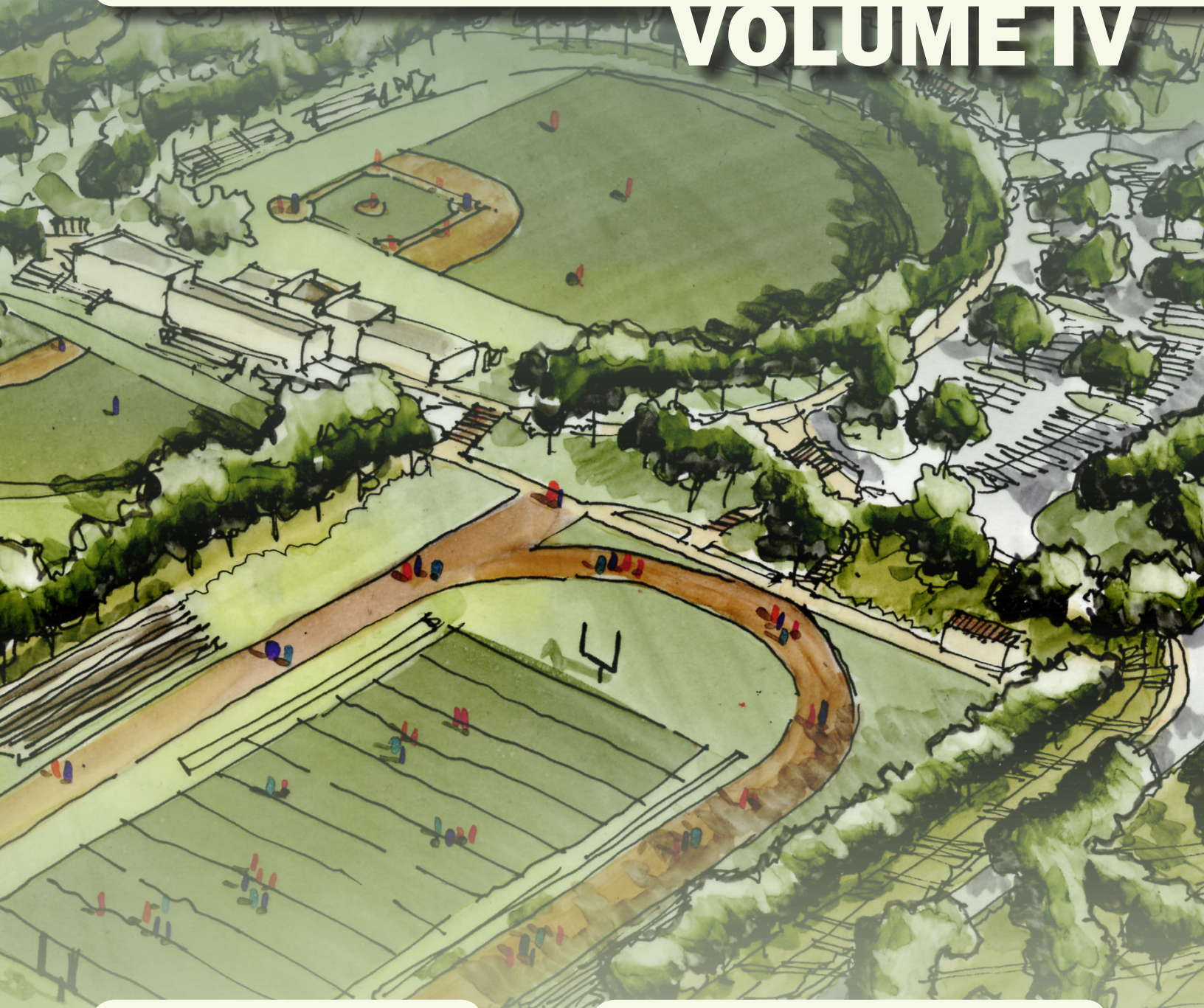
Claremont Colleges East Campus
Final Environmental Impact Report

State Clearinghouse Number 2010021040
April 2016

VOLUME IV



Lead Agency
City of Upland
460 North Euclid Avenue
Upland, California 91786

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City of Claremont
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101 South Mills Avenue
Claremont, California 91711

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Claremont Colleges East Campus

Final Environmental Impact Report
Volume IV

SCH 2010021040
April 2016

City of Upland
City of Claremont

This document is designed for double-sided printing to conserve natural resources

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1 Introduction

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15089 and 15132 of the State CEQA Guidelines. As noted in §15089 (b) of the Guidelines, the review of an FEIR should focus on responses to comments on the Draft Environmental Impact Report (DEIR). Accordingly, this document incorporates the Claremont Colleges East Campus DEIR, Volumes I through III (State Clearinghouse No. 2010021040) by reference, in its entirety. The DEIR is available for review at the offices of the City of Upland, Development Services Department, 460 North Euclid Avenue, Upland, California 91786, and on the City's web site (http://www.uplandpl.lib.ca.us/asp/Site/ComDev/Intro/index.asp). The contents of this FEIR include the Recirculated DEIR as incorporated and the following:

Section 1: Introduction

Section 2: Responses to Comments

The City published a Notice of Availability and circulated a Draft EIR for public review and comment, for the period of October 31, 2011 through December 14, 2011. A total of fourteen different pieces of correspondence were submitted to the City during the review period. Pursuant to State CEQA Guidelines Section 15088.5, the Draft EIR has been recirculated as a result of changes to the conceptual site plan. The comments received during the period of October 31, 2011 through December 14, 2011 have been addressed in the Recirculated Draft EIR.

The City published a Notice of Availability (NOA) and circulated a Recirculated Draft EIR for public review and comment, for the period of November 2, 2015 through December 17, 2015. The NOA and Recirculated Draft EIR were re-sent and the comment period was extended to January 15, 2016 for four agencies due to undeliverable notices. A total of nine different pieces of correspondence were submitted to the City of Upland during the review period. This section includes a list of all correspondence submitted to the City of Upland, each identified by a letter for later reference, together with the authors and the dates the letters were issued. Following this list, all of the letters are presented, with numbered brackets to highlight specific comments that are responded to in the next section.

<u>Review of Environmental Documents</u>

Section 15204 of the State CEQA Guidelines provides guidance to the public in reviewing CEQA documents. This section is designed not to limit the scope of comments that can be submitted by the public but to focus comments on issues that are substantive to the environmental analysis. Commenting entities should focus on the adequacy of the document in identifying and analyzing impacts to the environment and identify any areas they believe to be inadequate. The guidance indicates that comments should be submitted in a manner that:

- Identifies a specific environmental effect
- Supports the effect and its significance with substantial evidence

Comments should include alternatives or mitigation measures to avoid or reduce identified, specific environmental effects. This section reiterates that the lead agency is bound by "reasonableness" and "good faith" in its analysis and that the lead agency is not required to respond to comments that do not identify significant environmental issues.

Each response provided herein is coded to correspond to the individual comment/author and each of the bracketed comments in that letter. A summary table is included with each response to identify if the response introduces "new significant information" under any of the four categories identified in Section 15088 et seq of the State CEQA Guidelines.

Evaluation of Comments

Section 15088 et seq of the State CEQA Guidelines provides guidance on the evaluation and response to comments received during circulation of the DEIR. To summarize:

- The lead agency must evaluate all comments received during the public review period and prepare a written response
- The lead agency must provide the response to the commenting entity at least ten days prior to certification of the EIR
- The response must:
    - Identify any significant environmental issues raised in the comment
    - Explain, if necessary, why any recommendations provided in the comment were not accepted
    - Be supported by reasoned analysis
- Responses may be provided as direct revisions to the DEIR or as a separate section of the FEIR with marginal notes in the DEIR text indicated that it was subsequently revised

A lead agency is required to recirculate the DEIR if "significant new information" is introduced during the public comment period. "Significant new information" includes:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Recirculation is *not* required when new information is not significant, this includes:

- Revisions that clarify or amplify an adequate analysis
- Insignificant modifications (such as spelling and grammar corrections)

Section 15088.5(f)(1) of the State CEQA Guidelines provides guidance on one of two ways to evaluate and respond to comments on a Recirculated Draft EIR. The following is the method in which this document addresses comments received on the Recirculated DEIR. Only responses to new comments received on the Recirculated DEIR have been provided.

> *When an EIR is substantially revised and the entire document is recirculated, the lead agency may require reviewers to submit new comments and, in such cases, need not respond to those comments received during the earlier circulation period. The lead agency shall advise reviewers, either in the text of the revised EIR or by an attachment to the revised EIR, that although part of the administrative record, the previous comments do not require a written response in the final EIR, and that new comments must be submitted for the revised EIR. The lead agency need only respond to those comments submitted in response to the recirculated revised EIR.*

Section 3: Errata

This section identifies revisions to the Recirculated DEIR to incorporate clarifications developed in response to comments on the Recirculated DEIR. Additions to the text are underlined and deletions have been stricken through. Pursuant to Section 15088.5(a) of the State CEQA Guidelines, an EIR must be recirculated when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review". No significant new information has been added to the Recirculated DEIR after public notice was given of the document's availability for public review. Therefore, further recirculation of the document is not required pursuant to CEQA.

Section 4: Notices and Distributions

This consists of notices concerning the release of the Recirculated Draft EIR for public review and comment, and the list of agencies, groups and individuals who were sent notices and/or a copy of the Draft EIR.

Section 5: Findings of Fact

Pursuant to Public Resources Code Section 21081, required findings and facts are included in this section with summaries identifying the substantial evidence presented in the EIR supporting each determination.

Section 6: Mitigation Monitoring and Reporting Program

This has been prepared to comply with Section 21081.6 of the Public Resources Code, to specify the required timing of measures to avoid or reduce potentially significant impacts, along with City staff monitoring responsibilities that will ensure successful implementation of all mitigation measures included in this Final EIR.

2 Responses to Comments

The Recirculated Draft Environmental Impact Report (RDEIR) was circulated for a 45-day public review and comment period, beginning November 2, 2015 and ending December 17, 2015. Correspondence was received from several agencies and the public during this time period, as listed below.

The correspondence listed in Table 1 (RDEIR Comments) was submitted to the City of Upland concerning the Recirculated DEIR. Written responses to each comment are provided in this section. The following responses to comments identify if the response will introduce "new significant information" under any of the four categories identified in Section 15088 et seq of the State CEQA Guidelines. If a response will introduce "new significant information", recirculation of the RDEIR will be required pursuant to Section 15088.5 of the State CEQA Guidelines. The responses to comments also identify if it does not (None) introduce "new significant information". The four general categories for "new significant information" are:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Table 1
Recirculated DEIR Comments

ID	Commenting Agency	Date
A	Gabrieleño Band of Mission Indians	11/2/2015
B	San Antonio Liquidation Trust	11/4/2015
C	County of Los Angeles Public Health Department	12/11/2015
D	California State Clearinghouse	12/15/2015
E	County of Los Angeles Fire Department	11/16/2015
F	Rutan & Tucker, LLP	12/16/2015
G	CA Department of Transportation, District 8	12/17/2015
H	San Bernardino Department of Public Works	12/17/2015
I	Southern California Rail Authority	12/17/2015

Comment A – Gabrieleño Band of Mission Indians

From: Andy [mailto:gabrielenoindians@yahoo.com]
Sent: Monday, November 02, 2015 7:30 PM
To: Keri Johnson
Cc: Christina Swindall Martinez. Kizh Gabrieleno; Matt Teutimez.Kizh Gabrieleno
Subject: South of Foothill Blvd, west of Monte vista Avenue north of Arrow route / 6th street east of Claremont Blvd within the city of upland & Claremont

Dear Keri Johnson
Senior Administrative Assistant
City of Upland Development services Department

Do to the project location and the high sensitivity of the area location "Village area", we would like to request one of our certified Native American Monitor to be on site during any and all ground disturbances to protect any cultural resources which may be effected during construction or development . We are there to work along side the developer and not against them .
: Field Methods
At least One Native American Monitor will be present during ground disturbing activities (including but not limited to pavement removal , pot- holing or auguring ,boring , grading , excavation and trenching) within the project area. The Native American Monitor will complete monitoring Longs on a daily basis . The logs will provide descriptions of the daily activities, including construction activities, locations , Soil and any cultural materials identified . The monitor will photo-document the ground disturbing activities.Thank you Andy Salas (Chairman) Gabrieleño

Sent from my iPhone

A-1

Response A – Gabrieleño Band of Mission Indians

	Response	Significant New Information?*
A-1	The Gabrieleño Band of Mission Indians requests that one of their certified Native American Monitors be on site during any and all ground disturbing activities to protect any cultural resources. According to letters received from the Native American Heritage Commission dated February 18, 2010 and November 1, 2011 and the Historical/Archaeological Resources Survey Report prepared for the proposed project in 2007, Native American Cultural resources were not identified within the project area. In addition, the project site has been significantly disturbed from past aggregate extraction and construction of the project will not result in excavation into native surface materials. Therefore, no impacts to cultural and archaeological resources were anticipated and monitoring during ground disturbing activities have not been required (See Appendix B of the Draft EIR). As recommended by the Historical/ Archaeological Resources Survey Report, in the unlikely event that buried cultural materials are discovered during earth-moving activities, all work will be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. The comment does not provide substantial evidence that letters received from the Native American Heritage Commission and the findings of the Historical/Archaeological Resources Survey Report inaccurately characterize the sensitivity of the area, warranting the presence of a tribal monitor. Because the Notice of Preparation for the Project was circulated in the year 2010 and prior to the effective date of July 1, 2015, set forth in AB 52 (Tribal Cultural Resources), AB 52 consultation was not required for the Project and will not be conducted.	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment B – San Antonio Liquidation Trust

From: Gregory W Sheets [mailto:greg_sheets@msn.com]
Sent: Wednesday, November 04, 2015 3:17 PM
To: Kerl Johnson
Subject: San Antonio Liquidation Trust Mailings

My name is Greg Sheets, and I am a trustee for the San Antonio Liquidation Trust. We have dissolved the trust and no longer need to be on the mailing list to receive the environmental impact reports. **B-1**

Thanks you for your assistance.

Greg Sheets, Trustee

Contact Information

Phone: (909) 949-4258

E-Fax: (951) 283-7212

E-mail: greg_sheets@msn.com

Response B – San Antonio Liquidation Trust

Response		Significant New Information?*
B-1	The comment states that the San Antonio Liquidation Trust has been dissolved and will no longer need to receive environmental impact reports. The comment does not raise environmental issues related to the RDEIR and therefore no further response is required.	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment C – County of Los Angeles Public Health

COUNTY OF LOS ANGELES
Public Health

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
Acting Director of Environmental Health

JACQUELINE TAYLOR, MPA, REHS
Director, Bureau of Environmental Protection

Solid Waste Program
Gerardo Villalobos, REHS
Chief Environmental Health Specialist

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5540 • FAX (626) 813-4239

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Hilda L. Solis
First District
Mark Ridley-Thomas
Second District
Sheila Kuehl
Third District
Don Knabe
Fourth District
Michael D. Antonovich
Fifth District

December 11, 2015

Keri Johnson, Senior Administrative Assistant
City of Upland, Development Services Department
460 North Euclid Avenue
Upland, California 91786

COMMENTS ON CLAREMONT COLLEGES EAST CAMPUS DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) SCH# 2010021040

Dear Mr. Johnson:

The Los Angeles County Department of Public Health, Solid Waste Management Program (SWMP), acting as the Local Enforcement Agency (LEA), appreciates the opportunity to comment on the proposed project.

Comments:

1. **LEA Requirements**
   a. Provide Clean Closure Letter from Los Angeles Regional Water Quality Control Board (RWQCB) for any contaminated soils within Los Angeles County's jurisdiction.
   b. Provide letter from Regional Water Quality Control Board approving the removal of contaminated soils, if found within Los Angeles County's jurisdiction.

C-1

2. **Waste Generation: Estimate of waste generated from the project during and after construction.**
   a. Provide an estimate on the amount of and types of waste anticipated to be generated during construction (e.g. tons or vehicles per day) in order to assess the impact of the facilities receiving waste during the project phases.
   b. Provide an estimate of waste generated after the project is completed. Estimates of operational-related waste generation (e.g. tons per day) are needed to assess the projects significance on the solid waste infrastructure.

C-2

Should you have any questions, please contact me at (626) 430-5540.

Sincerely,

Richard Mejia, R.E.H.S.
Solid Waste Management Program, LEA

c: Dawn Plantz, CalRecycle (Electronic Copy)
Dr. Enrique Casas, RWQCB (Electronic Copy)
Gerardo Villalobos, LEA
Jose Reynoso, LEA

Response C – County of Los Angeles Public Health

	Response	Significant New Information?*
C-1	The commenter requests that a Clean Closure Letter from the Los Angeles Regional Water Quality Control Board (RWQCB) for any contaminated soils within Los Angeles County's jurisdiction be provided. The commenter also requests that a letter from the RWQCB approving removal of contaminated soils be provided. To the extent that it refers to contaminated soils that may have existed in the past, we note the following. Beginning on Page 4 of the Phase II Environmental Site Assessment, included as Appendix I for the Draft EIR, is an environmental summary of site conditions. As noted in the Phase II, orange soil was observed during the 2004 and 2008 site reconnaissance and stained soil consisting of darker-colored soil was observed during the 2008 site reconnaissance. Both were recommended for removal. The 2014 site reconnaissance located the orange soil, which was covered by various fill materials. The soil was removed by American Integrated Services, Inc. of Long Beach. As discussed on Page 12 of the report, the soil was removed by AIS under hazardous waste manifest on June 10, 2014, and transported to the US Ecology Inc. disposal facility in Beatty, Nevada for disposal. A confirmation soil sample was collected and no elevated concentrates remained. Copies of the Hazardous Waste Manifest for Orange Soil Removal and soil sampling results are included as attachments to the Phase II Environmental Site Assessment in Appendix I for the Draft EIR. In 2014, site reconnaissance did not observe the dark-colored stain soil and concluded that the staining was likely the result of an oil leak from moving equipment, very limited in depth, and likely to degrade over time. Because there is no sampling demonstrating that the soils were, in fact, contaminated and the contaminated soils could not be located, no additional actions were recommended and this does not constitute a significant impact. As noted above, any findings of contaminated soil that are detected in the future that trigger any environmental reporting obligation will be reported to the appropriate regulatory agency and any legally required removal or closure approvals will be obtained from the appropriate regulatory agency.	None

	Response	Significant New Information?*
	Page 4 of the report indicates that results of quarterly groundwater monitoring at the site required by LARWQCB indicates that no adverse impacts on groundwater have resulted from previous activities at the site. Subsequent groundwater sampling in 2010 and 2014 also indicate that groundwater has not been affected. Considering that groundwater has not been affected and that the removal of stained soils was conducted in accordance with AIS's hazardous removal license, there is no significant impact and there was no requirement to contact or seek the approval of the LARWCB.	
C-2	The comment requests an estimate for the amount and types of construction waste and the amount of waste generated during project operation. The project site will balance and no import or export of soil will be required during construction. In addition, no structures are currently on site and no demolition waste will require disposal. The California Green Building Standards Code (CALGreen) sets targets for the diversion of construction waste to landfills. CALGreen requires that construction and demolition projects recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition debris generated during the project. Enforcing agencies (Cities of Upland and Claremont) can require the development and maintenance of a waste management plan and/or utilize a waste management company that certifies a minimum 50 percent waste diversion.[1] If a local jurisdiction does not have an ordinance or policy regarding construction and demolition waste diversion, CALGreen requirements apply. The City of Upland, pursuant to Section 13.28.620 of the Upland Municipal Code, requires the preparation of a Waste Management Plan demonstrating the salvage, reuse, or recycle of at least 50 percent of construction and demolition debris generated by the project. The City of Claremont Municipal Code currently does not include requirements for waste diversion. According to CalEEMod default estimates for Arena and General Office uses, provided as Appendix C of the Recirculated Draft EIR, the project will generate a net amount of approximately 28.55 tons of solid waste per year upon completion of all phases. The Cities of Claremont and	None

[1] CalRecycle. Construction and Demolition (C&D) Diversion Informational Guide. http://www.calrecycle.ca.gov/LGCentral/Library/canddmodel/ [February 2016]

	Response	Significant New Information?*
	Upland are subject to the California Integrated Waste Management Act (IWMA) of 1989, requiring the diversion of at least 50 percent of solid waste from County landfills. The California Department of Resources Recycling and Recovery (CalRecycle) oversees and provides assistance to local governments as they develop and implement plans to meet the mandates of the IWMA and subsequent legislation. Counties are required to prepare and submit to CalRecycle an integrated waste management plan (IWMP) that summarizes waste management problems and an overview of actions that will be taken to meet waste diversion requirements. In addition, a progress report on their achievement in meeting the diversion requirements is required. The Counties of Los Angeles and San Bernardino will continue to show compliance with the IWMA and subsequent legislation.	
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment D – California State Clearinghouse

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

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

RECEIVED
DEC 21 2015
DEVELOPMENT SERV DEPT

December 15, 2015

Tonya Pace
City of Upland
460 North Euclid Avenue
Upland, CA 91785

Subject: Claremont Colleges East Campus
SCH#: 2010021040

Dear Tonya Pace:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 14, 2015, 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.

D-1

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	**2010021040**
Project Title	Claremont Colleges East Campus
Lead Agency	Upland, City of
Type	**EIR** Draft EIR
Description	The proposed Project consists of a subdivision, master site plan, site plan, and development agreement for the phased development of a college sports complex with recreation/athletic fields, sports, parking, and supporting building facilities on a 75-acre former aggregate quarry. Existing land uses include an archery range and a temporary construction parking area adjacent to Claremont Boulevard in addition to a permitted Class III landfill site. The purpose of the phased development is the relocation of sports facilities and associated parking from the main college campuses to the former quarry site and to provide additional parking for the campuses. The Draft EIR is being Recirculated as a result of changes to the conceptual site plan. The development of two additional sports fields is now being considered; however, the total site acreage remains unchanged.

Lead Agency Contact

Name	Tonya Pace		
Agency	City of Upland		
Phone	909 931 4327	***Fax***	
email			
Address	460 North Euclid Avenue		
City	Upland	***State*** CA	***Zip*** 91785

Project Location

County	Los Angeles, San Bernardino				
City	Claremont, Upland				
Region					
Lat / Long	34° 06' 11.3" N / 117° 42' 03.5" W				
Cross Streets	Foothill Boulevard at Claremont Boulevard				
Parcel No.	1007-011-01, 8308-025-012				
Township	1S	***Range*** 8W	***Section*** 10	***Base***	SBB&M

Proximity to:

Highways	Hwy 66
Airports	Cable Airport
Railways	SPRR
Waterways	San Antonio Creek
Schools	Multiple
Land Use	Upland: Class III Landfill/SP/I, Claremont: Archery Range, temporary Parking, Class III Landfill/IE/Institutional

Project Issues	Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects; Aesthetic/Visual; Agricultural Land; Coastal Zone; Growth Inducing
Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 5; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 10/30/2015 ***Start of Review*** 10/30/2015 ***End of Review*** 12/14/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response D – California State Clearinghouse

Response		Significant New Information?*
D-1	The comment states that the State Clearinghouse has submitted the Draft EIR to selected agencies for review and that no state agencies have submitted comments to them by closure of the review period, December 14, 2015. No response is required.	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment E – County of Los Angeles Fire Department

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

RECEIVED
NOV 21 2015
DEVELOPMENT SERV DEPT

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

November 16, 2015

Keri Johnson, Senior Administrative Assistant
City of Upland
Development Services Department
460 North Euclid Avenue
Upland, CA 91786

Dear Ms. Johnson:

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "CLAREMONT COLLEGES EAST CAMPUS PROJECT", CONSISTS OF A SUBDIVISION, MASTER SITE PLAN, CONDITIONAL USE PERMIT, SITE PLAN, AND DEVELOPMENT AGREEMENT FOR THE PHASED DEVELOPMENT OF A COLLEGE SPORTS COMPLEX WITH RECREATION/ATHLETIC FIELDS, SPORT COURTS, PARKING, AND SUPPORTING BUILDING FACILITIES, CLAREMONT (FFER 201500192)

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. Public Services 4.10

   Existing Conditions

   Claremont Fire Protection Services

   Sentence four of the paragraph under this section should be corrected to state

E-1

that the service goal for Fire Station 101 to arrive at the furthest point of the Station's jurisdiction is within 5-minutes for the 1st-arriving unit for fire and EMS and 8 minutes for the advanced life support (paramedic) unit. **E-1**

LAND DEVELOPMENT UNIT:

GENERAL REQUIREMENTS:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues. **E-2**

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. **E-3**

3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans must be met. **E-4**

4. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time. **E-5**

5. Every building constructed shall be accessible to Fire Department's apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. **E-6**

6. Fire Department's requirements for access, fire flows, and hydrants are addressed during the building permit stage. **E-7**

7. Approved Automatic Sprinkler Systems in new buildings and structures shall be provided in locations described in Sections 903.2.1 through 903.2.12 of the County of Los Angeles Fire Code. **E-8**

WATER REQUIREMENTS:

8. The development may require fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration as outlined in the 2014 County of Los Angeles Fire Code Appendix BB Table BB105.1. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines, and types of construction used. **E-9**

9. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

   a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

   b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant. **E-10**

   c) Additional hydrants will be required if hydrant spacing exceeds specified distances.

   d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and midblock.

   e) A cul-de-sac shall not be more than 500 feet in length when serving land zoned for commercial use.

10. Fire hydrant spacing shall be based on fire flow requirements as outlined in the 2014 County of Los Angeles Fire Code Appendix III-BB. Additional hydrants will be required if hydrant spacing exceeds specified distances. **E-11**

ACCESS REQUIREMENTS:

11. Provide a minimum unobstructed width of 28 feet exclusive of shoulders except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear o sky" Fire Department's vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Department's vehicular access road is more than 30 feet high or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. **E-12**

Fire Code 503.1.1 and 503.2.2. Cross hatch the Fire Department's vehicular access on the site plan and clearly depict the required width. **E-12**

12. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs. **E-13**

13. For buildings under 30 feet in height provide a minimum unobstructed width of 26 feet exclusive of shoulders except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear to sky" Fire Department's vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building. Fire Code 503.1.1 and 503.2.2. **E-14**

14. The County of Los Angeles Fire Department's Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time. **E-15**

15. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project. **E-16**

16. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are to review and comment on all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment. **E-17**

17. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Claudia Soiza at (323) 890-4243. **E-18**

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

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, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

E-19

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no objection to the project. The Los Angeles Regional Water Quality Control Board (LARWQCB) is one of several environmental oversight agencies currently involved with the project that oversees environmental assessment and mitigation issues related to the onsite landfill and other onsite areas of potential environmental concern.

E-20

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

Very truly yours,

KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

Response E – County of Los Angeles Fire Department

	Response	Significant New Information?*
E-1	The comment provides a correction to the service goal for Fire Station 101 of the Claremont Fire Protection Services. This correction has been made and is included in the Errata section of this document. This correction provides clarification on the Claremont Fire Protection Services service goals. The significance determination as discussed in Section 4.10 of the RDEIR will remain less than significant. Therefore, this clarification does not constitute significant new information.	None
E-2	This comment relates to regular and emergency access to the site. Primary and secondary access points for the project site are included on Claremont Boulevard and Arrow Route. Three driveways are located on Claremont Boulevard to provide primary access to the western parking area. The driveway located on Arrow Route provides primary access to the eastern/southern parking area directly. The two parking areas are connected via internal drive aisles to provide secondary egress points in the case of emergency. If Parcels 1 through 3 are developed in the future, access would likely be provided from Foothill Boulevard, or from the eastern/southern parking area which is accessed from Arrow Route. The specific design of the width and length of driveways and paths will be reviewed by County of Los Angeles Fire Department upon submittal of construction plans pursuant to Upland and Claremont standard review procedures. Therefore, the project provides multiple ingress/egress access points as requested by the commenter.	None
E-3	This comment relates applicable codes and ordinances. The proposed project will be reviewed by County of Los Angeles Fire Department for compliance with all applicable code and ordinance requirements upon submittal of construction plans pursuant to Claremont's standard entitlement review procedures. Fire review for development within the City of Upland will be handled by the City of Upland Fire Department as a standard condition of approval.	None
E-4	This comment relates to the project's location in a Very High Fire Hazard Severity Zone. As discussed on page 23 of the Initial Study prepared for the project (Appendix B of the RDEIR), the Upland and Claremont General Plans do not identify risk of wildfires as a concern within the area of the project site. Although the site is designated as a Very	None

	Response	Significant New Information?*
	High Fire Hazard Severity Zone (VHRHSZ) by maps prepared by the California Department of Forestry and Fire Protection, the project site has a low risk of being exposed to wildland fires because the site is located over three miles from the San Gabriel mountains and is located in a long-established urban area. Furthermore, development will consist primarily of irrigated sports fields that do not constitute vegetation or conditions that are conducive to wildfires. All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans will be determined during processing of building construction plans to be reviewed and approved by the County of Los Angeles Fire Department and the City of Upland Fire Department.	
E-5	This comment relates to fire and life safety requirements. The proposed project will be reviewed by City of Upland Fire Department and County of Los Angeles Fire Department for fire and life safety requirements upon submittal of construction plans pursuant to Upland and Claremont standard review procedures. The City understands that the fire department may require additional fire and life safety items during building fire plan check.	None
E-6	This comment relates to the accessibility of Fire Department apparatus. The project proposes one primary building with various maintenance and equipment buildings across the site. The master plan/site plan is conceptual and subject to future design review approvals for each component of the master plan. Construction standards applicable to building locations, driveway locations, emergency access, and improvement requirements will be applied at that time, subject to review by the City of Upland and County of Los Angeles Fire Departments depending upon which jurisdiction the building will be located.	None
E-7	This comment states that the Department's requirements for access, fire flow, and hydrants will be addressed during the building permit stage. This comment does not raise specific issues with the environmental analysis in the EIR and therefore no further response is required. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None

	Response	Significant New Information?*
E-8	This comment relates to fire sprinkling. Fire sprinkler requirements will be determined during processing of building construction plans to be reviewed and approved by the City of Upland Fire Department or County of Los Angeles Fire Department, and the system will comply with then-existing Los Angeles County Fire Code. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-9	This comment relates to fire flow. Required fire flow will be determined upon review and approval of the proposed subdivision maps, and fire flow will comply with then-existing Los Angeles County Fire Code. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-10	This comment relates to hydrant spacing. Required hydrant spacing will be determined upon review and approval of the street improvement plans and onsite improvement plans for the proposed subdivision maps, and will comply with then-existing Los Angeles County Fire Code. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-11	This comment relates to hydrant spacing. Required hydrant spacing will be determined upon review and approval of the street improvement plans and onsite improvement for the proposed subdivision maps, and will comply with then-existing Los Angeles Fire Code. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-12	This comment relates to clearance, location, and positioning of driveways. Requirements for driveway clearances, widths, distances to buildings, and positioning will be applied during processing of future design review, subject to review and approval by the City of Upland and/or the City of Claremont review processes which include transmittal to and review by the appropriate Fire authority, and will comply with then-existing laws. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is	None

	Response	Significant New Information?*
	required.	
E-13	This comment relates to turning radii for drive aisles. Requirements for turning radii will be applied during individual project review and submission of construction plans, subject to review and approval by the City of Upland and/or the City of Claremont review processes which include transmittal to and review by the appropriate Fire authority, and will comply with then-existing laws. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-14	This comment relates to the width and unobstructed vertical clearance for vehicular access. Requirements for width and unobstructed vertical clearance will be applied during individual project review and submission of construction plans, subject to review and approval by the City of Upland and/or the City of Claremont review processes which include transmittal to and review by the appropriate Fire authority, and will comply with then-existing laws. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-15	This comment states that specific fire and life safety requirements will be addressed at the building and fire plan check phase. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-16	This comment expresses appreciation for the opportunity to comment. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-17	This comment notes County of Los Angeles Fire Department, Land Development Unit's responsibilities in the development review process. The final design of project access devices and/or gates will comply with all applicable codes and regulations. This comment does not raise environmental concerns with respect to the analysis in	None

	Response	Significant New Information?*
	the EIR, and therefore, no further response is required.	
E-18	This comment provides contact information should any questions arise regarding subdivision, water systems, or access. This comment does not raise environmental concerns with respect to the analysis in the EIR, and therefore, no further response is required.	None
E-19	This comment notes County of Los Angeles Fire Department, Forest Division statutory responsibilities. Erosion control, watershed management, wildland fire hazards, and archaeological and cultural resources have been discussed in the Initial Study (Appendix B of the RDEIR). Impacts related to rare and endangered species are discussed in Section 4.3 of the RDEIR. The final design of project access devices and/or gates will comply with all applicable codes and regulations.	None
E-20	This comment states that the Health and Hazardous Materials Division has no objection to the project.	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment F – Rutan & Tucker, LLP

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Peter J. Howell
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December 16, 2015

VIA E-MAIL AND
FIRST CLASS MAIL

Keri Johnson, Senior Administrative Assistant
City of Upland
Development Services Department
460 N. Euclid Avenue
Upland, CA 91786

Re: Comments on Draft EIR - Claremont Colleges East Campus

Dear Ms. Johnson:

This comment letter is submitted on behalf of Hutton Companies. Hutton Companies owns and operates College Park, the 40-acre master plan development located directly across the street from the proposed Claremont Colleges East Campus Project (the "Project"). College Park includes a neighborhood retail center as well as 89 single family homes and 448 apartments.

Hutton Companies is generally supportive of the Project, but, as discussed below, has significant concerns related to traffic, safety, and parking that are not fully or adequately addressed in the recirculated Draft EIR ("DEIR"). We urge the City and applicant to address these concerns before moving forward with what otherwise appears to be a good project that will benefit the area.

Pedestrian Safety

CEQA requires that an EIR analyze potential impacts to pedestrian safety, particularly when a project will increase levels of traffic and pedestrians on local roadways. (*See City of Maywood v. Los Angeles Unified School Dist.* (2012) 208 Cal.App.4th 362, 371 [affirming writ requiring EIR to be revised "to address whether the proposed design of the project presents significant impacts to pedestrian safety"].) **F-1**

Here, the DEIR recognizes that the Project will significantly increase both vehicular and pedestrian traffic, especially before and after athletic events. (*See* DEIR, Chapter 4.11.) For example, as many as 689 vehicles are expected to depart from football games at the same time as up to 1,750 students work their way back to the main campus on foot. (DEIR, p. 4.11-35, Appendix L, pp. 37, 39, Table 5-1.) Nonetheless, the DEIR contains only a very short (barely more than one page) discussion of potential pedestrian safety impacts, which illogically seems to assume that the ***only*** pedestrian traffic the Project will generate will be between the Project and the Claremont Colleges main campus ("Main Campus"). (DEIR, pp. 4.11-35 to 4.11-36. It thus concludes that **F-2** **F-3**

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mitigation measures designed to facilitate the crossing of Claremont Boulevard, which separates the Project from Main Campus, will reduce impacts to less than significant. (*Id.*) F-3

While the majority of pedestrian traffic generated by the Project may be between the Project and Main Campus, it is absurd to assume that numerous pedestrians will not also travel to and from the Project from other directions. A significant amount of housing is within walking distance from the Project, to the south and east. Thus, spectators and students who live off campus are likely to walk to the Project from those directions (and back home). Likewise, the closest transit station (the Montclair Transit Center) is located southeast of the Project. (*See* DEIR, pp. 4.7-11, 4.11-33 [indicating the Project will generate some 25 daily weekday transit trips].) The simplest way to reach the Project from the station would be to walk up Monte Vista Avenue. Even those who drive to the Project may park in the surrounding areas, such as along Arrow Route, south and east of the Project, particularly if the Project provides insufficient parking (see discussion below). Unfortunately, some of the routes pedestrians are likely to take to reach the Project are currently lacking sidewalks, making pedestrian travel difficult and unsafe. F-4 F-5 F-6

Accordingly, the EIR must be revised to include a more complete discussion of pedestrian traffic and safety, and additional mitigation measures must be required to protect pedestrians that are traveling in directions other than to and from Main Campus. At a minimum, the Project should include improvements along the east side of Monte Vista and south side of Arrow Route, in front of the City's Recharge Basin, so that pedestrians can safely travel between the Project and destinations in those directions, including transit and residential areas. Specifically, a sidewalk should be required along the east side of Monte Vista, from Arrow south to the existing sidewalk, and a curb, gutter, and sidewalk should be required along the south side of Arrow from Monte Vista east to the existing improvements. F-7

Parking

CEQA also requires an analysis of whether a project will have significant parking impacts. (*See Taxpayers For Accountable School Bond Spending* v. *San Diego Unified School District* (2013) 215 Cal.App.4th 1013 ("*Taxpayers*"). *Taxpayers* involved a project to upgrade a high school's existing athletic facilities, by, among other things, installing lighting at the football field. (*Id.* at 1023.) Although the project also increased on-campus parking spaces from 167 to 223, the *Taxpayers* court found the agency had failed to properly evaluate potential parking impacts, particularly given evidence that the existing school parking was already inadequate, forcing many people attending school events to park in the surrounding community. (*Id.* at 1053.) Among other reasons, the court found the parking analysis was deficient because: (1) the agency failed to ascertain the number of available offsite street parking spaces during times (*i.e.*, football games) when the project would generate a need for additional parking; (2) the agency failed to accurately calculate and explain the increased demand in parking the project was expected to generate. (*Id.* at 1050, 1053.) F-8

The DEIR is similarly deficient. Like the high school at issue in *Taxpayers*, Main Campus is already significantly underparked. As a result, the College Park retail center is often inundated with vehicles that are unable to find parking on campus. A particular problem is caused by buses, which regularly drop students and others off at Main Campus for various events and then park at the College Park retail center parking lot; on one recent occasion a total of six buses were at the retail center for that purpose at the same time. This not only causes traffic problems, but has led to the destruction of erosion control measures, as buses have repeatedly parked on the two undeveloped building pads at the retail center, running over erosion BMPs in the process. Hutton Companies has repeatedly contacted the Claremont Colleges regarding this problem, but the situation has not improved. It is critical that these existing parking problems be resolved, before the City approves any project that has the potential to generate additional demand for parking.

F-9

Unfortunately, the DEIR does not even acknowledge the existing parking problems, let alone explain whether the Project will exacerbate or improve them. Indeed, while the Project provides several hundred new parking spaces, and there are various references to parking throughout the DEIR, there is no straightforward discussion regarding the amount of parking necessary to serve the Project, particularly during large events like football games, which may have attendance of up to "3,500 spectators with an additional estimated 200 participants including coaches, team members, and other personnel on the field." (DEIR, p. 2.0-2.) It is also unclear how much of the new parking will actually be available for events at the Project, since the main campus already has insufficient parking, and will lose some of its existing parking due to other planned projects. (*See* DEIR, Appendix L, p. 13 [indicating 252 spaces will be lost in existing lots at Pitzer College].) Thus, it is impossible to determine whether the additional parking provided by the Project will be sufficient, based on the information provided.

F-10

Further, perhaps even more critical than ensuring the Project provides enough parking spaces for cars is ensuring that it provides enough room for the buses and other large vehicles that will travel to the Project. As discussed above, the main campus apparently cannot accommodate these vehicles, since they regularly use the College Park retail center instead, causing both traffic problems and property damage. The DEIR indicates that many of the events to be held at the new sports venues will involve teams travelling by charter buses or other large vans; in some cases ***"[a]s many as 6-8 charter busses, and 15-18 vans"*** will be in the parking lot at the same time. (*See* DEIR, p. 18, Table 2-1, emph. added.) Yet, there is absolutely no discussion in the EIR regarding how the Project will handle these vehicles, and the site plan does not appear to show any parking areas dedicated to parking oversize vehicles. (*See* Figure 2-1.)

F-11

The EIR must be revised to include a clear discussion and analysis of potential parking and circulation issues, including whether the Project will be able to satisfy all the parking demand it generates on-site, both with regard to regular and large vehicles, including buses. (*Taxpayers* at 1052 ["impact on parking generally should be studied for any potential impact on the environment"].) If the Project cannot do so as designed, changes and/or additional mitigation is

F-12

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required to ensure that the current situation—which is already unacceptable—does not deteriorate further.

F-12

* * *

The Hutton Companies have repeatedly stated that they support the proposed development, however, the two issues discussed above need to be addressed and resolved prior to moving forward. Please do not hesitate to contact me should you have any question or concerns regarding the foregoing. Hutton Companies would welcome the opportunity to meet with the City and/or Claremont Colleges to discuss these issues further, and looks forward to resolving them so that they can support the Project without reservation.

