

Final

CLAREMONT MCKENNA ROBERTS CAMPUS SPORTS BOWL

Addendum to Claremont Colleges East Campus
Final EIR

Prepared for
Claremont McKenna College

June 2024



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- I Noise Assumptions and Modeling
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CHAPTER 1

Introduction

1.1 Purpose of the Addendum to Final EIR

This Addendum to the Final Environmental Impact Report (EIR) for the Claremont Colleges East Campus (State Clearinghouse Number 2010021040) has been prepared by the City of Upland and City of Claremont. Both cities have been involved with the Approved Project and the Revised Project because the eastern portion of the site is within the City of Upland and the western portion of the site is within the City of Claremont. Both cities agreed that the City of Upland would be the Lead Agency in accordance with the California Environmental Quality Act (CEQA) while the City of Claremont would be a Responsible Agency. The City of Upland and the City of Claremont certified the Final EIR on May 23, 2016 and November 8, 2016, respectively, and approved the Claremont Colleges East Campus project (Approved Project).

The applicant for the Claremont Colleges East Campus project was the Claremont University Consortium (CUC) who is the central coordinating and support organization for the seven Claremont Colleges. Subsequent to obtaining approval of the Approved Project, Claremont McKenna College (CMC) became owner of the entire site and is successor to CUC. CMC currently proposes to modify and refine the conceptual site plan approved by both cities in 2016 to develop a portion of the project site (now known as Roberts Campus East) with the Roberts Campus Sports Bowl (Revised Project). The Revised Project is a refinement of the 2016 Site Plan but does not propose change in the type of use or increase the intensity or density of the Approved Project.

This Addendum to the Final EIR includes a discussion of the proposed modifications to the Approved Project, evaluates the environmental impacts of the Revised Project, and compares the impacts to those that were addressed in the Final EIR for the Approved Project.

1.2 CEQA Authority for Addendum

The California Environmental Quality Act (CEQA) establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines state that:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

Section 15162 of the CEQA Guidelines requires a Subsequent EIR when an EIR has been certified or a negative declaration has already been adopted or an EIR has been certified and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In addition, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

- a. Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- b. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- c. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis within this Addendum, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could

not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3). Based on this determination, the Revised Project does not meet the requirements for preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 of the CEQA Guidelines and Public Resources Code Section 21166.

1.3 Overview of Approved Project

The purpose of the Approved Project was to relocate athletic facilities to make on-campus space available for other future facilities or to replace facilities that have already been removed. The intent of the Approved Project was to provide facilities for both Pitzer College and CMC. For Pitzer College, construction of multi-use fields, volleyball courts, and basketball court was to replace facilities that were previously removed to construct student housing. For CMC, the athletic facilities that were expected to be relocated included the football field, baseball field, and softball field to make room for future facilities. These future facilities were included as part of the Claremont McKenna College (CMC) Master Plan. An EIR for the Master Plan was certified and the Master Plan was approved in July 2012 by the City of Claremont.

1.4 Overview of Revised Project

As noted above, after approval of the Approved Project, CMC became owner of the entire site and is successor to CUC. CMC currently proposes to modify and refine the conceptual site plan approved by both cities in 2016. The modifications and refinements are illustrated in the Revised Project conceptual site plan. The Revised Project does not propose changes in the type of use or increase the intensity or density of the Approved Project. The modifications and refinements include reorientation of the proposed athletic facilities and the location of the ancillary structures that provide support for the proposed uses and improvements on the site. The Revised Project includes the development of approximately 66.8 acres of the approximately 74.4-acre site compared to the Approved Project's development area of approximately 65.5 acres. The Revised Project includes the relocation of existing athletic facilities that support existing athletic activities from the main CMC campus to the site. The facilities to be relocated include the football/track field, baseball field, softball field, soccer/rugby competition field, and golf practice facilities and includes the development of three new multi-purpose fields. In addition, the Revised Project includes a new pedestrian arcade that will extend from the CMC campus underneath Claremont Boulevard with entry to the site.

1.5 Evaluation of Alternatives

The Final EIR identified seven alternatives of which four of the alternatives were rejected as infeasible. The alternatives that were rejected due to not meeting the primary objectives of the project included an alternative location at the Claremont Golf Course Site, an Alternative Location at the Bernard Field Station, an Alternative Location at the North Campus Lot, and Limited Facilities Relocation. The alternatives that met the primary objectives of the project and were selected for evaluation included the Alternative Institutional Uses and Alternative Project Configuration as well as the CEQA-mandated No Project Alternative. These three alternatives

were considered a reasonable range of alternatives for the Approved Project. There is no information indicating that an alternative that was previously rejected as infeasible is in fact feasible, or that a considerably different alternative than those previously studied would substantially reduce one or more significant effects on the environment.

1.6 Availability and Adoption Process of Addendum

In accordance with CEQA Guidelines Section 15164(c), an addendum to an EIR need not be circulated for public review but can be included in or attached to the certified EIR. The decision-making body must consider the addendum with the certified Final EIR prior to making a decision on the project (CEQA Guidelines Section 15164(d)).

CHAPTER 2

Project Description

2.1 Introduction

Claremont McKenna College (CMC) proposes to modify and refine the existing approved conceptual site plan for sports facilities and associated improvements (Approved Project) on a portion of the approximately 74-acre site previously known as the Claremont Colleges East Campus, currently known as the “Roberts Campus East.” The proposed refined conceptual site plan (Revised Project) is also known as the “Roberts Campus Sports Bowl” or “Sports Bowl.” In addition, CMC proposes the construction of a pedestrian, utility and emergency/maintenance vehicle arcade access from east of Claremont Boulevard within the Roberts Sports Bowl to west of Claremont Boulevard that includes an underground portion of the arcade under Claremont Boulevard.

2.2 Project Location

Claremont McKenna College Campus is primarily located in Los Angeles County with a portion of the campus property located within the County of San Bernardino (**Figure 2-1**). The Roberts East Campus encompasses the entire block bound by Foothill Boulevard to the north, Claremont Boulevard on the west, Arrow Route on the south and Monte Vista Avenue on the east. The eastern portion of Roberts Campus East is located within the City of Upland, and the western portion is located within the City of Claremont. The proposed arcade extends west of the Roberts Campus East under and west of Claremont Boulevard (**Figure 2-2**). While the proposed Sports Bowl development would comprise only a portion (approximately 66.5-acres) of the 74-acre Roberts Campus East site, the Project site is defined to include the entire Roberts Campus East, as well as the area outside of Roberts Campus East that would contain the proposed arcade. The Project site thus consists of approximately 74.4 acres, which includes the six parcels within the City of Upland (encompassing approximately 45.2 acres) and three parcels within the City of Claremont (encompassing approximately 28.8 acres), and an area in the City of Claremont west of Roberts Campus East (under and west of Claremont Boulevard) (encompassing approximately 0.4 acres) for the proposed arcade as depicted on **Table 2-1**. The existing parcels within Roberts Campus East are illustrated on **Figure 2-3**. The Project site includes a total of approximately 45.2 acres in the City of Upland and approximately 29.2 acres in the City of Claremont.

The area within the Project site that is proposed for development including the proposed arcade encompasses 66.8 acres comprising of approximately 38.2 acres within the City of Upland, and approximately 28.6 acres within the City of Claremont (Development Area). The portions of the Project site that were not proposed for development under the Approved Project included three parcels in the City of Upland consisting of approximately 8.9 acres in the northeastern portion of the

site. The portions of the Project site that are not proposed for development under the Revised Project are located in the southern portion of Roberts Campus East site encompassing 7.6 acres including 7.0 acres in the City of Upland (Parcels 5 and 6) and 0.6 acres in the City of Claremont (Parcel 3).

