 11, 2015
A8.	G & A Response to SCAQMD/Mize (A1)	July 19, 2016
A9.	SCAQMD/Gordon Mize	July 20, 2016
A10.	SCAG NOP Response	February 11, 2016
A11.	County of Los Angeles Fire Department NOP Response	February 16, 2016
A12.	Greve & Associates Response to SCAQMD/Mize (A9)	July 21, 2016
A13.	United Walnut Taxpayers	July 21, 2016
A14.	SCAQMD/Jillian Wong	July 27, 2016
A15.	City of Walnut	July 28, 2016
A16.	City of Pomona	July 28, 2016
A18.	County Fire NOC Response	July 19, 2016
A19.	California Department of Fish & Wildlife	August 8, 2016
A20.	SCH CEQA Compliance Letter	July 26, 2016
A21.	County Sanitation Districts of Los Angeles County	July 26, 2016
A22.	Fire Hazard Zones (VHFHSZ)	September 2011
A23.	EPT Design Detention Planting Plan	January 15, 2015
A24.	Iteris Inc. Responses to Pomona (A16)	August 26, 2016
A25.	Greve & Associates Responses to Exhibit B (SWAPE)	August 11, 2016
A26.	Three Valleys Municipal Water District	August 9, 2016
A27.	SWRCB Small MS 4 Permits	April 30, 2003
A28.	Iteris Inc. Responses to Exhibit A (Kunzman Associates)	August 29, 2016
A29.	Helix Responses to CDFW (A19)	August 24, 2016
A36.	City of Walnut – Traffic Technical Appendices	August 25, 2016
A37.	Iteris Inc. Response to City of Walnut – Traffic Technical Appendices	August 31, 2016

**APPENDICES (under separate cover) (continued)**

<b>B NOTICES</b>		
B1.	NOC (Libraries & Local Agencies) – Sent Certified Mail	June 6, 2016
B2.	NOC State Clearinghouse (SCH) Appendix C	June 9, 2016
B3.	NOC Proof of Publication: Inland Valley Daily Bulletin (IVDB)	June 10, 2016
B4.	NOC Proof of Publication: San Gabriel Valley Tribune (SGVT)	June 10, 2016
B5.	NOC SCH Form F: Summary of Electronic Response Summary	June 9, 2016
B6.	NOC Proof of Filing: County Clerk	June 9, 2016
B7.	Notice of 10/12/16 Public Hearing & Resolution (Libraries & Local Agencies) – Sent Certified Mail	September 23, 2016
B8.	NOD (Appendix D) of Final EIR	TBD
B9.	Resolution for District GP/ZC/Noise Exemptions	TBD
B10.	Notice of Public Hearing & Resolution Proof of Publication: Inland Valley Daily Bulletin (IVDB)	September 23, 2016
B11.	Notice of Public Hearing & Resolution Proof of Publication: San Gabriel Valley Tribune (SGVT)	September 23, 2016
B12.	Notice of Public Hearing & Resolution Proof of Filing: County Clerk	September 23, 2016
B13.	NOD Proof of Filing: County Clerk	TBD
B14.	NOD Proof of Filing: SCH	TBD
B15.	NOA of the Traffic Technical Appendices: Posted (Mt. SAC)	August 16, 2016
B16.	NOA SCH (Appendix C) for Traffic Technical Appendices	August 19, 2016
B17.	NOA SCH Form F: Summary of Electronic Response Summary of Traffic Technical Appendices A – D	August 16, 2016
B18.	NOA Proof of Publication Traffic Technical Appendices: Inland Valley Daily Bulletin (IVDB)	August 19, 2016
B19.	NOA Proof of Publication Traffic Technical Appendices: San Gabriel Valley Tribune (SGVT)	August 19, 2016
B20.	NOA Proof of Filing Traffic Technical Appendices: SCH	TBD
B21.	NOA Proof of Filing Traffic Technical Appendices: County Clerk	August 19, 2016

**APPENDICES (under separate cover) (continued)**

<b>C OTHER INFORMATION</b>			
	A17.	Student Vehicle Occupancy Survey	May 25, 2016
	A30.	SEIR Traffic Study Technical Appendices A–D	April 1, 2016
	A31.	West Parcel Solar Depiction of Habitat (Mitigation) Areas (Exhibit E)	July 27, 2016
	A32.	Vegetation Map - Detention Basin (Figure 4b)	-
	A33.	Fire Academy Vegetation Map (Figure 4c)	-
	A34.	Wildlife Sanctuary Vegetation Map (Figure 4d)	-
	A35.	Temple Avenue and South Campus Drive Street Improvement Signing and Striping	December 22, 2015
<b>D 2016 MITIGATION MONITORING PROGRAM</b>			
	D1	Mitigation Monitoring Program	October 10, 2016
<b>E FINAL TRAFFIC STUDY &amp; FINAL APPENDICES (September 1, 2016)</b>			
	A38.	Final SEIR Traffic Study	September 1, 2016
	A39.	Final SEIR Traffic Study Technical Appendices	September 1, 2016