Sincerely,

RUTAN & TUCKER, LLP

Peter J. Howell

PJH:kfw

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Response F – Rutan & Tucker, LLP

	Response	Significant New Information?*
F-1	The analysis of pedestrian circulation, connectivity and safety in the RDEIR is complete and adequate. As more fully explained below, design features of the Project will enhance pedestrian connectivity and safety for on-foot movements between the Project site and the other campuses of The Claremont Colleges located west of Claremont Boulevard. These features will also facilitate pedestrian and transit connectivity for other travel orientations to the west, north, south, and east. The Project will install sidewalks continuously along its entire frontage on Foothill Boulevard, Monte Vista Avenue, Sixth Street/Arrow Route, and Claremont Boulevard thereby providing for safe pedestrian movements within the public right of way along the Project's entire perimeter. Pedestrian features within the Project plan will provide direct connectivity to those sidewalks along the Project street frontages. On-site pedestrian features will include a network of walkways extending from the Project site perimeter to and past the site's parking areas that adjoin Claremont Boulevard, and continuing directly to individual sports field venues. Additionally, sidewalks will be provided along the site's circulation road that will extend eastward from the southern-most Project driveway on Claremont Boulevard, through an on-site intersection with the site's roadway connection to Arrow Route, continuing eastward, then northward to the Project parking area north of the football field/track and east of the baseball field. Looking to vehicular access and pedestrian circulation at the Project perimeter and beyond, Section 2.1 of the Project traffic impact analysis report (EIR Appendix L) provides additional discussion regarding Site Access and Parking Provisions. That discussion presents Figure 2-3 which further details five existing signalized intersections that adjoin the site, all with pedestrian crosswalk markings and control equipment (noting further that the existing intersection in the Project's mid-block frontage along Arrow Route will be modified to create a Project entry). The Project will install a traffic signal with pedestrian provisions at the Claremont Blvd @ Ninth Street intersection. This signal, combined with the other features discussed above, will create a more centralized pedestrian corridor for crossings of Claremont Boulevard between other campuses of The Claremont Colleges on the west, and the heart of	None

	Response	Significant New Information?*
	the Project site on the east. As a result of the network of internal Project walkways in combination with external sidewalks, crosswalks, markings, control equipment and other features described above, it was determined that there will be no significant impact on pedestrian safety. West of Claremont Boulevard, the CMC Master Plan (March 2011) and its Final Environmental Impact Report (certified by the Claremont City Council on July 10, 2012) anticipated and provided for this pedestrian connectivity. Appendix F of the CMC Master Plan EIR presented the Traffic Impact Analysis Report for the Claremont McKenna College Master Plan (prepared by Linscott, Law & Greenspan, Engineers and dated September 21, 2011). Section 15.0 of that impact study presented detailing on parking (Figures 15-1, 15-2 and 15-3), and pedestrian circulation (Figure 15-4). That detailing aligns with the pedestrian connectivity and provisions now featured in the East Campus Project analysis, and demonstrates that the pedestrian features provided within the East Campus plan have an adopted master planning counterpart off-site and to the west. These master plans, individually and in combination, will provide a safe and comprehensive pedestrian network.	
F-2	See Response F-1. The EIR traffic study focuses on four Project traffic generation and pedestrian crossing scenarios (see EIR Tables 4.11.5 and 4.11.17, respectively). In order of increasing trip generation and pedestrian crossing potential, they range from a weekday practice, weekday game, spring weekend game, and fall weekend game, with the latter being the single largest spectator, traffic and pedestrian crossing event. The 689 Project vehicles referenced in the comment represent the largest single-hour volume forecast expected to be directed to or from the East Campus. This forecast corresponds to the fall weekend game scenario, and is representative of a design-level Saturday afternoon or evening peak attendance (full-house) football game. Even at peak attendance, Project traffic and pedestrian levels do not pose a significant impact to pedestrian safety for many reasons, including the following. As described in Response F-1, the pedestrian crossings will occur at signalized intersections with full pedestrian equipment and features. Those pedestrian provisions will be a component of an overall network that includes a fully developed off-street pedestrian circulation element and originates on-site, extends along the perimeter of the	None

	Response	Significant New Information?*
	Project site, and further extends across adjoining arterials. Additionally, peak hour conditions related to a fall football game peak event were evaluated in Table 7-3 of the project traffic study (EIR Appendix L). Those conditions were evaluated at six key intersections surrounding the site, and included the key crossing locations for the pedestrian movements referenced in the comment. Table 7-3 includes Level of Service (LOS) calculations that fully account for the pedestrian crossing timing needs within the operation of each signal cycle, and concluded LOS values of B or C at all locations based on both vehicular traffic movements and pedestrian crossing provisions at each of the key intersections. LOS B and LOS C are well within adopted intersection performance criteria of the City of Upland and the City of Claremont. The football stadium within East Campus will replace the home field of CMC-Mudd-Scripps (CMS) Athletics, and provide seating for up to 3,500 spectators. That existing home field is now located a short distance west of Claremont Boulevard, immediately north of and adjacent to Sixth Street. Review of prior CMS football schedules indicates four or five home games per year with games starting at 1 PM or 7 PM on a Saturday. Within that recurring schedule, the game with the greatest historical attendance levels (1,500-2,000 spectators) is the Pomona-Pitzer versus CMS contest. Attendance levels for that game can be attributed to both teams being local. Games with other opponents involve visiting teams that are more distant from the Claremont area, and attendance has typically been less to much less than that for Pomona-Pitzer versus CMS, and on the order 1,000 total attendees (to include spectators, competitors, and support staff). Table 2-1 within Appendix L of the EIR presents further detailing. Based on the recurring schedule of four or five home football games per season, the referenced volume of 689 vehicles generated by the Project (as well as corresponding pedestrian activity) before and after a football game would occur no more than five times per year and only on a weekend, when other vehicular traffic is typically lighter than on commuter weekdays. Referring again to Table 7-3 of the Project traffic study (Appendix L), very good Levels of Service (LOS) are forecast for Fall Weekend Game Day conditions at key intersections surrounding the Project site. These results reflect both vehicular traffic volumes and pedestrian crossing needs at each intersection. The more	

	Response	Significant New Information?*
	common and recurring Project condition would be on a commuter weekday. Commuter hour Project traffic volumes are forecast at 91 vehicles on non-game weekdays (representative of four days per week), and up to 207 vehicles on game days (representative of an assumed full-house 500-spectator event on a single day within a spring week). These values (and corresponding pedestrian activity ranging from 50 to 265 crossing in a single hour) are significantly less than those associated with the 689-vehicle fall weekend football game day traffic cited in the comment. Project traffic volumes and forecast Claremont Boulevard pedestrian crossing volumes are detailed in EIR Tables 4.11.5 and 4.11.17 respectively, and related EIR text. In all scenarios, pedestrian crossings of Claremont Boulevard interfacing with other campuses of The Claremont Colleges would make up the greatest proportion of pedestrian traffic to and from the East Campus. This is because the East Campus would contain only athletic fields, parking, and related support elements of The Claremont Colleges. All other Claremont Colleges facilities, including academic buildings, administration building, other programming, and student residential buildings would be on the main campuses of The Claremont Colleges, all of which are west of Claremont Boulevard. The crossings would be focused to and distributed among the three signalized intersections of Claremont Boulevard adjoining the Project: at Foothill Boulevard, at Ninth Street/Project Driveway No. 3-, and at Sixth Street. The Ninth Street/ Project Driveway No. 3 intersection is expected to be the primary Claremont Boulevard crossing location because of the on-site as well as off-site pedestrian network created by the East Campus Master Plan in combination with the Claremont McKenna College Master Plan. These multiple pedestrian crossing opportunity locations would lessen the effect at any one particular location. Additionally, Project vehicles would be entering and exiting the site via four different driveways (two of which would be signalized), hence reducing the concentration of both vehicles and pedestrians at any one particular intersection.	
F-3	The discussion of potential pedestrian safety impacts discussed in the RDEIR is complete and adequate. The proposed Project does not present a significant impact to pedestrian safety, as previously stated in Response F-1. Moreover, the traffic study does not make an assumption	None

	Response	Significant New Information?*
	that the only pedestrian traffic to be generated by the Project will be between the Project and the existing Claremont Colleges. Instead, as a worst case analysis of conditions along Claremont Boulevard, it focuses the pedestrian forecasting to the interaction between those elements on both sides of Claremont Boulevard because the Project site will only contain supporting sports facilities (and some parking facilities) for The Claremont Colleges. Virtually all other elements of The Claremont Colleges are located west of Claremont Boulevard, to include academic buildings, administrative buildings, student life facilities, residential buildings (noting further that approximately 97% of enrolled CMC students live in on-campus student housing), and existing parking facilities. In short, the student populations of the Claremont Colleges are now focused west of Claremont Boulevard because that is where they learn, live and even park their vehicle, if they have one. The staffing populations are focused west of Claremont Boulevard because that is where they work and park their vehicle, if they commute to campus by car. The location of the East Campus would cause both groups to cross Claremont Boulevard to get to its added facilities. Other pedestrian movements would occur but would be much less common, and are certainly provided for by the total pedestrian network. As described in Response F-1, the Project will install sidewalks continuously along its entire frontage on Foothill Boulevard, Monte Vista Avenue, Sixth Street/Arrow Route, and Claremont Boulevard thereby providing for safe pedestrian movements within the public right of way along the Project's entire perimeter. Pedestrian features within the Project plan will provide direct connectivity to those sidewalks along the Project street frontages. On-site pedestrian features will include a network of walkways extending from the Project site perimeter to and past the site's parking areas that adjoin Claremont Boulevard, and continuing directly to individual sports field venues. Additionally, sidewalks will be provided along the site's circulation road that will extend eastward from the southern-most Project driveway on Claremont Boulevard, through an on-site intersection with the site's roadway connection to Arrow Route, continuing eastward, then northward to the Project parking area north of the football field/track and east of the baseball field. The greatest proportion of the pedestrian traffic created by the Project will be between the East Campus Project site and the other campuses of The Claremont Colleges to the west. The signalized Ninth Street/Project Driveway No. 3	

	Response	Significant New Information?*
	intersection is expected to serve as the primary crossing location because it will be a centralized crossing opportunity for on-foot movements between the Claremont Colleges and the East Campus. The signal will be constructed with enhanced pedestrian features (connecting sidewalks and pedestrian waiting areas at each corner, ADA ramps, crosswalks, pedestrian call buttons, and pedestrian signal head indications). The EIR (within the Impact 4.11.C discussion) appropriately concludes that the mitigation measures designed to control traffic and to facilitate pedestrian crossings of Claremont Boulevard with a traffic signal and related improvements will reduce traffic and pedestrian impacts to less than significant. Further, the EIR states that the first phase of construction for the Project includes installation of a traffic signal at the intersection of Claremont Boulevard at Ninth Street/Project Driveway No. 3. This signal would include crosswalks and pedestrian signals to provide additional pedestrian access to the Project site from the main campuses of The Claremont Colleges and vice-versa early in the development process. This would improve safety for persons crossing Claremont Boulevard between The Claremont Colleges and the Project site. While the dominant pedestrian crossing movement will be at Claremont Boulevard, the analysis further recognized that Project pedestrian features in combination with existing features in the public right-of-way (sidewalks, crosswalks, and signals with pedestrian hardware) will also facilitate pedestrian movements to the north, south and east. Thus, despite commenter's characterization of the analysis as "very short", it is complete, robust, and germane to the potential impacts that would result from the project.	
F-4	The information provided in the EIR is sufficient since crossings of adjoining arterial streets, to access the Project on-foot, would be available at signalized locations (with crosswalks and pedestrian features) at all four corners of the Project site as well as at the added Ninth Street/Project Driveway No. 3 signal on Claremont Boulevard, and the existing mid-block signal on Arrow Route that will be modified to include a fourth (north) leg for Project access via Project Driveway No. 5. While the comment refers to a significant amount of housing within walking distance to the south and east of the East Campus site, most Claremont College students live on their own campus, as further illustrated by Response 1-3 indicating that 97% of enrolled	None

	Response	Significant New Information?*
	CMC students do live on that campus. Even so, the pedestrian circulation provisions cited in Response F-1 will safely provide for spectators walking to and from housing opportunities south and east of the East Campus site. The East Campus Master Plan elements will focus off-site pedestrian crossing movements to signalized intersections with pedestrian provisions. Proposed fencing and landscaping along the site perimeter would discourage pedestrians from illegally crossing Project-adjacent segments of Claremont Boulevard, Foothill Boulevard, Monte Vista Avenue, and/or Arrow Route at other than signalized locations. The Project includes off-site improvements to surrounding streets (Foothill Boulevard, Monte Vista Avenue, Sixth Street/Arrow Route, and Claremont Boulevard) including sidewalks, landscaping, utilities undergrounding and street lights along the Project's frontage. Because a Project site entry point is not planned along Monte Vista Avenue, no further pedestrian improvements beyond the Project's Monte Vista frontage are considered necessary. Pedestrian improvements on Monte Vista will only be necessary if a project entry point is proposed along Monte Vista. Moreover, a sidewalk does exist on the west side of Monte Vista Avenue, south of Arrow Route, which could be utilized by pedestrians traveling between the Project and destinations to the south and east, including the Montclair Transit Center vicinity. The undergraduate colleges of The Claremont Colleges, whose students will use the Project, are all residential campuses in which, overall, more than 90% of the students are required to live on the campuses, all of which are all located west of the Project. Therefore, there is no reason to expect that a significant number of spectators and students are likely to walk to the Project from the east and south, but as described above, pedestrian facilities are now or will be in place for those that do.	
F-5	Depending on the venue destination within the Project, walking distances to the Project from the Montclair Transit Center and the Claremont Transit Station are very similar. Given the Claremont station's closer proximity to other elements of The Claremont Colleges, the Claremont station could offer some advantage to Project visitors. However, as described above (Response F-4), walking options from either station would provide safe and direct access to the Project site and the other campuses of The Claremont Colleges, with the walking routes consisting of sidewalks, crosswalks and pedestrian crossings at signalized	None

	Response	Significant New Information?*
	intersections that provide pedestrian features. Additionally, it should be noted that even though the Project will generate 25 daily weekday transit trips, it is incorrect to conclude that a majority of these transit users would board and alight a bus at only the transit centers. There are numerous bus stops located in closer proximity to the Project site that can be safely accessed. The Foothill Transit bus routes (and destinations served) listed below have bus stops located along Claremont Boulevard, Foothill Boulevard, First Street, and Sixth Street/Arrow Route in reasonable proximity to the Project site: • 187: Montclair – Claremont – Glendora - Pasadena • 197: Pomona – Claremont • 292: Claremont – Pomona • 480: Montclair – Pomona – West Covina via Mission Blvd • 492: Montclair – Arcadia – El Monte via Arrow Hwy • 690: Montclair – Pasadena via 210 Freeway Corridor • 855: Pomona TransCenter – Claremont Finally, it should be noted that once disembarking at the bus stops located along Claremont Boulevard, Foothill Boulevard, First Street and Sixth Street/Arrow Route, the bus patrons can easily access the Project site using the sidewalks, crosswalks and pedestrian crossings at signalized intersections located along the route. Therefore, the RDEIR's analysis of pedestrian impacts was complete and accurate.	
F-6	There is no reason to assume that patrons who drive to the Project will park in the surrounding areas, such as along Arrow Route, south and east of the Project, because adequate parking is and will continue to be provided within the Claremont Colleges. According to The Claremont Colleges 2015 Parking Inventory, the Colleges provide a total of 5,627 parking spaces with a total daytime surplus of 894 spaces and a total nighttime surplus of 1,972 spaces. More importantly, existing Claremont Colleges parking provisions will be augmented by 790 added spaces on the Project site. The added East Campus parking spaces will provide the most convenient parking opportunities for East Campus users and spectators, and once parked, those users and spectators will have no need to cross adjoining arterial roadways on-foot. Looking to the future condition, the CMC elements of the Project were included in the Claremont McKenna College	None

	Response	Significant New Information?*
	(CMC) Master Plan. That Master Plan was previously approved, and its EIR certified by the City of Claremont (see Response F-1). In those approvals, the parking supply expected to be provided by existing, modified, and/or expanded parking provisions on the Main Campus of CMC, in combination with added parking on the Project site, were found to assure an on-going parking surplus through Master Plan completion. This is discussed in more detail in response F-9, below.	
F-7	As detailed in responses F-1 through F-6 above, Project-related pedestrian circulation and connectivity was fully analyzed and on that basis was determined to not cause significant adverse impacts to pedestrians. Pedestrians coming from the east of the Project can use existing sidewalks along Foothill Boulevard and Richton Street, and cross Monte Vista Avenue at its signalized intersections with Foothill Boulevard and with Arrow Route to access the site. In addition, there are existing sidewalks along the west side of Monte Vista Avenue, south of the Project, hence a sidewalk is not required along the east side of Monte Vista Avenue, south of the Project. The Project's pedestrian provisions in combination with existing off-site sidewalks and crossings of public streets at signalized intersections with pedestrian features will provide for pedestrian safety in the Project area.	None
F-8	As detailed in Response F-9, below, the peak parking needs of a peak East Campus event (a 3,500-spectator football game on a fall Saturday) will balance with the proposed on-site parking supply within the East Campus Project site. Therefore, no significant impact on parking is anticipated. See also response F-9 below.	None
F-9	First, the statement that the campus is underparked is unsupported and incorrect. Claremont University Consortium (CUC), on behalf of all of the Claremont Colleges, submits an annual Parking Inventory report to the City of Claremont (which has jurisdiction over all of the existing campuses). The November 2015 submittal determined a total code-related surplus of 894 spaces among all of The Claremont Colleges for weekday daytime conditions, and 1,972 spaces for weekday nighttime conditions. These surpluses do not include any of the 790 additional parking spaces that will be supplied by the Project.	None

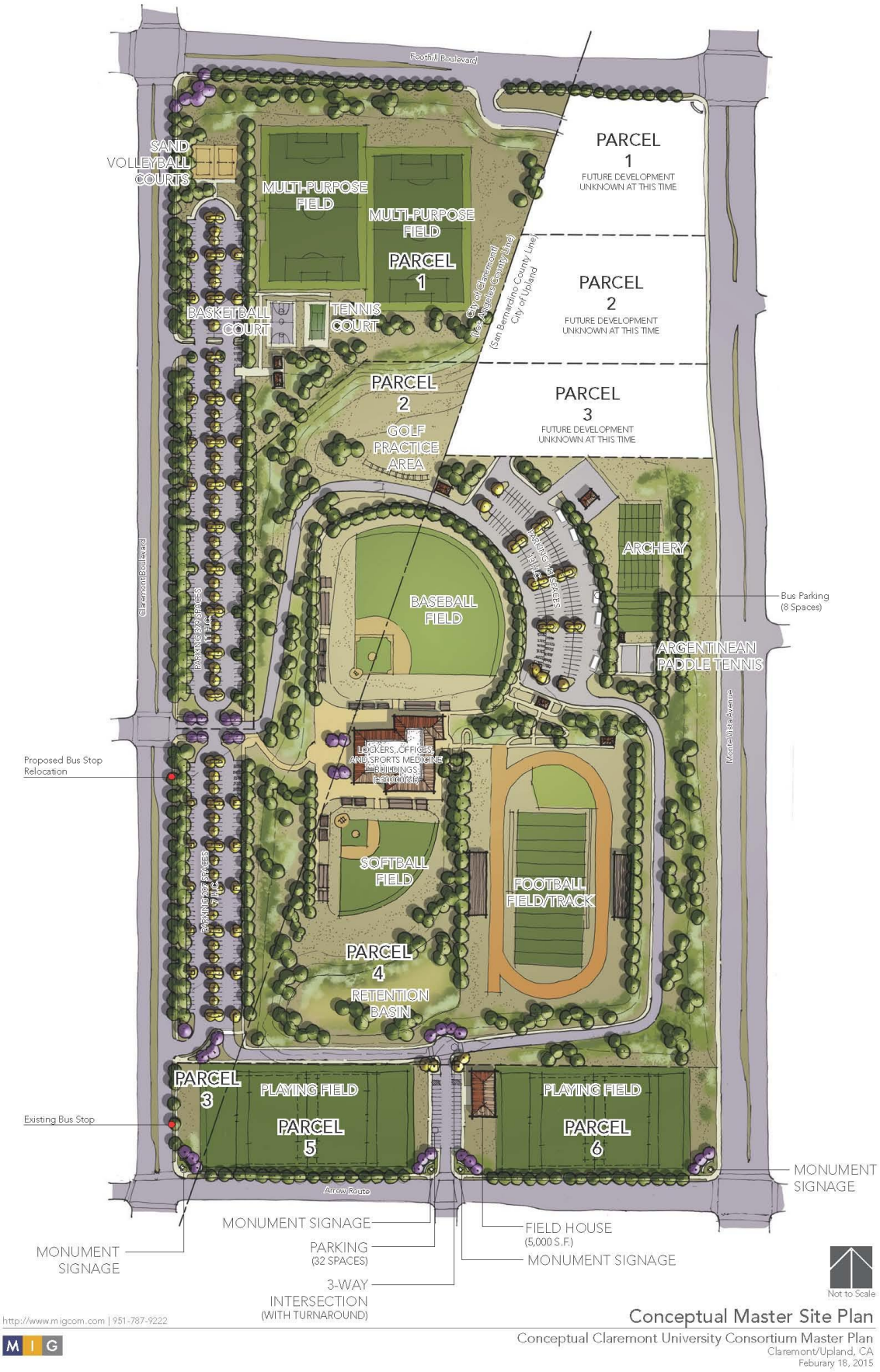
	Response	Significant New Information?*
	Included within CUC's November 2015 submittal was detailing for the existing campuses of CMC and Pitzer College as follows: • The CMC on-campus parking supply totaled 1,015 spaces, and city-required parking for the existing peak condition totaled 847 spaces, for a code surplus of 168 spaces. • The Pitzer College on-campus parking supply totaled 567 spaces, and city-required parking for the existing peak condition totaled 450 spaces, for a code surplus of 117 spaces. Therefore, the parking supplies within each of the named campuses, as well as within the Claremont Colleges overall, are adequate and the commenter's assertion is incorrect and not supported. Looking to the detailing of the East Campus Project, Claremont McKenna College (CMC) and Pitzer College are the closest campuses of The Claremont Colleges to the East Campus site. As part of the East Campus Project, both CMC and Pitzer College will construct parking within the East Campus. The added parking areas within the CMC and Pitzer College portions of the site will support play fields there as well as replace spaces expected to be lost on their respective main campuses due to new construction, as well as increase the parking supply available to each of those two campuses. Taken together with spaces on the CUC portion, spaces added at East Campus by CMC and Pitzer College will result in an East Campus parking supply of 790 spaces, as shown on the Project's conceptual site plan. The proposed CMC elements of the Project (football field/track, baseball, and softball) are expected to be the primary traffic and parking generators on the Project site. These elements and the entirety of the CMC footprint within the Project site were included in the Claremont McKenna College (CMC) Master Plan as previously approved by the City of Claremont. Appendix F of the CMC Master Plan EIR presented the Claremont McKenna College Master Plan Traffic Impact Analysis Report, dated September 21, 2011, which included a parking analysis. The CMC Master Plan parking analysis determined the primary parking needs of the CMC Main Campus, in combination with those of the East Campus facilities. Those combined peak needs are driven by weekday daytime parking demands largely related to instruction, faculty,	

	Response	Significant New Information?*
	staff, administration, and on-site student housing. Parking support for the weekday evening and weekend needs of sports venues, largely related to spectators, would be provided by parking at the Project site, and may be combined with "after hours" use of otherwise empty spaces on the Main CMC Campus. Key findings of that CMC Master Plan analysis are as follows: • An actual on-site existing parking supply throughout the Main CMC Campus of 1,007 spaces (November 2010 reporting). • An expected loss of some on-campus spaces due to Master Plan implementation. • Addition of parking to offset those parking losses and increase supply to meet and exceed the total future needs of the CMC Main Campus and its East Campus facilities. These additions specifically included 214 spaces on the CMC portion of East Campus adjoining Claremont Boulevard, and 154 spaces adjoining (and directly east of) the Project's baseball field, for a total CMC added supply at East Campus of 368 spaces. These spaces would be built by implementation of the East Campus Master Plan. • Taken together with a menu of Main Campus parking provisions and additions that would meet or exceed the City of Claremont code requirements throughout the implementation of the CMC Master Plan, the overall CMC parking supply (Main Campus and East Campus) would be increased to a future Master Plan buildout supply of as many as 1,652 spaces, representing an increase of up to 645 spaces over the 2010 baseline (it should be noted that the Claremont Colleges submit an annual report documenting actual parking supply, City of Claremont code-required parking, and any indicated surpluses or shortfalls, as discussed below; that annual submittal assures that the parking provided at CMC will be tied to an on-going series of annual parking code calculations to assure that the City of Claremont code requirements are met or exceeded on an on-going basis) • The East Campus site plan and Project description as presented in the EIR and carried over to the traffic study presented in Appendix L of the EIR calls for the provision of 790 on-site parking spaces, made up of the following: • 368 spaces on the CMC portion (consistent with the CMC Master Plan discussion, above), • 390 spaces on the Pitzer College portion, and	

	Response	Significant New Information?*
	• 32 spaces on the CUC portion (adjoining the all-purpose fields) The commenter cited a post-game traffic volume of 689 vehicles. This value includes all site-related traffic entering and leaving the East Campus in the hour immediately following the end of the football game. Exiting football traffic is forecast to total 640 vehicles within the 689-trip Project traffic volume in the post-game hour and corresponds to the design-like full-house football capacity of 3,500 spectators within the proposed football stadium during the game. Other elements of the 689-trip forecast account for simultaneous use of the Pitzer field and its facilities as well as the CUC fields at East Campus during the football game. Table 5-1 of the traffic study (EIR Appendix L) indicates that the post-game volume in the hour immediately following the end of the game includes 684 exiting vehicles (640 of those are football related), and an incidental inbound volume of 5 vehicles to another venue in East Campus, with these directional volumes summing to the 689 vehicles cited in the comment. This post-game-hour traffic volume of 689 outbound-plus-inbound Project trips has been translated directly and conservatively to the total parking demand at East Campus during a peak-spectator-capacity football game. The conversion is one space per Project trip generation vehicle (regardless of inbound or outbound directionality) during the post-game exit period. As such, the 689 vehicle trip forecast of the post-game hour corresponds directly to a parking demand during the game of 689 parked vehicles, and thus the need for 689 spaces to support a 3,500-spectator event as well as the use of other fields at east campus during that football game. The proposed East Campus parking supply of 790 spaces exceeds this value by 101 spaces, meaning that even a peak event at the East Campus would have an on-site parking balance (defined as a parking supply equal to or greater than expected peak demand) within East Campus. In addition, the CMC and Pitzer campuses offer a total daytime surplus of 285 parking spaces at current demand as outlined in the 2015 parking study submittal. During sporting events that occur when students and faculty are not on campus (nighttime and weekends), a greater number of the 1,015 and 567 spaces on the CMC and Pitzer campuses, respectively, will be available to accommodate any additional needs at the East Campus. Current parking demand other than what is provided in the 2015 parking supply is not available. Proposed project parking is not based on a specific parking	

	Response	Significant New Information?*
	standard but provided parking for both the project site and the Colleges to the west pursuant to an extensive analysis by the traffic consultant. There is sufficient parking to serve the project. With respect to the parking of buses in the College Park retail center, from the above discussion, it can be concluded that The Claremont Colleges, and CMC as well as Pitzer College specifically, have adequate parking spaces and parking lot footprints within and adjoining their existing campuses to accommodate buses. While for the existing setting, bus parking capabilities in otherwise unused parking footprints could be made clearer to buses visiting the campuses via instructions to drivers directing them to parking areas designated, updated, and managed for visiting buses, because there are adequate parking capabilities for buses nearer to The Claremont Colleges than the College Park retail center, there is no reason to assume that buses use the nearby Center for parking because of the lack of parking on or adjoining the campuses of The Claremont Colleges. In an effort to address the concern regarding bus parking, the Conceptual Site Plan has been revised and included at the conclusion of this response to include parking for up to eight buses along the east side of the lower parking lot. As discussed in the RDEIR, as many as six to eight charter buses will be at the project site at the same time. The revised Conceptual Site Plan shows that these buses can be accommodated on site. Visiting buses will be directed to park on site at provided spaces. Should the drivers of those buses choose to visit the retail center to patronize the tenants, buses parking at the retail center will not be there because of lack of parking on the East Campus. Therefore, the Project will not result in the need for buses to park at the College Park retail center due to lack of bus parking. In conjunction with preparing this response, the College Park retail center was visited and spot checked in January 2016. That spot check did observe parking by delivery trucks and a Foothill Transit vehicle in the described areas, but not specifically colleges-related buses. Those large vehicles that were observed appeared to be on a lunch or similar break and patronizing tenants of the center. College-related buses may have the same interests in visiting the center, and the College does not have authority to prevent buses from using the nearby Center. Should the property owner choose to, signs prohibiting bus parking in	

	Response	Significant New Information?*
	the retail center may be posted. However, because drivers of large vehicles and buses were observed patronizing tenants of the center, it may not be in the retail center's best interest to disallow bus parking. Nevertheless, as a part of the Project, final detailing and construction plans for the East Campus will integrate specific bus parking areas into the conceptual site plan presented in the Project EIR. Buses serving the Project will be required to park on site or in other legal parking areas. Further, the commenter's concern regarding existing conditions will be forwarded to the decision and policy makers of The Claremont Colleges for their review and consideration.	


Foothill Boulevard
SAND VOLLEYBALL COURTS
MULTI-PURPOSE FIELD
MULTI-PURPOSE FIELD
PARCEL 1
BASKETBALL COURT
TENNIS COURT
City of Claremont (San Bernardino County Line)
Los Angeles County Line)
City of Upland
PARCEL 1
FUTURE DEVELOPMENT UNKNOWN AT THIS TIME
PARCEL 2
FUTURE DEVELOPMENT UNKNOWN AT THIS TIME
PARCEL 3
FUTURE DEVELOPMENT UNKNOWN AT THIS TIME
PARCEL 2
GOLF PRACTICE AREA
ARCHERY
Bus Parking (8 Spaces)
BASEBALL FIELD
ARGENTINEAN PADDLE TENNIS
Claremont Boulevard
Monte Vista Avenue
Proposed Bus Stop Relocation
LOCKERS, OFFICES AND SPORTS MEDICINE BUILDINGS (±30,000 S.F.)
SOFTBALL FIELD
FOOTBALL FIELD/TRACK
PARCEL 4
RETENTION BASIN
PARCEL 3
PLAYING FIELD
PARCEL 5
PLAYING FIELD
PARCEL 6
Existing Bus Stop
Arrow Route
MONUMENT SIGNAGE
MONUMENT SIGNAGE
PARKING (32 SPACES)
FIELD HOUSE (5,000 S.F.)
MONUMENT SIGNAGE
3-WAY INTERSECTION (WITH TURNAROUND)
Not to Scale
Conceptual Master Site Plan
Conceptual Claremont University Consortium Master Plan
Claremont/Upland, CA
Feburary 18, 2015
http://www.migcom.com | 951-787-9222
MIG

F-10	See Responses F-8 and F-9.	None
F-11	See Response F-9. In addition, pursuant to Section of 16.069.090 of the City of Claremont Municipal Code requires that the Claremont Colleges prepare and submit Parking Management Plans annually. These plans address how the parking requirements of Municipal Code Section 16.069.90 are met, how impacts to adjacent neighborhoods will be minimized, and what enforcement tools will be used to prevent spill-over parking into adjacent neighborhoods. Each college is responsible for implementing, monitoring, and enforcing their parking management plans, and for submittal to the City of Claremont annual evaluations of their plans to ensure compliance with the provisions of the plan and Chapter 16.069 of the Municipal Code. In accordance with existing regulation, such evaluation shall be submitted to the City each year prior to the last day of November. These annual evaluations are separate from The Claremont Colleges Annual Parking Inventory Report that is submitted annually by CUC.	None
F-12	As detailed above Response F-9 and documented in the approved Claremont McKenna College (CMC) Master Plan, there is adequate existing parking, as well as adequate proposed future parking to serve current college uses. Pedestrian circulation, connectivity and safety, as well as the parking discussion in the context of the EIR with the above amplification, are adequate. Additionally, beyond parking supply and needs calculations, the CMC Master Plan document (which included CMC facilities within the East Campus Project) articulates the elements of the CMC Parking Management Plan to include: • Adoption of a parking policy that generally requires faculty and staff members to park in CMC-designated lots as their primary parking location. The primary purpose of this policy is to direct faculty and staff members in the west academic precinct to park in the Bauer East lot or in other CMC-provided parking if parking is not available on the west campus, • Adoption of a policy that generally prohibits freshmen students from bringing an automobile to campus, • providing parking spaces in compliance with code requirements (which are documented annually in the Claremont Colleges Parking Inventory submittal by	None

	CUC, as described in Response F-9), • adopting parking management strategies that encourage alternative transportation choices, • providing, when economically feasible and warranted by demand, structured parking spaces in conjunction with other facilities, • adopting parking management strategies that minimize parking and traffic impacts on surrounding campuses and communities, • preserving a pedestrian-centered campus environment, • creating and maintaining automobile, pedestrian, bicycle, skateboard and other flow patterns through and around the campus, and • managing parking needs and traffic patterns during campus construction to minimize disruption and inconvenience for the campus and surrounding communities. In combination, the above responses address the mobility, traffic and parking needs of CMC on its main campus and within its East Campus component as the Master Plans of each component are developed and achieve buildout. The included parking management practices will be on-going, will assure a balance between parking needs and parking supply, and will be reinforced by the annual reporting requirements of the City of Claremont. Lastly, as explained above in response F-9, the proposed project final detailing and construction plans will include specific bus and van parking areas within the proposed parking fields, without reducing the total number of parking spaces for commuter vehicles.	

**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*

Comment G – CA Department of Transportation, District 8

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 725)
464 WEST 4th STREET, 6th FLOOR
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Serious Drought.
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December 17, 2015 **File: 08-SBd-10-PM 1.119**

Tonya Pace
City of Upland
460 North Euclid Avenue
Upland, CA 91786

The Claremont Colleges East Campus– Traffic Impact Analysis

Dear Ms. Pace:

Thank you for providing the California Department of Transportation (Department) the opportunity to review and comment on the Traffic Impact Analysis (TIA) for the Claremont Colleges East Campus (Project). The project site is located at the southwest corner of Foothill Boulevard and Monte Vista Avenue in the Cities of Claremont and Upland. The project consists of a phased development of a college sport complex with recreational/athletic fields, Sports courts, parking, and supporting building facility on a 75-acre land.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the Cities of Claremont and Upland, due to the project's potential impact to the State Route 210 (SR-210) and Interstate 10 (I-10), it is also subject to the policies and regulations that govern the SHS. We offer the following comments:

- Use Horizon year 2040 instead of 2035, and provide traffic analyses for all scenarios. **G-1**
- Determine traffic volumes that contribute to SR-210 and I-10. If this project generates over 100 peak hour trips, provide the freeway mainline segment analysis and merge/diverge analysis. **G-2**
- Provide the queue length and storage length analysis at the I-10 ramps intersection with Monte Vista Avenue and Indian Hill Boulevard for Practice Day and Game Day during peak hour. **G-3**

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to enhance California's economy and livability"

- Use the Highway Capacity Manual (HCM) 2010 methodology instead of the HCM 2000 for all traffic analyses. **G-4**

- Update/Validate the existing traffic counts/volumes (year 2010), especially at the SR-210/Baseline Road ramps, and update the TIA. Existing traffic data should not be more than 2 years old. **G-5**

- Balance all the existing and horizon years turning peak hour volumes, especially at the on/off ramp intersections. We are aware of the roadway entry and exit points between study intersections. However, unbalanced vehicles will disappear during the traffic simulation, if volumes are not balanced. **G-6**

- Include truck percentage as Passenger Car Equivalent (PCE) in the traffic intersection analysis along Foothill Boulevard and SR-210 EB and WB ramps at Baseline Road in Appendices A, B, C, E, and F. Existing truck volumes should be counted and then converted to PCE volumes using PCE factors 1.5, 2.0, and 3.0 for 2-axle, 3-axle, and 4-or-more-axle trucks. **G-7**

The Department is committed to providing a safe transportation system for all users. We encourage the City to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California's economy and livability. A pedestrian/bike-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas. (See *Complete Street Implementation Action Plan 2.0* at http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf and Urban Bikeway Design Guide at http://nacto.org/wp-content/uploads/2011/03/NACTO_UrbanBikeway_DesignGuide_LRez.pdf).

- It appears that the San Bernardino County Non-Motorized Transportation Plan calls for no bike facility along Arrow Route in the vicinity of the Project. We recommend the provision of the Class II Bike Lane to provide a safe, complete, and an enhanced cycling network. **G-8**

- Install traffic calming devices, such as signage, road bulbs, chicanes, raised crosswalks, and speed humps and consider reducing curb-to-curb road widths and employing roadway design features such as islands, pedestrian refuges, and pedestrian count-down signal as needed and appropriate to improve safety for pedestrians and students. **G-9**

- Coordinate with OmniTrans to extend Bus Route 66 on Foothill Boulevard and locate transit stops on the north side of the proposed Project, and maintain transit service that is efficient to reduce Vehicle Miles Traveled and Greenhouse Gases. Also, it is recommended to provide preferential parking for vanpools and carpools, as well as secure and convenient bicycle parking within the project area. **G-10**

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G-11

- Facilitate coordination between transit providers to provide direct shuttles from Metrolink Montclair station to Claremont Colleges East Campus.

The Department has the discretionary authority to issue special permits for the movement of construction equipment/vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles contained in Division 15 of the California Vehicle Code. Requests for such special permits require the completion of a Transportation Permit. For information regarding Transportation Permit application for travel within the State of California contact:

Transportation Permits Office
P.O. Box 942874, MS #41
Sacramento, CA 94274-0001
Main number: (916) 322-1297
http://www.dot.ca.gov/hq/traffops/permits/contact.htm

All comments should be addressed and the TIA should be resubmitted prior to proceeding with the Encroachment Permit Process. These recommendations are preliminary and summarize our review of materials provided for our evaluation. Please continue to keep us informed of the project and other future updates, which could potentially impact the SHS and interfacing transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Adrineh Melkonian at (909) 806-3928 or myself at (909) 383-4557.

Sincerely,

Mark Roberts

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

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

Response G – CA Department of Transportation, District 8

	Response	Significant New Information?*
G-1	The forecasts of future horizon year conditions addressed in the study are consistent with well-accepted forecasting and analysis methodologies commonly used in the study area when the East Campus Master Plan EIR Notice of Preparation (NOP) was issued on February 10, 2010. These methodologies have also been used in other studies since that time. Specifically, the Harvey Mudd College Master Plan Amendment (approved an Addendum to Mitigated Negative Declaration adopted by the City of Claremont on February 1, 2011), Claremont McKenna College Master Plan (approved and EIR certified by the City of Claremont on July 10, 2012), and Pomona College Master Plan and EIR (pending with the City of Claremont) all used the near-term Project buildout and long-term area-wide buildout horizons and analysis methodologies that were also used in the East Campus traffic analysis as presented in Appendix L of the Project EIR. While the comment makes reference to a 2035 horizon year as being used in the study, the Project buildout analysis used year 2020 as the horizon when the Project Master Plan would be completed, and the longer-term analysis for area-wide full buildout conditions was extracted from the City of Claremont Circulation Element Transportation study (prepared by Meyer, Mohaddes Associates). Consistent with the naming convention used in other area studies, including those described in the previous paragraph, this horizon was termed "2030". While referred to as "2030" to be consistent with other area studies at the time of the NOP, this long-term background volume condition was based on area General Plan Buildout land use policies (regardless of horizon year) in combination with the SCAG regional traffic and growth models. The Project analysis used the City of Claremont General Plan forecasting basis because it appeared most conservative when compared to other available forecasting methodologies, and because most of the Project access, distributed/ assigned traffic volumes, and key intersections are located in the City of Claremont. Based on Caltrans District 8's request, a supplemental analysis was conducted at the Caltrans' SR-210 Interchange ramps intersection with Baseline Road. The analysis is for a forecast Year 2040, and addressed the Cumulative Plus Project (Weekday: Game Day) scenario	None

Response	Significant New Information?*

for the I-210 Ramps @ Baseline Road. It should be noted that while Caltrans has requested a 2040 horizon year, county-wide traffic modelling with which to prepare a 2040 analysis has not yet produced forecasts with which to do an analysis in that horizon year. On that basis, and to address the Caltrans request, the buildout (Year 2030) volume forecasts presented in the Project EIR have been expanded at the annual growth rate of 1% as is commonly used in impact studies throughout the region and is referenced in the 2010 Los Angeles County Congestion Management Program (CMP). The project supplemental analysis uses Highway Capacity Manual (HCM) 2010 methodologies, rather than the HCM 2000 methodologies used in the EIR traffic study, because Caltrans guidelines updated since the time of the NOP now request the HCM 2010 analysis methodology.

The results are presented in the table below (LOS worksheets supporting the results are attached to this response), with the upper component of the summary representative of an unmitigated Plus- Project condition, and the lower portion of the summary corresponding to the mitigated Plus-Project condition (the latter using the same mitigation measures identified in the EIR.) From the tabular summary, it can be seen that the supplemental LOS analysis (requested 2040 Horizon and HCM 2010 Methodology) is consistent with the Project EIR traffic study and actually indicates better future operating conditions than presented in the RDEIR (indicated by reduced average delay values for the 2040 analysis versus those published in the RDEIR). Since the Year 2040 LOS values (based on the HCM 2010 methodology) are actually improved over the RDEIR's Year 2030 LOS, the analysis in the Traffic Impact Analysis Report for the Claremont Colleges East Campus, Claremont, prepared by LLG dated January 8, 2015 remains valid. Further, it should be noted that the Year 2030 recommended improvements in the RDEIR traffic analysis will also mitigate the impacts of the Year 2040 traffic conditions, and no additional mitigation measures beyond those identified in the RDEIR are required.