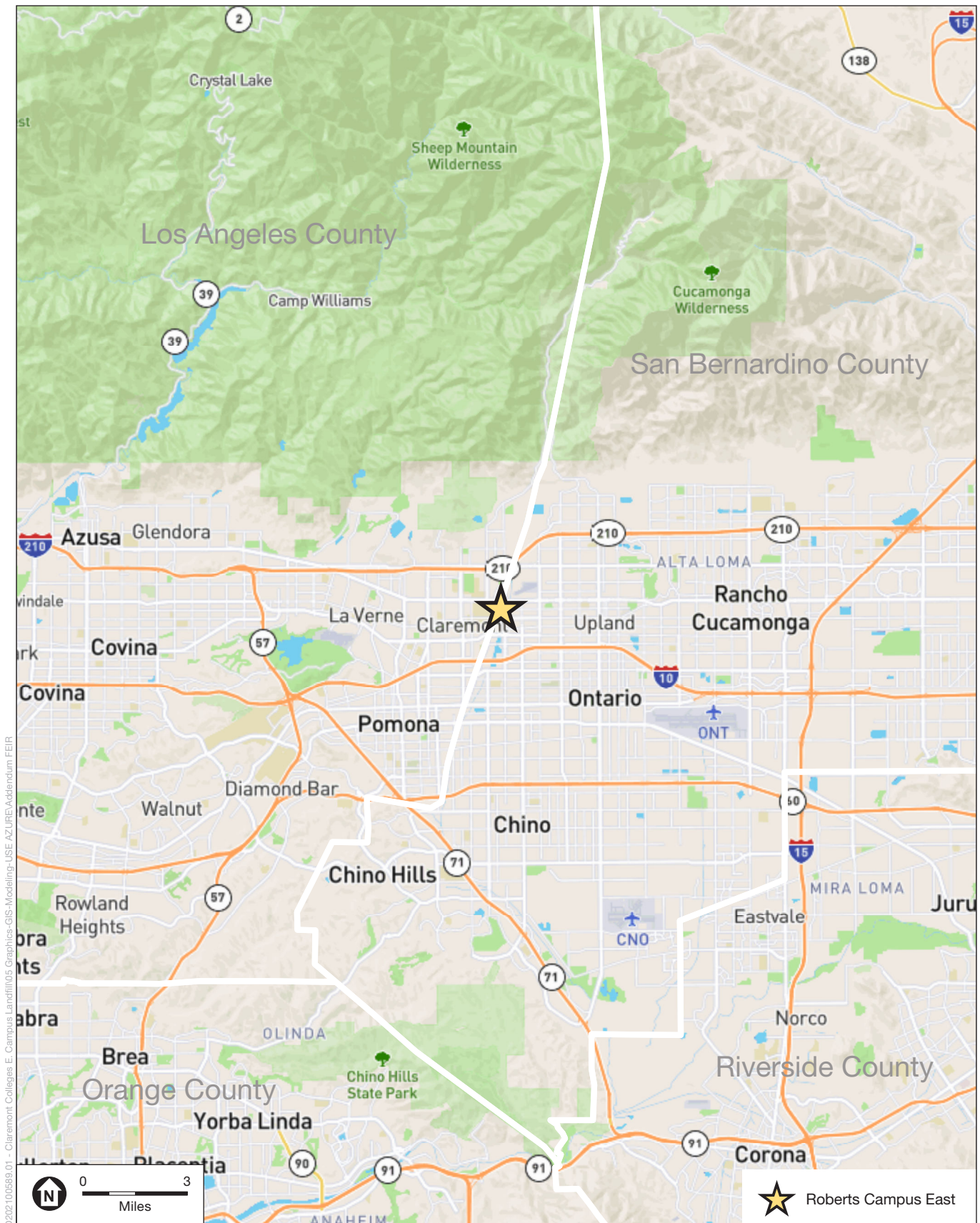
**TABLE 2-1
PROPOSED REVISED PROJECT SITE DEVELOPMENT**

City	Parcel Number	Size
City of Upland - Parcel Map 18989		
Proposed for Development	1	2.5
	2	3.4
	3	2.9
	4	29.4
	<i>Subtotal Development Area</i>	38.2
No Development Proposed	5	3.2
	6	3.8
	<i>Subtotal Area of No Development</i>	7.0
Total City of Upland		45.2
City of Claremont - Parcel Map 70243		
Proposed for Development	1	16.5
	2 (Includes a Portion of Arcade)	11.7
	<i>Subtotal Development Area</i>	28.2
No Development Proposed	3	0.6
	<i>Subtotal Area of No Development</i>	0.6
	<i>Subtotal for Roberts Sports Bowl</i>	28.8
City of Claremont - Proposed for Development West of Roberts Campus East	Portion of Arcade West of Roberts Campus East	0.4
Total City of Claremont		29.2
Total Project Site		74.4

2.3 Project Objectives

The objectives of the Revised Project are similar to those discussed for the Approved Project. The primary objective is for the relocation of Claremont-Mudd-Scripps (CMS) NCAA Division III athletic facilities and parking. The specific objectives for the Revised Project include:

- Provide replacement or relocated sports facilities
- Provide replacement and additional parking
- Reclaim the Project site while minimizing environmental impacts
- Enhance the visual quality of the site and neighborhood
- Increase campus space for potential building construction and/or expansion

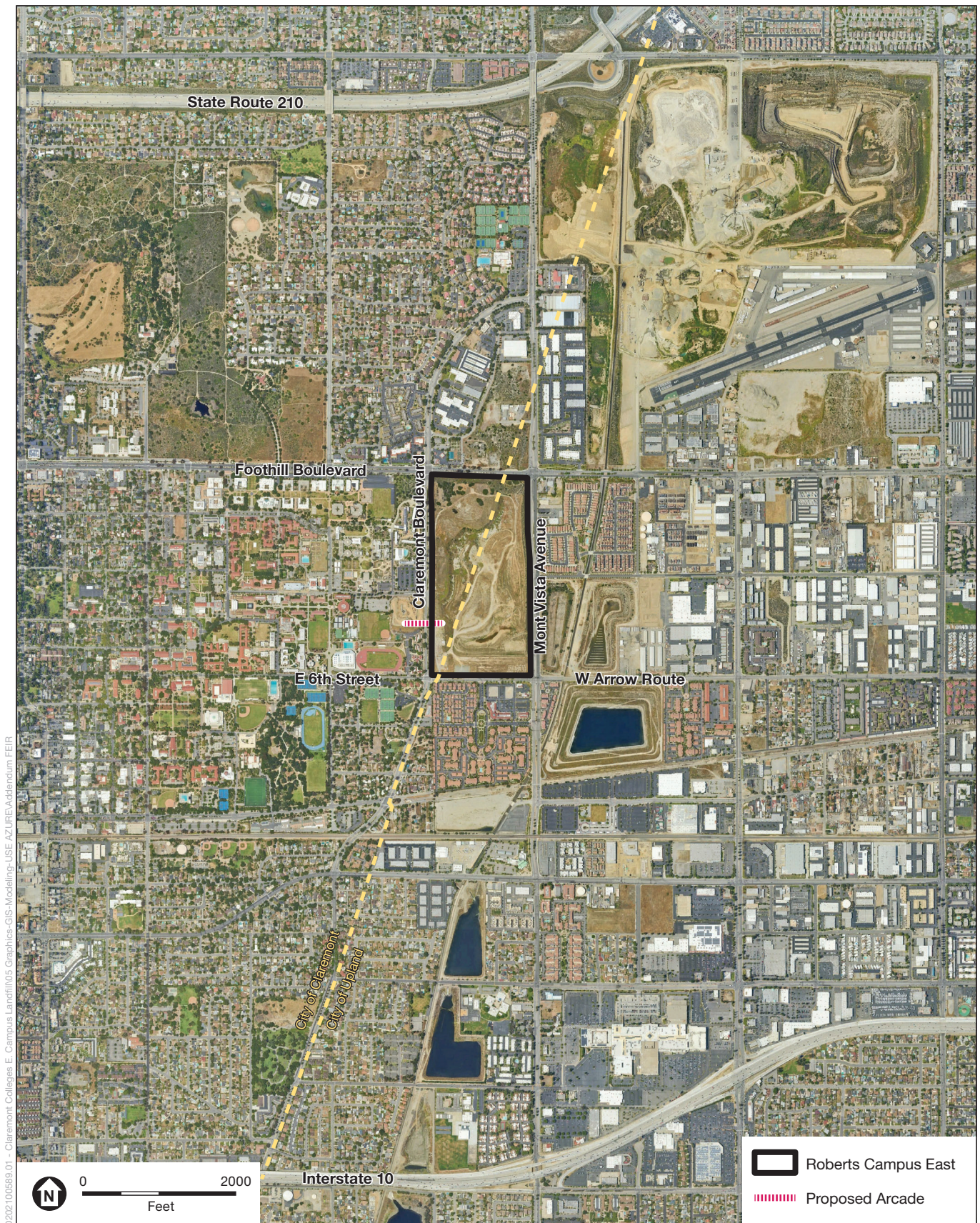


SOURCE: ESRI, 2024

Claremont McKenna Roberts Campus Sports Bowl Addendum to Claremont Colleges East Campus Final EIR

Figure 2-1
Regional Vicinity





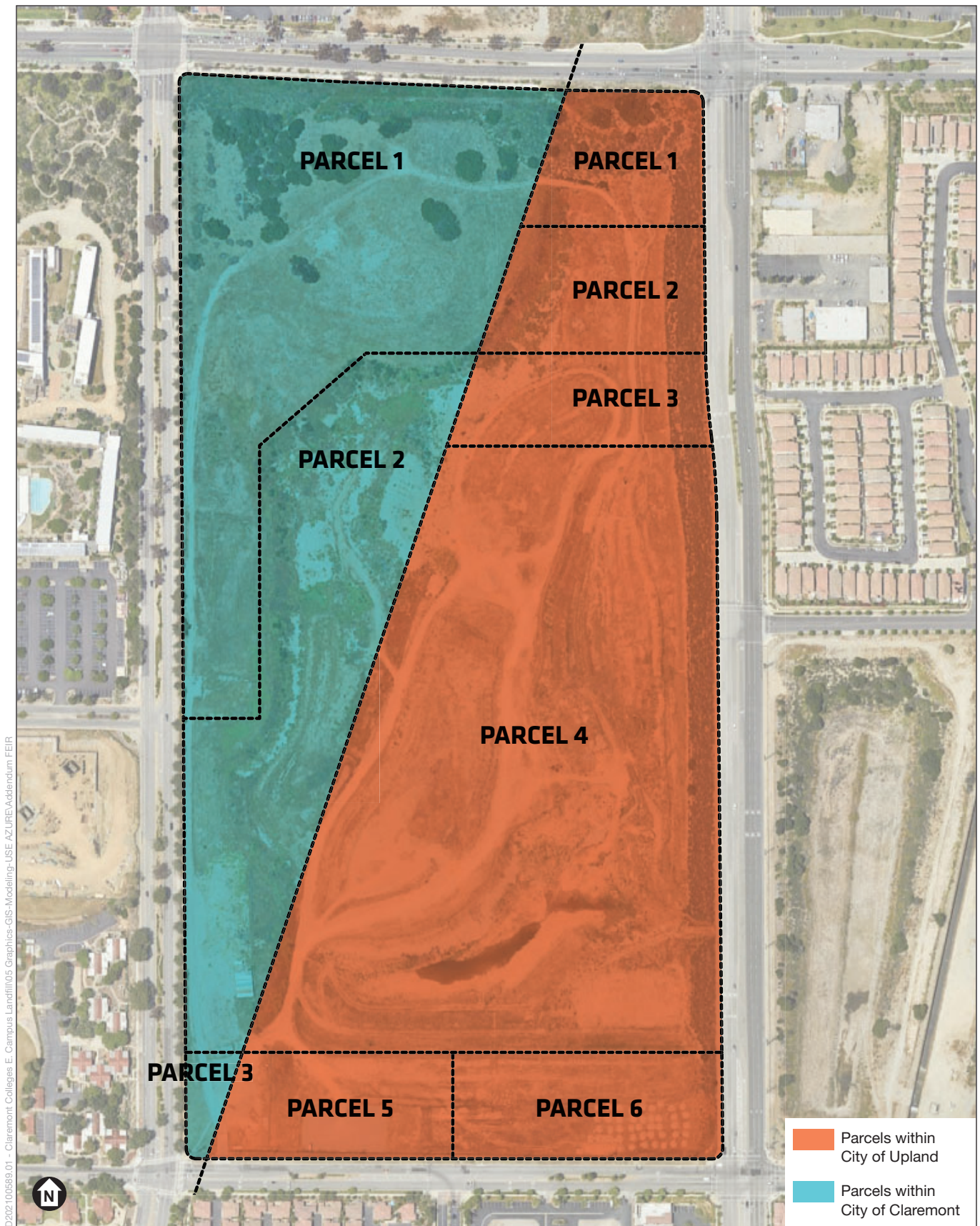
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SOURCE: Google Earth, 2024; ESA, 2024