	Key Intersection	Time Period	Year 2030 Plus Project HCM 2000 Methodology		Year 2040 Plus Project HCM 2010 Methodology	
			Delay (s/v)	Level of Service	Delay (s/v)	Level of Service
20	SR-210 Ramps at Baseline Road	AM	298.7	F	109.0	F
		PM	186.9	F	106.3	F

	Response	Significant New Information?*
	<table><tr><th></th><th>Key Intersection</th><th>Time Period</th><th>Year 2030 Plus Project Mitigation HCM 2000 Methodology Delay (s/v)</th><th>Year 2030 Plus Project Mitigation HCM 2000 Methodology Level of Service</th><th>Year 2040 Plus Project Mitigation HCM 2010 Methodology Delay (s/v)</th><th>Year 2040 Plus Project Mitigation HCM 2010 Methodology Level of Service</th></tr><tr><td>20</td><td>SR-210 Ramps at Baseline Road</td><td>AM</td><td>74.2</td><td>E</td><td>34.7</td><td>C</td></tr><tr><td></td><td></td><td>PM</td><td>55.3</td><td>E</td><td>28.1</td><td>C</td></tr></table>	
G-2	The RDEIR traffic analysis determined that the Project does not contribute over 100 weekday peak hour trips to either the SR-210 or I-10 Freeways. The Project, at most, assigns 21 two-way trips (sum of both the eastbound and the westbound travel directions) to the SR-210 Freeway, both east and west of the Project area, during the weekday commuter PM peak hour. Similarly, the Project is also forecast to add only 21 commuter peak hour trips (sum of eastbound and westbound travel directions) to the I-10 Freeway both east and west of the Project area. On that basis, the freeway mainline segment analysis and merge/diverge analysis are not required.	None
G-3	There are no set guidelines that require queuing analysis. It is generally at the jurisdiction's discretion if they require it or not. The I-210 interchange at Baseline Road (as discussed in Response G-1, above) is the I-210 Caltrans ramp intersection nearest the project, and the Project Game Day peak hour forecasts oriented to I-210 are all assigned to that interchange. The added volumes are relatively small on a Game Day with a very dominant outbound direction (34 trips among the two on-ramps, and only one trip exiting the freeway on either off-ramp). This one-Project-trip characteristic would result in very little, if any Project traffic queuing on the off ramps. Project trips totals oriented to I-10 are similar to those expected to be added to I-210 but would be split between the Indian Hill and Monte Vista interchanges, so that the volume conditions at either interchange would be only a portion of the volume scenario described above. On that basis, it was concluded that off-ramp traffic generated by the Project would be negligible, and a queuing and storage analysis at either location is unnecessary and was not requested during the traffic study scoping process with the Cities of Claremont and Upland.	None
G-4	See Response G-1. A supplemental analysis was conducted using the HCM 2010 methodology at the Caltrans ramp key intersection, and indicates better (reduced) delay values when compared to those presented in the Draft EIR for either the unmitigated or mitigated post-Project condition. During the time of project scoping and distribution of the	None

	Response	Significant New Information?*
	NOP in February of 2010, HCM 2010 methodology was not available. Therefore, HCM 2000 methodology was the most current and most appropriate methodology.	
G-5	The traffic impact analysis was initiated with intersection turning movement counts current as of the date of the NOP issuance in 2010, Supplemental counts and other key intersection locations were added in the preparation of the impact study with some of those counts occurring as recently as 2013. For the purposes of the study preparation, a 2014 baseline of "existing" traffic volumes was established by expanding the count data at an annual rate of 1% per year to bring all key intersections to a 2014 condition. This is a common practice in the preparation of traffic impact analyses, and its application to this study used a typical growth rate valid in the Project area. All analysis references to "existing" in the RDEIR reflect this 2014 Baseline. Baseline traffic data, together with 37 cumulative projects with meaningful/measureable additive trip generation, was then utilized to project future traffic volumes.	None
G-6	The forecasting and analysis methodologies used in the Draft EIR and the above responses did not rely on simulation that might otherwise drop unbalanced volumes for the impact analysis.	None
G-7	It should be noted that Foothill Boulevard has been relinquished by Caltrans and now falls under the jurisdictions of the Cities of Claremont and Upland. Further, the Cities of Claremont and Upland did not have any comments on the truck percentages at the intersections located within their jurisdictions. Additionally, since the area within the Project vicinity is not truck intensive and the Project is not truck intensive, truck classification counts were concluded to be unnecessary for the purposes of the impact analysis.	None
G-8	The Project proposes to provide a Class II Bike Lane along the north side of Arrow Route, as required by the City of Upland.	None
G-9	This comment does not identify any new significant environmental issues. Nevertheless, the recommendation will be forwarded to the decision and policy makers for their review and consideration. The project will provide pedestrian count-down signal indications at the new 9th	None

	Response	Significant New Information?*
	Street/Claremont Boulevard signal and will be sufficient to ensure pedestrian safety at this location, which is anticipated to experience frequent use. Impacts related to pedestrian safety, as discussed in Section 4.11 of the RDEIR, are less than significant and therefore the commenter's recommendations are not required.	
G-10	As discussed in Section 4.11 of the RDEIR, impacts to transit services are less than significant and mitigation is not required. This comment does not identify any new significant environmental issues. Nevertheless, the recommendation will be forwarded to the decision and policy makers for their review and consideration. Secure bicycle parking will be provided at the Project site.	None
G-11	As discussed in Section 4.11 of the RDEIR, impacts to transit services are less than significant and mitigation is not required. Dedicated bicycle lanes are located along Claremont Boulevard. According to the Claremont General Plan, the Citrus Regional Bikeway will incorporate a regional bikeway within the right of way of First Street. These bikeways will provide access to the Claremont Metrolink Station. Sidewalks located along Claremont Boulevard and First Street will provide pedestrian access to the Claremont Metrolink Station. According to the City of Upland Bicycle and Pedestrian Facilities Master Plan, a bicycle route has been designated for Monte Vista Avenue. This bikeway will provide access to the Montclair Transportation Center. The sidewalk to be constructed as part of the Project on the north side of Arrow Route, the sidewalks along Monte Vista Avenue will provide pedestrian access to the Montclair Transportation Center. The inclusion of secure bicycle storage/racks on the project site will be subject to review and approval by the City Upland and City of Claremont Planning Departments. This comment does not identify any new significant environmental issues. Nevertheless, the recommendation will be forwarded to the decision and policy makers for their review and consideration.	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment H – San Bernardino County Department of Public Works

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
• Environmental & Construction • Flood Control
• Operations • Solid Waste Management
• Surveyor • Transportation

Gerry Newcombe
Director

December 17, 2015

File: 10(ENV)-4.01

City of Upland
Keri Johnson, Senior Administrative Assistant
Development Services Department
460 N. Euclid Avenue
Upland, CA. 91786
kjohnson@ci.upland.ca.us

RE: CEQA – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CLAREMONT COLLEGE EAST CAMPUS PROJECT FOR THE CITY OF UPLAND

Dear Ms. Johnson:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on November 3, 2015,** and pursuant to our review, the following comments are provided:

Environmental Management Division (Kim Romich, Ecological Resource Specialist, 909-387-7971):

1. According to Mitigation 4.3.A-2, it is unclear whether only special status species which are nesting are considered within this measure. All construction activities should comply with the Federal Migratory Bird Treaty Act of 1918 (MBTA), the Golden Eagle Protection Act, and *California Fish and Game Code* Sections 3503, 3511 and 3513. The MBTA governs the taking and killing of migratory birds, their eggs, parts, and nests and prohibits the take of any migratory bird, their eggs, parts, and nests. In addition, all construction activities shall comply with Sections 3503, 3503.5, 3511 and 3513 of the *California Fish and Game Code,* which protect active nests of any raptor species. **H-1**

2. The document does not address whether burrowing owls have the potential to occur on the project site. If there are burrows present, a preconstruction burrowing owl clearance survey should be conducted to ensure burrowing owls remain absent from the project site. The clearance survey should be conducted in accordance with the California **H-2**

BOARD OF SUPERVISORS
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Gregory C. Devereaux, Chief Executive Officer

Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation which requires that two clearance surveys be conducted 14 – 30 days and 24 hours prior to any grading or vegetation removal on the project site. **H-2**

If you have any questions, please contact the individual who provided the specific comment, as listed above.

Sincerely,

NIDHAM ARAM ALRAYES, MSCE, PE, QSD/P
Public Works Engineer III
Environmental Management

NAA:PE:nh

Response H – San Bernardino County Department of Public Works

	Response	Significant New Information?*
H-1	The comment states that Mitigation Measure 4.3.A-2 is unclear on whether only special status species which are nesting are considered in the measure and that all construction activities shall comply with the Federal Migratory Bird Treaty Act of 1928, the Golden Eagle Protection Act, and California Fish and Game Code. Mitigation Measure 4.3.A-4, listed on Page 4.3-23 of the RDEIR, requires that a nesting bird survey be conducted if any phase of the project would require the removal of mature trees and/or any native/natural habitat during the bird breeding season. The proposed project will comply with all applicable regulations.	None
H-2	The comment states that the Draft EIR does not address whether burrowing owls have the potential to occur on the project site. The Attachment C of the Updated Biological Assessment, included as Appendix D of the RDEIR, states that the potential occurrence of western burrowing owl is low and that the site is not suitable for overwintering or nesting (see Appendix D of the RDEIR, Table 2, p. 25).	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

Comment I – Southern California Regional Rail Authority

METROLINK

Southern California Regional Rail Authority

December 17, 2015

Keri Johnson, Senior Administrative Assistant
City of Upland, Development Services Department
460 North Euclid Avenue
Upland, CA 91786

RE: **CLAREMONT COLLEGES EAST CAMPUS PROJECT – NOTICE OF AVAILABILITY (NOA) OF DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**

Dear Ms. Johnson:

The Southern California Regional Rail Authority (SCRRA) has received the NOA for the DEIR for the Claremont Colleges East Campus Project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent to the project site. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way south of the proposed project in LosAngeles County is operated and maintained by SCRRA and owned by Metro. In San Bernardino County, the railroad right of way to the south of the project is owned by SANBAG and operated and maintained by SCRRA. The proposed project is also located near the existing at-grade crossings of College Avenue and Claremont Blvd.

Below is a list of general comments that are of concern for all proposed projects near or adjacent to the railroad right of way. Please note that these are initial general comments submitted to meet the public comment period. SCRRA may follow up with more specific comments for consideration if further analysis deems it necessary. Comments are as follows:

1. Metrolink operates 38 passenger trains and BNSF operated 2 freight trains daily through this area. Trains can run 24 hours a day seven days a week. **I-1**
2. Considering the proximity of the Claremont Colleges East Campus to the tracks you can expect train noise and visual impacts. **I-2**

One Gateway Plaza, Floor 12 Los Angeles, CA 90012 T (213) 452.0200 metrolinktrains.com

3. The East Campus of Claremont Colleges will be constructed along Monte Vista Avenue 1 block north of the existing Pacific Electric Bike trail and future rail alignment for the extension of the Metro Gold Line light rail system. **I-3**
4. Metrolink trains carry commuters and are equipped with racks for placement of bicycles. We encourage promoting bicycle and pedestrian connectivity to our Metrolink station in downtown Claremont and at the Montclair Transportation Center in an effort to reduce congestion and promote clean air. **I-4**
5. We understand that both stations will be modified in the future with the planned extension of the Metro Gold Line Foothill Constuction light rail. This light rail line is planned to operate on the former Baldwin Park right of way owned by Metro and SANBAG in their respective counties. **I-5**
6. Expansion of the Claremont College East Campus could generate more pedestrian and vehicular traffic in the area. This additional traffic could impact the safety at the existing at-grade railroad crossings at Claremont Blvd., College Avenue and Indian Hill Blvd. Considerations should be made to include additional safety enhancements at the existing railroad crossings as needed. Our agency has published ***SCRRA Rail Highway Grade Crossing Recommended Design Practices and Guidelines*** that can be found on our website at www.metrolinktrains.com. **I-6**

City/Agency shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

Thank you again for cooperating with SCRRA to help ensure the development of a successful project. If you have any questions regarding these comments please contact me at via e-mail at mathieur@scrra.net or via telephone at 213-452-0456.

Sincerely,

Ron Mathieu
Sr. Public Project Specialist

Cc: Roderick Diaz, SCRRA
Patricia Bruno, SCRRA
Patricia Watkins, SCRRA
Don Sepulveda, Metro
Haylee Madfis, Metro
Yen Chiang, CPUC

Response I – Southern California Regional Rail Authority

Response		Significant New Information?*
I-1	The comment states that Metrolink operates 38 passenger trains and BNSF operates two freight trains daily through the area and that trains can run 24 hours per day seven days a week. The comment does not raise concerns regarding the environmental analysis in the RDEIR and therefore no further response is necessary.	None
I-2	The comment states that train noise and visual impacts should be expected considering the proximity of tracks to the Claremont Colleges East Campus. This comment does not identify impacts that the proposed project may have. Instead, it identifies existing conditions in the vicinity of the project. The project would not exacerbate impacts related to train noise or aesthetics and therefore no further analysis is warranted (CBIA v. BAAQMD (2015) 62 Cal 4th 369).	None
I-3	The comment states that the project will be constructed along Monte Vista Avenue, which is one block north of the existing Pacific Electric Bike trail and future rail alignment for the Metro Gold Line extension. The comment does not raise concerns regarding the environmental analysis in the RDEIR and therefore no further response is necessary.	None
I-4	The comment states that Metrolink trains carry commuters and are equipped with racks for placement of bicycles. The commenter encourages promoting bicycle and pedestrian connectivity to the Metrolink station in downtown Claremont and the Montclair Transportation Center to reduce congestion and promote clean air. Dedicated bicycle lanes are located along Claremont Boulevard. According to the Claremont General Plan, the Citrus Regional Bikeway will incorporate a regional bikeway within the right of way of First Street. These bikeways will provide access to the Claremont Metrolink Station. Sidewalks located along Claremont Boulevard and First Street will provide pedestrian access to the Claremont Metrolink Station. The sidewalk to be constructed as part of the proposed project on the north side of Arrow Route, the sidewalks along Monte Vista Avenue will provide pedestrian access to the Montclair Transportation Center. In addition, the inclusion and location of secure bicycle storage/racks on the project site will be subject to review and approval by the City Upland and City of Claremont Planning Departments.	None

	Response	Significant New Information?*
I-5	The comment states that both stations will be modified in the future with the planned extension of the Metro Gold Line Foothill Construction light rail. The comment does not raise concerns regarding the environmental analysis in the RDEIR and therefore no further response is necessary.	None
I-6	The comment states that the project could generate more pedestrian and vehicular traffic in the area and that this additional traffic could impact the safety at the existing at-grade railroad crossing at Claremont Boulevard, College Avenue, and Indian Hill Boulevard. The commenter recommends that additional safety enhancements at the existing railroad crossings be included as needed. Railroad crossing signage and gates are located at the at-grade railroad crossings at Claremont Boulevard, College Avenue, and Indian Hill Boulevard and will ensure that motorists and pedestrians will be alerted in the event of an approaching train. In addition, construction of these crossings was required to comply with design and engineering requires detailed in the SCRRA Design Criteria Manual.	None
**Note: (1) New significant impact (2) Substantial increase in severity of impacts (3) Feasible alternatives or mitigation that would reduce significant impacts (4) Identification of inadequacies in the analysis (None) No significant information identified*		

3 Errata

This section identifies revisions to the RDEIR to incorporate clarifications developed in response to comments on the RDEIR or minor errors corrected through subsequent review. It also identifies insignificant corrections to the EIR. Additions to the text are underlined and deletions have been ~~stricken through~~.

Minor revisions have been made to the Project Description, Greenhouse Gas Emissions, Public Services, and Transportation and Traffic sections of the EIR to provide clarification on project approval, thresholds, fire department service goals, and proposed Project Driveway construction.

The Notice of Availability (NOA) of a Draft Environmental Impact Report for the project was recirculated on November 2, 2015. In light of the City of Upland's September 14, 2015 adoption of the updated Cable Airport Land Use Compatibility Plan (2015 ALUP), compatibility of the project with the 2015 ALUP has been reviewed and attached (Attachment A). As discussed in Attachment A, the project is consistent with the 2015 ALUP Compatibility Zones. Included for reference as Attachment B are the exhibits and maps contained in the 2015 ALUP. The information contained in the 2015 ALUP does not result in any new significant environmental impact or substantial increase in the severity of an environmental impact or any new mitigation measure.

would be subdivided into three parcels (see Exhibit 3.7, Tentative Parcel Map No. 70243). Table 3.3 (Proposed Subdivision Summary) includes details of each tentative parcel map. APN 8308-009-023 is a small, landscape area located on the south side of Arrow Route/6th Street and no changes or development is proposed for this area.

Table 3.3

Proposed Subdivision Summary

TPM	City	Parcel No.	Size (AC)
18989	Upland	1	2.50
		2	3.40
		3	3.00
		4	29.40
		5	3.20
		6	3.80
		TOTAL	*45.30*
70243	Claremont	1	16.75
		2	11.80
		3	0.59
		TOTAL	*29.14*
		GRAND TOTAL	**74.44**
Source: Andreasen Engineering 2009			

Master Site Plan, City of Upland

A Master Site Plan (Exhibit 3.3) has been prepared to guide site development within the City of Upland over a 10-15 year timeframe and will be approved as a Master Conditional Use Permit (Master CUP). The Master Site Plan identifies the locations of proposed sports fields, activity areas, and ancillary buildings and structures. The baseball field, softball field, football/track field, and archery range would be relocation sites for replaced facilities as proposed in the Claremont McKenna Colleges (CMC) Master Plan. The Argentinean paddle tennis court would be a new sports facility along with proposed ancillary facilities and all-purpose athletic fields. Development applications and plans providing details of the proposed facilities must be submitted and approved prior to actual construction of the facilities. Required future submittals would include architectural plans, landscape and lighting plans, and sign plans for design review and site plan and conditional use permit approval. At this time, Parcels 1 through 3 of TPM 18989 are not proposed for development and would be left vacant until future uses are defined. Future uses proposed at a later date may be subject to further environmental review, as determined by the City of Upland. For the purposes of environmental review and future development of the parcels, the Master Site Plan identifies the following proposed uses:

- Existing Development (Retrofitting)

5. Open Space and Land Use (Ecology)
   - Natural and Constructed Open Space
   - Urban Forest
   - Protect and Restore Native Habitats

6. Housing & Economic Sustainability
   - Diversity of Jobs, Businesses and Housing Stock
   - Meeting State Mandates for Affordable Housing
   - Neighborhood Preservation
   - Fair Trade
   - Economic Viability

7. Outreach, Education and Implementation
   - Understanding of Sustainability for General Public and all Stakeholder Groups
   - Implementation of Sustainability Plan
   - Tracking Progress Toward Goals

Thresholds of Significance

The project could result in a potentially significant impact if it would:

A. Generate greenhouse gas emissions, either directly or indirectly, that have a significant impact on the environment.
B. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, or conflict with the City of Claremont's Sustainable Plan.

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used.[13] Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent ($MTCO_2E$) per year for residential and commercial projects.[14] This threshold is based on the review of 711 CEQA projects.

As noted by the California Supreme Court in *Center for Biological Diversity v. California Department of Fish and Wildlife* 62 Cal. 4th 204 (2015):

> "[B]ecause of the global scale of climate change, any one project's contribution is unlikely to be significant by itself. The challenge for CEQA purposes is to determine whether the impact of the project's emissions of

> greenhouse gases is cumulatively considerable, in the sense that 'the incremental effects of [the] individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (§ 21083, subd. (b)(2); see § Guidelines, 15064, subd. (h)(1).) "With respect to climate change, an individual project's emissions will most likely not have any appreciable impact on the global problem by themselves, but they will contribute to the significant cumulative impact caused by greenhouse gas emissions from other sources around the globe. The question therefore becomes whether the project's incremental addition of greenhouse gases is 'cumulatively considerable' in light of the global problem, and thus significant. [citations omitted]"[15]

That is, the key issue in evaluating the impact of GHG emissions is whether the incremental impacts of the Project are "cumulatively considerable" in light of global emissions, and, therefore significant.

In 2008, CAPCOA prepared a white paper to provide guidance to local agencies in evaluating GHG emissions and establishing significance thresholds. Consistent with the Supreme Court's holding, CAPCOA noted (at 35) that "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts for a climate change perspective." It further noted (at 31) that "the CEQA Guidelines recognize that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact and therefore, not trigger the need for a significance determination." It determined (at 31) that "non-zero thresholds for GHG significance determinations" are consistent with "the concept regarding whether the project's GHG emissions represent a 'considerable contribution to the cumulative impact' and therefore warrant analysis" and that "specifying a non-zero threshold could be construed as setting a *de minimis* value for a cumulative impact. In effect, this would be indicating that there are certain GHG emission sources that are so small that they would not contribute substantially to the global GHG budget." CAPCOA noted (at 35).

CAPCOA went on to recommend that an appropriate threshold for residential and commercial developments would be one that captured approximately 90 percent of future development. It determined that using this approach would "set the unit threshold low enough to capture a substantial fraction of future housing and commercial developments that will be constructed to accommodate future statewide population and job growth, while setting the unit thresholds high enough to exclude small development projects that will contribute a relatively small fraction of the cumulative statewide GHG emissions." It noted that this "would establish a strong basis for demonstrating that cumulative reductions are being achieved across the state."

The Project is located within the South Coast Air Quality basin (the "Basin") whose air quality is overseen by the SCAQMD. Subsequent to adoption of AB 32, the California Global Warming Solutions Act of 2006, SCAQMD established a

stakeholder working group to receive input on establishing GHG significance thresholds in the Basin. In addition, it formed a GHG significance threshold working group (the "GHG Working Group") to assist SCAQMD staff in developing significance thresholds. The GHG Working Group included members of the public, state and local agencies, environmental and professional organizations and regulated stakeholders including industry groups. The GHG Working Group held several public meetings to solicit comments from stakeholders regarding GHG significance thresholds. Based on its evaluations and public input, in December, 2008, SCAQMD staff proposed interim GHG significance thresholds.

Consistent with the CAPCOA White Paper, SCAQMD staff recommended that the SCAQMD adopt significance thresholds based on an emission capture rate of 90 percent for all new and modified projects. It noted[16], as did CAPCOA, that this approach "fit into the concept regarding whether the project's GHG emissions represent a 'considerable contribution to the cumulative impact' and therefore warrant analysis" and that (Draft Guidance at 3-12) this approach "attempts to identify small projects that would not likely contribute to significant cumulative GHG impacts." Staff determined that this would require that most projects implement GHG reduction measures and that this rate would set the threshold "low enough to capture a significant fraction of future stationary source project . . . while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relative small fraction of the cumulative statewide GHG emissions." It determined[17] that this approach would "prevent new industrial development from substantially hindering progress towards achieving the goals of the Governor's Executive Order . . ." Specifically, SCAQMD determined (Board Letter at 4) that the GHG emissions that fell below the 90 percent threshold "would account for slightly less than one percent of [the] future 2050 statewide GHG emissions target . . ." After evaluating industrial emissions within the Basin, staff determined that a GHG threshold of 10,000 MTCO2E for industrial sources would capture more than 90 percent of GHG emissions from stationary sources. The SCAQMD Governing Board determined, based on the evidence before it, that the 90 percent capture rate method was appropriate for establishing GHG emissions thresholds and, on that basis, adopted a 10,000 MTCO2E threshold for industrial projects within the Basin.[18]

SCAQMD staff further determined (Board Letter at 8) that using the 90 percent capture rate was appropriate to "implement a 'fair share' approach to reducing emission increases" amongst different types of projects (i.e. industrial, residential and commercial). SCAQMD determined that residential/commercial projects only contributed about 9 percent of GHG emissions in the Basin and that the 90 percent capture rate would mean that projects generating less than 1 percent of emissions would fall below a threshold based on the 90 percent standard (Draft Guidance at 3-13). Staff suggested a threshold of 3,000 MTCO2E/year based on the relative contributions between residential/commercial sectors and industrial sources. However, it further determined that additional analysis was needed to further define the threshold.

Over the year and a half, additional analysis was undertaken. Based on review of over 700 projects within the Basin to determine their level of GHG emissions, Staff

determined that the 90 percent emissions capture rate for residential/commercial development in the Basin was between 2,983 and 3,143 MTCO2E/yr (August 26 Presentation[19]). Based on this and other information, in September, 2008, SCAQMD Staff recommended that lead agencies in the Basin use the 3,000 MTCO2e/year threshold for all non-industrial land uses within the Basin (September Presentation/ Minutes)). Thus, staff at SCAQMD, the agency with primary responsibility for air emissions in the Basin has determined, based on the evidence that it collected, which included analysis of hundreds of projects, that the 90% capture approach and 3,000 MTCO2E/year are appropriate for insuring that the bulk of GHG emissions are captured and that the State's GHG emissions reduction goals are achieved.

Based on its review of this information, the City determined that if net emissions from the proposed project exceed 3,000 MTCO2E/year, a potentially significant impact could occur because the proposed project could contribute to climate change impacts and, consequently, that if the emissions fell below that threshold, those emissions would not be not cumulatively considerable in light of the global problem, and thus not significant. As discussed herein, the Project will result in net emissions of 1903.24 MTCO2E/yr. Because the net emissions are significantly less than the 3,000 MTCO2E/yr threshold, it has been determined that the GHG emissions are not significant and, therefore, that no mitigation is required.[20]

Environmental Impacts

Short-term and long-term impacts related to greenhouse gas emissions would be less than significant

The proposed project will include activities that emit greenhouse gas emissions over the short- and long-term. While one project could not be said to cause global climate change, individual projects contribute cumulatively to greenhouse gas emissions that result in climate change.

If net emissions resulting from the proposed project exceed the 3,000 MTCO2E threshold, a potentially significant impact could occur because the proposed project would be outside of the smallest ten-percent of commercial GHG emitters and could contribute to climate change impacts such as temperature increases, precipitation changes, increases in natural hazards, and other identified impacts. To determine if the proposed project will exceed the threshold, a greenhouse gas emissions inventory was prepared for the proposed project and is analyzed below.

Short-Term Emissions

The proposed project will result in short-term greenhouse gas emissions from construction and installation activities. Greenhouse gas emissions will be released by equipment used for grading, paving, building construction, and architectural coating activities. GHG emissions will also result from worker and vendor trips to

Level of Significance with Mitigation Incorporated

Impacts 4.5.A and 4.5.B would be less than significant and no mitigation is required.

[1] United States Environmental Protection Agency. Greenhouse Gas Emissions. http://www.epa.gov/climatechange/ghgemissions/gases.html [August 2014]
[2] Intergovernmental Panel on Climate Change. Changes in Atmospheric Constituents and in Radiative Forcing (Working Group I). Forth Assessment Report. 2007
[3] Ibid
[4] California Natural Resources Agency. 2009 California Climate Adaptation Strategy.
[5] California Climate Action Team. Biennial Report. December 2010
[6] Southern California Association of Governments. Senate Bill 375 Fact Sheet. http://scag.ca.gov/Documents/SCAG_SB375_Factsheet.pdf [July 2014]
[7] California Air Resources Board. Climate Change Scoping Plan. December 2008
[8] California Air Resources Board. AB 32 Climate Change, Scoping Plan Progress Report. September 2010
[9] California Air Resources Board. Cap-and-Trade. http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm [July 2014]
[10] California Building Standards Commission. California Code of Regulations Title 24. California Green Building Standards Code. 2013
[11] Ibid 24
[12] City of Claremont. Updated Sustainable City Plan. October 2013
[13] California Air Pollution Control Officers Association. *CEQA and Climate Change.* January 2008
[14] South Coast Air Quality Management District. CEQA Significance Thresholds Working Group. Meeting # 15, Main Presentation. September 28, 2010

[15] CEQA Guideline §15130 provides: "An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in section 15065(a)(3). When a Lead Agency is examining a project with an incremental effect that is not 'cumulatively considerable', a Lead Agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable." Cumulatively considerable "consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts."
[16] Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold – October, 2008 ("Draft Guidance") at 2-8, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2
[17] Attachment D – Interim GHG Significance Threshold Proposal – Key Issues/Comments ("Comments") – Comment 1. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmentsa_d.pdf?sfvrsn=2

[18] Board Letter – Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008 ("Board Letter") at 6. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2

[19] http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-main-presentation.ppt?sfvrsn=2

[20] In addition, the City determined that the project was consistent with the State's Scoping Plan and the Claremont Sustainable City Plan which are designed to reduce GHG emissions and that it will be required to comply with California's Green Building Standards and other plans which also include provisions to reduce GHG emissions.

[21] California Air Pollution Control Officers Association. Quantifying Greenhouse Gas Emissions. August 2010

[22] Linscott, Law & Greenspan, Engineers. *Traffic Impact Analysis Report Claremont Colleges East Campus.* September 5, 2014

[23] California Air Resources Board. California GHG Emissions – Forecast (2002-2020). October 2010

[24] California Air Resources Board. Scoping Plan Measures Implementation Timeline. October 2010

Priority 4: Lowest Priority (Abandoned Vehicles)

The Upland Police Department has established a service response goal of less than six minutes for Priority 1 incidents.

Claremont Fire Protection Services

Fire protection and emergency medical services are provided to the City of Claremont by the Los Angeles County Fire Department. The project site is located within the Battalion 2 response section of the County with Fire Station No. 101 located at 606 West Bonita Avenue, located approximately two miles west of the project site. Station 101 is equipped with one Type-I pumper and a paramedic rescue squad. The service goal for Station 101 is to arrive at the furthest point in the Station's district within five~~seven~~ minutes for the first arriving unit for fire and EMS and eight minutes for the advanced life support (paramedic) unit.~~; however, average response times are between three and five minutes.~~[5] Under an existing automatic aid agreement, Upland will also provide a fire engine to incident responses in the area bound by Foothill Boulevard, Mills Avenue, and Pomello Drive, directly north of the project site.[6]

Claremont Police Protection Services

The Claremont Police Department provides police protection services to the City of Claremont. The Claremont Police Department is located at 570 West Bonita Avenue, approximately two miles west of the project site. The Department consists of 34 sworn officers for an officer to 1,000 residents ratio of 0.95 [34 / (35,920 / 1,000) = 0.95].[7] [8] The Department has established a desired service goal of 1.21 officers per 1,000 residents. In 2013, the Claremont Police Department responded to 24,255 calls for service with an average response time to priority calls of 3 minutes 55 seconds.[9] In addition to public polices services, the Claremont Colleges have a Campus Safety Department, which is operated through the Claremont University Consortium (CUC). The Campus Safety Department adds staff as demand requires and as considered by the Council of Presidents of The Claremont Colleges.

Thresholds of Significance

The project could result in a potentially significant impact if it would:

A. Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.
B. Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Claremont Boulevard at Project Driveway 2 (9): Construction of the east leg of the intersection to provide one inbound lane and one outbound lane would be required. The intersection would be designed for stop-controlled approach on Project Driveway 2 (Northwest Driveway) and would provide one right-turn-only lane. The northbound approach on Claremont Boulevard would be modified to provide one through lane and one shared through-right turn lane. The existing southbound approach on Claremont Boulevard that provides two through lanes would be maintained.

Claremont Boulevard at Ninth Street/Project Driveway 3 (10): The northbound approach on Claremont Boulevard would be modified to provide a shared through-right turn lane while maintaining the existing one through lane and one left-turn lane. The southbound approach on Claremont Boulevard would be modified by providing a left-turn lane while maintaining the existing through lane and constructing one shared through-right turn lane. Construction of the east leg of the intersection to provide one inbound lane and one outbound lane designed for stop-controlled approach on Project Driveway 3 (West Driveway) and one shared left through-right lane. The west leg would need to be re-striped to include eastbound through movement. A traffic signal with crosswalks and pedestrian signals and push buttons would be constructed. Additionally, fencing and landscaping would be installed along the project frontage to encourage students to cross Claremont Boulevard at signalized intersection crosswalks and discourage midblock crossings. *Note that although traffic volumes would not technically warrant a traffic signal at this intersection in the immediate future, the project includes construction of this signal by opening day due to the significant pedestrian activity expected at this location* (see Impact 4.11.C in this section for further discussion).

Claremont Boulevard at Project Driveway 4 (11): Construction of the east leg of the intersection to provide one inbound lane and one outbound lane designed for stop-controlled approach and one right-turn only lane. The northbound approach on Claremont Boulevard would be modified to provide one through lane and one shared through-right turn lane. The existing southbound approach on Claremont Boulevard that provides two through lanes would be maintained.

Project Driveway 1 at Foothill Boulevard (14): Project Driveway 1 will be constructed only if and when needed in conjunction with Project implementation. If and when the north driveway is constructed to provide access to the project, construction of the south leg of the intersection to provide one inbound lane and one outbound lane and align future project driveway with that of the future Claremont Commons driveway to the north would be required. ~~The intersection would be designed with stop-controlled approaches on both the Project Driveway 1 (North Driveway) and the Claremont Commons driveway.~~ One shared left through-right lane for both the Project Driveway 1 and the Claremont Commons driveway approaches would be provided. A five-phase traffic signal will be installed at this intersection. The eastbound approach on Foothill Boulevard would be modified to provide one left-turn lane, one through lane and one shared through-right turn

Notice of Availability

NOTICE OF AVAILABILITY
FOR A DRAFT ENVIRONMENTAL IMPACT REPORT

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Availability of a Draft Environmental Impact Report for the Claremont Colleges East Campus Project (Tentative Tract Map 18989, Environmental Assessment Report 1492, Site Plan 08-10, and Conditional Use Permit No. 1419)

Pursuant to Title 14 of the California Code of Regulations, Section 15087, this is to advise that the City of Upland, which is the Lead Agency overseeing this project, has completed a Draft Environmental Impact Report for the proposed project described below.

PROJECT LOCATION: South of Foothill Boulevard, west of Monte Vista Avenue, north of Arrow Route/6th Street, east of Claremont Boulevard, within the Cities of Upland and Claremont.

PROJECT DESCRIPTION: The proposed Project consists of a subdivision, master site plan, conditional use permit, site plan, and development agreement for the phased development of a college sports complex with recreational/athletic fields, sports courts, parking, and supporting building facilities on a 75-acre former aggregate quarry within the cities of Upland and Claremont. Existing land uses include a temporary construction parking area adjacent to Claremont Boulevard in addition to a permitted Class III landfill site. The purpose of the phased development is to develop, relocate and provide new sports facilities and associated parking from the main college campuses to the former quarry site and to provide additional parking for the campuses.

The Notice of Preparation of an EIR was circulated in February 2010 and the Draft EIR was circulated for public review for 45 days in October 2011. Pursuant to CEQA Guidelines Section 15088.5, the Draft EIR is now being Recirculated as a result of changes to the conceptual site plan. The development of two additional sports fields is now being considered; however, the total site acreage remains unchanged. The comments previously received on the Draft EIR have been addressed in this Recirculated Draft EIR. Pursuant to CEQA Guidelines Section 15088.5(f)(1), and as identified in the Recirculated Draft EIR, the Lead Agency need only respond to those comments submitted in response to the Recirculated revised Draft EIR.

ENVIRONMENTAL DETERMINATION: Based on the findings of the Recirculated Draft EIR, the City has determined that this project would result in significant and unavoidable impacts related to increases in traffic-generated noise and operational noise in the project area in the City of Upland for which a Statement of Overriding Considerations will be needed. Mitigation measures for aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, construction noise, and transportation and traffic will be required to reduce impacts to less than significant.

The project site is not included on the list of hazardous materials/facilities, hazardous waste properties, or hazardous waste disposal sites enumerated under Section 65962.5 of the California Government Code (Cortese List).

PUBLIC REVIEW PERIOD: The Recirculated Draft Environmental Impact Report is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15087 (California Environmental Quality Act). Your comments may be sent as soon as possible, but **no later than 6:00 p.m., Thursday, December 17, 2015**. All comments must be submitted in writing to the address below. The comment period during which the City will receive comments on the Recirculated Draft Environmental Impact Report is:

Starting Date: November 2, 2015 **Ending Date: December 17, 2015, at 6:00 p.m.**

RESPONSES AND COMMENTS: Please indicate a contact person for your agency or organization and send your written comments by letter or email to:

Keri Johnson, Senior Administrative Assistant
City of Upland, Development Services Department
460 North Euclid Avenue
Upland, California 91786
Email: kjohnson@ci.upland.ca.us

DOCUMENT AVAILABILITY: Copies of the Claremont Colleges East Campus plans and its associated Recirculated Draft Environmental Impact Report are available for public review on the City's website at www.ci.upland.ca.us, and at the following locations:

- Upland City Hall, Development Services Department, 460 North Euclid Ave, Upland, CA 91786
- Upland City Library, 450 North Euclid Ave, Upland, CA 91786
- Claremont City Hall, Community Development Department, 207 Harvard Ave, Claremont, CA 91711
- Claremont Public Library, 208 Harvard Ave, Claremont, CA 91711
- Alexander Hughes Community Center, 1700 Danbury Rd, Claremont, CA 91711
- Youth Activity Center, 1717 North Indian Hill Blvd, Claremont, CA 91711

If you require additional information, please contact Keri Johnson at (909) 931-4305.

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1007 021 10 0000
Foothill Real Estate Partners Inc
9001 Mission Blvd
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Foothill Real Estate Partners Inc
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1007 021 10 0000
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1007 021 15 0000
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1007 321 11 0000
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1007 371 08 0000
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1007 371 10 0000
College Park Retail Centre LP
2520 N Santiago Blvd
Orange Ca 92867

1007 371 10 0000
College Park Retail Centre LP
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College Park Retail Centre LP
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Duc Nguyen
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1007 741 28 0000
Zhong Li
435 Golden Bear Ln
Upland Ca 91786

1007 741 29 0000
Xu Wang
421 Golden Bear Ln
Upland Ca 91786

1007 741 30 0000
Yanhong Xing
434 Golden Bear Ln
Upland Ca 91786

1007 741 31 0000
Thomas Duzer
449 Golden Bear Ln
Upland Ca 91786

1007 741 32 0000
Bin Yang
459 Golden Bear Ln
Upland Ca 91786

1007 741 33 0000
Audrey Kikos
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1007 741 34 0000
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2447 Bruin Pl
Upland Ca 91786

1007 741 41 0000
Xiuyu Chen
2435 Bruin Pl
Upland Ca 91786

1007 741 42 0000
Lili Wang
3921 Schaefer Ave
Chino Ca 91710

1007 741 43 0000
Jun Kim
1601 Bison St
Upland Ca 91784

1007 741 44 0000
Caixia Guo
2997 S Citrus St
West Covina Ca 91791

1007 741 45 0000
Caixia Guo
2997 S Citrus St
West Covina Ca 91791

1007 741 46 0000
Terry & Carolyne Givens
452 Cardinal Ln
Upland Ca 91786

1007 741 47 0000
Biggs Trust
440 Cardinal Ln
Upland Ca 91786

1007 741 48 0000
Jose Medeiros
436 Cardinal Ln
Upland Ca 91786

1007 741 49 0000
Bilal Arshad Khan
398 Cardinal Ln
Upland Ca 91786

1007 741 50 0000
Xuan Cui
396 Cardinal Ln
Upland Ca 91786

1007 741 51 0000
Mark Huber
392 Cardinal Ln
Upland Ca 91786

1007 741 52 0000
Shu & Xiao
20828 Broken Bit Dr
Covina Ca 91724

1007 741 53 0000
Leu-Chun Matthew Chen
370 Cardinal Ln
Upland Ca 91786

1007 741 54 0000
Philip Tse
372 Cardinal Ln
Upland Ca 91786

1007 741 82 0000
Yaoqin Xu
375 Cardinal Ln
Upland Ca 91786

1007 741 83 0000
Wu Yi
375 Cardinal Ln
Upland Ca 91786

1007 741 85 0000
Xinrui Yan
410 Golden Bear Ln
Upland Ca 91786

1007 741 86 0000
Kenneth Lee
406 Golden Bear Ln
Upland Ca 91786

1007 741 87 0000
Newman Arthur & Sharman 8-8-
405 Cardinal Ln
Upland Ca 91786

1007 741 88 0000
Caixia Guo
2997 S Citrus St
West Covina Ca 91791

1007 741 89 0000
Pengfei Li
401 Cardinal Ln
Upland Ca 91786

1007 741 90 0000
Claremont Square Community Ass
195 N Euclid Ave #100
Upland Ca 91786

1007 741 93 0000
Claremont Square Community Assn
195 N Euclid Ave #100
Upland Ca 91786

1006 311 24 0000
Occupant
2315 W Foothill Blvd #1
Upland Ca 91786

1006 311 24 0000
Occupant
2315 W Foothill Blvd #3
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #1
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #2
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #3
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #4
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #5
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #6
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #7
Upland Ca 91786

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Occupant
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Upland Ca 91786

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Upland Ca 91786

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Upland Ca 91786

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Upland Ca 91786

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Upland Ca 91786

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Occupant
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Upland Ca 91786

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Upland Ca 91786

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Occupant
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Upland Ca 91786

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Occupant
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Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #17
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #18
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #19
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #20
Upland Ca 91786

1006 311 24 0000
Occupant
2335 W Foothill Blvd #21
Upland Ca 91786

1006 312 24 0000
Occupant
2193 W Foothill Blvd #A
Upland Ca 91786

1006 312 24 0000
Occupant
2193 W Foothill Blvd #B
Upland Ca 91786

1007 011 01 0000
Occupant
4870 Arrow Rte
Upland Ca 91786

1007 021 01 0000
Occupant
912 Monte Vista Ave
Upland Ca 91786

1007 021 01 0000
Occupant
916 Monte Vista Ave
Upland Ca 91786

1007 021 01 0000
Occupant
926 Monte Vista Ave
Upland Ca 91786

1007 021 01 0000
Occupant
930 Monte Vista Ave
Upland Ca 91786

1007 021 01 0000
Occupant
936 Monte Vista Ave
Upland Ca 91786

1007 021 01 0000
Occupant
938 Monte Vista Ave
Upland Ca 91786

1007 021 01 0000
Occupant
940 Monte Vista Ave
Upland Ca 91786

1007 021 10 0000
Occupant
2180 W Foothill Blvd
Upland Ca 91786

1007 021 11 0000
Occupant
950 Monte Vista Ave
Upland Ca 91786

1007 361 01 0000
Occupant
350 Claremont Blvd
Upland Ca 91786

1007 361 01 0000
Occupant
400 N Claremont Blvd
Upland Ca 91786

1007 371 10 0000
Occupant
2440 W Arrow Rte #4D
Upland Ca 91786

1007 371 10 0000
Occupant
2440 W Arrow Rte #4E
Upland Ca 91786

1007 371 10 0000
Occupant
2440 W Arrow Rte #4F
Upland Ca 91786

1007 371 10 0000
Occupant
2440 W Arrow Rte #4G
Upland Ca 91786

1007 371 10 0000
Occupant
2440 W Arrow Rte #5A
Upland Ca 91786

1007 371 11 0000
Occupant
2450 W Arrow Rte
Upland Ca 91786

1007 371 12 0000
Occupant
2430 W Arrow Rte
Upland Ca 91786

1007 371 13 0000
Occupant
2410 W Arrow Rte
Upland Ca 91786

1007 371 13 0000
Occupant
2416 W Arrow Hwy
Upland Ca 91786

1007 371 13 0000
Occupant
2420 W Arrow Hwy #1D
Upland Ca 91786

1007 371 13 0000
Occupant
2420 W Arrow Hwy
Upland Ca 91786

1007 741 35 0000
Occupant
2465 Bruin Pl
Upland Ca 91786

1007 741 37 0000
Occupant
2459 Bruin Pl
Upland Ca 91786

1007 741 42 0000
Occupant
2429 Bruin Pl
Upland Ca 91786

1007 741 43 0000
Occupant
2417 Bruin Pl
Upland Ca 91786

1007 741 44 0000
Occupant
2423 Bruin Pl
Upland Ca 91786

1007 741 45 0000
Occupant
454 Cardinal Ln
Upland Ca 91786

1007 741 52 0000
Occupant
368 Cardinal Ln
Upland Ca 91786

1007 741 83 0000
Occupant
376 Golden Bear Ln
Upland Ca 91786

1007 741 88 0000
Occupant
403 Cardinal Ln
Upland Ca 91786

City of Claremont – Property Owners within 300 Feet

STIG LANESSKOG
CHIEF EXECUTIVE OFFICER
CLAREMONT UNIVERSITY CONSORTIUM
101 S. MILLS AVE
CLAREMONT, CA 91711

ANDREW DORANTES
VP/TREASURER
HARVEY MUDD COLLEGE
301 PLATT BOULEVARD
CLAREMONT, CA 91711

YUET LEE
VP/TREASURER
PITZER COLLEGE
MCCONNELL CENTER 316
1050 N MILLS AVE
CLAREMONT CA 91711

VISTA DEL MONTE CORP
11548 SOUTH ST #24
CERRITOS CA 90073

PLATFORM ENTERPRISES
701 E FOOTHILL BLVD
CLAREMONT CA 91711-3574

DEAN CALVO
VICE PRESIDENT/FINANCE
CLAREMONT GRADUATE UNIV
150 E TENTH ST
HARPER HALL 160
CLAREMONT, CA 91711

KAREN SISSON
V.P./TREASURER
POMONA COLLEGE
ALEXANDER HALL 210
550 N COLLEGE AVE
CLAREMONT, CA 91711

MIKE JONES
VP/FINANCE & OPERATIONS
KECK GRADUATE INSTITUTE
535 WATSON DR BLDG 215
CLAREMONT CA 91711

HUFF FAMILY LP
PO BOX 542
UPLAND CA 91785-0542

VISTA DEL MONTE CORP
11548 SOUTH ST #24
CERRITOS CA 90073

ROBIN ASPINAL
V.P./TREASURER
CLAREMONT McKENNA COLLEGE
BAUER CENTER 226
500 EAST NINTH STREET
CLAREMONT, CA 91711

DONNA NG
V.P./TREASURER
SCRIPPS COLLEGE
BALCH HALL 107
1030 N. COLUMBIA AVE
CLAREMONT, CA 91711

CLARE PROPERTIES LLC
9595 WILSHIRE BLVD STE 600
BEVERLY HILLS CA 90212-2506

HASSAN & SONS INC
2860 N SANTIAGO BLVD #2NDFL
ORANGE CA 92867-1722

Notice of Completion

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

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

SCH # 2010021040

Project Title: Claremont Colleges East Campus

Lead Agency: City of Upland — Contact Person: Tonya Pace, Senior Planner
Mailing Address: 460 North Euclid Avenue — Phone: 909-9331-4327
City: Upland — Zip: 91785 — County: San Bernardino

Project Location: County: San Bernardino, Los Angeles — City/Nearest Community: Upland, Claremont
Cross Streets: Foothill Boulevard @ Claremont Boulevard — Zip Code: 91786,91711
Longitude/Latitude (degrees, minutes and seconds): 34 ° 06 ′ 11.3 ″ N / 117 ° 42 ′ 03.5 ″ W — Total Acres: ~75
Assessor's Parcel No.: 1007-011-01, 8308-025-012 — Section: 10 — Twp.: 1S — Range: 8W — Base: SBBM
Within 2 Miles: State Hwy #: 66 — Waterways: San Antonio Creek
Airports: Cable Airport — Railways: Southern Pacific — Schools: Multiple

Document Type:

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

Local Action Type:

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

Development Type:

☐ Residential: Units ____ Acres ____			
☐ Office: Sq.ft. ____ Acres ____ Employees ____		☐ Transportation: Type ____	
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____		☐ Mining: Mineral ____	
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____		☐ Power: Type ____	MW ____
☒ Educational: College Sports Facilities		☐ Waste Treatment: Type ____	MGD ____
☐ Recreational: ____		☐ Hazardous Waste: Type ____	
☐ Water Facilities: Type ____	MGD ____	☐ Other: ____	

Project Issues Discussed in Document:

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

Present Land Use/Zoning/General Plan Designation:

Upland: Class III Landfill/SP/I, Claremont: Archery Range, Temporary Parking, Class III Landfill/IE/Institutional

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

The proposed Project consists of a subdivision, master site plan, site plan, and development agreement for the phased development of a college sports complex with recreational/athletic fields, sports courts, parking, supporting building facilities on a 75-acre former aggregate quarry. Existing land uses include an archery range and a temporary construction parking area adjacent to Claremont Boulevard in addition to a permitted Class III landfill site. The purpose of the phased development is the relocation of sports facilities and associated parking from the main college campuses to the former quarry site and to provide additional parking for the campuses. The Draft EIR is being Recirculated as a result of changes to the conceptual site plan. The development of two additional sports fields is now being considered; however, the total site acreage remains unchanged.

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

Revised 2010

Reviewing Agencies Checklist

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

____	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
____	California Highway Patrol	____	Pesticide Regulation, Department of
S	Caltrans District #7	____	Public Utilities Commission
____	Caltrans Division of Aeronautics	S	Regional WQCB #4
____	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	X	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
S	Fish & Game Region #5	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	____	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	S	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other:
____	Housing & Community Development	____	Other:
____	Native American Heritage Commission		

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

Starting Date November 2, 2015 Ending Date December 17, 2015

Lead Agency (Complete if applicable):

Consulting Firm: MIG | Hogle-Ireland
Address: 1500 Iowa Avenue, Suite 110
City/State/Zip: Riverside, California 92507
Contact: Olivia Chan
Phone: 951-787-8222

Applicant: Claremont University Consortium
Address: 101 South Mills Avenue
City/State/Zip: Claremont, California 91711-5053
Phone: 909-607-1113

Signature of Lead Agency Representative: _____ **Date:** 10/30/2015

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

Revised 2010

5 Findings of Fact

Introduction and Purpose

The "project" addressed in these Findings of Fact is the Claremont Colleges East Campus.

California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000 et seq.) Section 21081 requires the Lead Agency (the City of Upland) to issue written findings for significant impacts identified in the Environmental Impact Report (EIR), accompanied by a brief rationale for each finding. Section 15091 of the State CEQA Guidelines states that:

(a) No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding: The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological or other benefits of the project outweigh the significant effects on the environment.

In accordance with Pubic Resources Code Section 21081, whenever significant impacts cannot be substantially mitigated and remain unavoidable, the benefits of the proposed project must be balanced against the unavoidable environmental consequences in determining whether to approve the project. The Lead Agency must make Findings of Fact and adopt a Statement of Overriding Considerations where the decision of the Lead Agency allows the occurrence of significant effects that are identified in the EIR, but are not substantially mitigated.

This document sets forth the City of Upland's Findings, pursuant to Section 21081 of the Public Resources Code, as supported by substantial evidence in the record.

Mitigation Monitoring Reporting Program

As required by Public Resources Code Section 21081.6, a program for reporting on and monitoring project mitigation is included herein in Section 6 for adoption by the Lead Agency.

Location of Documents

The RDEIR, FEIR, and administrative record for the Claremont Colleges East Campus project are available for review upon request at:

City of Upland
Development Services Department
460 North Euclid Avenue
Upland, California 91786
(909) 931-4135

Discussion of Findings

Where, as a result of the environmental analysis of the project and the identification of feasible mitigation measures, potentially significant impacts have been determined by the City to be reduced to a level of less than significant, the City has found in accordance with Public Resources Code Section 21081(a)(1) and State CEQA Guidelines Section 15091(a)(1) that "Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment." Such a finding is referred to herein as **Finding 1**.

Where the City has determined pursuant to CEQA Section 21081((a)(2) and State CEQA Guidelines Section 15091(a)(2) that "Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency," the City's finding is referred to as **Finding 2**. *This finding is not required to be made because all mitigation is under the jurisdiction of the Lead and Responsible Agencies.*

Where, as a result of the environmental analysis of the project, the City has determined that (a) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (b) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance Public Resources Code Section 21081(a)(3) and State CEQA Guidelines Section 15091(a)(3) that "Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report." Such a finding is referred to as **Finding 3**.

References for discussion of environmental impacts within the EIR are noted with each finding. Impact numbers refer to the section number and the threshold letter referenced in the RDEIR where the full discussion of impacts is included.

Findings on Significant and Unavoidable Impacts

The EIR identified increases in operational noise as a significant impact of the proposed Project that cannot be mitigated to a less than significant level.

The City finds, based on the facts set forth in the administrative record, which include but are not limited to the facts as set forth below, those facts contained in the EIR, and any other facts set forth in materials prepared by the City, or the City's or Project's proponent's consultants, that there are no additional, feasible mitigation measures, changes, or alternative available to reduce the below-identified significant and unavoidable impacts identified below, beyond those identified in the Mitigation Measures adopted for the Project.

Therefore, as outlined in Public Resource Code Section 21081(b) and State CEQA Guidelines Section 15093, as the Project will require a Statement of Overriding Considerations for operational noise impacts, which is included with these Findings. As fully described in the Statement of Overriding Considerations (Section 6 herein), the City has concluded and hereby finds and declares that, based on substantial evidence, that the Project's significant and unavoidable impacts are outweighed by the Project's benefits, including but not limited to the Project's significant benefits to the students and surrounding area.

Noise

Impact 4.9.A/4.9.C

Impacts to surrounding uses and the project site caused by increases in operational noise in the project area within the City of Upland would be significant and unavoidable.

Substantial Evidence
Section 4.9 of the EIR identifies a potentially significant impact related to operational noise. Pursuant to the discussion in Section 4.9 of the EIR, even after mitigation and consideration of operational guidelines to limit impacts, the Project's impact on the existing noise environment would be significant and unavoidable.

The College Park development, a residential development, is located to the south of the project site south Arrow Route. As discussed in Section 4.9 if the EIR, anticipated use of the proposed sports facilities would result in an increase in ambient noise by more than 3 dB at the College Park development during Spring Weekend Game activities. This condition could occur up to 14 times per year.

Mitigation was considered that would require that the project applicant regulate the schedule and crowd size at the project site during spring weekend game days. After consideration of this mitigation, it was found to be infeasible because there is no way for the project proponent to monitor and enforce the scheduling or event admittance practices of Claremont-Mudd-Scripps Athletics, particularly at the all-purpose fields which are for intramural club sports. As discussed in Section 4.9 of the EIR, operation of the proposed sports facilities, which includes cheering and shouting by spectators and the use of a public address (PA) system, would result in significant and unavoidable impact at the residential use to the south of the proposed project.

Accordingly, based on substantial evidence in the EIR and the administrative record, the City finds and declares, pursuant to State CEQA Guidelines Section 15091(a)(3), that specific economic legal, social, technical or other considerations, including accomplishing the Project objectives, make infeasible any additional mitigation measures or Project alternatives identified in the EIR. Project benefits have been identified and listed below.

- Improve Colleges: The Project will allow the relocation of sports facilities elsewhere on the various college campuses and make that space available for other uses, including student housing, administrative buildings and educational buildings, thereby improving the colleges and better enabling them to serve their students and the public.

- Public Safety: Public Safety will be enhanced by street/right-of-way dedications and improvements on Claremont Boulevard, Foothill Boulevard, Monte Vista Avenue, and Arrow Route, including road widening, where needed; sidewalks; curbs and gutters; street lights; bike lanes; undergrounding of utilities; handicapped accessible street crossings; street trees; and site fencing.

- Public Safety: Public Safety will also be enhanced by providing a pedestrian signal on Claremont Blvd at 9th Street which will make it safer to cross these streets at this location.

  Public Services: The project will bus stop improvements on Claremont Blvd.

- Aesthetics: The site is currently an unimproved, visually unappealing "mining pit"/landfill which is in full public view. The project will reclaim this area, provide an attractive sports complex, and the aesthetics of the site will be greatly improved by providing perimeter (and on-site) landscaping; a new streetscape including parkway planting and street tree; replacing the existing chain link fence with more attractive view fencing; and providing onsite improvements visible from the public rights-of-way that will provide a park-like setting. The benefits of converting an unimproved, visually unappealing "mining pit"/landfill with an attractively landscaped attractive facility, outweigh the relatively limited adverse impacts which will result from increased noise.

Pursuant to Section 4.9 of the EIR, and consistent with Public Resource Code Section 21100(b)(2)(A) and the State CEQA Guidelines Section 15126.2(b), the City finds and declares that there are significant and unavoidable impacts involving increases in ambient noise due to Project operation, but there are no feasible mitigation measure that would lessen the Project's impact to a less than significant level while still allowing the Project to operate and meet its objectives, such as providing improved and expanded sports facilities. Pursuant to State CEQA Guidelines Section 15901(a), changes or alterations have been required in, or incorporated into, the Project which lessen the Project's impact on operational noise, but the Project's impact would nonetheless still be considered significant and unavoidable. The potential significant environmental effect has been substantially

lessened by virtue of the following mitigation measures as identified by the EIR and incorporated into the Project.

4.9.A-1 Prior to issuance of occupancy permits for the baseball field and/or the softball field, the project applicant shall obtain a valid permit from the City of Upland prior to installing the public address systems at the project site. Through the permitting process, the type, location, and operation of future proposed public address systems will be evaluated and designed to minimize noise at surrounding receptors.

4.9.A-2 Scheduled games and practices shall not be permitted the project site between the hours of 10:00 PM and 7:00 AM. All games and practices at the project site shall be scheduled to allow sufficient time for all participants and spectators to leave the site by 10:00 PM. Participants and spectators of the scheduled games and practices shall not be permitted to be on site prior to 7:00 AM.

4.9.A-3 Site maintenance work shall only be permitted between the hours of 7:00 AM and 8:00 PM Monday through Saturday.

Such mitigation is hereby adopted. Even with implementation of all of these Mitigation Measures, there are no feasible mitigation measures which can mitigate this impact to a level below significant. Pursuant to State CEQA Guidelines Section 15093, therefore, the City has balanced the benefits (listed in the Statement of Overriding Considerations) of this Project against its unavoidable environmental risks and has determined that this impact is acceptable for the reasons stated in the City's Statement of Overriding Considerations included herein.

Finding
Regarding impacts 4.9.A and 4.9.C, the City hereby makes **Finding 3** that no feasible mitigation measures or alternatives exist to mitigate the above-discussed potentially significant impacts to less than significant levels.

Findings on Significant but Mitigable Impacts

Aesthetics

Impact 4.1.A

Impacts to day or nighttime views due to the installation of parking lot and sports field lighting and potential glare from building materials would be less than significant with incorporation of Mitigation Measures 4.1.A-1 through 4.1.A-3 and implementation of mandatory zoning regulations.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.1.A will be substantially lessened or avoided is provided in Section 4.1 of the EIR. Impact 4.1.A identifies potentially significant impacts due to the addition of new lighting sources on the project site. Claremont Zoning Code Section 16.154.030 regulates outdoor lighting and glare and requires that lighting be designed,

installed, and maintained in such a manner as to direct light only onto the property on which the light source is located. Claremont Zoning Code Section 16.136.050,G regulates parking lot lighting. Parking lot illumination levels and limitations on fixture types are established and lighting fixtures are limited to a maximum height of 15 feet above grade. Claremont Zoning Code Chapter 16.300 requires review and approval of new development and redevelopment by the City's Architectural Commission. Criteria for review and approval are based on conformity with applicable standards, compatibility of design with the surrounding area, architectural treatment, and other factors. Mitigation Measures 4.1.A-2 and 4.1.A-3 have been incorporated to implement the lighting provisions in the City of Upland and to provide consistency of the lighting requirements. Mitigation Measure 4.1.A-1 will be incorporated to ensure that any future structure proposed on the project site is not constructed of materials that could cause glare. Implementation of Claremont Zoning Code Section 16.154.030, Section 16.136.050, and Chapter 16.300 and Mitigation Measures 4.1.A-2 and 4.1.A-3 will reduce impacts of lighting by ensuring that lighting over the entire site is reduced to minimal levels at the project property line. Impacts 4.1.A also identifies potential impacts related to glare from reflective building surfaces. Implementation of Mitigation 4.1.A-1 will avoid glare impacts by prohibiting use of reflective building materials.

Finding
Regarding Impact 4.1.A, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Air Quality

Impact 4.2.A

Short-term construction related air quality impacts would be less than significant with implementation of mitigation.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.2.A will be substantially lessened is provided in Section 4.2 of the EIR as supported by the technical report provided as Appendix C. Impact 4.2.A identifies potentially significant impacts due to the application of architectural coatings due to the construction of on-site structures. Based on the results of the air quality model (California Emissions Estimator Model), maximum daily emissions from the construction of Phase V will result in excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities. Using the default assumption of 250 grams per liter (g/l) VOC content for non-residential interior and exterior surfaces, daily VOC emissions would reach 139.23 g/l in 2025. To compensate for excessive VOC emissions from coating activities for the proposed project, Mitigation Measure 4.2.A-1 requires a maximum of 100 g/l for non-residential interior and exterior surfaces. Use of low-VOC coatings during construction activities will reduce VOC emissions to 55.80 g/l, below the SCAQMD daily threshold of 75 lbs/day. Implementation of Mitigation Measure 4.2.A-1 during construction, will reduce VOC emissions to below SCAQMD daily thresholds.

Finding
Regarding Impact 4.2.A, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Biological Resources

Impact 4.3.A

Direct impacts to special status plant and wildlife species and indirect impacts to special status species due to habitat loss would be less than significant with mitigation incorporated.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.3.A will be substantially lessened is provided in Section 4.3 of the EIR as supported by technical reports provided as Appendices D, E, and F. Impact 4.3.A recognizes that the loss of native habitat on the project site could indirectly impact special status species and that project construction could directly impact special status species. To address indirect impacts, Mitigation Measure 4.3.A-1 will require revegetation of native habitat, focusing on alluvial scrub habitat, in the site hillside landscape areas to minimize the loss of native habitat due to construction activities. This would ensure that existing on-site alluvial fan scrub habitat options currently provided to sensitive species would continue through the life of the project. To address direct impacts, Mitigation Measures 4.3.A-2 and 4.3.A-3 require pre-construction surveys and construction monitoring to identify special status species and implement common methods for minimizing impacts such as avoidance, relocation, and/or financial compensation. Mitigation Measure 4.3.A-2 establishes performance standards to ensure that special status species identified by pre-construction surveys are not injured or otherwise harmed either through avoidance, capture and relocation, or other methods as recommended by the qualified surveying biologist. In some cases, impacts can be minimized through contribution to a conservation bank. Mitigation Measure 4.3.A-3 requires a qualified biologist to monitor site preparation and grading to identify and ensure that any species that may be found on the site during earthmoving activities is appropriately relocated. Mitigation Measure 4.3.A-4 requires that a qualified biologist or arborist perform a site specific tree survey to minimize impacts to trees. A nesting bird survey is also required if any phase of the project would require the removal of mature trees and/or any native/natural habitat during the bird breeding season (February 15 – September 15). With mitigation incorporated, future potential impacts to special status plant and animal species due to the development of facilities identified in the Master Site Plan, Site Plan, and development agreements would be less than significant.

Finding
Regarding Impact 4.3.A, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Impact 4.3.C

Impacts related to wildlife migration would be less than significant with mitigation incorporated.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.3.C will be substantially lessened is provided in Section 4.3 of the EIR as supported by technical reports provided as Appendices D, E, and F. Impact 4.3.C identifies potentially significant impacts to migrating species due to loss of native habitat and the existing seasonal pond on the project site. Mitigation Measure 4.3.A-1, discussed above, requires revegetation of native habitat in hillside landscape areas and Mitigation Measure 4.3.C-1 requires revegetation of the proposed retention basin with riparian habitat to compensate for the loss of these habitats. This would ensure that future landscaping plans identify and treat the retention basin as a native riparian area. Impacts to the migration of resident and transient waterfowl would be less than significant with mitigation incorporated.

Finding
Regarding Impact 4.3.C, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Geology and Soils

Impact 4.4.A.2/4.4.B

Impacts to future structures due to settlement and other forms of potential ground deformation would be less than significant with incorporation of mitigation and implementation of existing regulations.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.4.A.2/4.4.B will be substantially lessened is provided in Section 4.4 of the EIR as supported by the technical report provided as Appendix G. Impact 4.4.A.2/4.4.B identifies the potential for settlement in areas of the project site due to loose, unconsolidated fill. Mitigation would ensure that the recommendations of the preliminary geotechnical report are considered and implemented, as appropriate, in future development proposals. These measures would ensure that potential settlement impacts to foundations, slabs, pavement, and structures are avoided and/or minimized through design parameters to be identified in project-specific geotechnical reports prepared by professional geotechnical engineers. Impacts related to future potential development due to differential settlement would be less than significant with implementation of the regulations of the CBC and incorporation of mitigation.

Finding
Regarding Impact 4.4.A.2/4.4.B, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Impact 4.4.A.3

Impacts to people and future structures due to landslides would be less than significant with mitigation incorporation and implementation of existing regulations.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.4.A.3 will be substantially lessened is provided in Section 4.4 of the EIR as supported by the technical report provided as Appendix G. Impact 4.4.A.3 identifies the potential for landslides on the project site. Implementation of the requirements of the California Building Code and Mitigation Measure 4.4.A-6 will ensure that slopes are properly designed and graded to minimize landslide potential. This measure requires grading and of slopes at a maximum 2:1 inclination and verification that slope failure risk has been minimized through project-specific geotechnical reports prepared by qualified professional geotechnical engineers.

Finding
Regarding Impact 4.4.A.3, the City Council hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Hazards and Hazardous Materials

Impact 4.6.A

Impacts to public health and the environment due to the presence of hazardous materials on the project site would be less than significant with mitigation incorporated and implementation of existing regulations.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.6.A will be avoided is provided in Section 4.6 of the EIR as supported by technical reports provided as Appendix H and I. Impact 4.6.A identifies the potential for persons to be exposed to hazardous materials located on the project site. Mitigation Measure 4.6.A-1 requires that contaminated soil be excavated and properly disposed of prior to beginning of any earthmoving activities associated with potential future development of sports facilities and Mitigation Measure 4.6.A-2 requires that a Soils Monitoring and Contingency Plan identifying procedures for remediating any previously unidentified chemically contaminated soils be prepared. This will ensure that the health of construction workers and users of the sports facilities would not be impacted because the soil contamination would be removed. This will also ensure that the environment is not substantially impacted because soils will be treated and disposed of in compliance with applicable regulations (such as Cal. Code Regs, tit. 22, Division 4.5, Title 22). Implementation of California Code of Regulations Title 22 and Mitigation Measures 4.6.A-1 and 4.6.A-2 will ensure the proper collection, transport, and disposal of contaminated soils and thereby avoid exposure of persons to hazardous materials.

Finding

Regarding Impact 4.6.A, the City Council hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Impact 4.6.B

Impacts to persons working or residing within the vicinity of Cable Airport due to compatibility issues with the proposed subdivision and future sports facilities would be less than significant with mitigation incorporated and implementation of existing regulations.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.6.B will be substantially lessened is provided in Section 4.6 of the EIR as supported by the technical report provided as Appendix J. Impact 4.6.B identifies potential compatibility issues between the project and nearby Cable Airport that could result in safety hazards for persons in the airport vicinity and for airport operations. Mitigation Measure 4.6.B-1 establishes a performance standard for any potential future facilities that limit the production of smoke and emission of electronic frequencies to levels that would not impact operations at Cable Airport. Mitigation Measure 4.6.B-2 requires that Cable Airport Authority be notified of special one-day events by the property owner of the property where the event is to be held so that a "Notice to Airmen" can be issued to avoid overflight of the event. Mitigation Measure 4.6.B-3 requires that the project proponent provide a copy of a recorded and deed restricted avigation easement between the property owner and Cable Airport establishing a perpetual right and easement for the unobstructed flight of aircraft over and in the vicinity of each proposed parcel and the perpetual right to cause noise and other impacts inherent in the operation of aircraft of all types to the approving jurisdiction. Implementation of Federal Aviation Regulation Part 77 and Mitigation Measures 4.6.B-1 through 4.6.B-3 will ensure that the project does not obstruct airport operations and that pilots are provided notices to avoid overflight during large, special events, thereby minimizing potential safety hazards.

Finding
Regarding Impact 4.6.B, the City Council hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Noise

Impact 4.9.D

Temporary and periodic noise levels related to construction activities in the City of Upland and City of Claremont would be less than significant with mitigation incorporated and implementation of existing regulations.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.9.D will be substantially lessened is provided in Section 4.9 of the EIR as supported by the technical report provided as Appendix K. Impact 4.9.D identifies potential noise impacts during construction of the proposed sports facilities at the

College Park residential development to the south of Arrow Route. Implementation of Mitigation Measure 4.9.D-1 will ensure that project construction will not exceed allowable noise levels. Mitigation Measure 4.9.D-1 requires the construction contractor to put into effect noise abatement measures to the extent feasible to minimize construction noise levels at nearby properties. Implementation of noise abatement measures such as temporary sound barriers, mufflers, and proper maintenance will ensure that noise from construction activity at the project site will be reduced to acceptable levels.

Finding
Regarding Impact 4.9.D, the City hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Transportation and Traffic

Impact 4.11.A

Impacts on the performance of the local and regional transportation system due to increased traffic generation from the proposed sports fields in consideration of cumulative traffic increase over the long-term and short-term construction-related impacts would be less than significant with implementation of existing regulations and mitigation measures.

Substantial Evidence
Evidence supporting the fact that the environmental effects identified in Impact 4.11.A will be substantially lessened is provided in Section 4.11 of the EIR as supported by the technical report provided as Appendix L. Impact 4.11.A identifies short-term construction-related impacts and long-term cumulative traffic impacts to six intersections. Implementation of Mitigation Measure 4.11.A-1 will result in the development of a traffic management plan that will minimize impacts to local roadways during construction through various control measures such as delivery routing, hauling and transport restrictions, and staging requirements. Implementation of Upland Municipal Code Section 3.44.030, Claremont Municipal Code Chapter 16.200 and Mitigation Measures 4.11.A-2 and 4.11.A-3 will ensure that the project's contribution to long-term cumulative traffic impacts will be compensated for through payment of fees to fund improvements at impacted intersections and avoided through a mandatory program to manage exiting vehicles from simultaneous sporting events.

Finding
Regarding Impact 4.11.A, the City Council hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Impact 4.11.C

Safety hazards associated with students crossing the street from the existing Claremont McKenna and Pitzer Colleges to access the project site would be less than significant with mitigation incorporated.

Substantial Evidence

Evidence supporting the fact that the environmental effects identified in Impact 4.11.C will be substantially lessened is provided in Section 4.11 of the EIR as supported by the technical report provided as Appendix L. Impact 4.11.C identifies potential traffic safety impacts due to students crossing Claremont Boulevard from the main college campuses to the proposed sports facilities. Implementation of Mitigation Measure 4.11.C-1 will encourage students to cross Claremont Boulevard at designated cross-walks by requiring perimeter fencing that discourages mid-block crossing due to the lack of access, minimizing potential injury to students and drivers.

Finding
Regarding Impact 4.11.C, the City Council hereby makes **Finding 1** that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Findings of Less than Significant and No Impact

Based on the analysis of the Project's impacts in the RDEIR, there is no indication that this project could result in substantial adverse effects related to the following impact areas. While there would be a variety of temporary adverse effects during construction Based on the analysis in the Initial Study and the RDEIR, the City finds that there will be less than significant or no direct and indirect impacts to human beings.

Aesthetics

- Scenic Vistas – No Impact
- Scenic Resources – No Impact
- Visual Character – No Impact
- Light and Glare – Less than Significant

Agriculture Resources

- Farmland Mapping and Monitoring Program – No Impact
- Agricultural Zoning and Land Use – No Impact
- Farmland Conversion – No Impact

Air Quality

- Violation of Long Term Air Quality Standard – Less than Significant
- Air Quality Management Plan – No Impact
- Cumulative Short- and Long-Term Emissions – Less than Significant
- Sensitive Receptors – Less than Significant
- Odors – No Impact

Biological Resources

- Sensitive Natural Communities – Less than Significant Impact with Mitigation Incorporated
- Wetlands – No Impact
- Wildlife Migration – Less than Significant with Mitigation Incorporated
- Conservation Planning – No Impact

- Conflict with Local Ordinances and Policies – Less than Significant

Cultural Resources

- Historical Resources – No Impact
- Archaeological Resources – No Impact
- Paleontological Resources – No Impact
- Human Remains – Less than Significant Impact

Geology and Soils

- Strong Seismic Groundshaking – Less than Significant
- Surface Fault Rupture – Less than Significant Impact
- Loss of Topsoil – Less than Significant Impact
- Expansive Soils – Less than Significant Impact
- Septic Tanks – No Impact

Greenhouse Gas Emissions

- Generation of Greenhouse Gas Emissions – Less than Significant
- Conflict with Applicable Plans, Policy, or Regulation – Less than Significant

Hazards and Hazardous Materials

- Transport, Use, and Disposal of Hazardous Materials – Less than Significant Impact
- Hazardous Materials Emissions – No Impact
- Hazardous Materials Sites – No Impact
- Emergency Planning – No Impact
- Wildland Fires – Less than Significant Impact

Hydrology and Water Quality

- Water and Wastewater Standards – Less than Significant Impact
- Water Quality – Less than Significant
- Groundwater Supplies and Recharge – Less than Significant Impact
- On- and Off-Site Erosion – Less than Significant Impact
- On- and Off-Site Flooding – Less than Significant Impact
- Storm Drain Capacity and Runoff – No Impact
- 100-Year Flooding and Housing – No Impact
- Impedance or Redirection of 100-Year Flooding – No Impact
- Dam or Levee Failure – Less than Significant Impact
- Seiche, Tsunami, or Mudflow – Less than Significant Impact
- Stormwater Velocity and Runoff – No Impact

Land Use and Planning

- Division of Communities – No Impact
- Planning Conflicts – Less than Significant Impact
- Conservation Planning – No Impact

Mineral Resources

- Availability of Resources of Value to Region or State – Less than Significant
- Availability of Locally Impact Resources – Less than Significant

Noise

- Groundborne Vibration – Less than Significant
- Airport Noise – Less than Significant

Population and Housing

- Population Growth – No Impact
- Displacement of Housing – No Impact
- Displacement or People – No Impact

Public Services

- Fire Protection Service – Less than Significant
- Police Protection Service – Less than Significant
- Schools – No Impact
- Parks – No Impact
- Other Services – No Impact

Recreation

- Deterioration of Facilities – No Impact
- Expansion of Facilities – No Impact

Transportation and Traffic

- Conflict with Congestion Management Program – Less than Significant
- Pedestrian and Bicycle Mobility and Transit Service – Less than Significant
- Changes in Air Traffic Patterns – Less than Significant Impact
- Emergency Access – No Impact

Utilities and Service Systems

- Wastewater Treatment Requirements – No Impact
- Water and Wastewater Treatment Facilities – Less than Significant
- Storm Water Drainage Facilities – Less than Significant
- Water Supply – Less than Significant
- Wastewater Treatment Capacity – Less then Significant
- Landfill Capacity – Less than Significant
- Solid Waste Regulations – No Impact

6 Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) requires that a Lead Agency balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the benefits outweigh the unavoidable adverse effects, those effects may be considered "acceptable" pursuant to State CEQA Guidelines Section 15093(a). CEQA requires that a Lead Agency support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Those reasons must be based on substantial evidence in the Environmental Impact Report (EIR) or elsewhere in the administrative record pursuant to State CEQA Guidelines Section 15093(b). The Lead Agency's written reasons are referred to as a Statement of Overriding Considerations.

The City will approve the Claremont Colleges East Campus Project and has prepared an EIR that satisfies the requirements of CEQA. The following adverse impacts of the Project are considered significant and unavoidable based on the analysis in the Recirculated DEIR (RDEIR), Final EIR (FEIR), and the Findings of Fact.

> **Impact 4.9.A: Operational Noise.** The Project will expose person to and generate noise levels in excess of standards established by the City of Upland during Spring weekend game activities when games occur simultaneously. Impacts would be significant and unavoidable after consideration of feasible mitigation measures.
>
> **Impact 4.9.C: Increase in Ambient Noise.** The Project will result in increase in ambient noise by 3 dB or more at the homes on Arrow Route in the City of Upland during Spring weekend game activities. Impacts would be significant and unavoidable after consideration of feasible mitigation measures.

The City has determined that the unavoidable adverse environmental impacts identified above are acceptable because those impacts are outweighed by the economic, social, technological, and other benefits of the Project, listed below.

- Improve Colleges: The Project will allow the relocation of sports facilities elsewhere on the various college campuses and make that space available for other uses, including student housing, administrative buildings and educational buildings, thereby improving the colleges and better enabling them to serve their students and the public.

- Public Safety: Public Safety will be enhanced by street/right-of-way dedications and improvements on Claremont Boulevard, Foothill Boulevard, Monte Vista Avenue, and Arrow Route, including road widening, where needed; sidewalks; curbs and gutters; street lights; bike lanes; undergrounding of utilities; handicapped accessible street crossings; street trees; and site fencing.

- Public Safety: Public Safety will also be enhanced by providing a pedestrian signal on Claremont Blvd at 9th Street which will make it safer to cross these streets at this location.

  Public Services: The project will bus stop improvements on Claremont Blvd.

- Aesthetics: The site is currently an unimproved, visually unappealing "mining pit"/landfill which is in full public view. The project will reclaim this area, provide an attractive sports complex, and the aesthetics of the site will be greatly improved by providing perimeter (and on-site) landscaping; a new streetscape including parkway planting and street tree; replacing the existing chain link fence with more attractive view fencing; and providing onsite improvements visible from the public rights-of-way that will provide a park-like setting. The benefits of converting an unimproved, visually unappealing "mining pit"/landfill with an attractively landscaped attractive facility, outweigh the relatively limited adverse impacts which will result from increased noise.

The City hereby declares that the forgoing benefits provided to the public through the approval of the Project outweigh the identified significant adverse environmental impacts of the Project that cannot be mitigated. The City finds that each of the Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable. The City hereby finds and declares that no feasible alternative exists that both would provide all of the foregoing benefits to the public and reduce environmental impacts when compared to the Project.