Claremont McKenna Roberts Campus Sports Bowl
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Figure 2-2
Local Vicinity





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SOURCE: Bjarke Ingels Group, 2024; ESA, 2024

Claremont McKenna Roberts Campus Sports Bowl
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Figure 2-3
Existing Project Site Lot Lines

2.4 Project Characteristics

Similar to the Approved Project, the Revised Project includes the development of a baseball field, softball field, football/track/lacrosse field, multi-purpose fields/all-purpose athletic fields, and golf practice facility. The Revised Project does not include the tennis court, basketball court, sand volleyball court, archery, or Argentinean paddle tennis recreational facilities that were included as part of the Approved Project. In addition, the Revised Project includes a dedicated soccer/rugby field, which was not included in the Approved Project (although soccer/rugby uses were contemplated as part of the all-purpose athletic fields included in the Approved Project). The Revised Project includes the same number of parking spaces as the Approved Project, but in a different configuration. The Revised Project includes surface parking and a parking structure along Claremont Boulevard and surface parking in the southeast and northeast corners of the Project site. The proposed parking structure within the Revised Project was not part of the Approved Project. Furthermore, although not part of the Approved Project, the Revised Project includes the construction of an arcade extending from Roberts Campus East to west of Claremont Boulevard. The Revised Project conceptual site plan is illustrated on **Figure 2-4**. A comparison of the Revised Project conceptual site plan with the Approved Project conceptual site plan is provided in **Figure 2-5**. The specific characteristics of the individual facilities are described below. Note that, as with the Approved Project, the Revised Project seeks to relocate existing athletic facilities, that support existing athletic activities, from the main CMC campus to Roberts Campus East.

2.4.1 Baseball Field

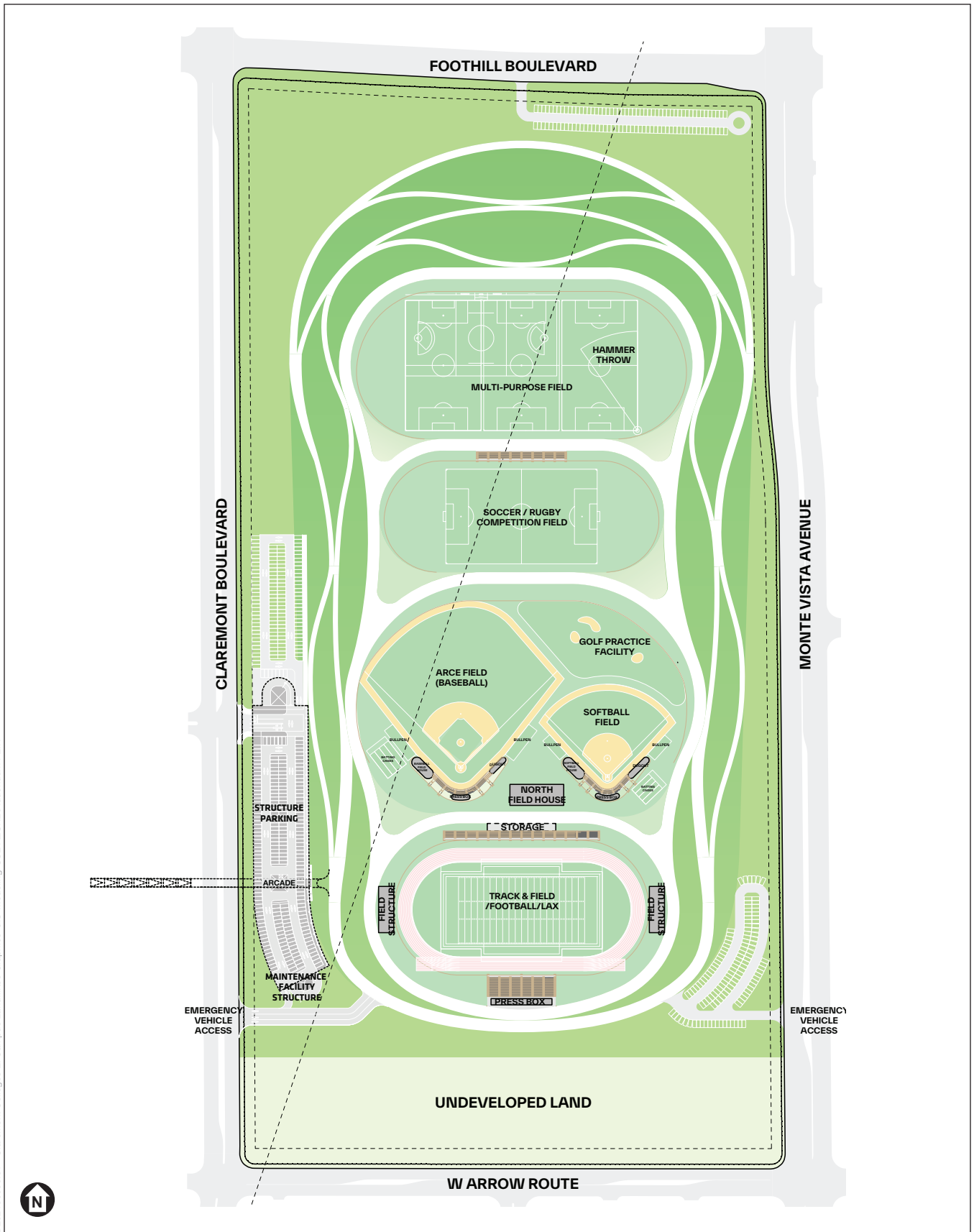
The proposed baseball field (referred to as “Arce Field”) is a replacement of the baseball field that was removed for the development of the Robert Day Science Center. Arce Field will be a National Collegiate Athletic Association (NCAA) regulation size field for Division III with bleacher seating, team dugouts and batting cages. The baseball field will accommodate approximately 100 participants (team members, coaches and other personnel) and will provide seating for a maximum of 250 spectators.

2.4.2 Softball Field

The proposed softball field is a replacement of the existing softball field located west of the Project site. The proposed softball field will be a National Collegiate Athletic Association (NCAA) regulation size field for Division III with bleacher seating, team dugouts and batting cages. The softball fields will accommodate approximately 100 participants (team members, coaches and other personnel) and will provide seating for a maximum of 250 spectators.

2.4.3 Football/Track Field

The football/track/lacrosse field will replace the existing football/track/lacrosse field located west of the Project site. The football/track/lacrosse field will provide seating for a maximum of 1,800 spectators, with a maximum seating capacity of 900 on each side of the field.



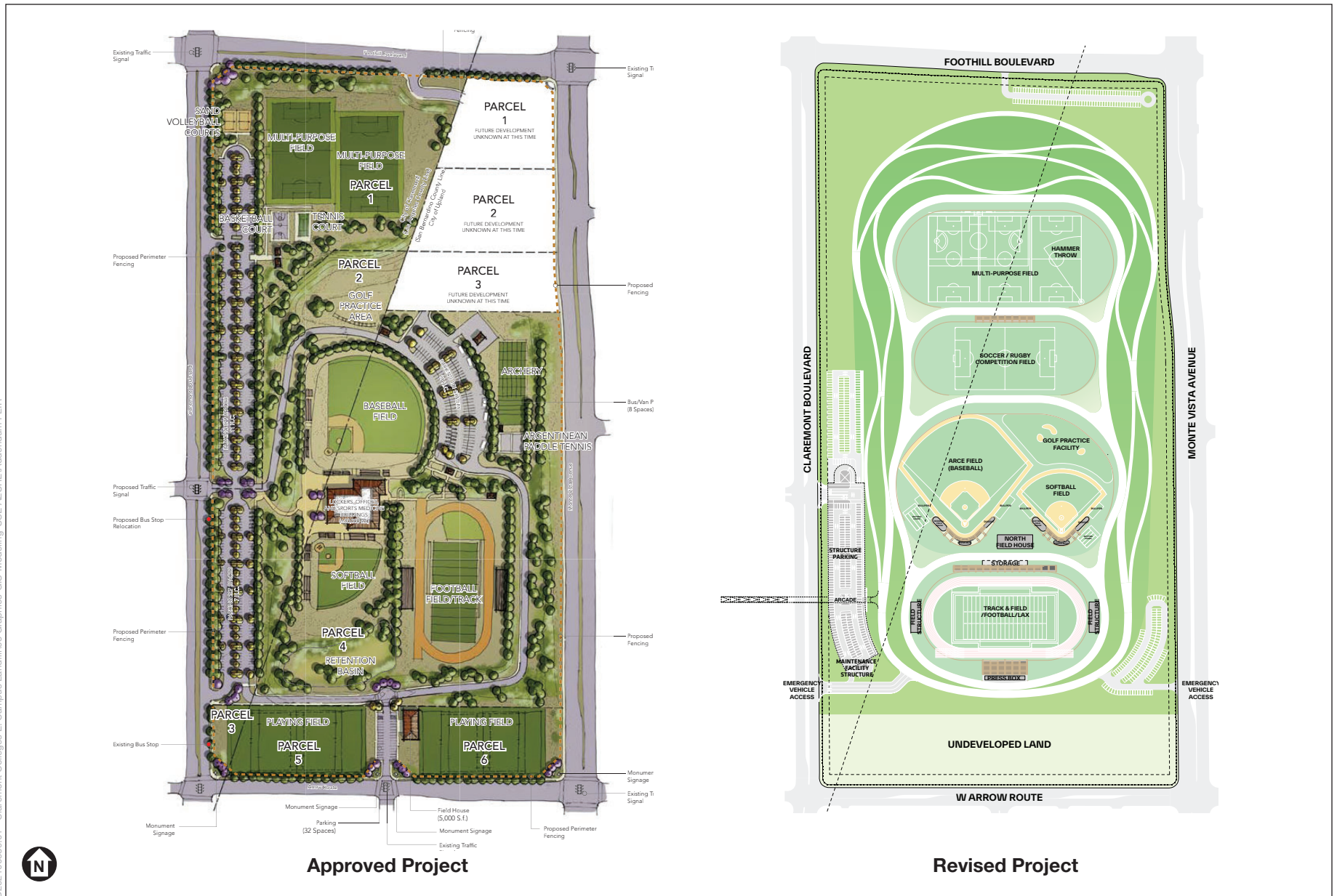
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SOURCE: Bjarke Ingels Group, 2024

Claremont McKenna Roberts Campus Sports Bowl
Addendum to Claremont Colleges East Campus Final EIR

Figure 2-4
Revised Project Conceptual Site Plan





SOURCE: Bjarke Ingels Group, 2024

Claremont McKenna Roberts Campus Sports Bowl
Addendum to Claremont Colleges East Campus Final EIR

Figure 2-5
Comparison of Revised Project Conceptual Site Plan
with Approved Project Conceptual Site Plan

2.4.4 Multi-Purpose Fields

There are three multi-purpose fields that are proposed to be new and not replacement of existing fields. The proposed multi-purpose fields will be used for team practices and hammer throw. The multi-purpose fields will accommodate a total of approximately 150 participants for all three fields combined and will not include spectator seating.