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
Aesthetics Mitigation Measures							
4.1.A-1	Prior to issuance of building permits, any structure proposed on the project site shall be reviewed during the appropriate jurisdiction's standard review process to ensure that proposed building materials do not create glare in a manner that could endanger motorists on adjacent roadways, create a nuisance for surrounding properties, or otherwise impact the community. Use of reflective materials such as polished metal or glass shall be prohibited unless the applicant can provide substantial evidence prepared by a qualified professional to the appropriate jurisdiction's Development Services or Community Development Director that use of such materials shall not cause glare impacts on surrounding properties or roadways.	Prior to Building Permits	Issuance of Building Permits	City of Upland Planning and Building and Safety Divisions			
				City of Claremont Planning and Building and Safety Divisions			
4.1.A-2	Prior to issuance of building permits, the project proponent shall submit photometric plans verifying that the construction and installation of any future lighting complies with the provisions of Section 17.16.210 (Design Review – Meetings and Review Procedures) of the Upland Zoning Code that prohibits nuisance glare and lighting of surrounding properties. Compliance with Section 17.16.210 shall be confirmed through the preparation of a photometric plan prepared by a qualified professional demonstrating that proposed lighting impacts have been minimized (e.g. through shielding or other methods) and does not exceed 0.5 foot-candles at the property line of neighboring properties.	Prior to Building Permits	Issuance of Building Permits	City of Upland Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.1.A-3	Prior to issuance of building permits, the project proponent shall submit photometric plans verifying that construction and installation of any future lighting complies with the provisions of Section 17.22.060.D (Design and Improvement of Parking Areas – General, Limitations on Lighting) of the Upland Zoning Code prohibiting nuisance parking lot lighting. Compliance shall be confirmed through post-construction light level analysis performed by a qualified professional confirming that lighting impacts have been minimized (e.g. through shielding or other methods) and does not exceed 0.5 foot-candles at the property line of neighboring properties and is consistent with applicable regulations and approved lighting and photometric plans.	Prior to Building Permits	Issuance of Building Permits	City of Upland Planning Division			
Air Quality Mitigation Measures							
4.2.A-1	Before issuance of building permits, the permittee must submit, to the satisfaction of the Community Development or Community and Economic Development Director, or designee of the approving jurisdiction, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures must be implemented to the satisfaction of the Community Development or Community and Economic Development Director, or designee. These measures shall include the following: - The volatile organic compounds (VOC) of proposed architectural coatings cannot exceed 100 grams per liter (g/l) for non residential interior and exterior applications. Pursuant to SCAQMD Rule 1113 (Architectural Coatings), this measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed	Prior to Building Permit	Issuance of Building Permit	City of Upland Planning and Building and Safety Divisions			
				City of Claremont Planning and Building and Safety Divisions			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	the daily emissions thresholds established by the South Coast Air Quality Management District.						
Biological Resources Mitigation Measures							
4.3.A-1	Prior to issuance of on- or off-site landscape permits, the approving jurisdiction's Development Services or Community Development Director shall verify that landscaping plans reflect planting of locally-indigenous native plant species, to include alluvial fan scrub, on all disturbed slopes on the project site, selected from the list of plants occurring on the project site as identified in the project 2007 biological report prepared by Impact Sciences. The plans shall also include a maintenance protocol for the native landscaping areas. College landscape maintenance staff shall perform maintenance activities in accordance with the following maintenance standards: (1) the native landscaping restoration areas shall be inspected for invasive plants and adequate irrigation shall be provided monthly during the first year and quarterly during the second and third years; (2) once installed, inspections of vegetation health, density, and diversity shall be performed at least twice annually; (3) the native vegetative cover (including AFSS) within the disturbed slopes shall be maintained at 75 percent within three years of initial planting. If the vegetation on the disturbed slopes has more than 50 percent mortality, the area shall be immediately replanted to achieve 75 percent cover; and (4) vegetation shall be established without the use of fertilizers. Use of herbicides and pesticides shall be minimized to the extent feasible.	Prior to Landscape Permits	Issuance of Landscape Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.3.A-2	Prior to commencement of any site clearing or grading activities related to construction of any facilities identified in the Master Site Plan, Site Plan, or development agreements that would disturb existing native scrub habitat, the project proponent shall submit a focused survey to determine the presence or absence of any special-status plants determined to have the potential to occur on the site. The focused survey shall follow the Department of Fish and Wildlife's Protocols for Survey and Evaluating Impacts to Special Status Species, Native Plant Populations, and Natural Communities. Upon completion of the focused survey by a qualified biologist, the report results, including survey dates, exact species observed and location of species onsite, shall be submitted to the approving jurisdiction's Community Development Director or Development Services Director for review and approval. In addition, a pre-construction survey performed by a qualified biologist to the approving jurisdiction's Development Services or Community Development Director to determine if any special status plant or animal species is nesting, foraging, or otherwise present on the project site shall be submitted prior to commencement of any site clearing or grading activities related to construction of any facilities identified in the Master Site Plan, Site Plan, or development agreements that would disturb existing native scrub habitat. The pre-construction survey shall be conducted weekly during the prior flowering season and within 30 days prior to the commencement of any site clearing activities related to construction of any facilities. The final survey shall be conducted no more than three days prior to commencement of site clearing activities related to construction of any facilities. Should any special status species be found, avoidance shall be the primary measure. If avoidance is not feasible, then a mitigation plan shall be prepared and submitted for review and	Weekly within 30 days prior to Commencement of any Site Clearing Activities / Final Survey conducted no more than 3 days prior to Site Clearing Activities	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures	**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
				Initials	**Date**	**Remarks**
approval by the approving jurisdiction's Development Services or Community Development Director. The mitigation plan shall use the following measures and protocols to avoid or mitigate any impacts to special status species, as applicable: - Avoidance of the species - Capture or salvage and relocate the species - Compensation through payment into a conservation bank For special status plants, the mitigation plan shall identify: (1) the number of plants to be replanted; and (2) the measures necessary for the establishment of self-sustaining populations in a suitable open space relocation area(s) as identified in the mitigation plan that is discussed above, to ensure the long-term survivability of the impacted species. Salvage and relocation activities will include: seed and/or topsoil collection, germination of seed by a qualified horticulturist in a nursery setting, transplanting seedlings, and hand broadcasting seed into an open space habitat deemed acceptable by the approving jurisdiction. Annual monitoring for at least two years will also be required to assist in the establishment of any special status species. For special status wildlife, surveys shall include examination of trees, shrubs, and the ground, as several bird species known to the area are shrub or ground nesters, including mourning doves. In the event that nesting birds are observed within 250 feet of a construction area, species-specific exclusion buffers determined by a City-approved biologist and the adjustment of the construction area is required. Protected bird nests that are found within the construction zone shall be protected by a buffer of 300 feet for most species or 500 feet or raptors, unless the buffer distance is modified by the California Fish and Wildlife Department, demarcated by construction fencing or other means that						

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	shall allow avoidance of the nests until young birds have fledged, and no continued use of the nest is observed, as determined by a qualified biologist. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days shall have elapsed between the survey and ground-disturbing activities.						
4.3.A-3	Prior to commencement of construction activities, a qualified biologist shall be retained by the project proponent as the biological monitor subject to the approval of the approving jurisdiction's Development Services or Community Development Director. The biological monitor shall be present during earthmoving activities and will be authorized to stop specific grading activities if special status species are identified. If any special status wildlife species are observed during construction activities, the contractor shall allow the animal to escape or a qualified biologist shall relocate the animal to a preserved/undeveloped area with similar required habitat. If a special-status wildlife species is observed onsite, the biological monitor and appropriate regulatory agency shall be notified to implement all measures necessary to protect the sensitive species. The equipment operators shall be informed of the species' presence and/or be provided with pictures in order to help avoid impacts to this species to the maximum extent possible. The biological monitor is authorized to stop specific grading activities if special status species are identified, if violations to mitigation measures are observed, or if violations to any local, state, or federal laws are observed.	Prior to Commencement of Construction / Ongoing During Grading	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS **Environmental Impact Report: Mitigation Monitoring Reporting Program**							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.3.A-4	Prior to commencement of construction activities, a qualified biologist or arborist shall determine the exact number, type, and size of trees to be impacted via thinning, removal and/or encroachment, by the proposed project development phase. The biologist or arborist shall document each tree's location, trunk, diameter, health, height, canopy width, and the type and extent of impact anticipated as part of the site specific tree survey. For those trees expected to be impacted, the biologist or arborist shall determine if the activity will endanger the life of the tree. The report shall also make recommendations concerning the avoidance and minimization measures to protect trees. If possible, avoidance shall be the primary mitigation measure utilized during the project design phase and during construction. Impact minimization and tree protection recommendations shall include: - A pre-construction meeting shall be held with contractors, prior to commencement of work, to discuss tree protection measures. - Install six-foot protection fencing around tree to establish a tree protection zone prior to the start of construction. - Storage of construction equipment or materials shall occur outside of the tree protection zone. - All attempts shall be made to avoid damage to tree roots during grading and construction. - Any roots encountered during grading that are half-inch and greater shall be cleanly cut.	Prior to Commencement of Construction / Ongoing During Grading	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	If any phase of the proposed project would require the removal of mature trees and/or any native/natural habitat during the bird-breeding season (February 15 – September 15), nesting bird surveys shall be conducted prior to tree/habitat removal by a City approved biologist (a person with a biology degree and/or established skills in bird recognition). Surveys shall occur at least two weeks prior to initial tree or habitat removal. A copy of the contracts for these services and the results of the on-site survey shall be submitted for review and approval by the approving jurisdiction's Planning Division or Development Services Department prior to issuance of project permits. - Trees located within the public right of way – the City of Claremont shall be consulted prior to commencement of any project development phase to determine the extent of impacts on any trees located within the public right-of-way. Compensatory mitigation may be required for tree removals and/or if the biologist or arborist determines that activities will endanger or shorten the life of the tree. Replacement mitigation ratios shall be 1:1 for non-native trees and 2:1 for native trees. Any removal or relocation of trees located within the public right of way shall be reviewed and approved by the City of Upland Development Services Director prior to their removal or location.						
4.3.C-1	Prior to issuance of landscape permits, the approving jurisdiction's Development Services or Community Development Director shall verify that landscaping plans identify the proposed retention basin as a native riparian habitat area to be populated naturally by native species. Installation of such landscaping shall be verified during final inspection. A maintenance plan shall be provided identifying landscape practices that will ensure the continuation of riparian habitat. The plans shall also include a maintenance protocol for the native landscaping	Prior to Landscape Permit	Issuance of Landscape Permit	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring Timing/ Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	areas. College landscape maintenance staff shall perform maintenance activities in accordance with the following maintenance standards: (1) the native landscaping restoration areas shall be inspected for invasive and adequate irrigation monthly during the first year and quarterly during the second and third years; (2) once installed, inspections of vegetation health, density, and diversity shall be performed at least twice annually; (3) the native vegetative cover within the retention basin shall be maintained at 75 percent within three years of the initial planting. If the vegetation within the retention basin has more than 50 percent mortality, the area shall be immediately replanted to achieve 75 percent cover; and (4) vegetation shall be established without the use of fertilizers. Use of herbicides and pesticides shall be minimized to the extent feasible.						
Geology and Soils Mitigation Measures							
4.4.A-1	To minimize the potential for ground settlement, future development proposals shall reflect the recommendations of the project preliminary geotechnical assessment, or project-specific updates to that report, relating to removal and overexcavation of on-site soils where structures are proposed. This could include removal of dumped fill soils, compacted fill, road fill, and miscellaneous alluvial soils, as necessary to support structures. Removal of vegetation, scarification, moisture conditioning, and compaction may be required depending on the results of the project specific geotechnical report. Overexcavation and recompaction of building area and exterior flatwork may also be required depending on the results of the project-specific geotechnical report. Prior to approval of grading permits, all recommendations regarding removal and overexcavation from the preliminary geotechnical assessment and any project-specific report shall be reflected in the project grading design. Compliant grading shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring/ Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
4.4.A-2	Placement of oversized (greater than 12 inches in maximum dimension) deleterious materials (i.e. large boulders) 10 or more feet below grade in future fill soils shall be permitted provided that placement areas within fill soils are identified on project-specific grading plans, observed and reviewed by the project soils engineer for fill stability, and approved by the approving jurisdiction's City Engineer, prior to issuance of grading permits.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			
4.4.A-3	Prior to issuance of grading permits, foundation design and slab criteria shall be identified for future development in project-specific geotechnical reports and submitted for review and approval by the approving jurisdiction's City Engineer ensuring that the potential for settlement damage is minimized. This shall include specifications for conventional spread and continuous footings, slab thickness, reinforcement of slabs, floating foundations, and/or flexible utility lines. Compliant foundation design shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Building Division			
				City of Claremont Engineering Division			
4.4.A-4	Prior to issuance of grading permits, pavement design parameters for future on- and off-site improvements shall be identified in project-specific geotechnical reports for review and approval by the approving jurisdiction's City Engineer to minimize settlement impacts to future parking lots and roadways. Pavement performance shall be based on R-value tests, traffic index values, and consideration of soils and subgrade. Compliant pavement design shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			
4.4.A-5	Prior to issuance of grading permits and subject to the approval of the approving jurisdiction's City Engineer, requirements for subsurface drainage and infiltration shall be identified in project-specific geotechnical reports and included in grading and building design to ensure that surface and subsurface moisture is adequately transported to prevent settlement impacts to foundations, slabs, and structures. Compliant drainage design shall be verified through routine inspection prior to occupancy.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.4.A-6	To prevent impacts related to landsliding, slopes shall be graded and buttressed at an inclination of 2:1 or flatter, where necessary and not including slopes along Monte Vista Avenue or the southern portion of the site. The dimensions and requirements for terrace drains and benches shall be specified in the project-specific geotechnical report and approved by the approving jurisdiction's City Engineer to verify that potential impacts due to slope failure are minimized.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Engineering Division			
				City of Claremont Engineering Division			
Hazards and Hazardous Materials Mitigation Measures							
4.6.A-1	Prior to initiation of any ground disturbing activities as part of the East Campus Sports Complex construction, those areas identified in the project Phase II Environmental Site Assessment as being contaminated by total petroleum hydrocarbons-carbon chain (TPHcc) (identified as the "stained soil" and in the "dry pond" area) shall be excavated by a qualified contractor, characterized for waste classification, and transported to an appropriate facility for treatment and disposal. All remedial work shall be coordinated with the Los Angeles Regional Water Quality Control Board for agreement with the remedial action plan and all necessary approvals obtained. A final soil analysis shall be conducted within the excavated areas to affirm complete removal of all identified spills. The remedial action plan and final soils analysis shall be submitted to the appropriate jurisdiction's Director of Development Services or Community Development Director for review and approval prior to initiation of earthmoving activities as part of the East Campus Sports Complex construction in areas of known contamination.	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Planning Division			
				City of Claremont Planning Division			
4.6.A-2	The applicant shall prepare a Soils Monitoring and Contingency Plan prior to the issuance of grading permits for the East Campus Sports Complex. This plan shall specifically identify procedures for remediating any previously unidentified chemically contaminated soils	Prior to Grading Permit	Issuance of Grading Permit	City of Upland Planning and Building and Safety Divisions			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
	within the East Campus Sports Complex site, including proposed methods to identify the nature, source, and estimated volume of the released contamination, identify the lateral and vertical extent of the soils and/or groundwater contamination, and identify the concentration of the contaminates.			City of Claremont Planning and Building and Safety Divisions			
4.6.B-1	Any activity proposed on the project site (including long-term operational activities and short-term special events) shall be prohibited from emitting smoke (or visibility-reducing emissions) or producing electromagnetic frequencies at levels that could interfere with the safe operation of Cable Airport.	Ongoing During Construction and Ongoing Throughout Life of Project	Issuance of Use Permit or Occupancy Permit	City of Upland Planning and Building and Safety Divisions			
				City of Claremont Planning and Building and Safety Divisions			
4.6.B-2	No more than 72-hours prior to commencement of any large, special one-day events, the property owner of the property where the event is to be held shall ensure the event proponent notifies the Cable Airport Authority to issue a "Notice to Airmen" to avoid overflight of the event.	Ongoing Throughout Life of Project	Ongoing	Claremont McKenna Colleges (CMC) / Pitzer			
4.6.B-3	Prior to recording of final parcel maps, the project proponent shall provide a copy of a recorded and deed restricted avigation easement between the property owner (grantor) and Cable Airport (grantee) establishing a perpetual right and easement for the unobstructed flight of aircraft over and in the vicinity of each proposed parcel and the perpetual right to cause noise and other impacts inherent in the operation of aircraft of all types to the approving jurisdiction.	Prior to Recordation of Final Map	Recordation of Final Map	City of Upland Planning Division			
				City of Claremont Planning Division			
Noise							
4.9.A-1	Prior to issuance of occupancy permits for the baseball field and/or the softball field, the project applicant shall obtain a valid permit from the City of Upland prior to installing the public address systems at the project site. Through the permitting process, the type, location, and operation of future proposed public address systems will be evaluated and designed to minimize noise at surrounding receptors.	Prior to Occupancy Permits for Baseball Field and/or Softball Field	Issuance of Occupancy Permits for Baseball Field and/or Softball Field	City of Upland Planning Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
					Initials	**Date**	**Remarks**
4.9.A-2	Scheduled games and practices shall not be permitted on the project site between the hours of 10:00 PM and 7:00 AM. All games and practices at the project site shall be scheduled to allow sufficient time for all participants and spectators to leave the site by 10:00 PM. Participants and spectators of the scheduled games and practices shall not be permitted to be on site prior to 7:00 AM.	Ongoing Throughout Life of Project	Ongoing	Claremont McKenna Colleges (CMC) / Pitzer			
4.9.A-3	Site maintenance work shall only be permitted between the hours of 7:00 AM and 8:00 PM Monday through Saturday.	Ongoing Throughout Life of Project	Ongoing	Claremont McKenna Colleges (CMC) / Pitzer			
4.9.D-1	To minimize construction noise levels at the nearby properties, the construction contractor shall, to the extent practical, put into effect the following noise abatement measures:	Ongoing During Construction	Ongoing	City of Upland Planning and Building and Safety Divisions			
	a. Construction activities shall only occur during the hours permitted by the Municipal Codes for the cities of Claremont and Upland. b. No construction equipment shall be used that generates a noise level in excess of 85 dBA at a distance of 100 feet from the equipment. If construction equipment is anticipated to generate noise in excess of 85 dBA at 100 feet, temporary solid noise barriers or berms shall be erected between construction equipment and sensitive off-site receptors where feasible. c. Construction storage areas shall be located away from sensitive receptors. Where this is not possible, the storage of waste materials, earth, and other supplies shall be positioned in a manner that will function as a noise barrier to the closest sensitive receivers. d. All construction and demolition equipment shall be fitted with properly sized mufflers. e. Noisy construction equipment items shall be located as far as practicable from the adjacent properties. f. In order to minimize the time during which any single noise-sensitive receptor is exposed to construction noise, construction shall be completed as rapidly as possible.			City of Claremont Planning and Building and Safety Divisions			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		Monitoring/ Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	g. The quietest construction equipment owned by the contractor shall be used. The use of electric powered equipment is typically quieter than diesel, and hydraulic powered equipment is quieter than pneumatic power. If compressors powered by diesel or gasoline engines are to be used, they shall be contained or have baffles to help abate noise levels. h. All construction equipment shall be properly maintained. Poor maintenance of equipment typically causes excessive noise levels. i. Noisy equipment shall be operated only when necessary, and shall be switched off when not in use. j. Notice shall be posted prior to construction identifying the location and dates of construction, and the name and phone number of a contact person at the Claremont University Consortium in case of complaints. The notice shall encourage the residents to call the contact person rather than the police in case of complaint. The notice shall inform residents of any changes to the schedule. The designated contact person shall be on site throughout the project construction with a mobile phone. If a complaint is received, the contact person shall log all complaints and take whatever reasonable steps are necessary to resolve the complaint. k. No idling of construction equipment or trucks for extended periods						

CLAREMONT COLLEGES EAST CAMPUS **Environmental Impact Report: Mitigation Monitoring Reporting Program**							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
Transportation and Traffic Mitigation Measures							
4.11.A-1	Prior to issuance of grading permits, the project proponent shall submit a Construction Management Plan for review and approval by the approving jurisdiction's City Engineer to minimize short-term impacts from construction vehicles. The Construction Management Plan shall include, the following: -Ingress/Egress for the construction traffic would be via Driveway 3 located along Claremont Boulevard and/or Driveway 5 on Arrow Route -Prohibit construction traffic on local and residential streets -Provide traffic control for any lane closure, detour or other disruption to traffic circulation -Identify the routes that construction vehicles shall utilize for the delivery of construction materials -Require the Applicant to keep all material handling routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets of any material which may have been spilled, tracked or blown onto adjacent streets or areas. Material handling shall be in compliance with all National Pollutant Discharge Elimination System (NPDES) permit regulations. -Hauling or transport of oversize loads shall be allowed between the hours of 9:00 AM and 11:30 AM only, Monday through Friday, unless approved otherwise by the approving jurisdiction's City Engineer. Hauling or transport may be permitted/required during nighttime hours, weekends or Federal holidays, at the discretion of the approving jurisdiction's City Engineer. An approved Haul Route Permit shall be required from the appropriate City. -Hauling or transport trucks entering or exiting public streets shall at all times yield to public traffic. -If hauling operations cause any damage to existing pavement, street, curb and/or gutter along the haul	Prior to Grading Permits / Ongoing During Construction	Issuance of Grading Permits / Ongoing During Construction	City of Upland Engineering Division			
				City of Claremont Engineering Division			

CLAREMONT COLLEGES EAST CAMPUS Environmental Impact Report: Mitigation Monitoring Reporting Program							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
	route, the applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer having jurisdiction. -All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site. The Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as Cities of Claremont and Upland requirements.						
4.11.A-2	Prior to issuance of building permits, the project proponent shall pay development impact fees to the approving jurisdiction in accordance with local municipal code requirements and the project traffic study to implement "fair-share" improvements at impacted intersections in order to reach acceptable operating levels of service. Required fair-share payments are summarized in Table 4.11.16 of the project Environmental Impact Report. "Fair-share" payments for improvements at the intersection of Foothill Boulevard at the Project's North Driveway shall only be required if and when the project proponent constructs the North Driveway.	Prior to Building Permits	Building Permit Issuance	City of Upland Building Division			
				City of Claremont Building and Safety Division			
4.11.A-3	Prior to issuance of occupancy permits for the baseball and/or softball field, the project proponent shall submit a traffic management strategy to the City of Upland Community Development Director and to the City of Claremont Community Development Director identifying the measures that shall be implemented by Claremont McKenna College if attendance during simultaneous baseball and softball games exceeds 500 spectators to ensure that no more than 129 vehicles are permitted to exit the project site during one PM peak hour to ensure that impacts resulting from weekday game traffic do not exceed those anticipated in the project traffic study.	Prior to Occupancy of baseball and/or softball field	Issuance of Occupancy	City of Upland Planning Division			
				City of Claremont Planning Division			

CLAREMONT COLLEGES EAST CAMPUS **Environmental Impact Report: Mitigation Monitoring Reporting Program**							
Mitigation Measures		**Monitoring/ Timing Frequency**	**Action Indicating Compliance**	**Monitoring Agency**	**Verification of Compliance**		
4.11.C-1	Prior to approval of street improvement plans for Claremont Boulevard, the project proponent shall submit landscape plans for review and approval by the City of Claremont Community Development Director. The landscape plans shall include perimeter fencing and landscaping to encourage students to cross Claremont Boulevard at intersection crosswalks.	Prior to Approval of Street Improvement Plans	Issuance of permit for Street Improvement Plans for Claremont Blvd.	City of Claremont Planning Division			

Attachment A

MIG | Hogle-Ireland

MEMORANDUM

Date: March 30, 2016

Proj#13346

To: City of Upland Planning Department

From: Russell Brady
Pam Steele

Subject: Claremont University Consortium (CUC) East Campus Project
Airport Compatibility Review

We have reviewed the newly adopted Cable Airport Land Use Compatibility Plan (CALUCP) in conjunction with the CUC East Campus project (Project). We have also reviewed the initial Memorandum prepared by Walter Gilfillan dated February 11, 2008 and his supplemental Memorandum dated August 4, 2011, both of which are attached to this Memorandum. As a result of our review, we recommend that the City of Upland Airport Land Use Commission find the project consistent with the Cable Airport Land Use Compatibility Plan pursuant to the following:

1. The portion of the CUC East Campus project in the City of Upland is located in Compatibility Zones B2 and B3, with a very small portion at the northeast corner in the B1 Zone.

2. The small portion of the Project that is located in the B1 Zone is a portion of Parcel 1 of TPM 18989. This parcel is not proposed for development at this time, and, due to topographical and airport land use constraints, may never be proposed for development and is not under consideration at this time for consistency purposes.

3. Group Recreation: During typical operation, the proposed Project falls within the Land Use Category described in the CALUCP as "Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas" on page 3-26. Although the football field area has the capacity for more than 1,000 people, typical usage would include no more than 200 or 300 spectators. Therefore, the football field area should be considered as "Group Recreation" during typical operation.

    a. Compatibility Zones B2 and B3 specify that the "Group Recreation" uses are considered "Conditional - Use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met. For the purposes of these criteria, 'avoid' is intended as cautionary guidance, not a prohibition of the use."

    b. Allowable occupancy intensities for B2 and B3 are:

	B2	B3
Max. Sitewide Avg. Intensity (people/acre)	80	120
Max. Single-Acre Intensity (people/acre)	160	300
Max. Coverage	45%	60%

c. There are limited facilities located within Compatibility Zone B2, namely a portion of the outfield for the baseball field and the archery range. During typical operation, this portion of the baseball field outfield would accommodate 2 outfielders and the archery range would accommodate 10 to 20, if spectators are present. The project net area within Compatibility Zone B2 is approximately 6.36 acres. With a typical total of up to 22 people, this would result in a Compatibility Zone B2 average intensity of 3.5 people per acre, which is substantially below the average intensity criteria of 80 people per acre normally allowed in Compatibility Zone B2 (which would allow 508 people to utilize the portion of the Project located in Compatibility Zone B2).[1]

d. The facilities located within Compatibility Zone B3 are the remaining portion of the "Visitors" side of the baseball field, the softball field, the Argentinean Paddle Tennis Court, the football field, the 2 all-purpose playing fields, and the detention basin. During typical operations the occupancy of each would be as follows:

   i. The portion of the baseball field in Zone B3 occupancy would be 25 persons
   ii. The softball field occupancy would be up to 100 persons
   iii. The Argentinean Paddle Tennis Court occupancy would be up to 10 persons
   iv. The typical football field occupancy would be 350 persons (players, coaches, referees, spectators)
   v. The two all-purpose playing fields occupancy could be up to 200 persons (100 for each field)
   vi. The detention basin would not be occupied

e. Because the uses are seasonal, e.g. football season is in the fall, baseball in the spring, all fields are not likely to be in use at the same time. However, for the purpose of determining maximum occupancy that is typical of these fields, the maximum number of people, if all fields are fully occupied, would be up to 685. The project net area within Compatibility Zone B3 is approximately 30.66 acres. With a typical total of up to 685 people, this would result in a Compatibility Zone B3 average intensity of 22.4 people per acre, which is substantially below the average intensity criteria of 120 people per acre for Compatibility Zone B3 (which would allow 3,679 people to utilize the portion of the Project area located in Compatibility Zone B2).[2]

f. The most intense single-acre area within Compatibility Zone B2 would consist of the archery range. This use would accommodate up to 20 people during typical operation, which would be consistent with the single-acre intensity criteria of 160 for Compatibility Zone B2.

g. The most intense single-acre area within Compatibility Zone B3 would consist of the bleachers and a portion of the football field. This single acre would accommodate approximately 175 to 200 people during typical operation, which would be consistent with the single-acre intensity criteria of 300 for Compatibility Zone B3.

h. Buildings and structures within Compatibility Zone B2 would include the equipment storage building located northeast of the parking lot, for a total footprint of up to 500

[1] Please note that averaging between zones is allowable, meaning that under the CALUCP up to 4,187 people may utilize the Upland portion of the Project at any given time.
[2] Please note that averaging between zones is allowable, meaning that under the CALUCP up to 4,187 people may utilize the Upland portion of the Project at any given time.

square feet. Based on the gross acreage of 6.94 acres (6.36 + the half-width of the Monte Vista adjacent to this portion of Parcel 4) for Compatibility Zone B2, this would result in a coverage of .0017%, which is well within with the maximum coverage of 45% allowable for Compatibility Zone B2. This building is a storage structure, therefore, no occupancy calculations have been made.

i. Buildings and structures within Compatibility Zone B3 would include the field house, for a total footprint of 30,000 square feet. Based on the gross acreage of 33.93 (30.66 acres + half widths of Monte Vista and Arrow Route) for Compatibility Zone B3, this would result in a coverage of .020%, which is within with the maximum coverage allowed for Compatibility Zone B3. This building will contain a mixture of uses ranging from restrooms to offices and locker rooms with the potential for a treatment room for minor injuries. A floor plan has not been prepared nor anticipated, therefore, in order to be conservative, the occupancy has been calculated for office use at 1/100. This results in an estimated occupancy of 300 persons for the 30,000 square foot building.

4. No Outdoor Major Assembly: Use of a single venue in Upland by more than 1,000 people could constitute an "Outdoor Major Assembly," unless there are exceptional circumstances (CALUCP criterion 3.1.6) and/or such usage is rare (CALUCP criterion 3.1.7). In order to assure that use of a single venue in Upland by more than 1,000 people remains rare, the applicant requests that a project condition be included limiting such events to no more than 12 days per calendar year. Because of the foregoing project condition and for the reasons set forth below, neither the football field nor any other area of the project constitutes an "Outdoor Major Assembly" facility, even though there could be rare occupancy exceeding 1,000 people.

   a. Although the Claremont McKenna College football field is expected to host a football game once every two years (the annual rotating home game versus Pomona College) that could result in up to 3,500 persons being at the a project venue, all other football games scheduled would result in approximately up to 300 spectators in attendance. Moreover, although the colleges might occasionally have other events that resulted in an assemblage of more than 1,000 people at a single venue in Upland, such events would necessarily be rare because of the condition set forth above.

   b. Zones B2 and B3 specify Outdoor Major Assembly uses as "Incompatible – Use should not be permitted under any normal circumstances. Limited exceptions are possible for site-specific special circumstances. See Criterion 3.1.6"

   c. Criterion 3.1.6 of the CALUCP (copied at the end of this memorandum) includes a Special Conditions Exception that allows usage that might not otherwise be allowed. The Special Conditions Exception states that "there may be specific situations where a normally incompatible use can be considered compatible because of terrain … or other extraordinary factors or circumstances related to the site." Here, the site is a former gravel quarry currently used as an inert landfill. Currently, the majority of the site's terrain is below grade and its surface is rocky and uneven posing a substantial hazard to any aircraft forced to make an emergency landing on the site. When completed, the project will convert the majority of the terrain of the site into flat, smooth grass playing fields and large surface parking lots – the majority of which will be relatively vacant at most times during most days – providing safe locations for emergency landings. Therefore, the conversion of the currently rocky uneven terrain into flat, smooth, sparsely populated spaces will substantially add to aviation safety. The project's current terrain and the project's ability to improve that terrain in a manner that increases aviation safety is an extraordinary factor that is particular to the circumstances related to the site. In order to

assure that use of a single venue in Upland by more than 1,000 people remains rare, the applicant requests above that a project condition be included limiting such events to no more than 12 days per calendar year. The limitation on rare uses of the site by more than 1,000 people at any one Upland venue to only 12 times per calendar year and the entitlement of the vast majority of the site for only playing fields or surface parking lots (rather than buildings) assures that there is no potential for the use of the project to change and become more intense over time. Consequently, the project qualifies for the Special Conditions Exception described in Section 3.1.6 of the CALUCP.

d. Criterion 3.1.7 includes a "Rare Special Events Exception" specifically for "Conditional" or "Incompatible" land uses associated with rare special events. As noted previously, the proposed project will only permit more than 1,000 people to use a single venue in Upland under rare circumstances. In order to assure that use of a single venue in Upland by more than 1,000 people remains rare, the applicant requests above that a project condition be included limiting such events to no more than 12 days per calendar year. Because the policy allows an exception for rare uses and occupancies that may exceed the typical criteria of the CALUCP and such usage will be restricted to rare instances, the project will be compliant with the CALUCP under Criterion 3.1.7.

e. In terms of extraordinary factors or circumstances, the football field is not a "stadium" in that a stadium is described by Caltrans as a use "where a large number of people are confined in a small area with limited exits." The football field is just that – a football field. It has bleachers on two sides of the field. Spectators and players would not be "trapped" in a limited egress area in the event of an airplane crash. Therefore, this land use would not be considered a stadium.

f. The project generally provides for open field areas which could function as emergency landing areas for aircraft. Compared to other projects that could be developed on the site with additional building footprint, the proposed project offers greater open areas for emergency landings, thus limiting the safety concerns for those on the ground and for aircraft.

g. Despite the occasional instances where the intensity criteria may be exceeded, if all fields within the B3 Zone are occupied at the same time, the intensity of use will be limited to no more than 885 people on a typical day compared to other industrial uses that could occupy the site and have a more consistent schedule of moderate to high occupancy.

"Special Conditions Exception," pages 3-3 and 3-4 of the CALUCP

3.1.6. *Special Conditions Exception:* The policies and criteria set forth in this *Compatibility Plan* are intended to be applicable to all locations within the Cable Airport influence area. However, there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

(a) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent.

(b) After due consideration of all the factors involved in such situations and consultation with Cable Airport management, the local agency may find a normally incompatible use to be acceptable.

(c) In considering any such exceptions, the decision-making body for the project shall also take into account the potential for the use of a building to change over time. A building could have planned low-intensity use initially, but later be converted to a higher-intensity use. Local agency permit language or other mechanisms to ensure continued compliance with the usage intensity criteria must be put in place.

(d) In reaching such a decision, the decision-making body for the project shall make specific findings as to why the exception is being made and that the land use will neither create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.

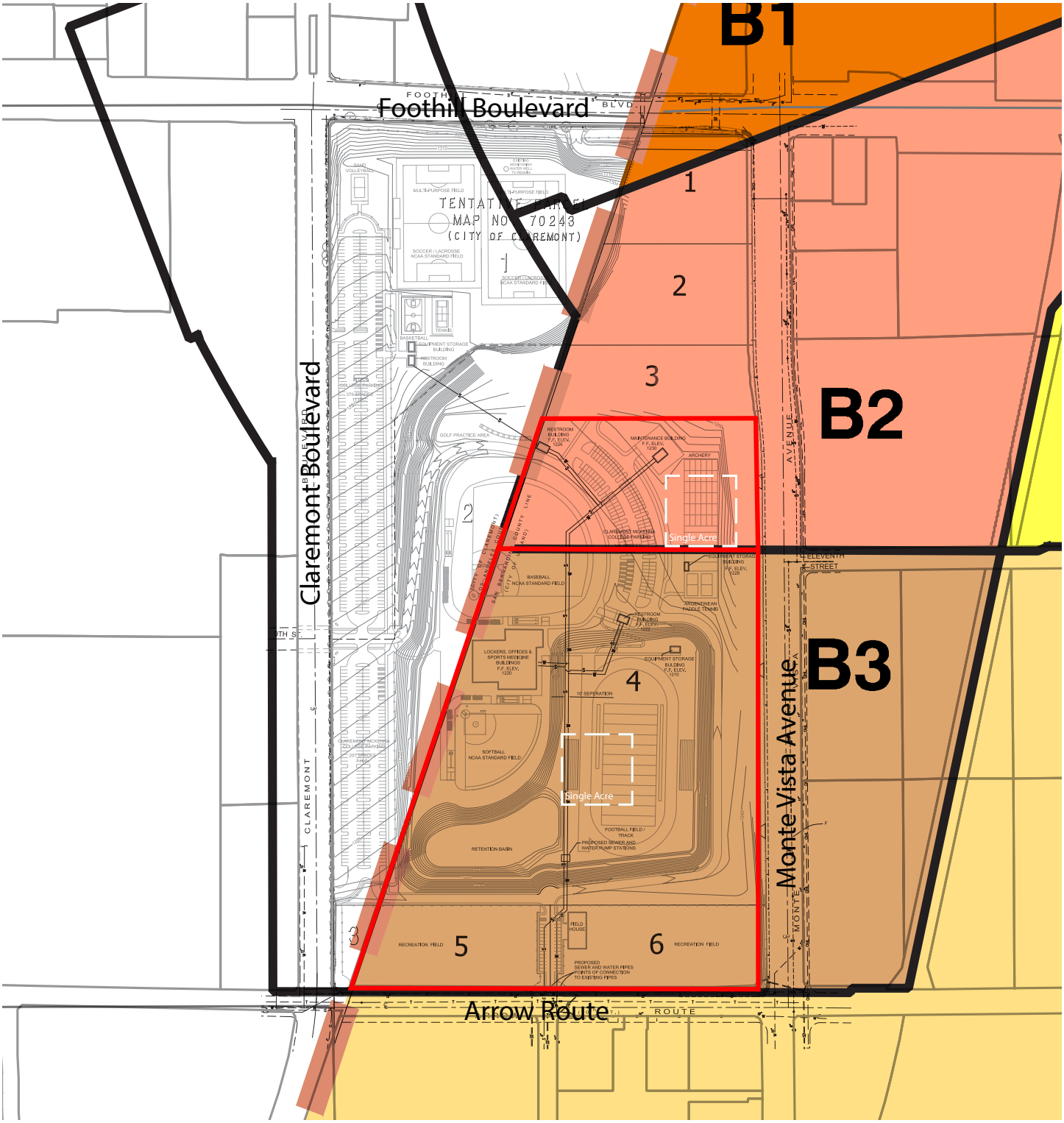
(e) Approval of a special conditions exception for a proposed project shall require a two-thirds vote of the local agency's decision-making body voting on the matter.

(f) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.

Russell Brady acted as Senior Planner under contract to the County of Riverside Airport Land Use Commission (ALUC) between 2010 and 2016. He was responsible for reviewing a variety of proposed entitlements for consistency with Riverside County's Airport Land Use Compatibility Plan. He prepared staff reports and presented projects to the Riverside County ALUC. He also assisted in the updating of the Land Use Compatibility Plans for the March Air Reserve Base and Perris Valley Airport.

Attachments:

1. 2015 Airport Land Use map for Claremont Colleges East Campus EIR
2. August 4, 2011 Walter Gillfillan Memorandum
3. February 13, 2008 Walter Gillfillan Memorandum with Exhibits



	Parcels	Gross Acres	Net Acres	Estimated People	Estimated People/Net AC	Maximum Allowed People	Proposed Single Acre Density
Zone B1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Zone B2	4	6.94	6.36	22	3.5	80/acre = 508 people	20 (160 allowed
Zone B3	4, 5, and 6	33.93	30.66	685	22.4	120/acre = 3,679	200 (300 allowed)

2015 Airport Land Uses

WALTER E. GILLFILLAN AND ASSOCIATES
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MEMORANDUM

August 4, 2011

TO: Pam Steele, Hogle-Ireland, Inc

FROM: Walter Gillfillan

SUBJECT: Additional information on the proposed development of the Claremont Colleges Quarry Site near the Cable Airport

INTRODUCTION

This memorandum is response to your e-mail of July 26, requesting additional information regarding the proposed project. This will update and augment my memorandum report dated December 21, 2007.

I understand that the Cable Airport Master Plan, the California Airport Land Use Planning Handbook, 2002 and the Cable Airport Comprehensive Airport Land Use Plan, 1981 are currently in various stages of revision. My comments are base on the current versions.

UPDATE OF BLEACHER OCCUPANCY

Information that you have provided indicates that the bleachers for the Baseball and Softball fields will each accommodate 500 spectators and the Football/Track area will accommodate a total of 3,500 spectators on two sides of the field. These venues have out-door seating with a concentration of people adjacent to large open spaces. The guidelines in the California Airport Land Use Planning Handbook, 2002 and the Cable Airport Comprehensive Airport Land Use Plan, 1981 provide a basis for evaluation.

The Club House, automobile parking and athletic activities would be consistent with the two guidelines. The relocation of the Commencement activities removes that function as a risk issue and also as a noise impact concern.

BASIC PREMISES FOR THE CALTRANS GUIDELINES

The basis used by CALTRANS in developing its land use compatibility guidelines for safety is important. Using National Transportation Safety Board statistics for aircraft accidents, the probability of an accident occurring, location of accident sites and the risks and consequences to people in the aircraft and on the ground were identified. Data for a ten-year record of aircraft accidents nation-wide were investigated. Of particular interest were those accidents involving people and structures on the ground. The focus is on the risk exposure for various land uses derived from this accident data. Some of the elements related to risk exposure are summarized as follows:

- **Probability** – The probability of an aircraft accident occurring is very low. The probability of an aircraft accident that involves people and structures on the ground is extremely low - however, it is not zero.
- **Location** – Most accident sites are within the confines of the airport. Off-airport accident sites are concentrated near the runway ends and extended runway centerlines for both arriving and departing aircraft. Accident sites are small in size for light aircraft.
- **Risk exposure** – The evaluation of risk and land use compatibility is relatively easy in the higher exposure areas near the runway ends. Further out from the runway ends, judgment is applied that considers the types of aircraft involved, night operations, instrument operations, flight training, etc. Included in this determination is the consideration of the relative risk exposure inherent in all other public health, safety and welfare decisions that range from traffic signals, to fire hazards, hand railings and employee safety. Safety is a relative term and is judged by the level of risk that is acceptable in conducting the public's business and activities.
- **Consequences** – This is an important element in considering acceptable risk to the public and includes the likely property damage, injuries and fatalities that could occur should an accident happen. It is in this element that differences appear when considering various land uses. The risk for schools offers a different level of consideration than for industrial plants. As a matter of public policy, more stringent criteria are generally applied when considering the safety of children in a school environment. Similar differences are apparent in the Handbook land use criteria between residential and office land uses. These differences are reflected in not only the recommendation of acceptability, but also in the suggested land coverage and human occupancy factors.
- **Criteria for Evaluation -** As previously noted, the criteria used in evaluating land use decisions are offered by state and local agencies as guidelines to be considered as a "starting point" in the local decision process. These suggestions are offered in the form of geometric shapes that encompass most, but not all, of the historical accident site locations. With this location information, the guidelines indicate variance in accident occurrence by identifying different areas, shapes and sizes. To encompass the concept of risk exposure, the types of acceptable/unacceptable land uses are noted, together with variations in the coverage and occupancy suggestions. These variables also address the question of consequences in the unlikely event an aircraft accident would occur.

  The combination of variables associated with accident site locations and delineation of safety zones, together with the approximations and assumptions used in coverage and occupancy criteria, indicates why these criteria are offered as guidelines. It should be noted that these zones are not precise lines and are not descriptions that delineate "safe or unsafe" conditions.

COMPLIANCE WITH GUIDELINES

The following mitigations are offered to assist in the determination of consistency:

CACLUP – Finding 1

- Portion of the site closest to the airport is not part of the project
- The proposed project is consistent with FAA, Part 77 and is not likely to be found by the FAA to be a hazard to air navigation
- There are no noise impacts
- The project will offer better options to a pilot in distress than the current gravel pit.

- The project is an important adjunct to the Claremont Colleges
- The project would not negatively affect airport operations or growth options.

CACLUP – Finding 2

- Activities involving the bleachers are not continuous nor are they simultaneous
- Bleachers are seldom 100% occupied
- When options exist during an emergency, the playing fields and parking areas offer better opportunities to the pilot than do bleachers
- The dominate operations are small, single-engine aircraft with relatively small accident sites
- The more probable aircraft accident sites are closer to the airport

CALTRANS - Acceptability

The CALTRANS Handbook (page 9-22) offers a Frequency of Occurrence as RARE; a Potential Consequence as MAJOR with a resulting finding of ACCEPTABLE RISK (PP-9-14).

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MEMORANDUM

February11, 2008
(Revised February 13, 2008 with Exhibits)

TO: Ann Kraus, Hogle-Ireland, Inc

FROM: Walter Gillfillan

SUBJECT: Evaluation of the land use compatibility issues associated with the proposed development of the Claremont Colleges Quarry Site near the Cable Airport

INTRODUCTION

In accordance with my contract with the Claremont University Consortium, I have been asked to evaluate the compatibility associate with the proposed quarry development and the Cable Airport. A schematic of the proposed development is shown in **Exhibit A**. This evaluation will discuss the potential impacts for the three areas of land use compatibility – obstructions to air navigation, noise exposure and hazards to people and property on the ground.

The land use compatibility guidelines developed for use by state and local agencies in California reference, (1) criteria contained in the Federal Aviation Regulations, Part 77 for height of structures and foliage; (2) criteria from Title 21 of the California Public Utilities Code and in the FAA Advisory Circulars; and (3) guidelines contained in the CALTRANS, California Airport Land Use Planning Handbook, 2002 and in the Cable Airport Comprehensive Airport Land Use Plan, 1981. It should be noted that a portion of the proposed project is located within the County of San Bernardino and the remainder in the County of Los Angeles. Only the County of San Bernardino has developed a compatibility plan for the Cable Airport.

OBSTRUCTIONS TO AIR NAVIGATION

The FAA Federal Aviation Regulation (FAR), Part 77 is the basic reference source for determining obstructions to air navigation. The FAA and both the CALTRANS and ALUC guidelines use the Part 77 as a reference to define hazards to air navigation.

The FAA requires that a formal Notice of Intent to Construct be submitted if a proposed project is within a defined distance from an airport. The proposed project will require notification. The FAA conducts a review procedure outlined in Part 77.