2.4.5 Golf Practice Facility

The golf practice area will replace the existing golf practice area that is located west of the Project site. The golf practice facility will be located north of the proposed softball field and will not include spectator seating.

2.4.6 Soccer/Rugby Competition Field

The soccer/rugby field will replace the existing soccer/rugby field located west of the Project site and be used for practices and competition. The soccer/rugby field will accommodate approximately 100 participants and will provide seating for a maximum of 500 spectators, with all spectator seating located on the northern side of the field.

2.4.7 Support Structures

The Approved Project included the construction and operation of approximately 40,000 square feet (sf) of support structures. The Revised Project will include a total of approximately 50,000 sf of support structures.

The Revised Project will include two small structures, each approximately 1,800 sf, located adjacent to the baseball and softball fields, respectively, integrated with spectator seating and team dugouts. These two support structures will be the “Baseball Field House” and “Softball Field House.” A third field house (the “North Field House”), approximately 11,200 sf, will be located between the baseball and softball fields. An approximately 4,000-sf “Storage Structure” will be located beneath the spectator seating on the north side of the football/track/lacrosse field. Two additional field house structures, each approximately 9,000 sf, will be located east and west of the football/track/lacrosse field (the “East Field Structure” and “West Field Structure,” respectfully). The field houses will each be single story structures and will include uses such as locker rooms, sports medicine, bathrooms, office, classroom, meeting space, food service/concessions and storage. An approximately 3,200 sf press box will be located south of the football/track/lacrosse field and will include press/media and related uses. The Revised Project also includes an approximately 10,000-sf maintenance building located west of the football/track/lacrosse field in the southwest corner of the Development Area, integrated into the parking structure. The maintenance building will house field storage, changing, restroom, offices and meeting areas associated with the maintenance of the Roberts Sports Bowl. The roof of the maintenance building (which will be used for parking) will be located at grade with Claremont Boulevard with the lower level of the building (to be used for the maintenance uses described above) embedded into the slope of the western side of the Project site (**Figure 2-6**). Final building design and configuration may alter building placement. Among other things, this may include the consolidation of several field houses and the storage structure such as including one

large “Consolidated North Field House” with approximately 29,000 sf of field house uses and approximately 4,000 sf of storage uses (located beneath the spectator seating on the north side of the football/track/lacrosse field). The Consolidated North Field House would be constructed in lieu of the three field houses adjacent to the football/track/lacrosse field (East Field House [9,000 sf], West Field House [9,000 sf] and North Field House [11,200 sf]) as well as the separate 4,000-sf Storage Structure (**Figure 2-7**).

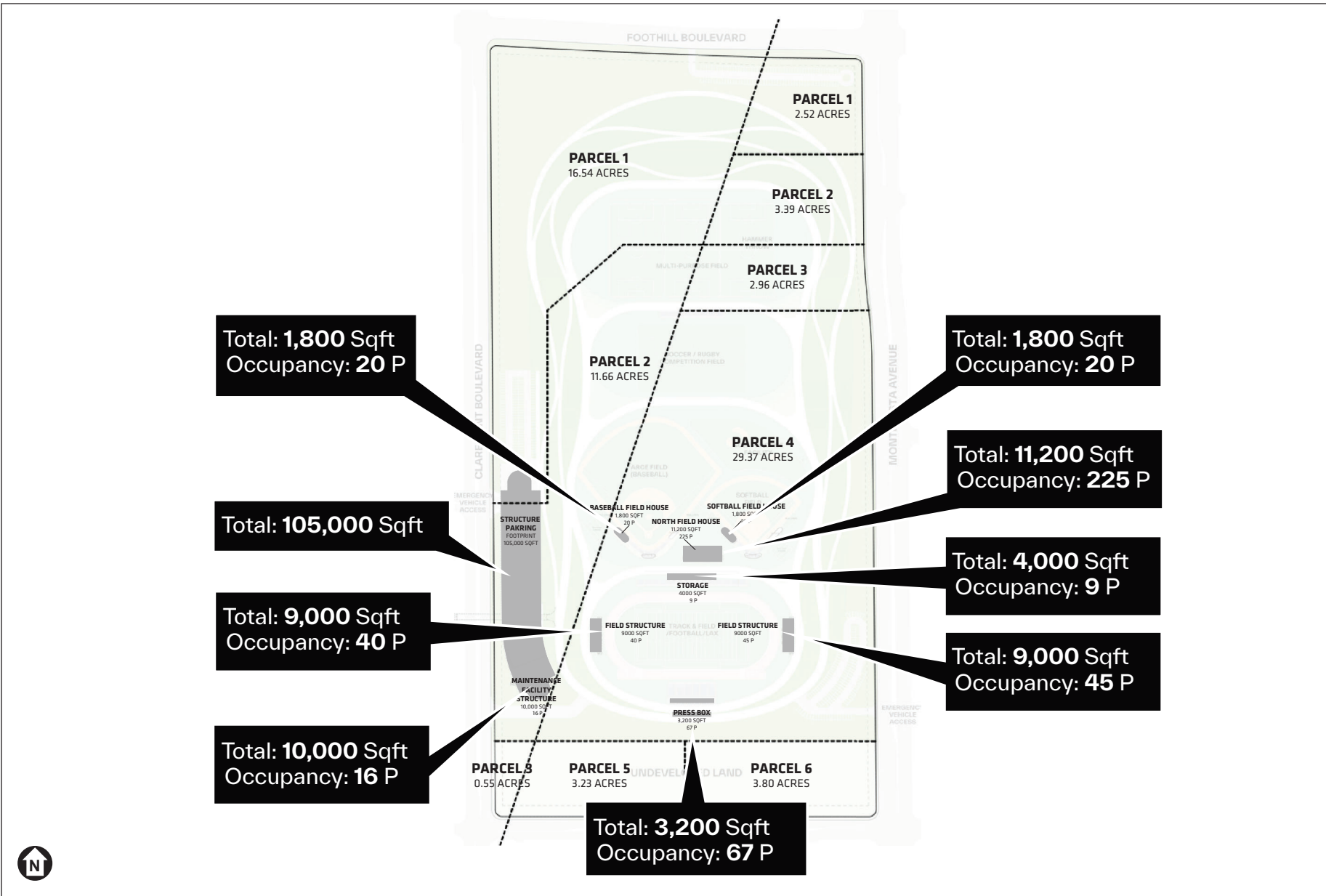
2.4.8 Parking

Similar to the Approved Project, the Revised Project includes the provision of 790 parking spaces on the Project site of which approximately 200 to 300 parking spaces are replacement parking spaces that will be removed on the main campuses of Claremont McKenna College and Pitzer College. The Revised Project includes up to 470 spaces within a parking structure and 130 spaces of surface parking along Claremont Boulevard, 80 surface parking spaces in the northeast corner of the site with vehicular access from Foothill Boulevard, and 110 surface parking spaces in the southeast corner of the site with vehicular access from Monte Vista Avenue. The proposed parking structure will be two levels, with the top level of parking on the roof of the structure. The top level will be at grade with Claremont Boulevard and the additional level of parking below, cut into the slope. The parking structure will have a footprint of approximately 105,000 sf adjacent to Claremont Boulevard (**Figure 2-8**). The upper level of the parking structure is expected to be parallel with the sloped ground surface, extending from approximately elevation 1,255 feet on the southern end to approximately elevation 1,275 feet on the northern end. The lower level would be approximately 12 feet below the upper level, extending from approximately elevation 1,243 feet on the southern end to approximately elevation 1,263 feet on the northern end. The parking structure will have primary vehicular access from Claremont Boulevard at the intersection of Ninth Street, and secondary exit (right turn only) onto Claremont Boulevard at the southeasterly end of the Development Area. The secondary exit will also serve as an entry point for emergency and maintenance vehicles. Most of the onsite parking (up to 680 spaces along Claremont Boulevard and Foothill Boulevard) is intended to support existing uses on the CMC and/or Pitzer College campuses by providing weekday parking for faculty and staff. Users of the Roberts Campus East (Sports Bowl) playing fields and structures will access the site primarily by foot during the week and will have access to the CMC parking spaces during evening or weekend events. The 110 parking spaces along Monte Vista Avenue are intended primarily for staging and parking associated with events at the playing fields.

2.4.9 Solar Facilities

Solar panels may be installed on the roofs of the buildings and shade structures. Solar panel arrays may also be installed above the at-grade parking stalls along Claremont Boulevard, with a maximum height of approximately 14 feet.

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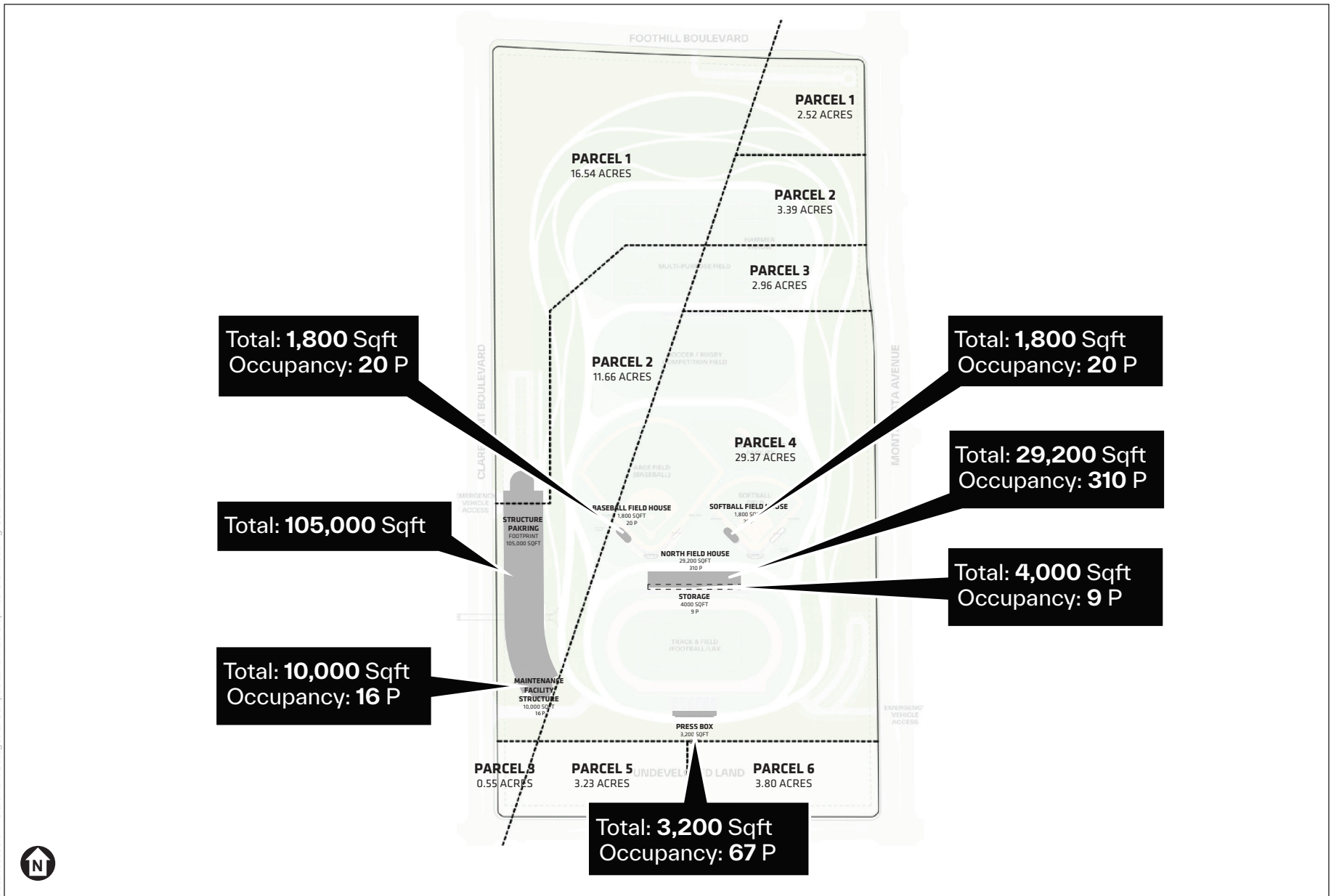
SOURCE: Bjarke Ingels Group, 2024

Claremont McKenna Roberts Campus Sports Bowl Addendum to Claremont Colleges East Campus Final EIR

Figure 2-6
Revised Project Building Placement



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SOURCE: Bjarke Ingels Group, 2024

Claremont McKenna Roberts Campus Sports Bowl
Addendum to Claremont Colleges East Campus Final EIR

Figure 2-7
Revised Project Alternative Building Placement



2.4.10 Pedestrian Arcade

An arcade extending from Roberts Campus East to the CMC campus west of Claremont Boulevard, south of 9th Street, would provide the primary access for pedestrians and maintenance/sports medicine vehicles. The arcade would include an underground portion approximately 21 feet beneath Claremont Boulevard, with a horizontal length of approximately 115 feet and a vertical clearance of 13 feet. The eastern end of the underground portion would open into the lower floor of the proposed parking structure on Roberts Campus East, the westernmost portion of which would be uncovered and open to the sky such that natural light will be provided. The portion of the arcade within the parking structure would be flanked by bollards on the north and south sides to separate pedestrians and vehicular circulation within the structure. The portion of the arcade east of Claremont Boulevard would include a horizontal length of approximately 138 feet (approximately 0.05 acre). The portion of the arcade west of Claremont Boulevard would not be covered and would have a horizontal length of approximately 309 feet (approximately 0.21 acres) located south of the new Roberts Day Science Center. This portion of the arcade would have approximately 25 feet of horizontal length underground and the remaining approximately 284 feet of uncovered sloping ramp.

2.5 Vegetation and Landscaping

Similar to the Approved Project, the Revised Project will include a landscape plan that reflects locally indigenous native plant species including alluvial fan scrub that will be drought tolerant on all manufactured slopes on the perimeter edges of the Project site. The Project will also include riparian habitat associated with the dry ponds and bio-swales proposed adjacent to the baseball and softball fields. Similar to the Approved Project, the playing fields within the Revised Project will have grass or artificial turf installed and maintained for practice and competition. The surface parking areas will include trees to provide vehicle shading and hedge rows or shrubs for screening. Landscaping will include a network of paths and trails surrounding the playing fields. Street trees will be incorporated along adjacent streets where feasible. No changes to the existing streetscape plantings on Foothill Boulevard within the City of Claremont are proposed under the Revised Project because the streetscape plantings have already been implemented as part of the Approved Project.

2.6 Circulation

The Revised Project will include the remaining perimeter improvements to Claremont Boulevard, Foothill Boulevard, Monte Vista Avenue and Arrow Route as identified in the approved 2016 Development Agreements with modifications proposed as part of the Revised Project.

Vehicular access to the Sports Bowl will be provided at four driveways. An unsignalized access driveway on Foothill Boulevard, approximately mid-block between Claremont Boulevard and Monte Vista Avenue, will provide access to the surface parking spaces along Foothill Boulevard. Primary vehicular access to the parking spaces along Claremont Boulevard will be provided at a signalized full-access driveway at the intersection of 9th Street and Claremont Boulevard, with a secondary vehicular exit (right turn only) onto Claremont Boulevard at an unsignalized driveway at the southeasterly end of the Development Area. The southwesterly driveway within the Project site and along Claremont Boulevard will also serve as an entry and exit point for emergency and

maintenance vehicles. Vehicular access to the parking spaces in the southeasterly corner of the Development Area will be provided at an unsignalized driveway providing the following access at Monte Vista Avenue: southbound inbound (right-turn) movements, northbound inbound movement (left-turn, by way of modification to the existing raised median island to allow for median opening, turn pocket and taper), and eastbound outbound (right-turn only) movement. Traffic egress from this driveway will be right turn only (no left-turn through the proposed median break to proceed north on Monte Vista Avenue). The driveway on Monte Vista will also provide full access for emergency vehicles. Driveways on Claremont Boulevard and Monte Vista Avenue will provide vehicular access into the fire access road within the Sports Bowl. Because all parking is provided along project edges, interior vehicular access will be limited primarily to emergency vehicles, maintenance vehicles, and sport carts. Small vehicles and sports carts may also be allowed access to transport persons with mobility limitations on an as-needed basis.

Vehicular access to each onsite parking area will be restricted through the use of gates or similar improvements adjacent to each street (i.e., Claremont Boulevard, Monte Vista Avenue and Foothill Boulevard) during nighttime hours after activities within the Roberts Campus Sports Bowl have ended. During operating hours, the primary access at the Claremont Boulevard/9th Street intersection will have the internal parking areas controlled with the use of card activated gate or similar improvements. This gate will be located within the interior of the Revised Project drive aisles, which will restrict entry to authorized users. The design and location of this internal access gate will ensure an appropriate turn-around area to allow drivers without access to exit the entry area and ensure appropriate queuing would be provided so that less than significant traffic safety impacts on Claremont Boulevard would occur. During games or events on weekends and evenings, the interior access gate will be disabled, allowing unrestricted access. No interior gates within the proposed parking areas off of Monte Vista Avenue and Foothill Boulevard are proposed.

2.7 Street Improvements

2.7.1 Claremont Boulevard

The Approved Project included improvements along the east side of Claremont Boulevard adjacent to the Project Site. Corner improvements with disabled access ramps at Foothill Boulevard and Arrow Route have been completed. The remaining improvements that are still part of the Revised Project include the construction of a sidewalk, corner improvements with disabled access ramps at Ninth Street, installation of street lights, landscaping and irrigation in the parkway, planting of street trees, undergrounding of certain existing power lines, improvements to two Foothill Transit bus stops, including two new bus shelters and relocation of the northernmost bus stop, and installation of a traffic signal and left-turn pocket at the intersection of Ninth Street and Claremont Boulevard. Two access points from Claremont Boulevard are proposed onto the Project site; one will be directly across from the existing Ninth Street intersection and the second will be located south of Ninth Street.

2.7.2 Foothill Boulevard

Various improvements along the south side of Foothill Boulevard within the City of Claremont were part of the Approved Project and were satisfied with the payment of an in-lieu fee. Corner

improvements with disabled access ramps at Foothill Boulevard and Arrow Route have been completed. The City of Claremont determined that no additional improvements on Foothill Boulevard along the frontage of the Project site are required. Within the City of Upland, the corner improvement at Monte Vista Avenue with disabled access ramps has been completed. The remaining improvements within Upland that were part of the Approved Project, but not constructed yet, and are part of the Revised Project include: curb and gutter, construction of a storm drain outlet structure, construction of a sidewalk, installation of street lights, installation of street trees, and installation of landscaping and irrigation in the parkway. The future undergrounding of certain existing aboveground utilities adjacent to the Project site and within the City of Upland will be satisfied with the payment of an in-lieu fee.