The FAA does not “approve” a proposed project, rather it provides a written “finding” to the applicant that the project is: (1) not a problem with respect to air navigation; (2) is an obstruction, but not a hazard to air navigation; (3) is a hazard to air navigation. This finding is advisory to the applicant and to local zoning jurisdictions. The FAA has no

authority to prohibit the project, though they can require marking and lighting if there is an obstruction or hazard to air navigation.

Potential Obstruction Impact

Because the actual finding of compliance with the provisions of Part 77 is a responsibility of the FAA, only the FAA can make a final finding of hazard or non-hazard. However, the information available from the City, airport and Consortium documents indicates that:

- The proposed project is located near the approach to Runway 6 at the Cable Airport as shown in **Exhibit B**.
- There are two published instrument approaches to Runway 6 – a VOR and a GPS
- The criteria used in the evaluation is for a runway larger than a FAA "Utility" category, non-precision approach with visibility minimums greater than ¾ mile
- The trapezoidal-shaped approach area is 500' x 3,500' x 10,000' with an approach slope of 34:1
- A portion of the northwestern and northeastern corner of the project would lie under the Approach Surface as defined by Part 77 criteria.
- The Southwestern and Southeastern corners of the project would be under the Horizontal Surface, as defined by Part 77 or at an elevation of 1,589' above mean sea level (msl).
- The mid-point of the western boundary would be located at the Transitional Surface and eastern boundary would be located under the Horizontal Surface, as defined by Part 77.

The following table indicates the location of the four corners of the project relative to the Part 77 definitions and the allowable elevations at these corners and mid-points of the western and eastern boundaries:

Location	Applicable Portion of Part 77	Estimated Maximum Allowable Elevation (msl)
Northwest Corner	Approach Surface	1,472'
Northeast Corner	Approach Surface	1,425'
Southeast Corner	Horizontal Surface	1,589'
Southwest Corner	Horizontal Surface	1,589'
Mid-point Western Boundary	Transitional Surface	1,567'
Mid-point Eastern Boundary	Horizontal Surface	1,589'

Finding

My preliminary evaluation indicates that, the type of development, structures or vegetation proposed for the project and that will be located in a pit below surrounding land areas, are not likely to be deemed by the FAA to be obstructions to air navigation as defined by the Part 77 criteria.

While the principal focus of Part 77 is on the height of structures/vegetation, there is another element that should be noted. The FAA will review the proposed project to be certain that it does not create (*i*) electromagnetic interference with air navigation facilities, or (*ii)* lighting effects and (*iii)* smoke that would interfere with aircraft in flight.

NOISE COMPATIBILITY

The FAA and both the CALTRANS and CACLUP guidelines use the California Cumulative Noise Exposure Level (CNEL) metric for determining levels of significance.

The only noise exposure information available for the Cable Airport is contained in noise contours developed in 1978 for the airport Master Plan. This information was later revised in the 1981 CACLUP to reflect the flight path procedures adopted by the airport owner for the arrival and departure routes for aircraft coming to and departing from the Cable Airport. The noise contours are shown in **Exhibit C**. There is uncertainty as to how well this available information accurately reflects the current noise exposure from aircraft operations at the Cable Airport, particularly jet aircraft operations. The following evaluations have been made using the most recent available information contained in the Cable Airport Compatible Land Use Plan.

The FAA, State and local guidelines establish a compatible noise exposure primarily directed at residential land uses. The level at 65 dB CNEL is suggested for existing residential land uses. The 65 CNEL exposure level was selected by the state as a level of significance. Human response research indicates that about 12% of the population would be highly annoyed by exposure to noise at this level.

While the Handbook uses the 65 CNEL level, it also offers rationale why lower levels may be used in local planning. The Handbook suggests, that for new construction of residential uses, impact levels out to 60 CNEL should be considered for urban settings and 55 CNEL for rural locations. The policies also identify the importance of annoyance from single event noise near air traffic patterns, as well as annoyance from low frequency noise events and low over flights.

Potential Noise Impacts Based On Noise Contours

The proposed development does not include any residential uses. However, there may be occasional out door activities that are noise-sensitive. The site is under the Runway 24 cross-wind departure path that is the dominate runway used for departures (90%) at the Cable Airport. This location is between the 60 and 65 dB CNEL noise contours shown in the CACLUP. This level of “average” noise exposure will not significantly impact the athletic uses proposed by the project.

Impacts Noise Based On Single Aircraft Noise Events

The Handbook cautions that some people can be annoyed by single event noise exposure. There are no criteria established by the FAA or the State for levels of significance for single noise events. The single event noise impacts are loud noise events or frequent over-flight. This can be associated with annoyance, speech interference or sleep disruption. It has been noted that out door commencement exercises might be scheduled once a year at the site.

It is not clear that jet aircraft operations were considered in the Cable Airport Master Plan or in the CACLUP. It is likely the there are more jet aircraft operations than in 1981 as the web site indicates the availability of Jet A fuel. In any case, they would be a small proportion of the total aircraft operations.

Finding
The athletic field uses proposed in the project is not likely to be seriously affected by small, piston-powered aircraft over flights. Aircraft over flights are likely to be a visual distraction and interruption to voice communication during formal commencement activities.

SAFETY COMPATIBILITY
All three of the airport compatibility sources, the FAA, CALTRANS and the CACLUP identify the Runway Protection Zone (RPZ) immediately off the ends of runways as having high risk exposure due to arriving and departing aircraft operations. Note that the CACLUP refers to this area as a Clear Zone. The proposed project is not in these areas. Only CACLUP and CALTRANS address additional risk in areas further out from the RPZ/Clear Zone.

Cable Airport Comprehensive Airport Land Use Plan Criteria
As shown in **Exhibit D**, a small portion of the proposed project (5%-10%) would be located in Safety Area 1 as defined by the Cable Airport Comprehensive Airport Land Use Plan. It should be noted, however, that the flight paths proscribed by the airport owner for Runway 24 departures do not continue straight out from the runway as shown in the CACLUP, but turn over the proposed project area (gravel pit). This would incorporate a larger portion of the proposed project in Safety Area 1 (10%-15%).

Safety Area 1 is described in the CACLUP as having a Significant Crash Hazard and notes the following:

- Requires restriction of density and intensity of land uses
- Land uses deemed to be incompatible include:
  - Oil or gas storage
  - New residential construction
  - Institutional facilities (presumed to mean *buildings*)
  - No buildings or structures within 75 feet of the extended runway centerline
  - Any new use that would result in large concentrations of people - more than 100 Persons
  - Structures in this area should not reflect glare, emit electronic interference or produce smoke so as to endanger aircraft operations

The remainder of the proposed project area would be located in Safety Area 2 as defined by the CACLUP for both the straight out and the curved departure paths. This area is described as having a Moderate Crash Hazard. Here, the limitations are:

- Compliance with Part 77 of the Federal Aviation Regulations
- Structures in this area should not reflect glare, emit electronic interference or produce smoke so as to endanger aircraft operations

Findings
The athletic use elements of the proposed project generally comply with the CACLUP criteria. Uses involving commencement exercises with large numbers of people might exceed the CACLUP, depending on the location of the activity within the site.

Note that the FAA Part 77 height restrictions and CACLUP noise restrictions would be operative, as well as the hazard criteria.

In Safety Area 1, there are two options to consider. The first is the straight out departure shown in the CACLUP and the second considers the left turn flight path over the gravel pit preferred by the airport owner:

Straight out departure – A small portion of the Multipurpose Field would be in Safety Area 1. The proposed use would comply with all restrictions listed for land uses in that area, as long as a concentration of people is not planned in that area.

Left turn departure – It appears that a curved Safety Area 1 would restrict more of the northern portion of the site. Depending on location of the planned commencement exercises and occupancy levels of the bleachers, compliance may be an issue.

In Safety Area 2, the compliance would be contingent upon an FAA determination of no hazard to air navigation. With respect to issues of electronic emissions and smoke, these are not likely to be associated with the intended uses. Glare, however, can be a problem due to lighting of athletic fields at night. This can be addressed with shielding to prevent direct lighting of the sky.

SAFETY COMPATIBILITY – CALTRANS HANDBOOK

An understanding of the overall premises used by CALTRANS in developing their most recent land use compatibility guidelines for safety is important. Using National Transportation Safety Board statistics for aircraft accidents, the probability of an accident occurring, location of accident sites and the risks and consequences to people in the aircraft and on the ground were identified. Data for a ten-year record of aircraft accidents nation-wide were investigated. Of particular interest were those accidents involving people and structures on the ground. The focus is on the risk exposure for various land uses derived from this accident data. Some of the elements related to risk exposure are summarized as follows:

- **Probability** – The probability of an aircraft accident occurring is very low. The probability of an aircraft accident that involves people and structures on the ground is extremely low - however, it is not zero.
- **Location** – Most accident sites are within the confines of the airport. Off-airport accident sites are concentrated near the runway ends and extended runway centerlines for both arriving and departing aircraft. Accident sites are small in size for light aircraft.
- **Risk exposure** – The evaluation of risk and land use compatibility is relatively easy in the higher exposure areas near the runway ends. Further out from the runway ends, judgment is applied that considers the types of aircraft involved, night operations, instrument operations, flight training, etc. Included in this determination is the consideration of the relative risk exposure inherent in all other public health, safety and welfare decisions that range from traffic signals, to fire hazards, hand railings and employee safety. Safety is a relative term and is judged by the level of risk that is acceptable in conducting the public's business and activities.
- **Consequences** – This is an important element in considering acceptable risk to the public and includes the likely property damage, injuries and fatalities that could occur should an accident happen. It is in this element that differences appear when considering various land uses. The risk for schools offers a different level of consideration than for industrial plants. As a matter of public policy, more stringent criteria are generally applied when considering the safety of children in a school environment. Similar differences are apparent in the

Handbook land use criteria between residential and office land uses. These differences are reflected in not only the recommendation of acceptability, but also in the suggested land coverage and human occupancy factors.

- **Criteria for Evaluation -** As previously noted, the criteria used in evaluating land use decisions are offered by the federal, state and local agencies as guidelines to be considered as a "starting point" in the local decision process. These suggestions are offered in the form of geometric shapes that encompass most, but not all, of the historical accident site locations. With this location information, the guidelines indicate variance in accident occurrence by identifying different areas, shapes and sizes. To encompass the concept of risk exposure, the types of acceptable/unacceptable land uses are noted, together with variations in the coverage and occupancy suggestions. These variables also address the question of consequences in the unlikely event an aircraft accident would occur.

  The combination of variables associated with accident site locations and delineation of safety zones, together with the approximations and assumptions used in coverage and occupancy criteria, indicates why these criteria are offered as guidelines. It should be noted that these zones are not precise lines and are not descriptions that delineate "safe or unsafe" conditions.

CALTRANS ALUC Handbook

The Cable Airport runway length of 3,865 feet is defined in the CALTRANS Handbook as a "short" general aviation runway. As shown in **Exhibit E,** a small portion of the northwest corner of the proposed project would be located in the Outer Arrival/Departure Zone 4, representing about 10% of the total project area**.** The remainder of the project area would be in Traffic Pattern Zone 6.

The Outer Arrival/Departure Zone 4 has the following limitations:

- Limit residential uses to very low densities. Consider noise exposure limits.
- Avoid nonresidential uses to those having moderate to high usage intensities. Avoid major shopping centers, theaters, buildings with more that three floors. Densities should not exceed 80 to 100 persons per gross acre in developed, urban areas.
- Prohibit children's schools, hospitals and nursing homes
- Prohibit hazardous uses such as above ground fuel storage

Traffic Pattern Zone 6 limitations:

- Allow residential uses
- Allow most non-residential uses.
- Prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Findings

The athletic use elements of the proposed project comply with the CALTRANS criteria. The proposed use as a site for annual commencement exercises with up to 2,000 people is not likely to be held in that portion of the project area. However, over flight of other portions of the Zone 6 area is possible from time to time. This is of particular concern because of the out door, unprotected venue that is being considered. The loss of human life and injuries to people on the ground in the unlikely event of an aircraft accident should be recognized.

SUMMARY

Obstructions to Air Navigation - Federal Aviation Regulations, Part 77

A preliminary evaluation indicates that, the type of development, structures or vegetation proposed for the project will be located in a pit below surrounding land areas and are not likely to be deemed by the FAA to be obstructions to air navigation as defined by the Part 77 criteria. A FAA Form 7460-1, Notice of Proposed Construction or Alteration, should be submitted to the FAA for formal review.

The FAA will also review the proposed project to be certain that it does not create (*i*) electromagnetic interference with air navigation facilities, or (*ii)* lighting effects and (*iii)* smoke that would interfere with aircraft in flight.

Noise Compatibility

The athletic field uses proposed in the project is not likely to be seriously affected by small, piston-powered aircraft over flights. Aircraft over flights may be a visual distraction and could interrupt voice communication during formal commencement activities.

Safety Compatibility - Cable Airport Compatible Land Use Plan

The athletic use elements of the proposed project generally comply with the Cable Airport Compatible Land Use Plan (CACLUP) criteria, though uses involving commencement exercises with large numbers of people may exceed the CACLUP criteria, depending on the location of the activity with the site.

Compliance would be contingent upon an FAA determination of no hazard to air navigation. With respect to issues of electronic emissions and smoke, these are not likely to be associated with the intended uses. Glare, however, can be a problem due to lighting of athletic fields at night. This can be addressed with shielding to prevent direct lighting of the sky.

Safety Compatibility - CALTRANS Handbook

The athletic use elements of the proposed project comply with the CALTRANS criteria for Outer Arrival/Departure Zone 4.

The proposed use as a site for annual commencement exercises with up to 2,000 people is not likely to be held in that portion of the project area. However, over flight of other portions of the Zone 6 area is possible from time to time. This is of particular concern because of the out door, unprotected venue that is being considered. The loss of human life and injuries to people on the ground in the unlikely event of an aircraft accident should be recognized.

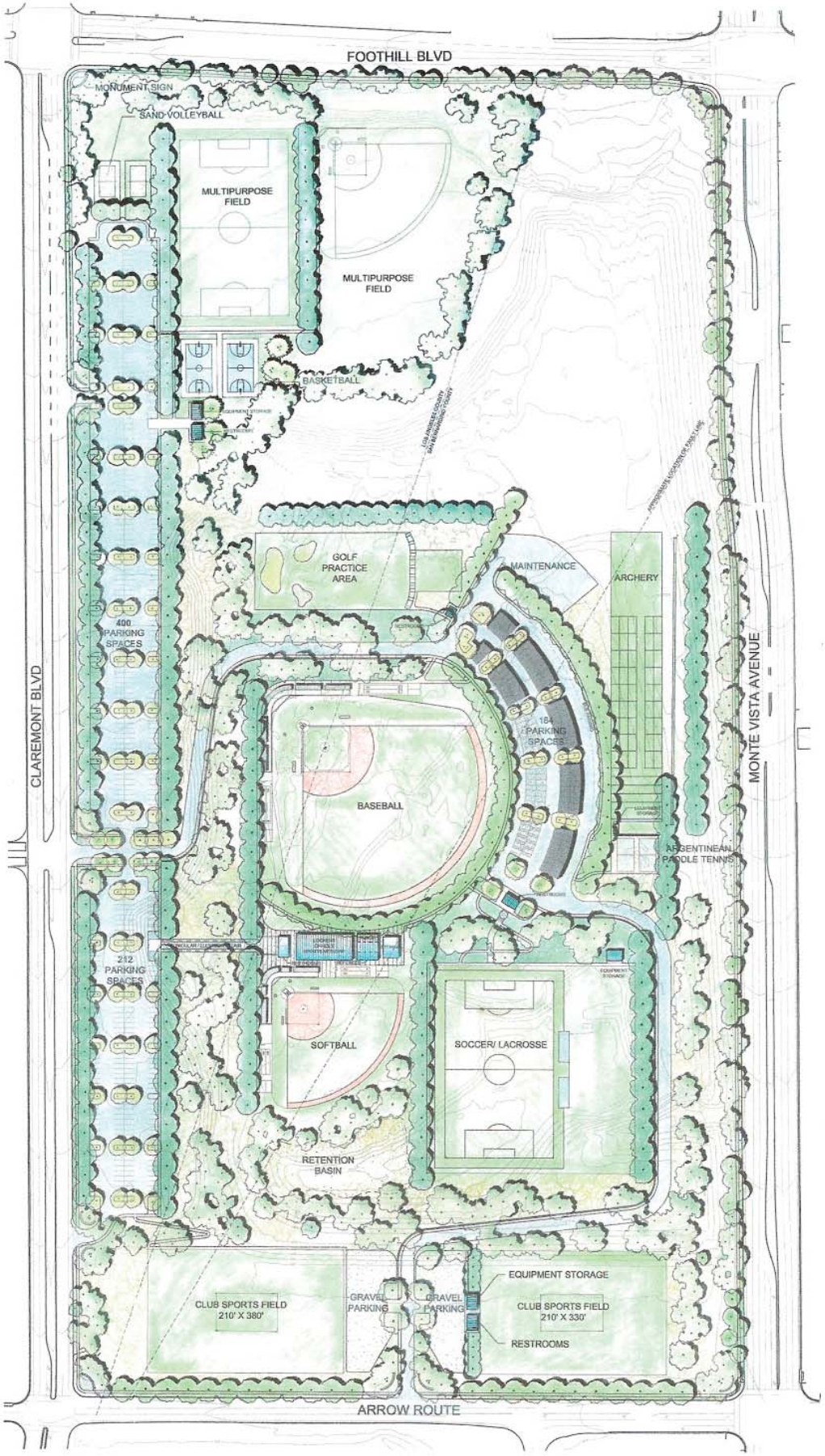
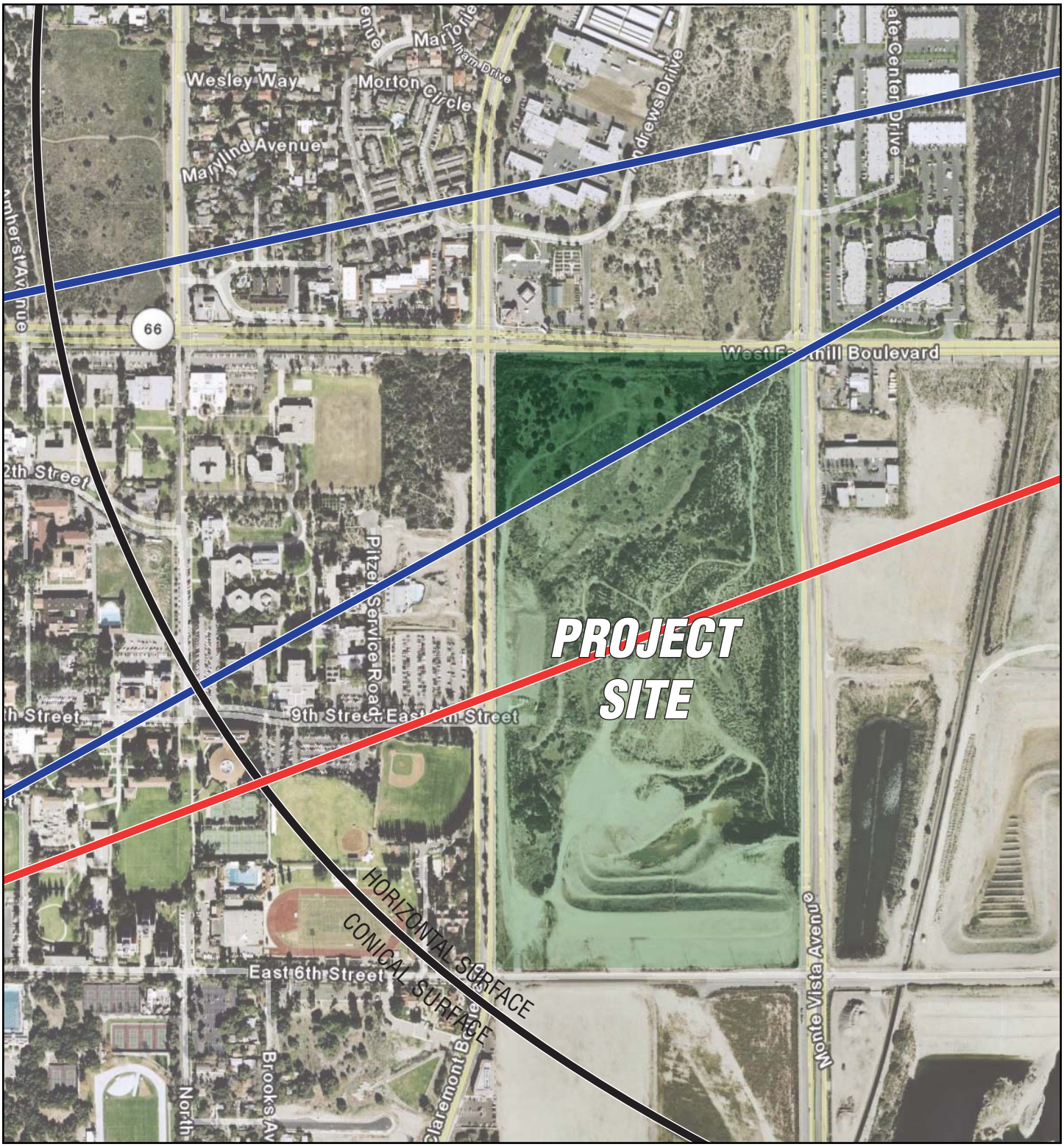


Exhibit A

Source: Gruen Associates

CUC Quarry Site
Claremont, CA
February 13, 2008



LEGEND

- Horizontal Surface
- Transitional Surface (7:1)
- Approach Area (20:1)

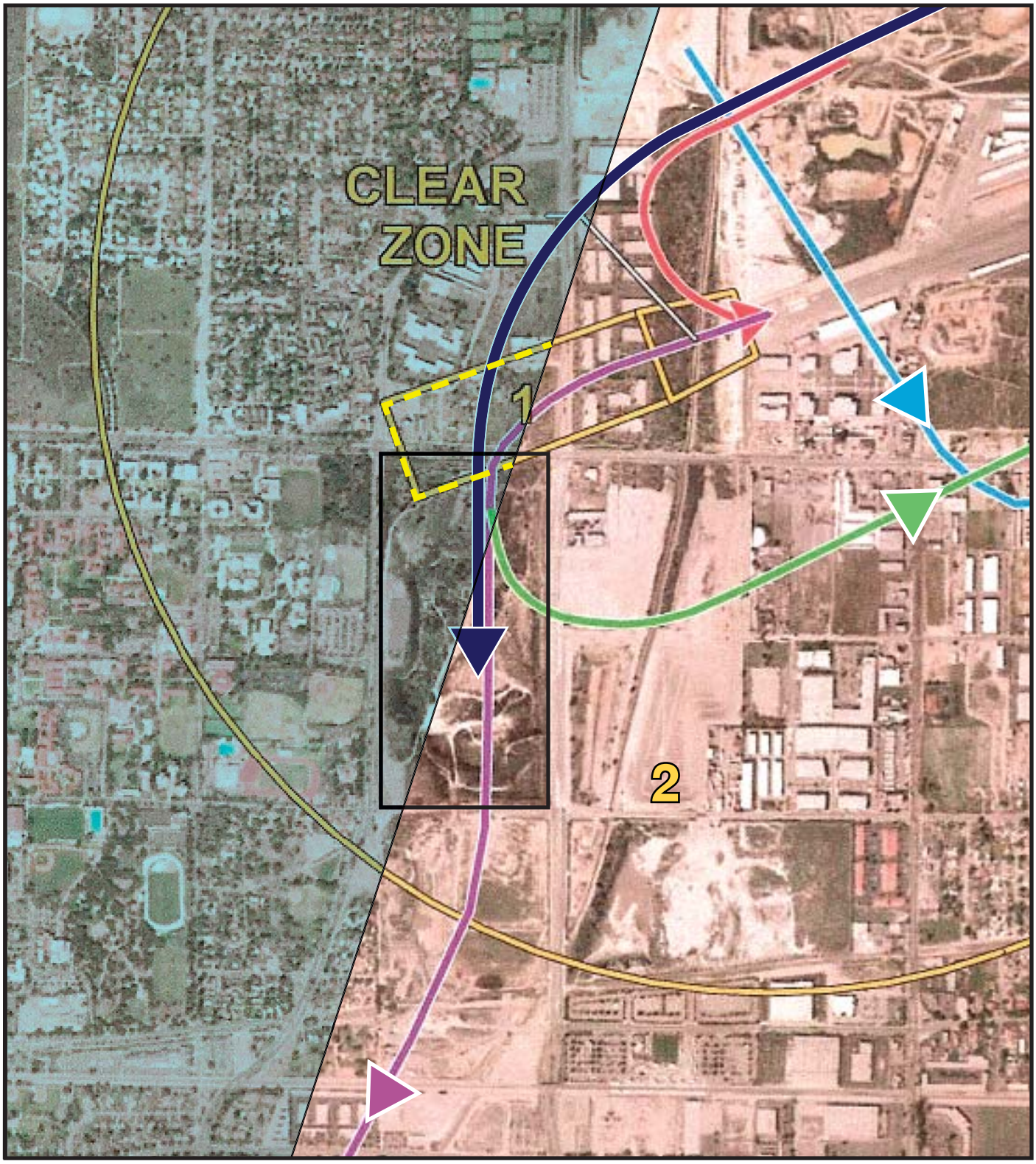
Exhibit B

CUC Quarry Site
Claremont, CA
February 13, 2008

Exhibit C

Source: CACALUP

CUC Quarry Site
Claremont, CA
February 13, 2008



PROJECT BOUNDARY

SAFETY ZONES FROM CABLE AIRPORT COMPREHENSIVE AIRPORT LAND USE PLAN

SAFETY ZONES FROM CABLE AIRPORT COMPREHENSIVE AIRPORT LAND USE PLAN OUTSIDE CITY BOUNDARY

IN CITY OF CLAREMONT

VOLUNTARY FLIGHT PATH

LEFT TURN ENTRY ONTO RUNWAY 6

RUNWAY 24 DEPARTURE

RUNWAY 24 CROSS-WIND ENTRY

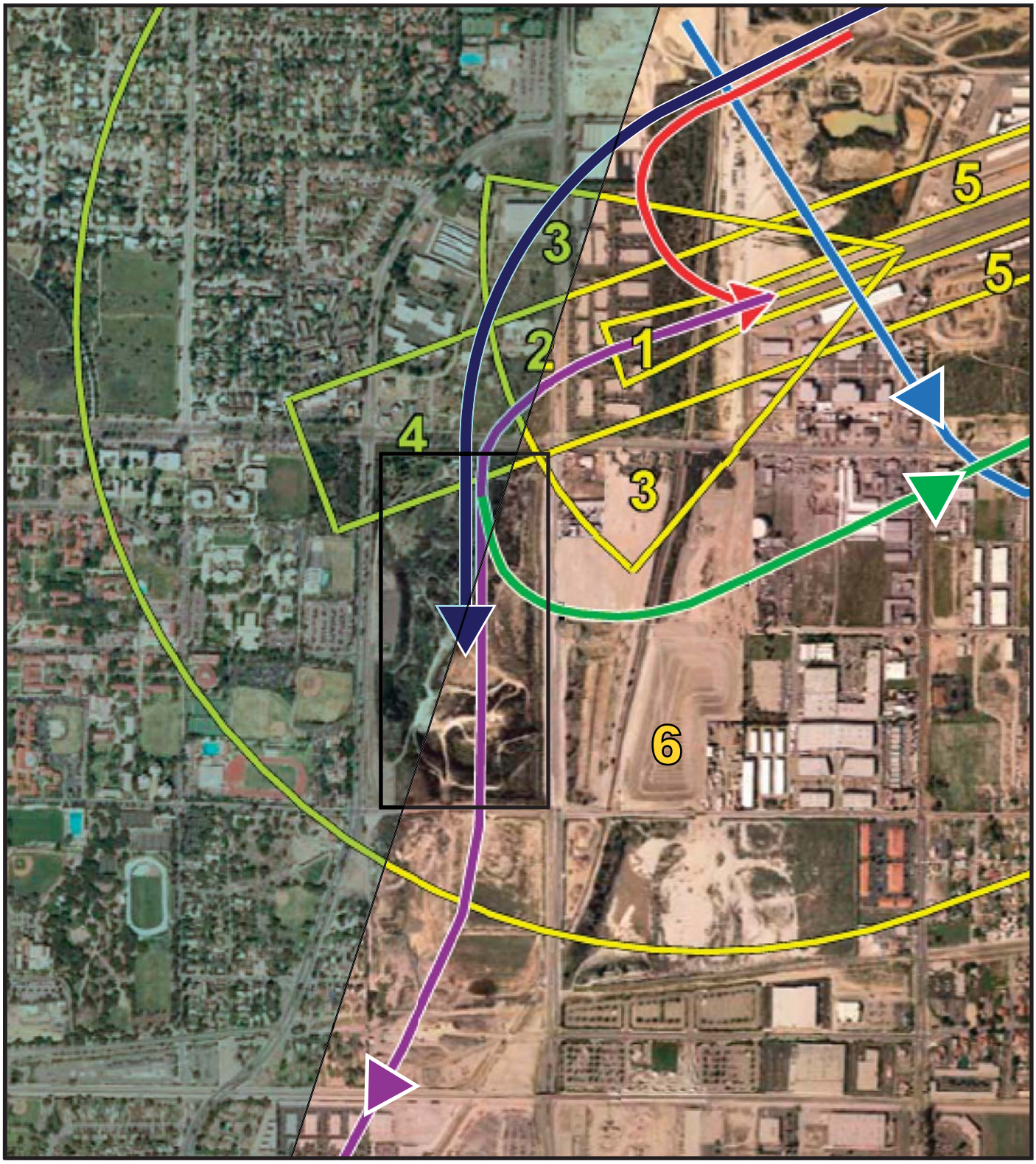
RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 6 DEPARTURE TO THE SOUTH

CACALUP
Safety Zones

Exhibit D

CUC Quarry Site
Claremont, CA
February 13, 2008



PROJECT BOUNDARY

HAZARD ZONES FOR SHORT RUNWAY

IN CITY OF CLAREMONT

VOLUNTARY FLIGHT PATH

LEFT TURN ENTRY ONTO RUNWAY 6

RUNWAY 24 DEPARTURE

RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 6 DEPARTURE TO THE SOUTH

Short General Aviation Runway Hazard Zones

Exhibit E

CUC Quarry Site

Claremont, CA

February 13, 2008

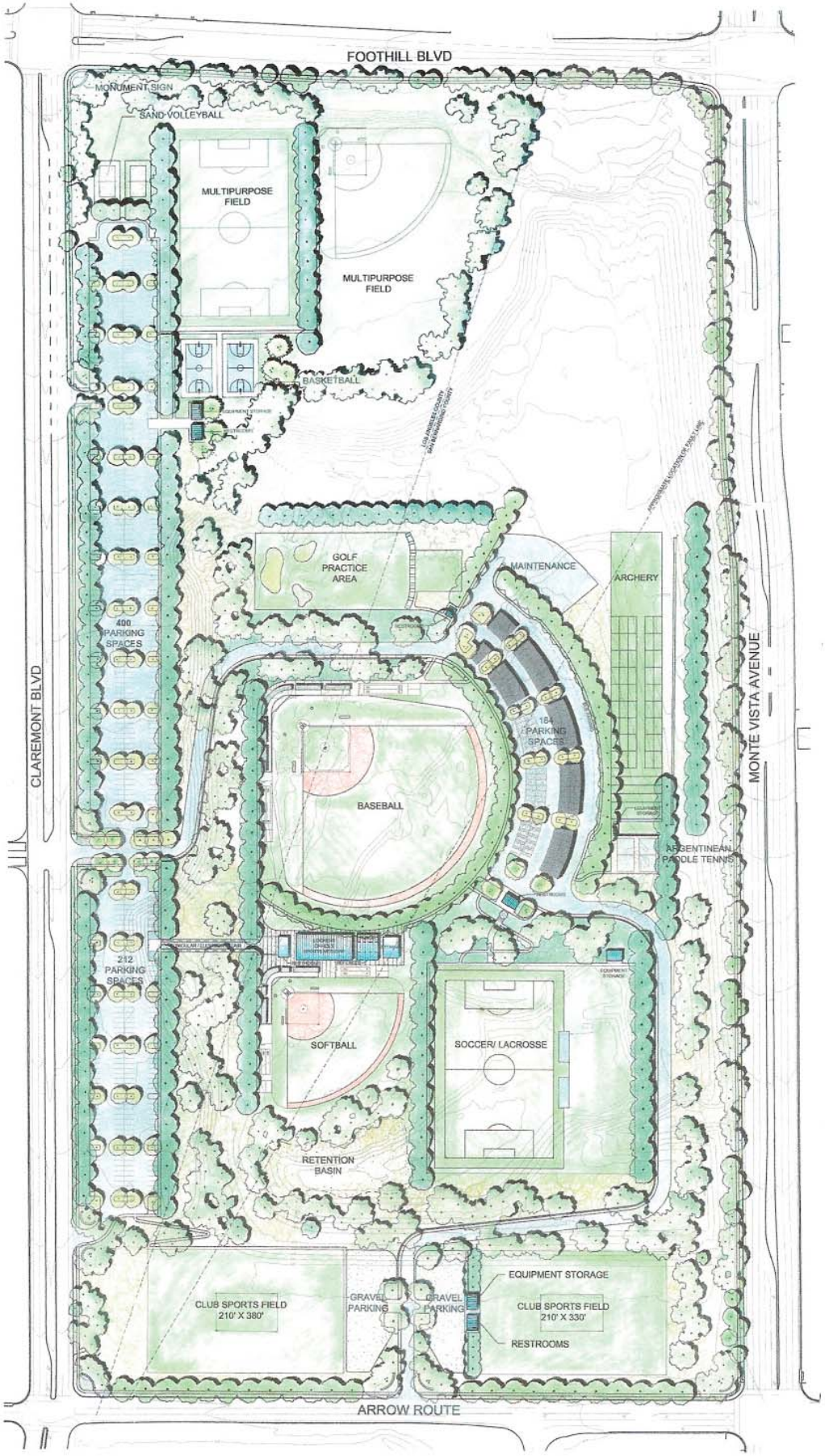
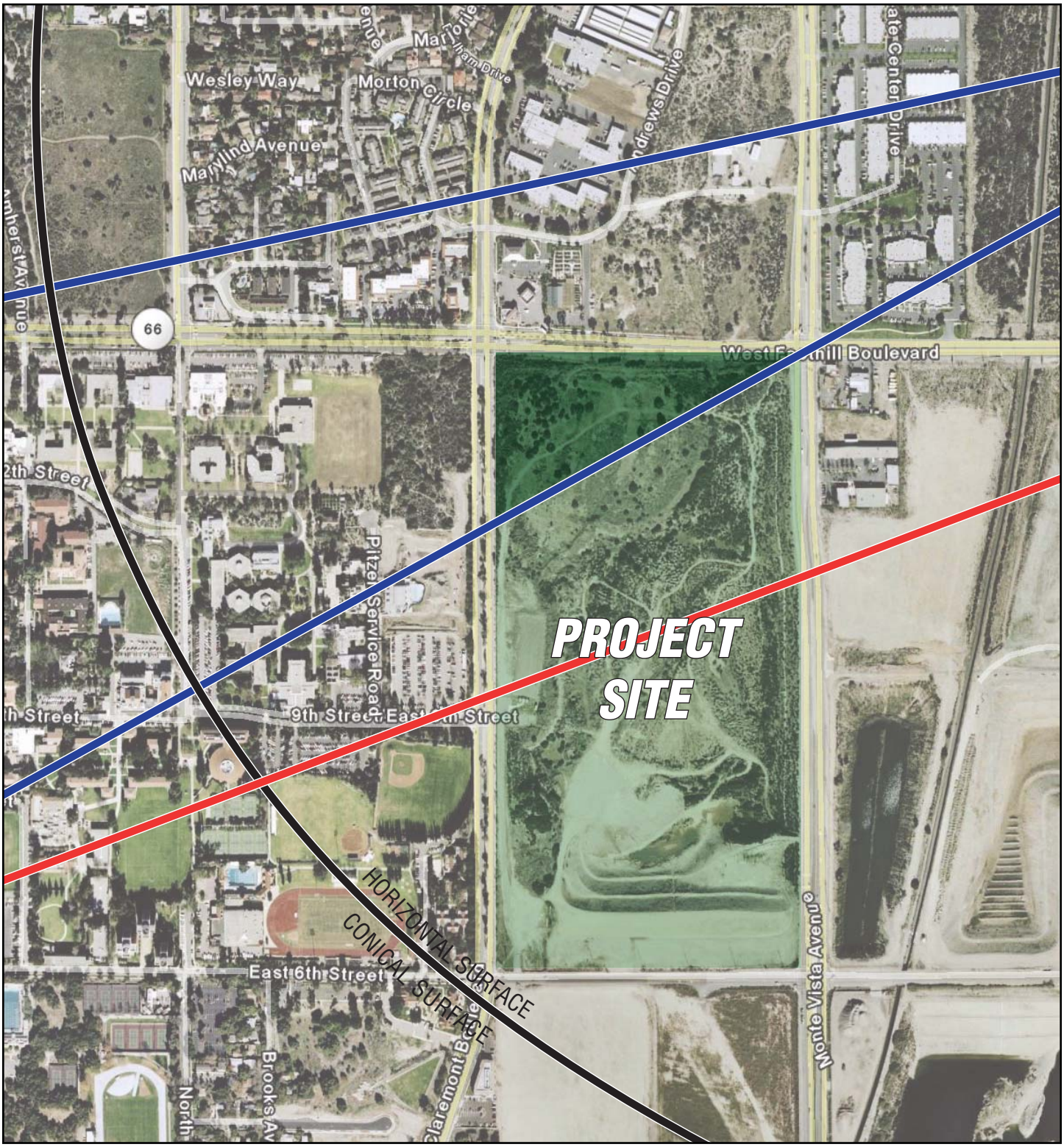


Exhibit A

Source: Gruen Associates

CUC Quarry Site
Claremont, CA
February 13, 2008



LEGEND

- Horizontal Surface
- Transitional Surface (7:1)
- Approach Area (20:1)