2.7.3 Monte Vista Avenue

The Approved Project included improvements along the west side of Monte Vista Avenue adjacent to the Project site. The remaining improvements within Upland that were part of the Approved Project, but not constructed yet, and are part of the Revised Project include: lane improvements, curb and gutter improvements, construction of sidewalks, installation of street lights, median improvements, installation of street trees, undergrounding of certain existing aboveground utilities, installation of perimeter fencing, and installation of landscaping and irrigation in the parkway. In addition, the Revised Project includes the provision of vehicular access from Monte Vista Avenue to a proposed surface parking area within the southeastern portion of the proposed Development Area.

2.7.4 Arrow Route

The Approved Project included improvements along the north side of Arrow Route adjacent to the Project site. Corner improvements with disabled access ramps at Monte Vista Avenue and Claremont Boulevard have been completed. The remaining improvements along Arrow Route that were part of the Approved Project, but not constructed yet, and are part of the Revised Project include construction of a sidewalk, installation of street lights, landscape and irrigation in the parkway, planting of street trees, and undergrounding of certain existing power lines. The proposed access onto the Project site from Arrow Route under the Approved Project is not part of the Revised Project; however, the existing temporary construction access along Arrow Route near Claremont Boulevard will be retained until future development occurs on the southern portion of the Project site.

2.8 Pedestrian and Vehicular Access

Pedestrian access at street level will be available at the intersection of Claremont Boulevard and Ninth Street, which will be improved with a traffic signal and improvements to support pedestrian crossing. Users of the Sports Bowl playing fields and structures will access the site primarily through the proposed pedestrian arcade as described above. Users of the Sports Bowl playing fields and structures are expected to access the Sports Bowl primarily by foot during the week and will have access to the CMC parking spaces on the Sports Bowl site during evening or weekend events.

2.9 Lighting

All fields will have lighting, which will extend to a maximum height of 70 feet above grade. Surface parking areas will have lighting structures extending to a maximum of 25 feet above grade. The parking structure will have lighting structures extending to a maximum of 25 feet above the roof of the proposed structure.

2.10 Construction Phases

Construction of the Revised Project will be completed in two phases as described below and formal closure of the inert debris landfill will also occur in two phases, together with development, consistent with an approved Closure/Post-Closure Land Use Plan (**Figure 2-9**).

Phase 1 includes grading activities within the southern and northern portions of the Project site and the proposed arcade. This will encompass approximately 47.8 acres and include formal closure of the landfill in the southern half of the Project site that encompasses 39.8 acres. Phase 2 includes construction activities within the northern portion of the Project Site that encompasses 34.2 acres.

Phase 1 will include construction of the baseball, softball, and football/track/lacrosse fields, as well as the golf practice area, the field houses, parking structure and maintenance building, and surface parking on the southeastern and southwestern corners of the Development Area. Phase 1 will also include construction of the pedestrian arcade and perimeter improvements along the adjacent frontages of Monte Vista Avenue, Arrow Route, Claremont Boulevard and Foothill Boulevard as required under the Upland 2016 Development Agreement and the Claremont 2016 Development Agreement, and the street improvement concept plan for Claremont Boulevard approved by the City of Claremont in 2021, with modifications as proposed by the Revised Project.

As discussed above, formal closure of the inert debris landfill will occur in two phases, together with development, consistent with an approved Closure/Post Closure Land Use Plan. Phase 1 will include mass grading and formal closure of the portion of the inert debris landfill that comprises the Phase 1 Development Area (32.2 acres). Phase 1 will also include formal closure of the portion of the inert debris landfill on the southern end of Roberts Campus East, outside of the Development Area (i.e., Area of No Development) (7.6 acres). Phase 1 will include construction of utilities, storm drain improvements, perimeter landscaping and internal circulation associated with the Phase 1 Development Area.

Phase 1 will also include some rough grading of the area of development for Phase 2 as needed to utilize on-site soil and limit the need for soil import and provide for erosion control and drainage prior to development of Phase 2. Compliance with applicable Waste Discharge Requirements and maintenance of the unclosed portion of the landfill would continue pending development of Phase 2.

Furthermore, excavated soil from the portion of the proposed arcade west of the Roberts Sports Bowl will be exported off the Project site and not used as part of the Phase 1 grading.

Phase 2 will consist of construction of the soccer/rugby and multi-purpose fields, and the surface parking in the northeastern corner of the site. Phase 2 will include mass grading and formal landfill closure of the Phase 2 Development Area (34.3 acres), and construction of utilities, storm drain improvements, perimeter landscaping and internal circulation associated with the Phase 2 Development Area.

2.11 Grading

Grading activities will include excavations, processing, and re-placement of existing inert landfill materials. The planned grading will establish permanent slopes and will require construction of retaining walls. The proposed grading cuts will range from approximately 4 feet to 46 feet, and the grading fills will range up to 17 feet. Representative cross sections illustrating the approximate Phase 1 grading and the approximate grading of Phase 1 and Phase 2 as well as a comparison to the existing grade and the Approved Project grade are shown in **Figure 2-10**.

Figure 2-11 illustrate a cross section of the proposed arcade.

Under the Approved Project, import or export of soil from the Roberts Sports Bowl would not be required because all cut and fill was assumed to be balanced on the Project site. Under the Revised Project, import and export of soil is also expected to be balanced on the Roberts Campus East; however, approximately 5,200 cy of soil from the portion of the arcade outside of Roberts Campus East (i.e., the portion under and west of Claremont Boulevard) will be exported. In addition, aggregate base will be imported. Illustrations of the proposed grading for Phase 1 and Phase 2 are provided in **Figure 2-12** and **Figure 2-13**, respectively. As stated above, grading on Roberts Campus East will balance on site for both Phase 1 and Phase 2, but the specific grading numbers for soil movement in each phase are estimates and subject to change due to a number of factors associated with Roberts Campus East, which has been used for an inert landfill (i.e., amount of subsidence with the onsite soils).

Under Phase 1, cut and fill on Roberts Campus East is assumed to be balanced on the Project site with approximately 550,000 cubic yards of cut and approximately 550,000 cubic feet of fill. Grading activities associated with Phase 1 will include the installation of a sediment pond within the Phase 2 area as discussed below in Section 2.12. If there is excess soil on Roberts Campus East as a result of Phase 1 grading activities, the depth of the proposed interim sediment pond that is assumed to have a depth of approximately 30 feet could be reduced. As another alternative, any remaining excess soil could be placed within the Phase 2 area just north of Phase 1 as illustrated in Figure 2-12. Phase 1 would also include approximately 5,200 cubic yards of soil from the portion of the arcade outside of Roberts Campus East (i.e., under and west of Claremont Boulevard) which would be exported to a permitted off-site facility. Furthermore, Phase 1 would include bringing in (i.e., import) approximately 28,000 cubic yards of aggregate base.

Under Phase 2, cut and fill on the Roberts Campus East is assumed to be balanced with approximately 325,000 cubic yards of cut and approximately 325,000 cubic yards of fill. If there is excess soil during grading activities associated with Phase 2, the additional soil could be placed on the perimeter slopes within the Phase 2 area. Phase 2 would include bringing in (i.e., import) approximately 13,000 cubic yards of aggregate base.

While only 5,200 cy of export is anticipated, as a conservative assumption for this environmental analysis, it is assumed that there could be up to 10,000 cubic yards of soil to be exported during Phase 1 (inclusive of the exported soil from the proposed arcade) and up to 10,000 cubic yards of soil to be exported under Phase 2. Therefore, during Phase 1 construction activities, approximately 10,000 cubic yards of soil is assumed to be exported and approximately 28,000 cubic yards of aggregate base is assumed to be imported. During Phase 2 construction activities, approximately 10,000 cubic yards of soil is assumed to be exported and approximately 13,000 cubic yards of aggregate base is assumed to be imported.

2.12 Drainage Facilities

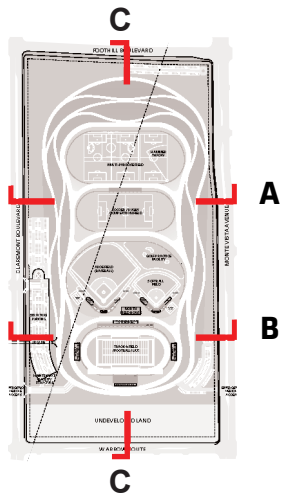
Under the Approved Project, the drainage system included a single above ground retention basin. The Revised Project includes a system of dry ponds and bioswales throughout the site and a stormwater retention facility below the football/track/lacrosse field. The Revised Project includes construction of drainage facilities during Phase 1 and Phase 2 development of the Project site.

Phase 1 drainage facilities will include rip-rap and inlet structures in the northeastern portion of the site at the two existing culverts extending under Foothill Boulevard, a rip-rap lined swale in the northeastern portion of the site proposed between the two culverts, two 48-inch diameter inlets that connects to two separate 36-inch diameter storm drains that eventually flows together into one 36-inch diameter storm drain that extends to the proposed stormwater retention basin underneath the football/track field. Additional storm drain pipes are proposed on the west, east and south sides of the site that would convey stormwater to the proposed retention basin underneath the football/track/lacrosse field. Bio-retention areas are proposed adjacent to the baseball and softball fields (**Figure 2-14**).