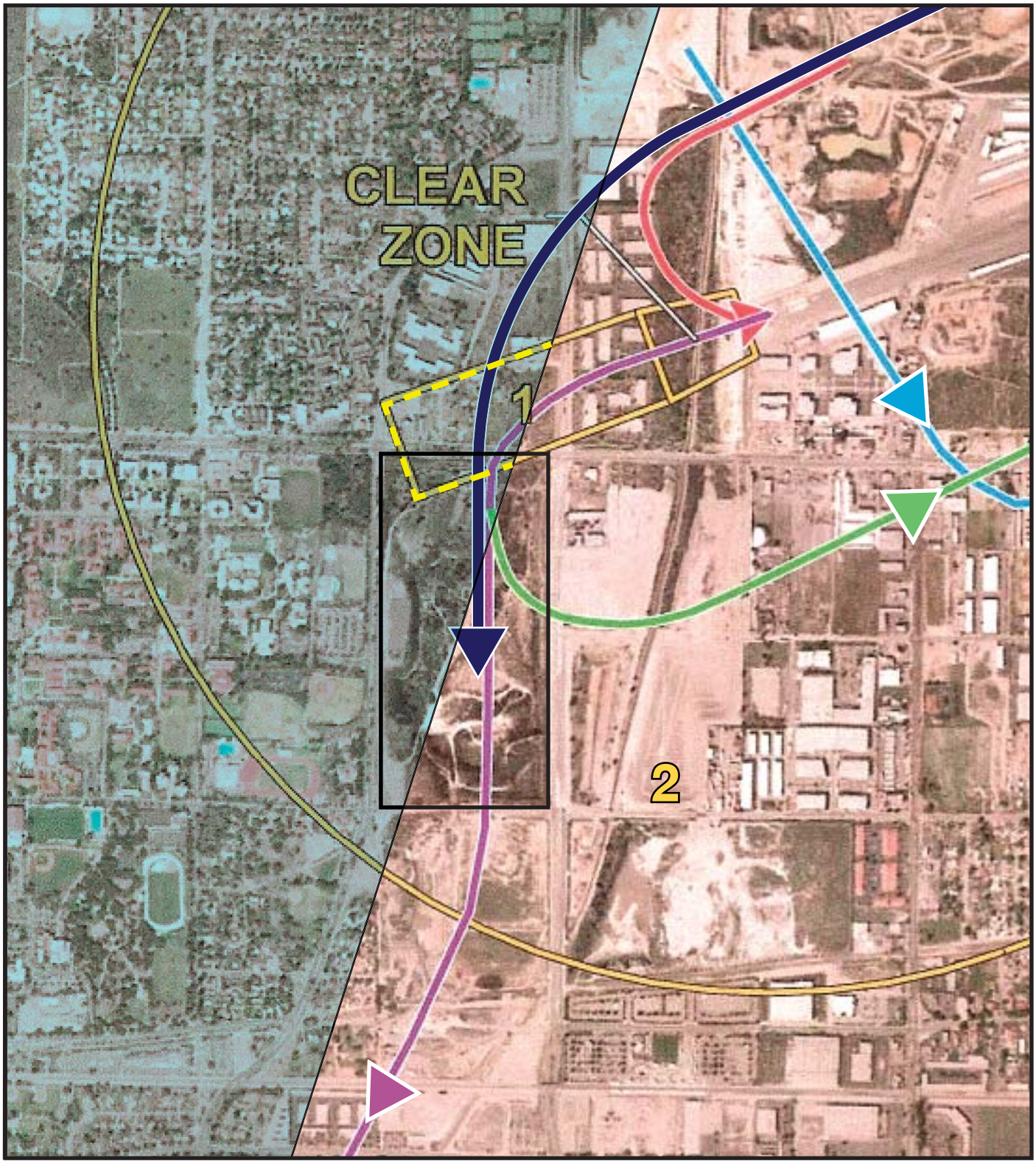
Exhibit B

CUC Quarry Site
Claremont, CA
February 13, 2008

Exhibit C

Source: CACALUP

CUC Quarry Site
Claremont, CA
February 13, 2008



PROJECT BOUNDARY

SAFETY ZONES FROM CABLE AIRPORT COMPREHENSIVE AIRPORT LAND USE PLAN

SAFETY ZONES FROM CABLE AIRPORT COMPREHENSIVE AIRPORT LAND USE PLAN OUTSIDE CITY BOUNDARY

IN CITY OF CLAREMONT

VOLUNTARY FLIGHT PATH

LEFT TURN ENTRY ONTO RUNWAY 6

RUNWAY 24 DEPARTURE

RUNWAY 24 CROSS-WIND ENTRY

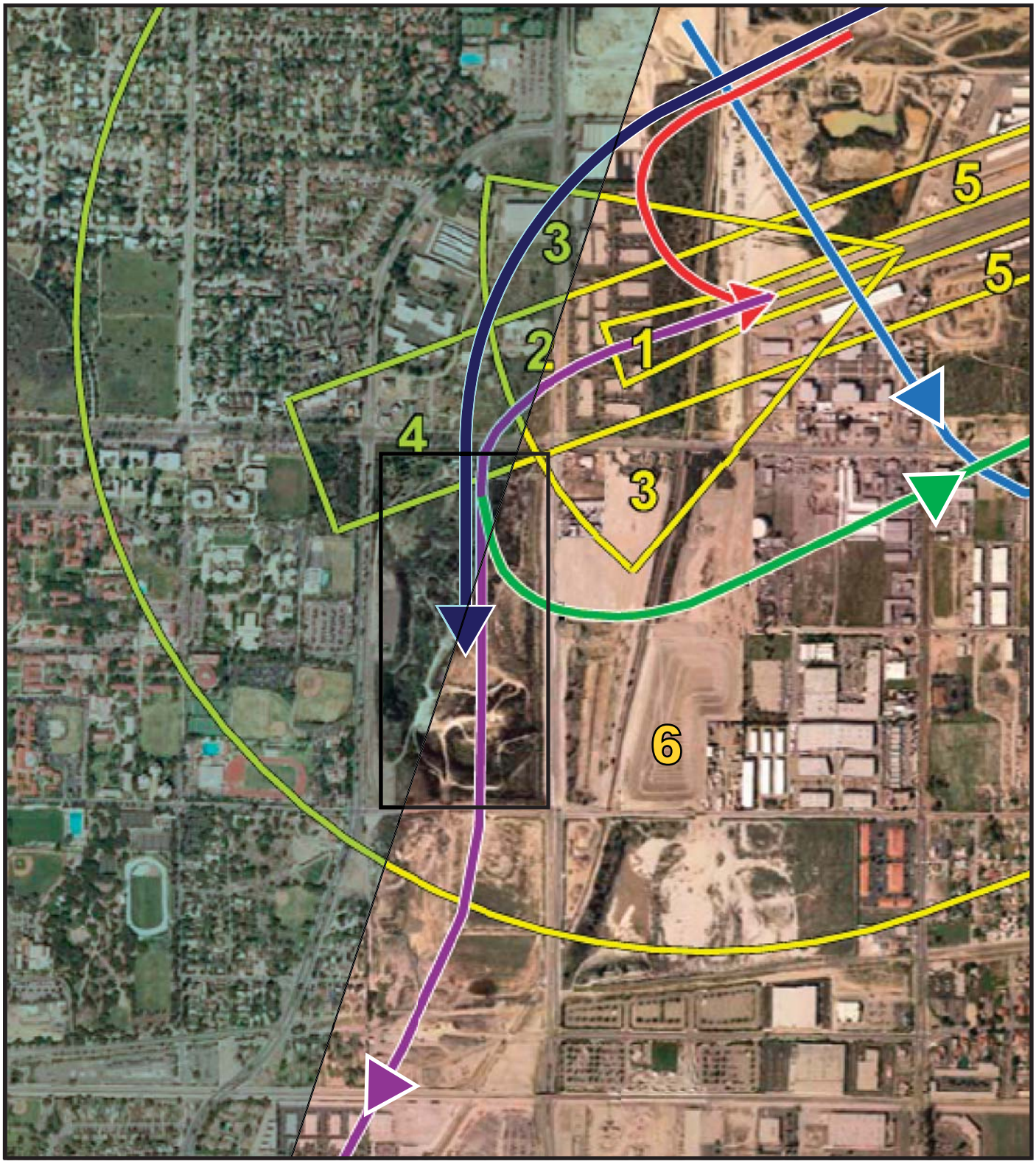
RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 6 DEPARTURE TO THE SOUTH

CACALUP
Safety Zones

Exhibit D

CUC Quarry Site
Claremont, CA
February 13, 2008



PROJECT BOUNDARY

HAZARD ZONES FOR SHORT RUNWAY

IN CITY OF CLAREMONT

VOLUNTARY FLIGHT PATH

LEFT TURN ENTRY ONTO RUNWAY 6

RUNWAY 24 DEPARTURE

RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 24 CROSS-WIND ENTRY

RUNWAY 6 DEPARTURE TO THE SOUTH

Short General Aviation Runway Hazard Zones

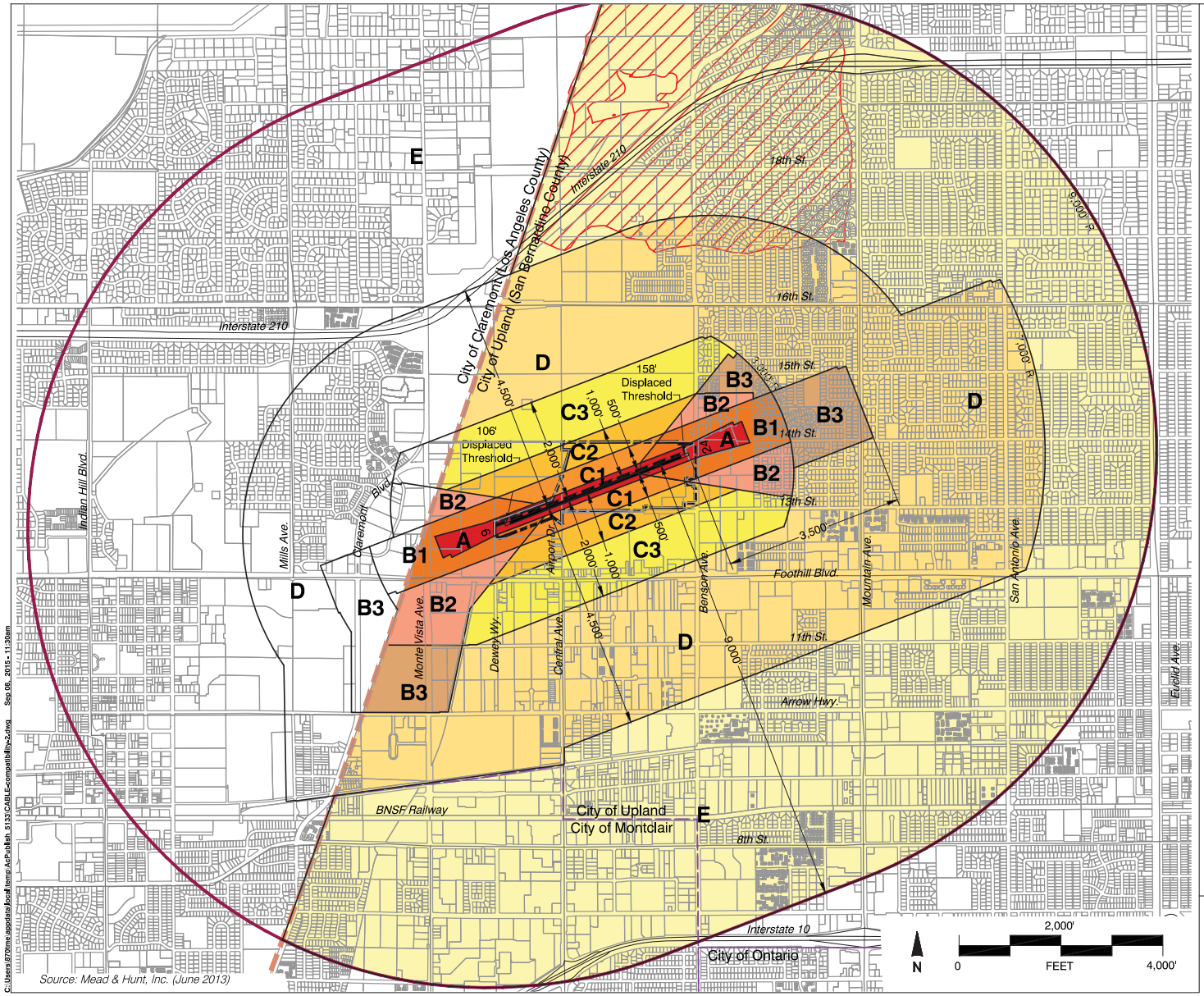
Exhibit E

CUC Quarry Site

Claremont, CA

February 13, 2008

Attachment B



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Legend

Boundary Lines

- Airport Property
- Existing Runway 6-24 Length: 3,864'
- Future Runway 6-24 Length: 3,864'
- Airport Influence Area
- High Terrain Zone

Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone B3
- Zone C1
- Zone C2
- Zone C3
- Zone D
- Zone E

Notes

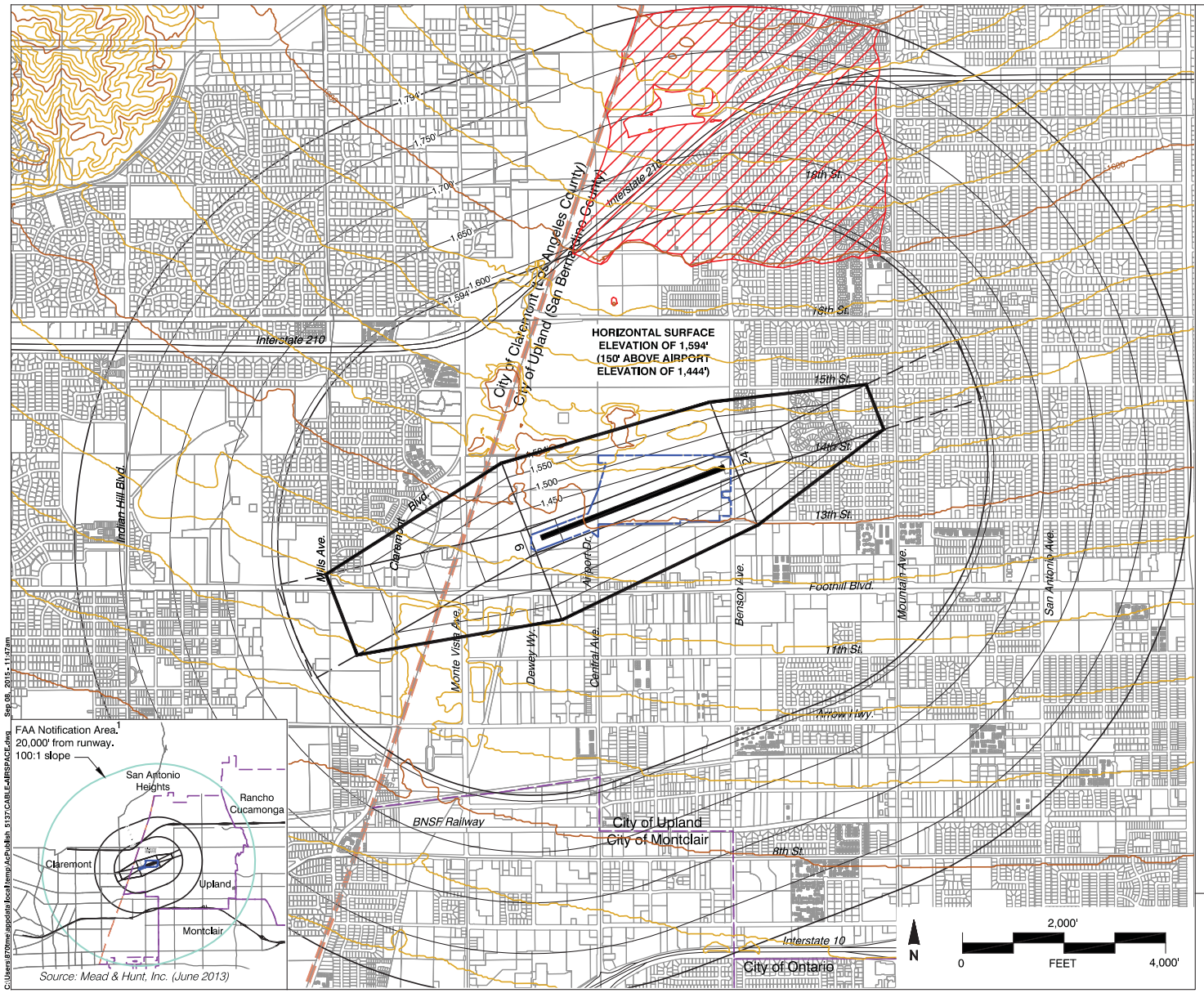
1. See Table 3A for applicable criteria.
2. Policies apply only within San Bernardino County jurisdictions.

Cable Airport
Land Use Compatibility Plan
(September 2015)

Map 3A

Compatibility Policy Map

Cable Airport



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RUNWAY END DATA				
APPROACH END OF RUNWAY:			6	24
AIRPORT REFERENCE CODE		Existing	B-I	
		Future	No Change	
APPROACH TYPE [FAR Part 77 Category]		Existing	Nonprecision [A(NP)]	Visual [A(V)]
		Future	No Change	No Change
APPROACH VISIBILITY		Existing	1 Mile (Straight In)	Visual
		Future	No Change	No Change
APPROACH and LANDING AIDS	Visual	Existing	VASI/MIRL	VASI/MIRL
		Future	No Change	No Change
	Electronic	Existing	VOR/GPS	None
		Future	No Change	No Change
RUNWAY ELEVATIONS		Existing	1393.1'	1443.7'
		Future	No Change	No Change

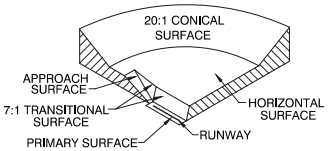
SOURCE: Cable Airport Master Plan (April 2011)

Legend

Boundary Lines

- Airport Property Line
- City Limits
- County Line
- Existing Runway
- Critical Airspace Protection Zone
- High Terrain Area (Terrain penetrates FAR Part 77 Surfaces or is within 35 feet).

TYPICAL HEIGHT NOTIFICATION DIAGRAM [1]



TYPICAL FAR PART 77 OBSTRUCTION SURFACES

Notes

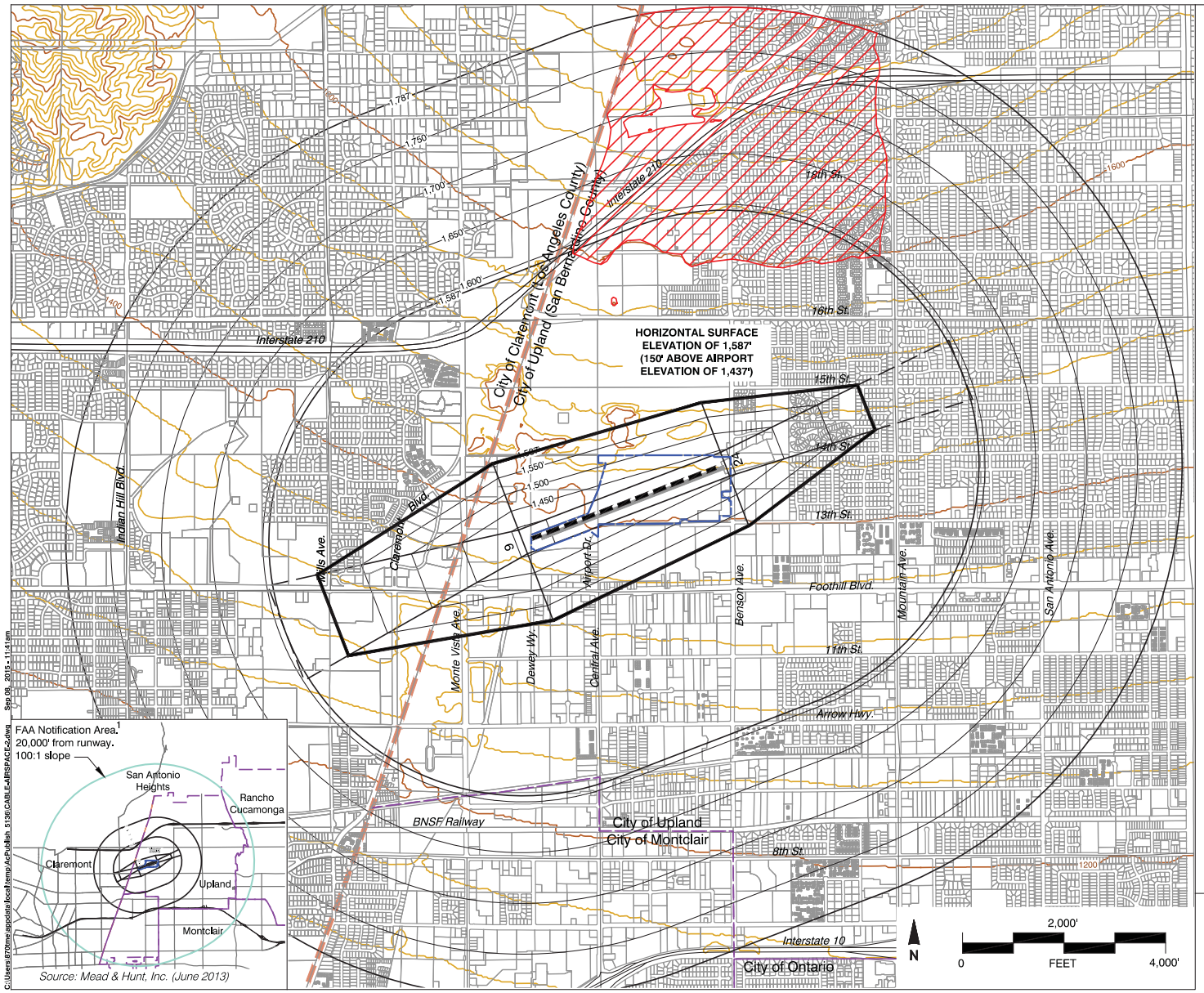
1. FAA Height Notification Area: Based on FAR Part 77, Subpart B, which requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from the nearest point of any runway. Beyond this boundary, any object taller then 200 feet requires FAA notification.

Cable Airport
Land Use Compatibility Plan
(September 2015)

Map 3B

Existing Airspace Protection Surfaces

Cable Airport



RUNWAY END DATA

APPROACH END OF RUNWAY:			6	24
AIRPORT REFERENCE CODE		Existing	B-I	
		Future	No Change	
APPROACH TYPE [FAR Part 77 Category]		Existing	Nonprecision [A(NP)]	Visual [A(V)]
		Future	No Change	No Change
APPROACH VISIBILITY		Existing	1 Mile (Straight In)	Visual
		Future	No Change	No Change
APPROACH and LANDING AIDS	Visual	Existing	VASI/MIRL	VASI/MIRL
		Future	No Change	No Change
	Electronic	Existing	VOR/GPS	None
		Future	No Change	No Change
RUNWAY ELEVATIONS		Existing	N/A	N/A
		Future	1389.4'	1437.4'

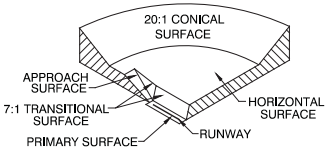
SOURCE: Cable Airport Master Plan (April 2011)

Legend

Boundary Lines

- Airport Property Line
- City Limits
- County Line
- Existing Runway
- Future Runway[2]
- Critical Airspace Protection Zone
- High Terrain Area (terrain penetrates FAR Part 77 Surfaces or is within 35 feet).

TYPICAL HEIGHT NOTIFICATION DIAGRAM [1]



TYPICAL FAR PART 77 OBSTRUCTION SURFACES

Notes

1. FAA Height Notification Area: Based on FAR Part 77, Subpart B, which requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from the nearest point of any runway. Beyond this boundary, any object taller then 200 feet requires FAA notification.

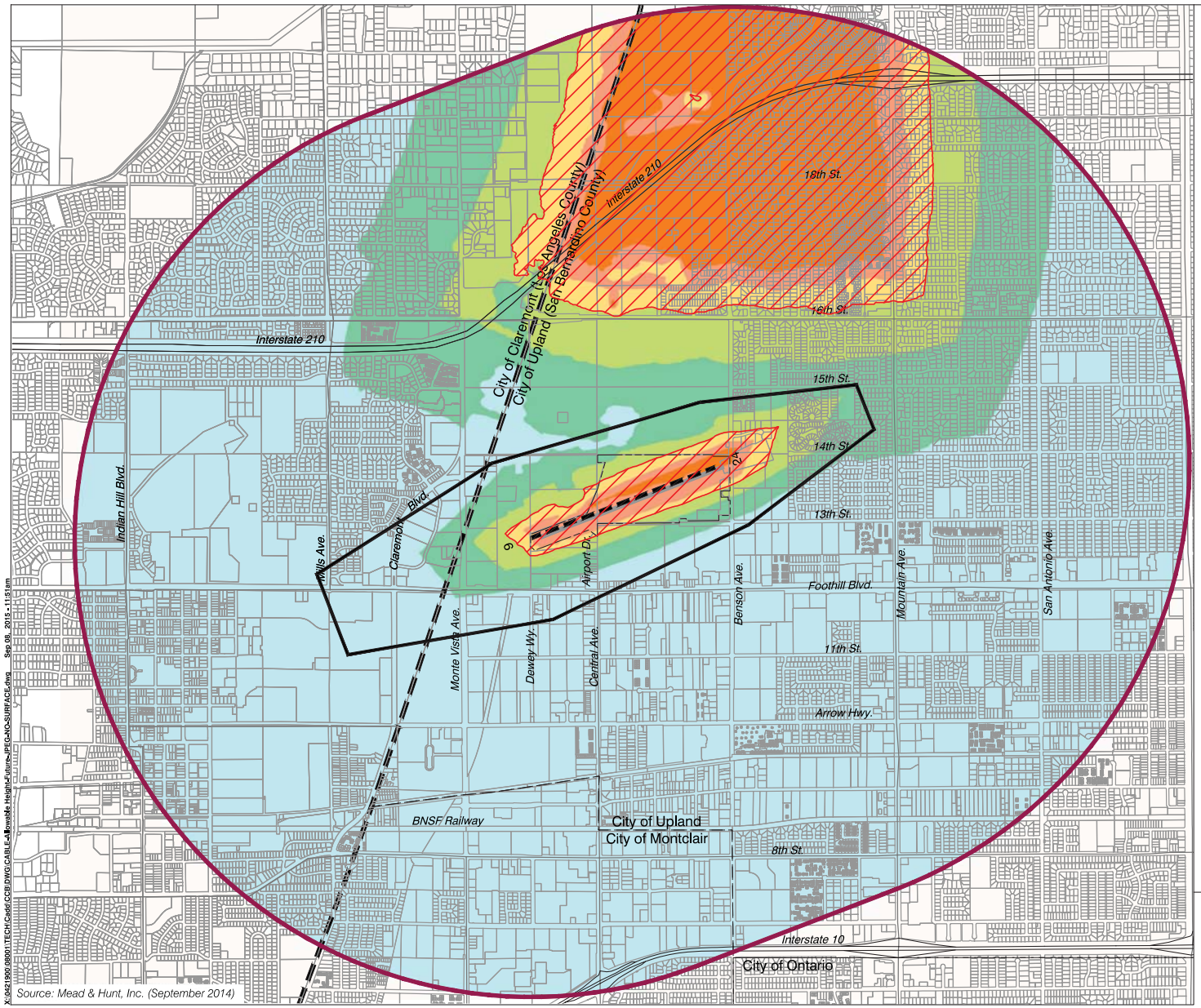
2. Future runway is proposed to shift 50 feet northward and approximately 164 feet westward of its existing position. The length remains unchanged.

Cable Airport
Land Use Compatibility Plan
(September 2015)

Map 3C

Future Airspace Protection Surfaces

Cable Airport



Legend

Boundary Lines

- Airport Property Line
- City Limits
- County Line
- Airport Influence Area
- Existing Runway
- Proposed Runway Configuration
- Critical Airspace Protection Zone
- High Terrain Area (terrain penetrates FAR Part 77 Surfaces or is within 35 feet).
- -55' - 0'
- 0' - 15'
- 15' - 35'
- 35' - 75'
- 75' - 150'
- > 150'

Notes

1. The indicated height limit ranges are calculated by subtracting the ground elevations from the elevations of the airspace protection surfaces shown in Map 3B (existing runway configuration) and Map 3C (proposed runway configuration). The allowable height in any particular location is determined by whichever runway configuration results in the more restrictive height.
2. Only ranges of allowable heights are indicated on this map. Calculation of the precise allowable height at any given point requires reference to Maps 3B and 3C for the exact ground and airspace protection surface elevations for that point.
3. Except within the Critical Airspace Protection Zone, no object shall be limited to a height of less than 35 feet above ground level even if such height would result in an airspace protection surface penetration. The High Terrain Area encompasses the locations where a 35-foot object would be an airspace penetration. See Criterion 3.4.2 in Chapter 3 for details.

N

2,000'

0 FEET 4,000'

Cable Airport

Land Use Compatibility Plan

(September 2015)

Map 3D

Allowable Object Heights

Cable Airport

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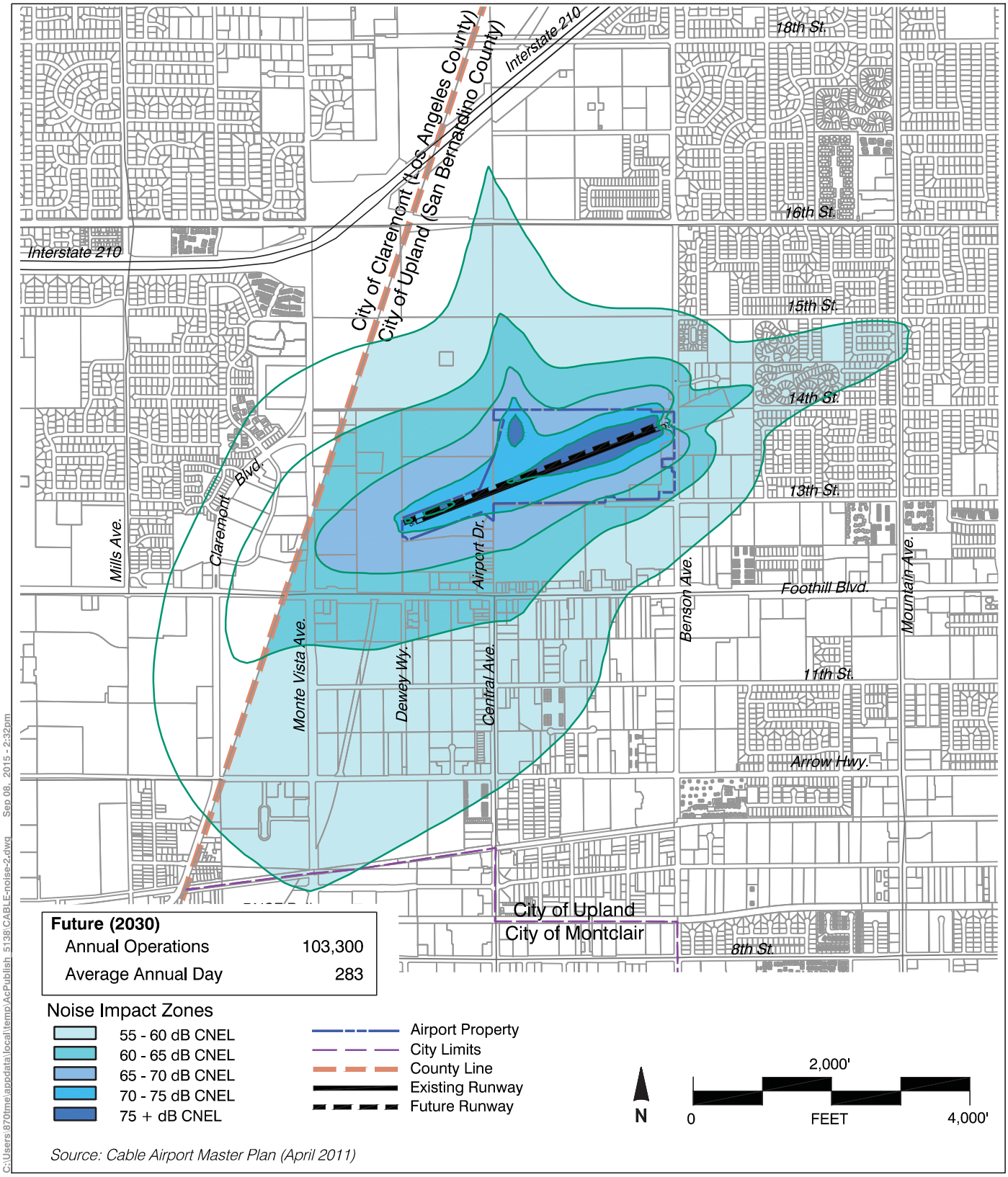


Source: Cable Airport Master Plan (April 2011)

Map 3E

Future Noise Impact Area

Cable Airport

GENERAL INFORMATION

- *Airport Ownership:* Private (Cable Airport, Inc.)
- *Year Opened:* 1945
- *Airport Property*
  - Fee title: 89 acres
  - Avigation easements: None
- *Airport Classification:* General Aviation
- *Airport Elevation:* 1,444 feet MSL

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan*
  - April 2011 Draft Final Report
- *Airport Layout Plan Drawing*
  - FAA Approval May 2012

RUNWAY/TAXIWAY DESIGN

Runway 6-24

- *Critical Aircraft:* Twin-engine, piston
- *Airport Reference Code:* B-I (small airplanes)
- *Existing*
  - 3,864 ft. long, 75 ft. wide
  - Runway 6: Threshold displaced 106 ft.
  - Runway 24: Threshold displaced 158 ft.
- *Future*
  - Alignment shift 50 ft. north, 164 ft. west
  - Length & width unchanged
  - Runway 6: no displaced threshold
  - Runway 24: 163 ft. displaced threshold
- *Pavement Strength (main landing gear configuration)*
  - 12,500 lbs. (single-wheel)
- *Average Gradient:* 1.3% (rising to east)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on north and south
- *Helipad:* Helipads H1 (lighted) and H2 located south of Runway 24 threshold

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - Runways 6 & 24: Left traffic
  - Pattern altitude: 800 ft. AGL (2,244 ft. MSL)
- *Instrument Approach and Departure Procedures*
  - Runway 6 GPS/VOR: Straight-in (1 mile visibility)
- *Visual Approach Aids*
  - Runway 6: VASI 4.0°
  - Runway 24: VASI 4.0°
- *Operational Restrictions / Noise Abatement Procedures*
  - Runway 6 & 24: Flights to/from south controlled by Ontario Airport airspace
  - Runway 24: Left turn over wash to avoid colleges

APPROACH PROTECTION

- *Runway Protection Zones (RPZ)*
  - Runway 6: 1,000 ft. long (almost all off airport property)
  - Runway 24: 1,000 ft. long (mostly off airport property)
- *Approach Obstacles*
  - Runway 6: None
  - Runway 24: Road 9 ft. above runway end, 200 ft. from runway

BUILDING AREA

- *Location:* Both sides of runway
- *Aircraft Parking Capacity*
  - Hangar spaces: 380
  - Tiedowns: 25
- *Other Major Facilities*
  - Civil Air Patrol quarters, Ontario Police Department hangar
- *Services*
  - Fuel: 100LL/ jet A (self-serve 24-hours)
  - Other: Avionics, charter flights, flight instruction, maintenance, paint shop, instrument repair, aircraft rental and sales
  - Restaurant

PLANNED FACILITY IMPROVEMENTS

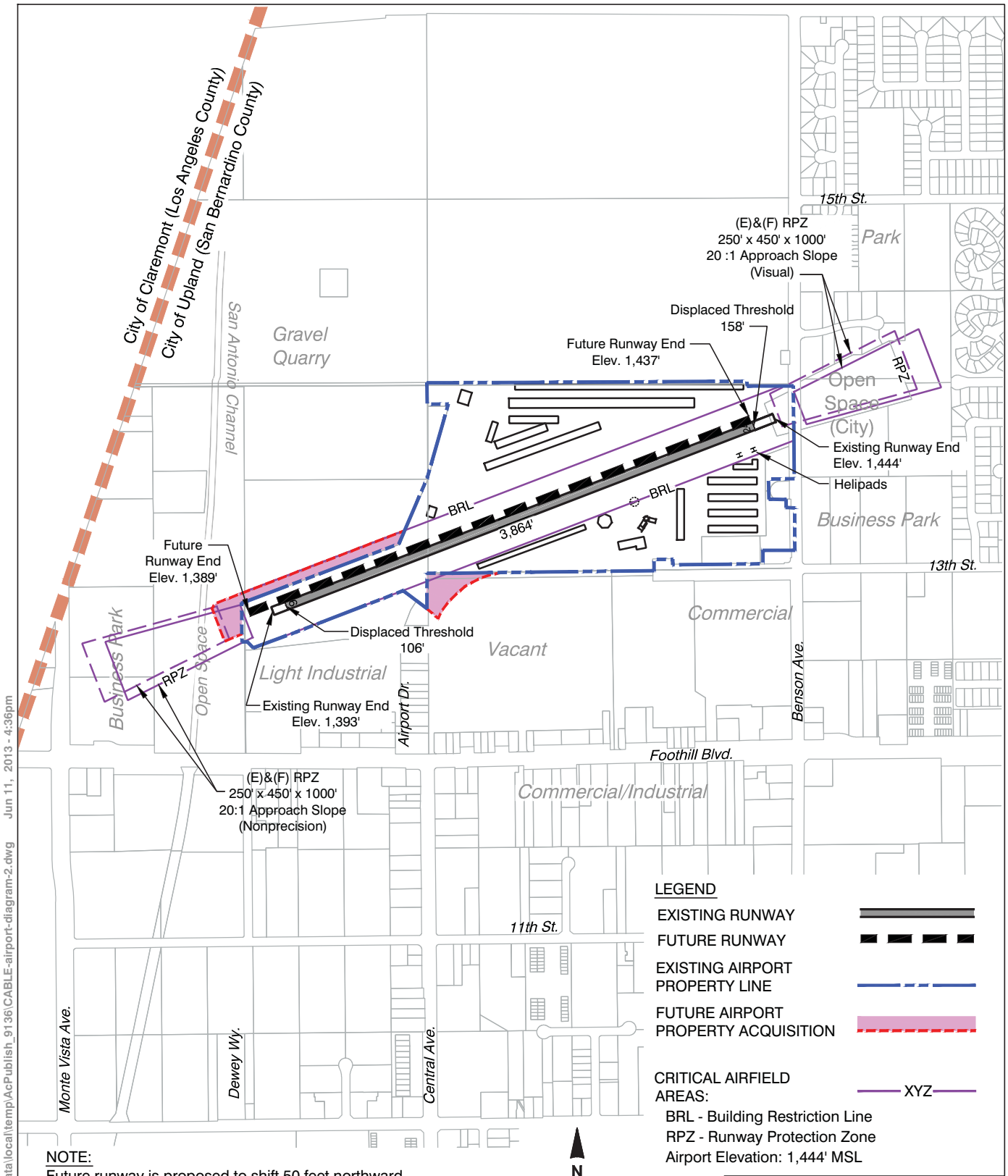
- *Airfield*
  - Runway alignment shift 50 ft. north and 164 ft. west
- *Building Area*
  - Increase aircraft hangar spaces by 100±

Prepared by Mead & Hunt, Inc. (2013)

Exhibit 1

Airport Features Summary

Cable Airport



NOTE:
Future runway is proposed to shift 50 feet northward and approximately 164 feet westward of its existing position. The length remains unchanged.

Prepared by Mead & Hunt, Inc. (2013)
Source: Cable Airport Master Plan (April 2011)

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Exhibit 2

Airport Diagram

Cable Airport

BASED AIRCRAFT

	Current [a] *2009 data*	*Future* [b] *2035*
Aircraft Type		
Single-Engine	330	363
Twin-Engine Piston & Turboprop	21	29
Business Jet	1	2
Helicopter	3	7
Sailplanes/Other	3	3
Total	*358*	*404*

AIRCRAFT OPERATIONS

	Current [a] *2009 data*	*Future* [b] *2033*
Total		
Annual	41,000	103,300
Average Day	112	283
Distribution by Aircraft Type		
Single-Engine	92%	90%
Twin-Engine Piston & Turboprop	6%	7%
Business Jet	<1%	<1%
Helicopter	1%	2%
Sailplanes/Other	1%	<1%
Distribution by Type of Operation		
Local (incl. approx 75% touch-and-goes)	80%	80%
Itinerant	20%	20%

TIME OF DAY DISTRIBUTION

	Current [c]	*Future* [d]
All Aircraft		
Day	90%	85%
Evening	7%	10%
Night	3%	5%
Single Engine		
Day		89%
Evening		10%
Night		1%
Multi Engine & Jet		
Day		89%
Evening		11%
Night		0%
Helicopter		
Day		27%
Evening		4%
Night		69%

RUNWAY USE DISTRIBUTION [d]

	Current	*Future*
All Aircraft – Day/Evening/Night		
Takeoffs & Landings		
Runway 6	15%	15%
Runway 24	85%	85%

FLIGHT TRACK USAGE [c]

Current and Future

- Approaches, Runway 6
  - Primarily left traffic
- Departures, Runway 6
  - Primarily left traffic
- Approaches, Runway 24
  - Most aircraft enter left-traffic pattern from north or south
  - Pattern 800'AGL
- Departures, Runway 24
  - Unless cleared through Ontario Airport airspace to southeast, aircraft make left turn to depart overhead
- Helicopters
  - Approaches from south parallel to Benson Ave.
  - Departures north from helipads and west along runway centerline

Notes

[a] Source: *Cable Airport Master Plan* (April 2011) base year data

[b] Source: *Cable Airport Master Plan* (April 2011) baseline forecast for 2030; for the purposes of this *Compatibility Plan*, the indicated forecast is judged to reflect potential airport activity at least 20 years in the future (2035 or beyond)

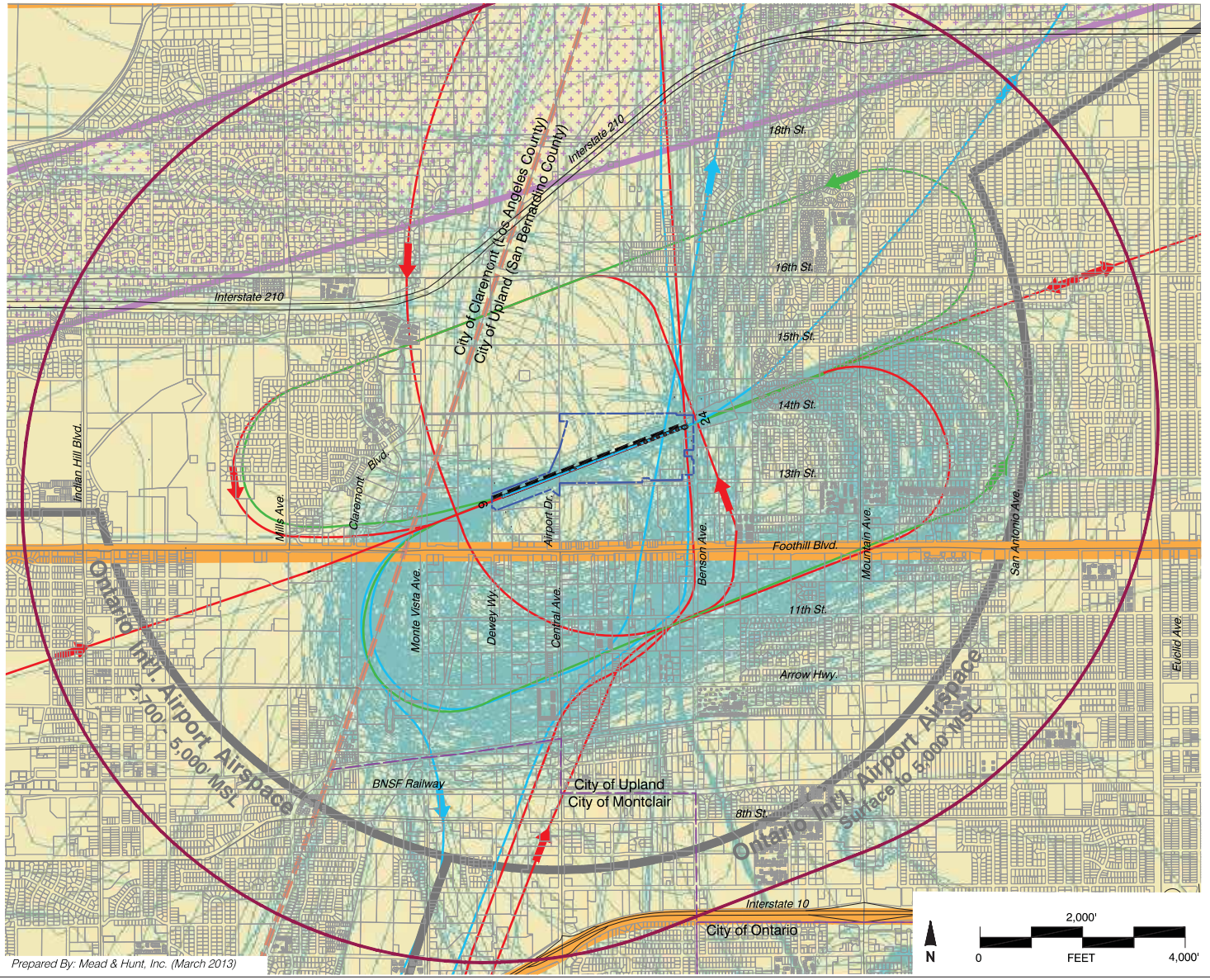
[c] Source: Airport staff (2008)

[d] Source: *Cable Airport Master Plan* (April 2011)

Exhibit 3

Airport Activity Data Summary

Cable Airport



Legend

Boundary Lines

- Airport Property Line
- Parcel Line
- City Limits
- County Line
- Existing Runway
- Future Runway

Flight Tracks

- Radar Flight Tracks
- Arrival Routes
- Departure Routes
- Touch & Go Pattern
- Fixed Wing VFR Route Corridor
- Helicopter Flight Corridor

Notes

1. Airport elevation is 1,444' MSL.
2. Radar flight track source: Los Angeles World Airports November 2nd - 8th, 2008.
3. Generalized flight tracks source: Mead & Hunt, Inc. (December 2008).