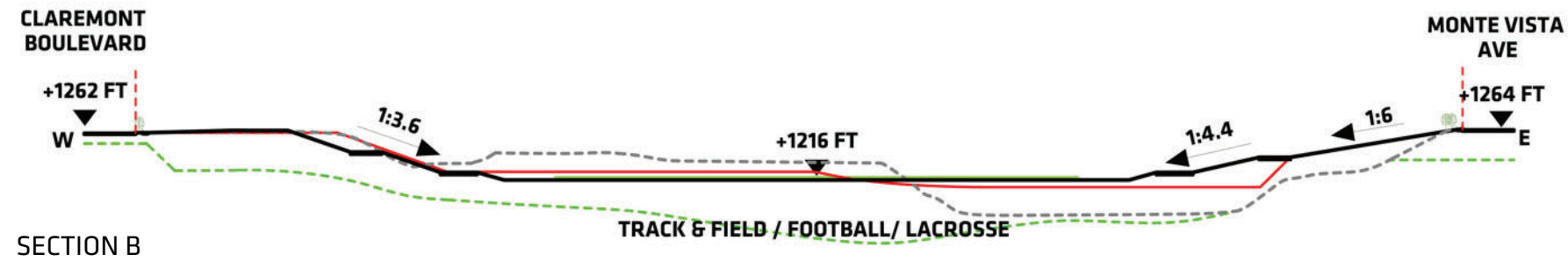
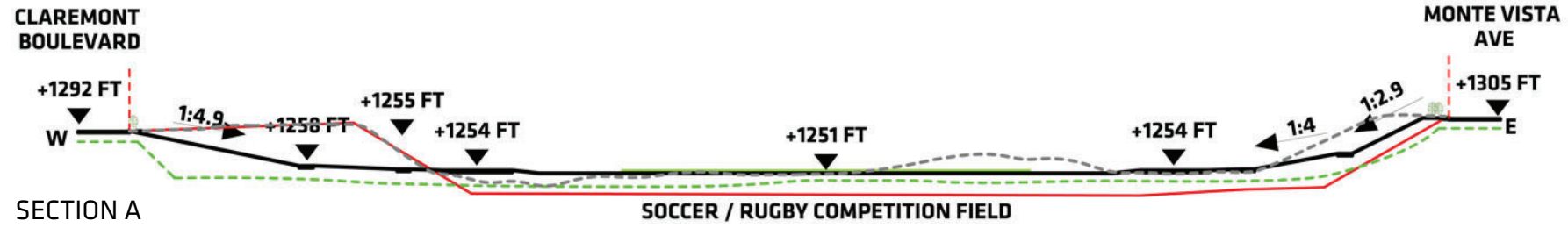
Stormwater will be collected in dry ponds and bioswale areas for treatment and then will be conveyed downstream to the proposed retention basin underneath the football/track/lacrosse field so that no surface water will be retained beyond 48 hours after a storm event. Phase 1 will also include a sediment pond that will capture storm water that flows from the undeveloped northern portion of the site under Phase 1. Temporary storm drains are proposed to convey water from the sediment pond to the proposed retention basin underneath the football/track/lacrosse field.

Surface water will not be retained within the sediment pond beyond 48 hours after a storm event. The proposed retention basin under the football/track/lacrosse field will include a surface area of approximately 10,900 sf and the bottom of the basin will be approximately 13 feet below the surface of the football/track/lacrosse field. Stormwater conveyed to the retention basin will gravity flow to a series of drywells that will direct water to the native soils below the site to infiltrate into the native soils and eventually into the groundwater.

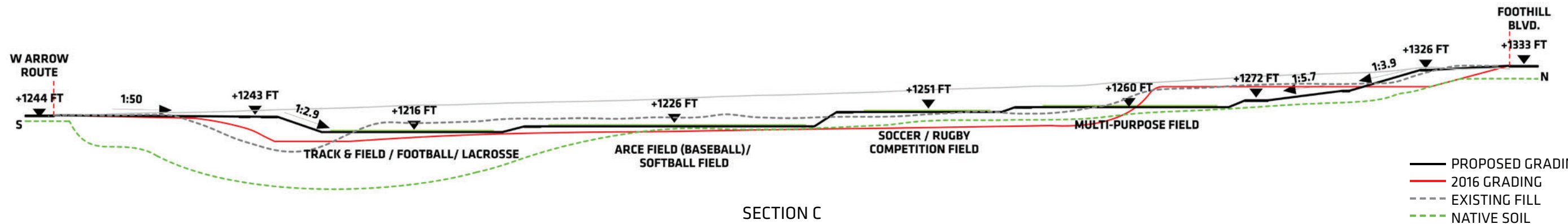
Phase 2 drainage facilities will include the extension of the Phase 1 facilities located on the west and east sides of the site to the northern portion of the three proposed multi-purpose fields. The sediment pond and associated storm drains will be removed and smaller sediment ponds and associated storm drains will be constructed on the west and east sides of the proposed soccer/rugby and multi-purpose fields. Surface water will be conveyed to the proposed retention basin underneath the football/track/lacrosse field (**Figure 2-15**).



THE PROPOSED GRADING SHOWS A "CUT AND FILL" STRATEGY



THE NEW GRADING FEATURES FLAT TERRACES ETC.



- PROPOSED GRADING
- 2016 GRADING
- - - EXISTING FILL
- - - NATIVE SOIL

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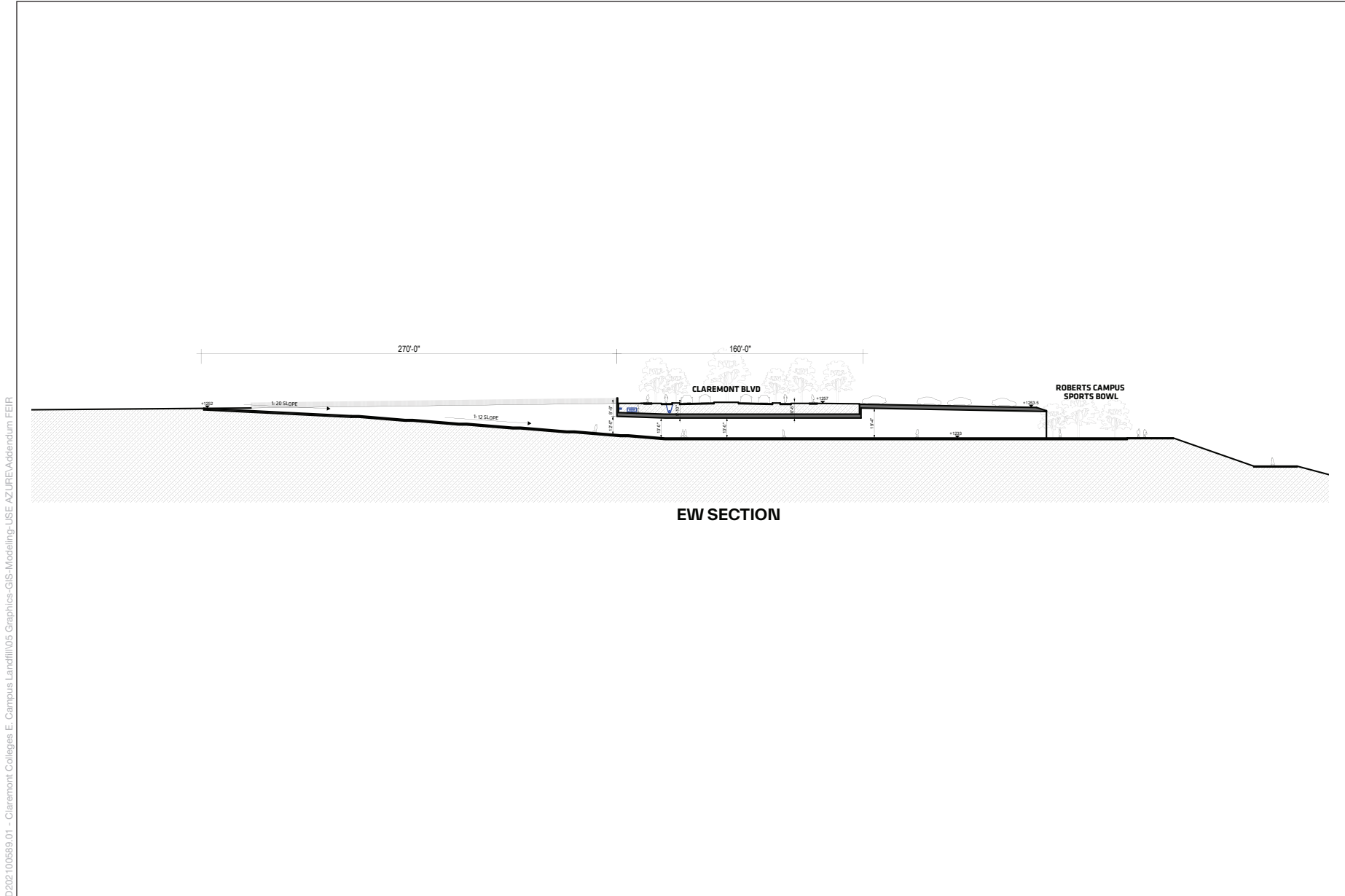
SOURCE: Atlas Civil Design, 2024

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Figure 2-10
Revised Project Conceptual Grading Cross Sections