Cable Airport
Land Use Compatibility Plan
(September 2015)

Exhibit 4

Aircraft Flight Tracks

Cable Airport

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AIRPORT SITE

- *Location*
  - Southwestern San Bernardino County, adjacent to Los Angeles County boundary
  - Within City of Upland, 2 miles northwest of city center
- *Nearby Terrain*
  - Base of San Gabriel Mountains 3 miles north; highest peaks 10 miles north
  - Airport site in floodplain of San Antonio Wash; San Antonio Channel just beyond west end of runway
  - Site slopes upward to north at 3-4%

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *City of Upland (San Bernardino County)*
  - Airport and immediate environs fully within city limits
- *City of Claremont (Los Angeles County)*
  - City limits and county line 0.3 miles west of runway
- *City of Montclair (San Bernardino County)*
  - City limits 1.0 mile south of runway

STATUS OF COMMUNITY PLANS

- *City of Upland*
  - General Plan adopted 1982; Land Use element updated 1996
  - General Plan Update pending adoption for September 2015
- *City of Claremont*
  - General Plan adopted 2007
- *City of Montclair*
  - General Plan adopted 1999

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Predominantly urban except to north
- *Runway Approaches*
  - West (Runway 6): San Antonio Channel; industrial park (0.2 mi.); Claremont Colleges (0.7 mi.)
  - East (Runway 24): Road; open space with light industrial adjacent; single-family residential (0.3 mi.)
- *Traffic Patterns*
  - South: Light industrial and commercial with some vacant parcels; residential, mostly multi-family and mobile home parks (0.3 mi. southeast, 0.7 mi. south)
  - North: Gravel quarries; Interstate 210 (1 mi.); residential to northwest (0.9 mi.) and northeast (0.3 mi.)

PLANNED AIRPORT AREA LAND USES

- *City of Upland—General Plan Update Land Use Element*
  - Designated uses mostly reflect existing development
  - Continuation of open space in runway protection zone on east; light industrial adjacent to RPZ; residential east of RPZ
  - Commercial/industrial infill to south
  - "Public" use shown to southwest
  - Quarry areas to north designated open space
- *City of Claremont—2007 General Plan Land Use Map*
  - Commercial and business park closest to runway end north of Foothill Blvd.
  - Institutional uses south of Foothill Blvd.
  - Multi-family residential to southwest (1.0 mi.)
- *City of Montclair—1999 General Plan Land Use Map*
  - Planned development at north end of city; mostly parking and commercial adjacent to Metrolink line

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

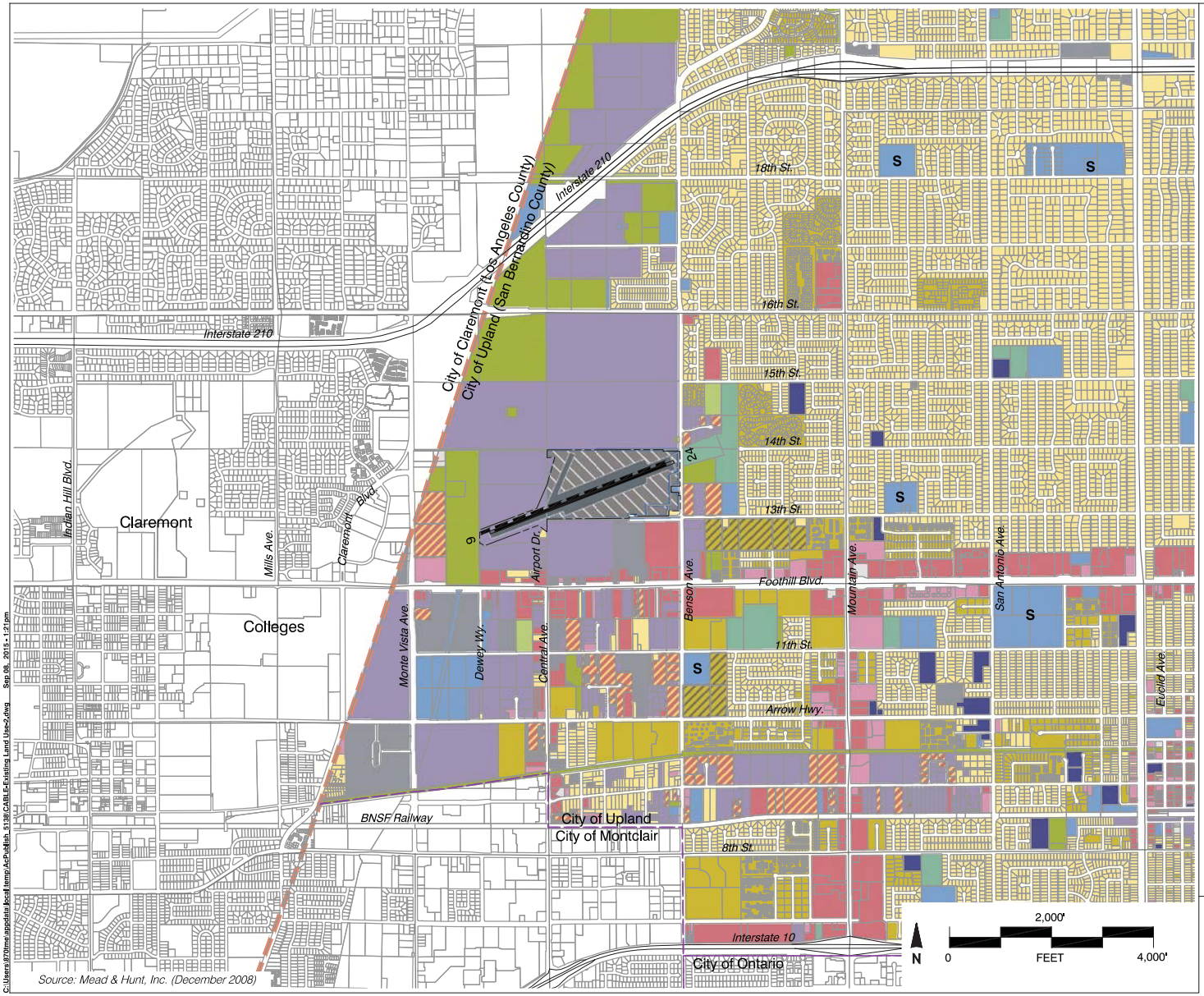
- *City of Upland—1982 General Plan as amended*
  - Limited reference to airport or airport compatibility
  - Noise Element deems residential uses compatible at exposures up CNEL 70 dB
- *City of Upland—Zoning Ordinance*
  - Airport Industrial and Airport Commercial zones established to provide compatible uses on and adjacent to airport
  - No airport-related height limit zoning
- *City of Claremont—2007 General Plan*
  - Public Safety Element policy to lower the risks of aircraft accidents by adhering to airport land use compatibility plans and FAA restrictions
  - Noise Element policy encourages Cable Airport to ensure that airport users "know and obey flight pattern requirements and altitude restrictions"
  - Maximum noise levels for new residential uses: CNEL 65 dB for single-family, 70 dB for multi-family
- *City of Claremont—Zoning Ordinance*
  - No airport-related height limit zoning
- *City of Montclair*
  - No airport compatibility references or height limits

Prepared by Mead & Hunt, Inc. (2015)

Exhibit 5

Airport Environs Information

Cable Airport



Legend

Boundary Lines

- Airport Property Line
- Parcel Line
- City Limits
- County Line

Existing Land Use (as of 2008)

- Residential Single-Family
- Residential Multi-Family
- Residential Mobile Home Park
- Mixed Use
- Commercial
- Office
- Industrial
- Public/Quasi Public
- Special/Institutional
- Airport
- Park
- Other Open Space
- Agriculture
- Parking
- Vacant
- S Children's School

Source: The Planning Center/DC&E (2008).

Cable Airport
Land Use Compatibility Plan
(September 2015)

Exhibit 6

Existing Land Use
Cable Airport Environs

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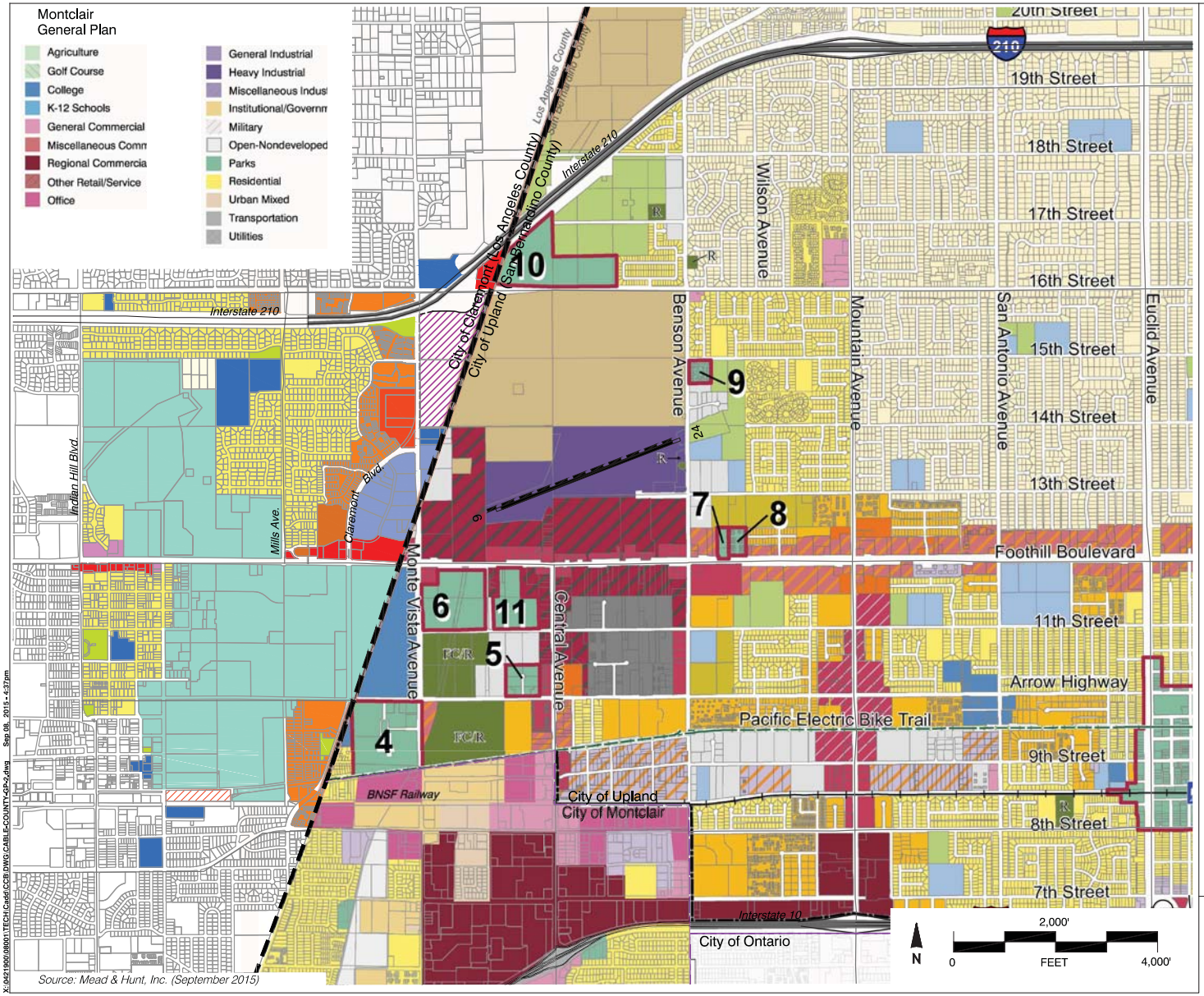

Legend

Upland General Plan

SINGLE-FAMILY RESIDENTIAL
- LOW (0-4 du/ac; SFR-L)
- MEDIUM (4-10 du/ac; SFR-M)
- Mobile Home (8-14 du/ac; MH)

MULTI-FAMILY RESIDENTIAL
- LOW (10-20 du/ac; MFR-L)
- MEDIUM (20-30 du/ac; MFR-M)
- HIGH (30-40 du/ac; MFR-H)

COMMERCIAL
- Neighborhood Commercial (NC)
- Highway Commercial (HC)
- Regional Commercial (RC)
- Office/Professional (OP)

MIXED-USE
- Commercial/Residential Mixed-Use (C/R-MU)
- Commercial/Office
- Business/Residential Mixed-Use (B/R-MU)
- Commercial/Industrial Mixed-Use (C/IN-MU)

INDUSTRIAL
- Light Industrial/Business Park (LI-BP)
- Industrial (IN)
- Gravel Mine (GM)

SPECIAL/INSTITUTIONAL
- Cable Airport (CA)
- Institutional (I)
- Civic/School (C-P)
- Park/Open Space (P-OS)
- Public Utilities (PU)
  - R- Reservoir
  - L- Landfill
  - EE- Edison Easement
  - FC/R- Flood Control/Recharge

SPECIFIC PLAN

Specific Plan (SP)

1. The Colonies
2. Upland Hills Country Club
3. Historic Downtown Upland
4. College Park
5. College Commerce Center
6. Upland Crossing
7. Foothill Benson Terrace
8. Foothill Walk
9. Wyeth Cove
10. Park View
11. The Enclave

Claremont General Plan
- Residential 2
- Residential 6
- Residential 15
- Residential 22
- Mixed Use
- Commercial
- Office Proffessional
- Commercial Recreation
- Business Park
- Commercial / Business Park
- Public
- Institutional
- Park / Resource Conservation

Notes

Land Use Sources:
- San Bernardino Assoc. of Governments Compilation of General Plan land use maps.
  - Upland (2015)
  - Montclair (1999)
  - Claremont General Plan Land Use Map (2007)

Cable Airport
Land Use Compatibility Plan
(September 2015)

Exhibit 7

Planned Land Uses

Cable Airport Environs

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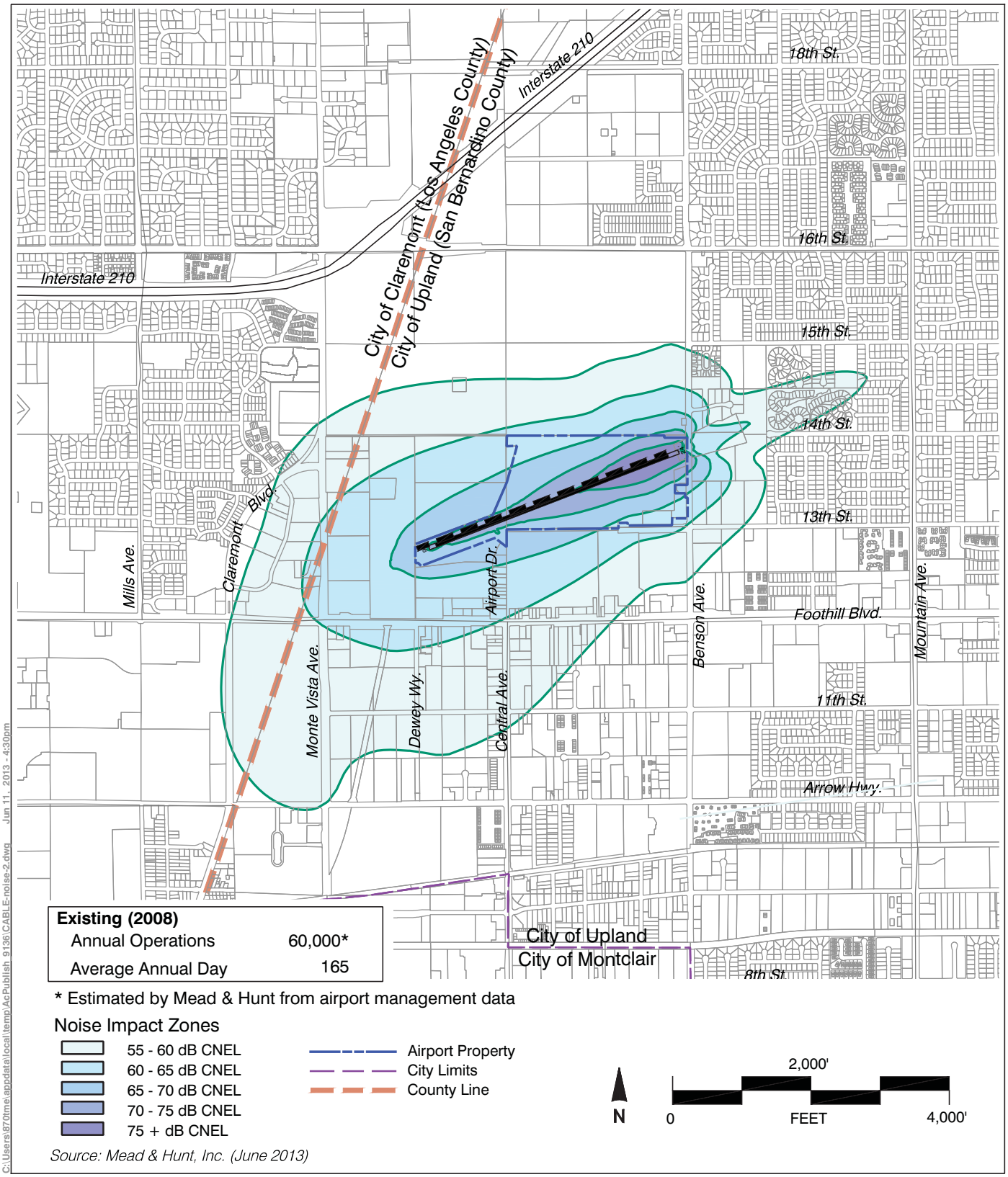
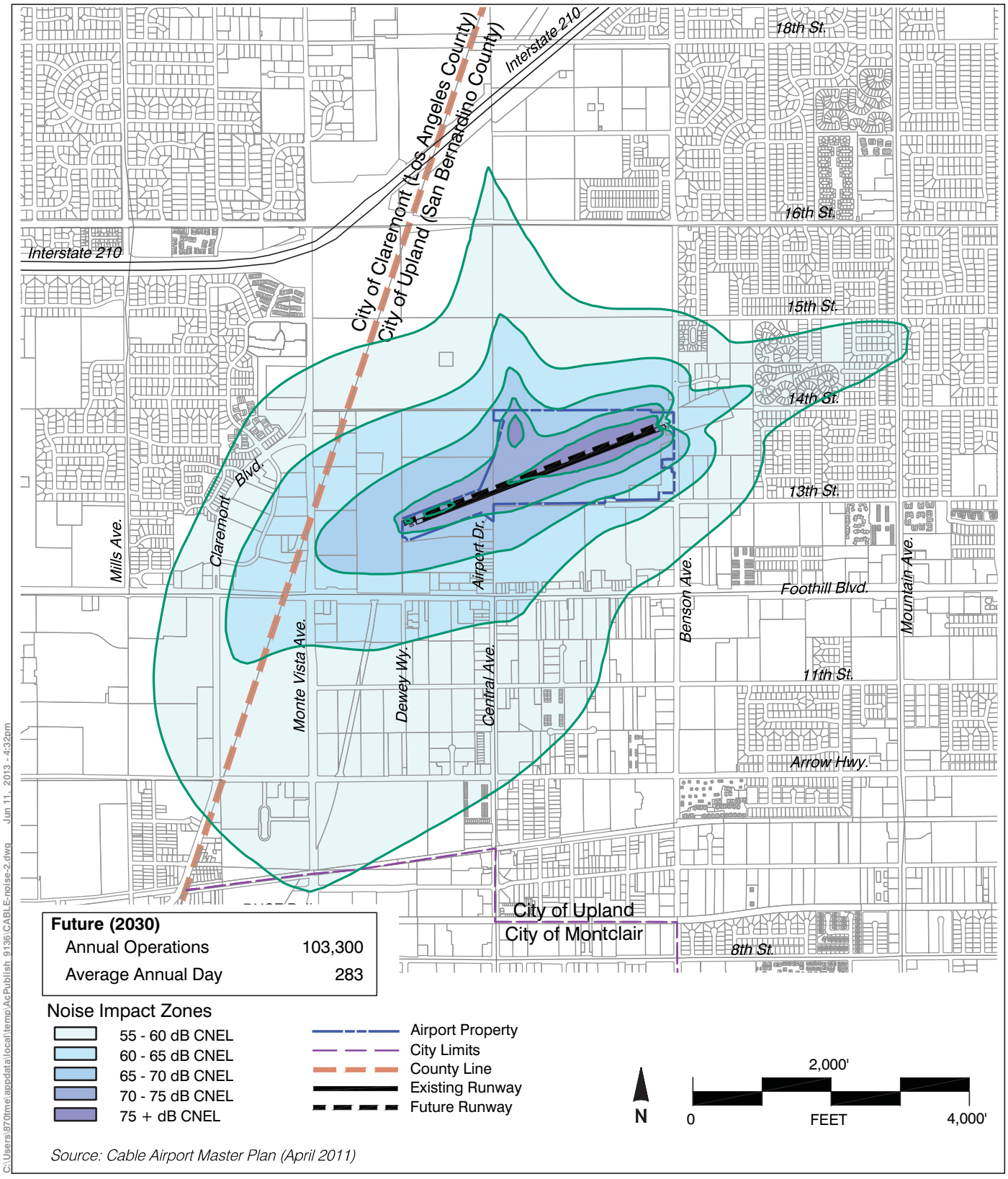


Exhibit 8

Existing Noise Impact - 2008

Cable Airport

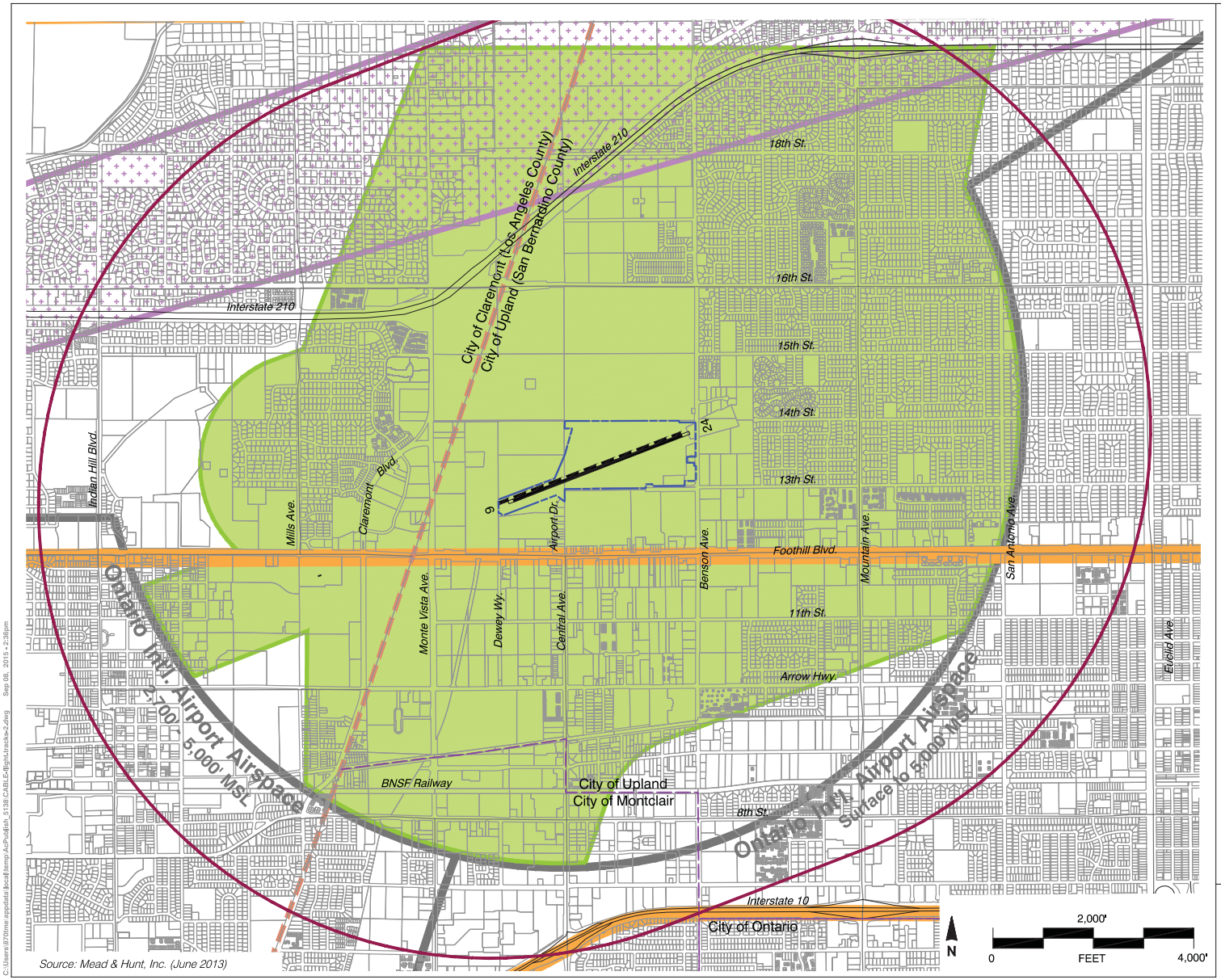


Source: Cable Airport Master Plan (April 2011)

Exhibit 9

Future Noise Impact Area

Cable Airport



Legend

Boundary Lines

- Airport Property Line
- Parcel Line
- City Limits
- County Line
- Existing Runway
- Future Runway

Overflight Factors

- Primary Overflight Area[3]
- Secondary Overflight Area/Airport Infl. Area
- Fixed Wing VFR Route Corridor
- Helicopter Routes

Notes

1. Parcel base map source: San Bernardino Association of Governments.
2. Overflight areas defined based upon flight track data in Exhibit 4.
3. Shaded area represents where aircraft regularly fly at approximately the traffic pattern altitude or below (800 feet above airport elevation or less).

Cable Airport
Land Use Compatibility Plan
(September 2015)

Exhibit 10

Overflight Impact Area

Cable Airport

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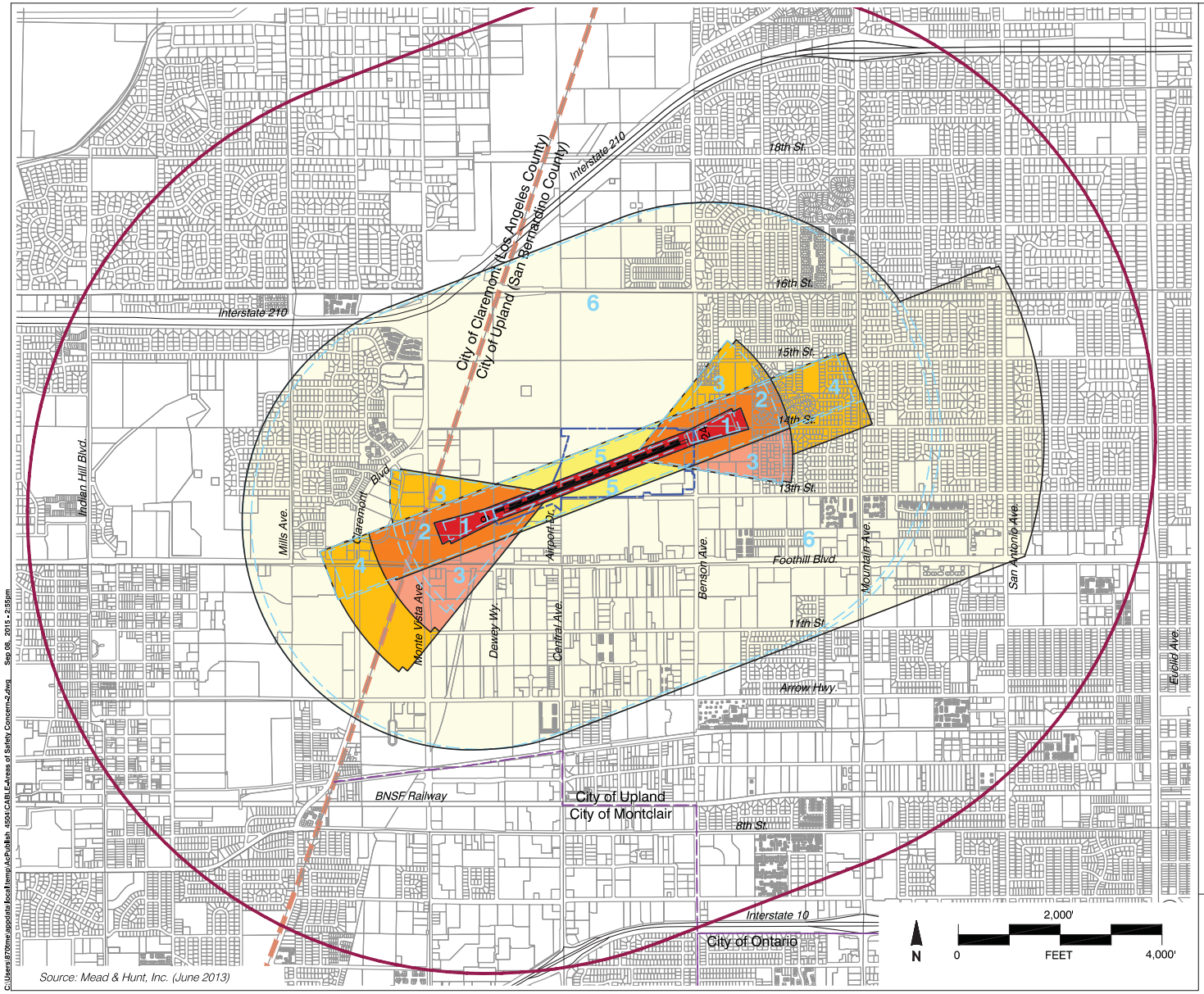

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Legend

Boundary Lines

- Airport Property Line
- City Limits
- County Line
- Existing Runway
- Future Runway

Airport Impact Areas

- Airport Influence Area
- Generic Safety Zones (Short (<4,000') General Aviation Runway)[2]

Areas of Safety Concern

- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach/Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Zone
- Zone 6 - Traffic Pattern Zone

Notes

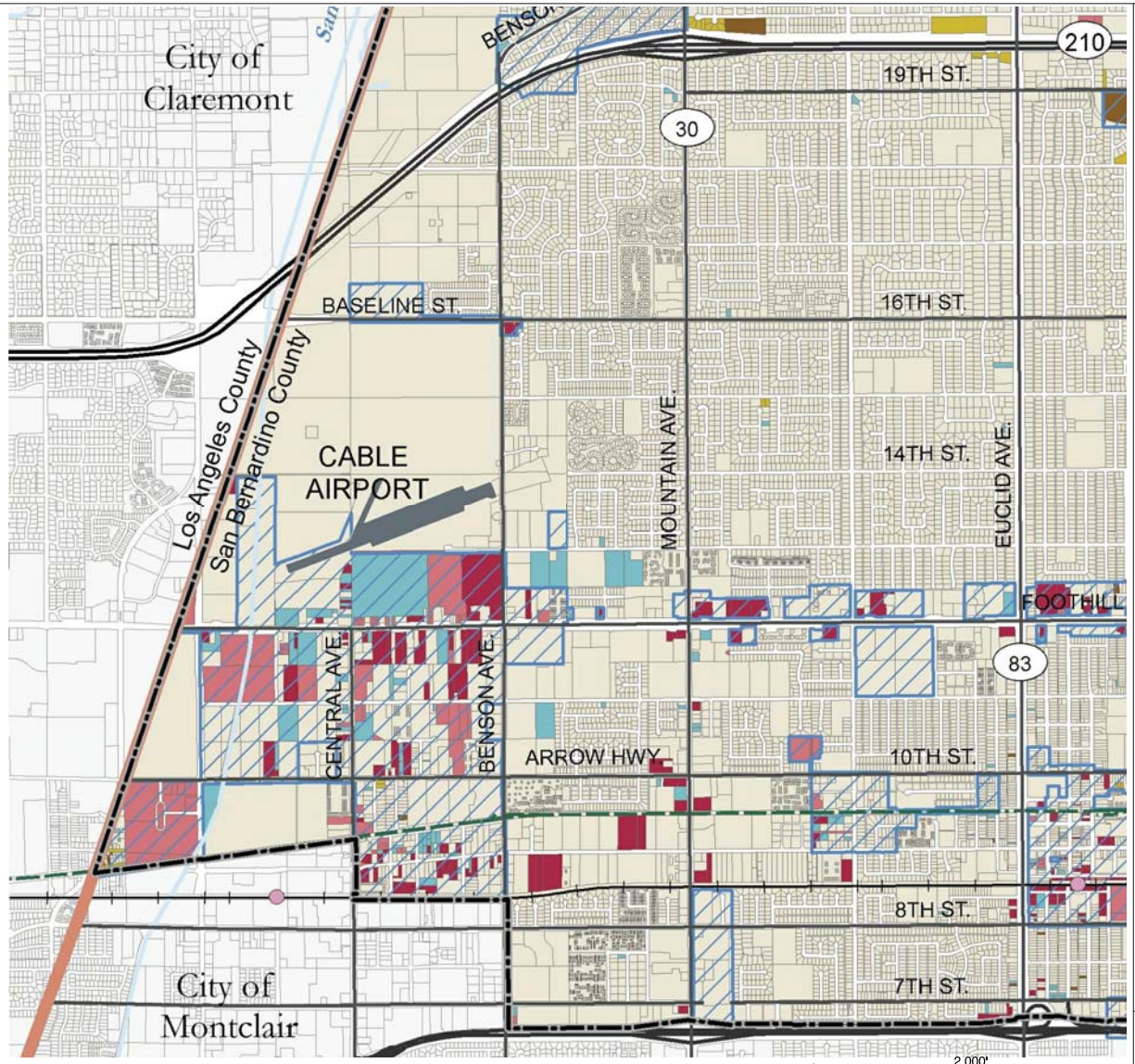
1. Future runway is proposed to shift 50 feet northward and approximately 164 feet westward of its existing position. The length remains unchanged. Runway length = 3,864'
2. Generic safety zones source: California Airport Land Use Planning Handbook (January 2002).
3. Generic safety zones adjusted for Cable Airport to reflect the following factors:
   - -Runway length near upper end of short runway range.
   - -Close-in noise abatement turns to south on Runway 24 departures.
   - -Extended traffic pattern on East.
   - -Low traffic pattern altitude (800').
   - -Limited North-side traffic pattern.
4. ALUCP protects both existing and planned runway alignments (see criterian 3.1.3)

Cable Airport
Land Use Compatibility Plan
(September 2015)

Exhibit 11

Areas of Safety Concern

Cable Airport



Legend

- County Boundary
- City Limits
- Sphere of Influence
- Redevelopment Areas
- Water Feature
- Underutilized Residential
- Vacant Residential
- Underutilized Non-Residential
- Vacant Non-Residential
- Need to Verify

Notes

1. Source: The Planning Center/DC&E (October 2008)

Cable Airport
Land Use Compatibility Plan
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Exhibit 12

Vacant and Underutilized Land

Cable Airport Environs

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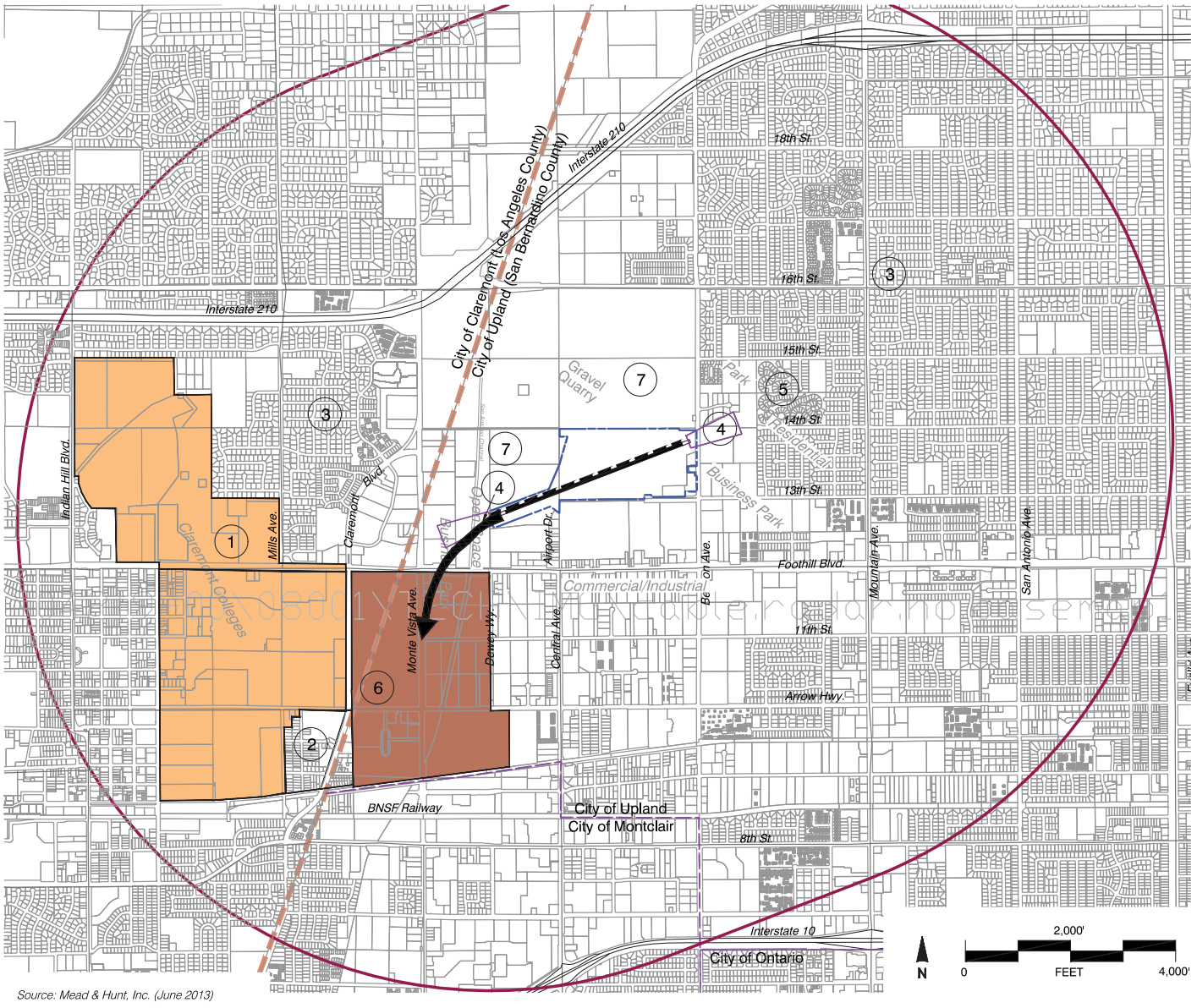

Legend

Boundary Lines

- Airport Property Line
- City Limits
- County Line
- Existing Runway
- Future Runway

Airport Impact Areas

- Airport Influence Area
- Runway Protection Zone
- Primary Departure Route

1. Claremont Colleges (noise and risk sensitive area)
2. Residential area near primary departure route
3. Residential area affected mostly by north-side traffic pattern
4. Runway Protection Zones
5. Residential area in Safety Zone 2
6. Vacant land along primary departure route (noise and safety concern with future development)
7. Gravel Quarries (bird attraction concerns with future development)

Notes

1. See text for discussion.

Cable Airport
Land Use Compatibility Plan
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Exhibit 13

Areas of Compatibility Concern

Cable Airport

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