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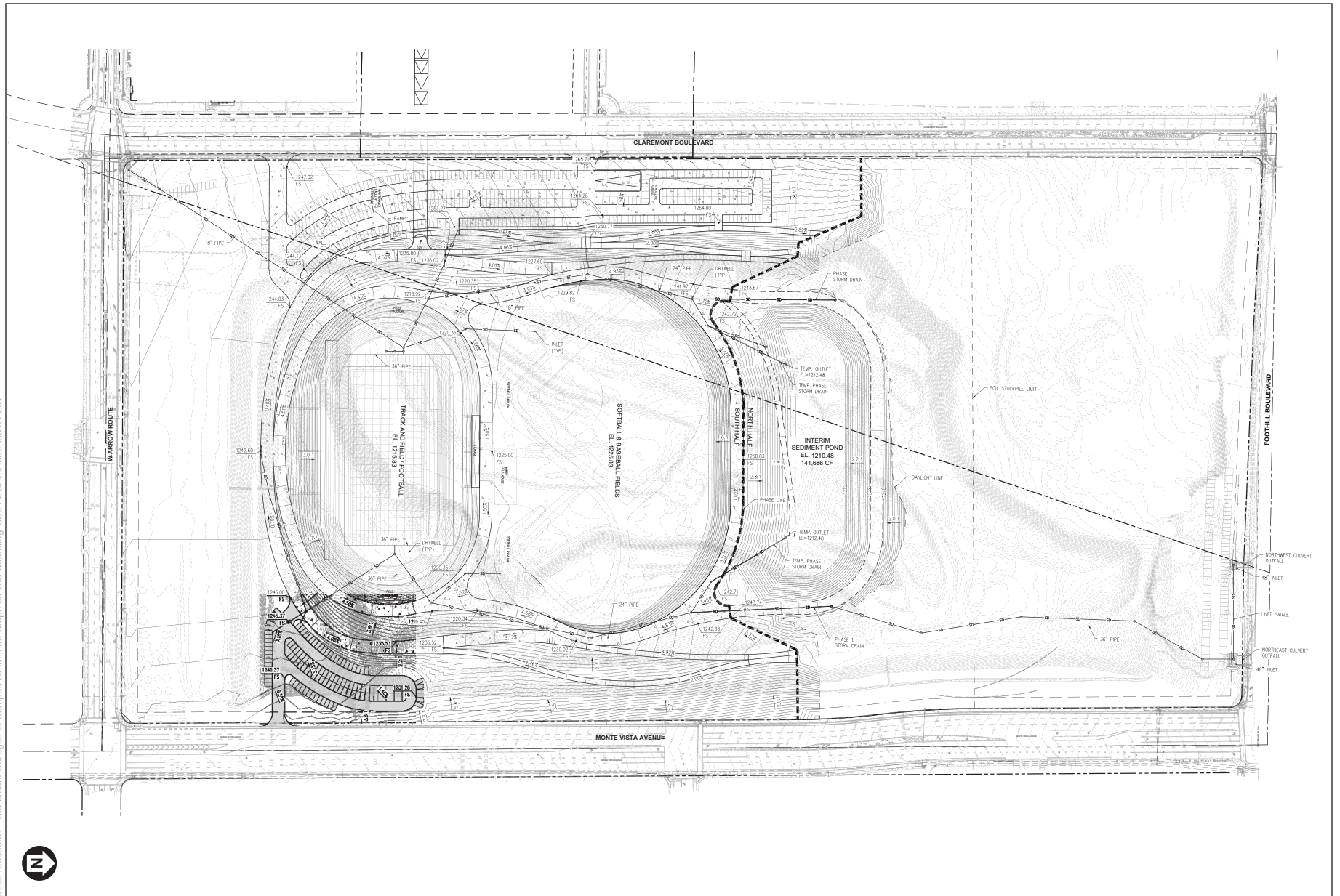
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SOURCE: Bjarke Ingels Group, 2024

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Figure 2-11
Revised Project Arcade Cross Section



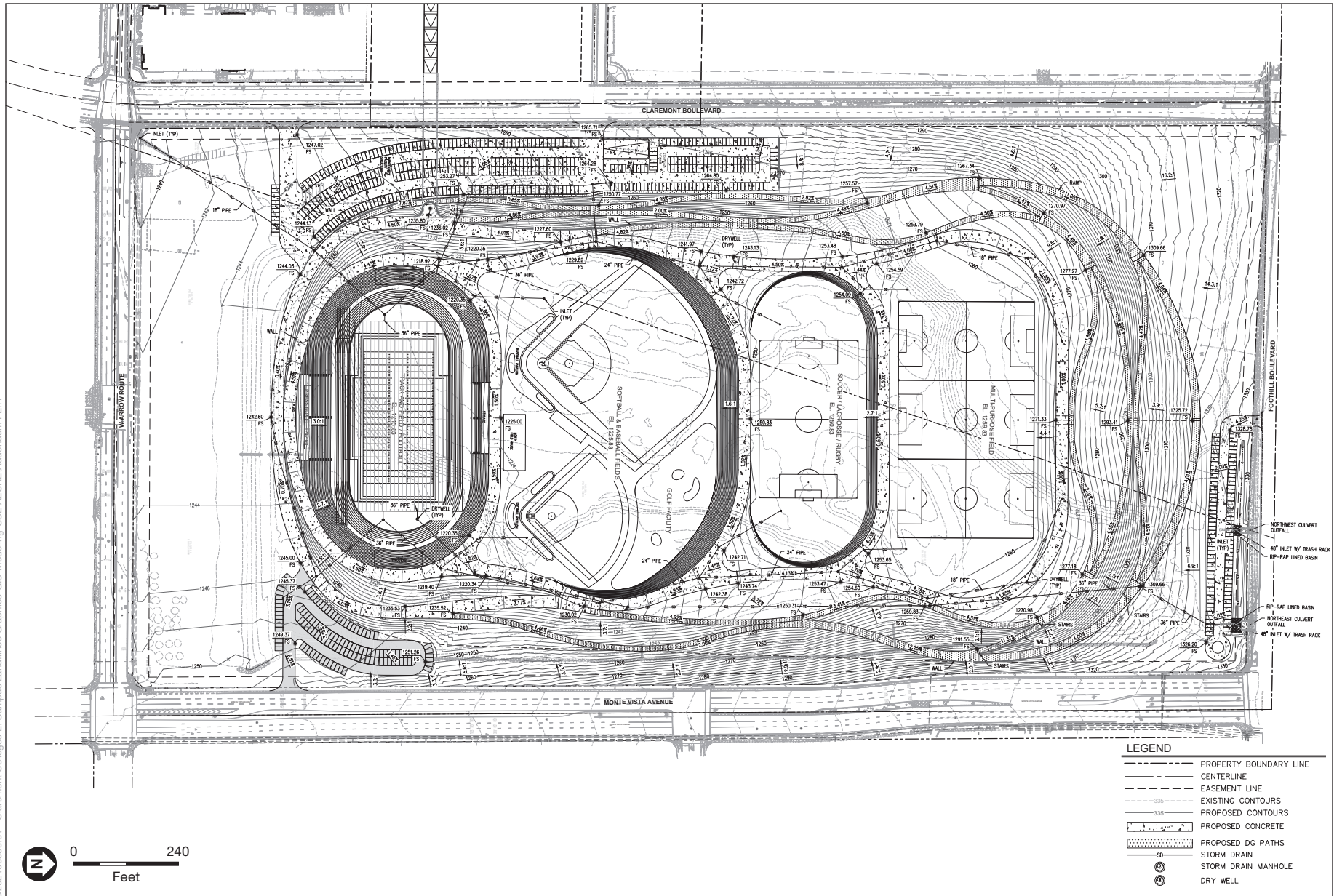


SOURCE: Atlas Civil Design, 2024

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Figure 2-12
Revised Project Phase 1 Conceptual Grading Plan

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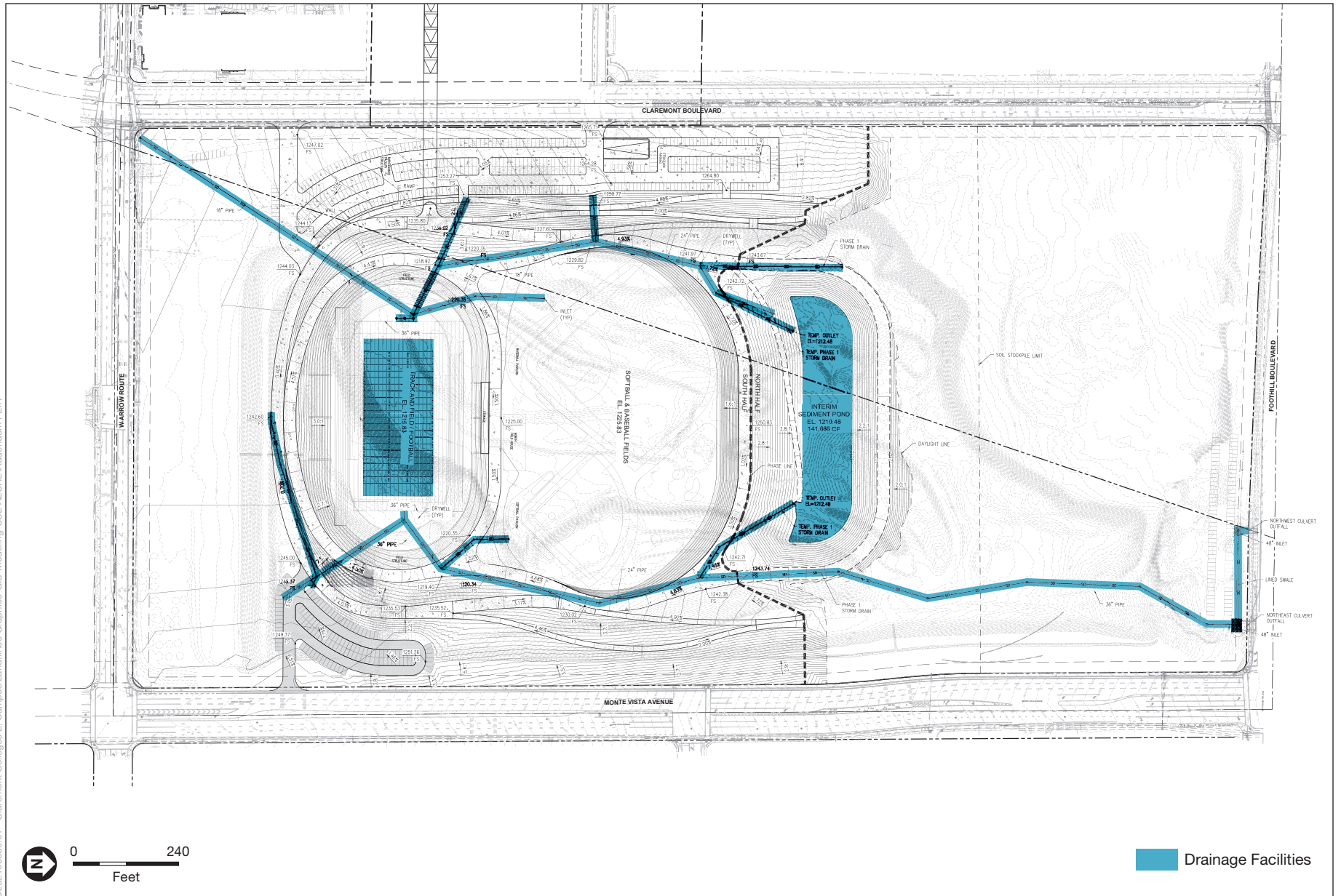
SOURCE: Bjarke Ingels Group, 2024

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Figure 2-13
Revised Project Phases 1 and 2 Conceptual Grading Plan



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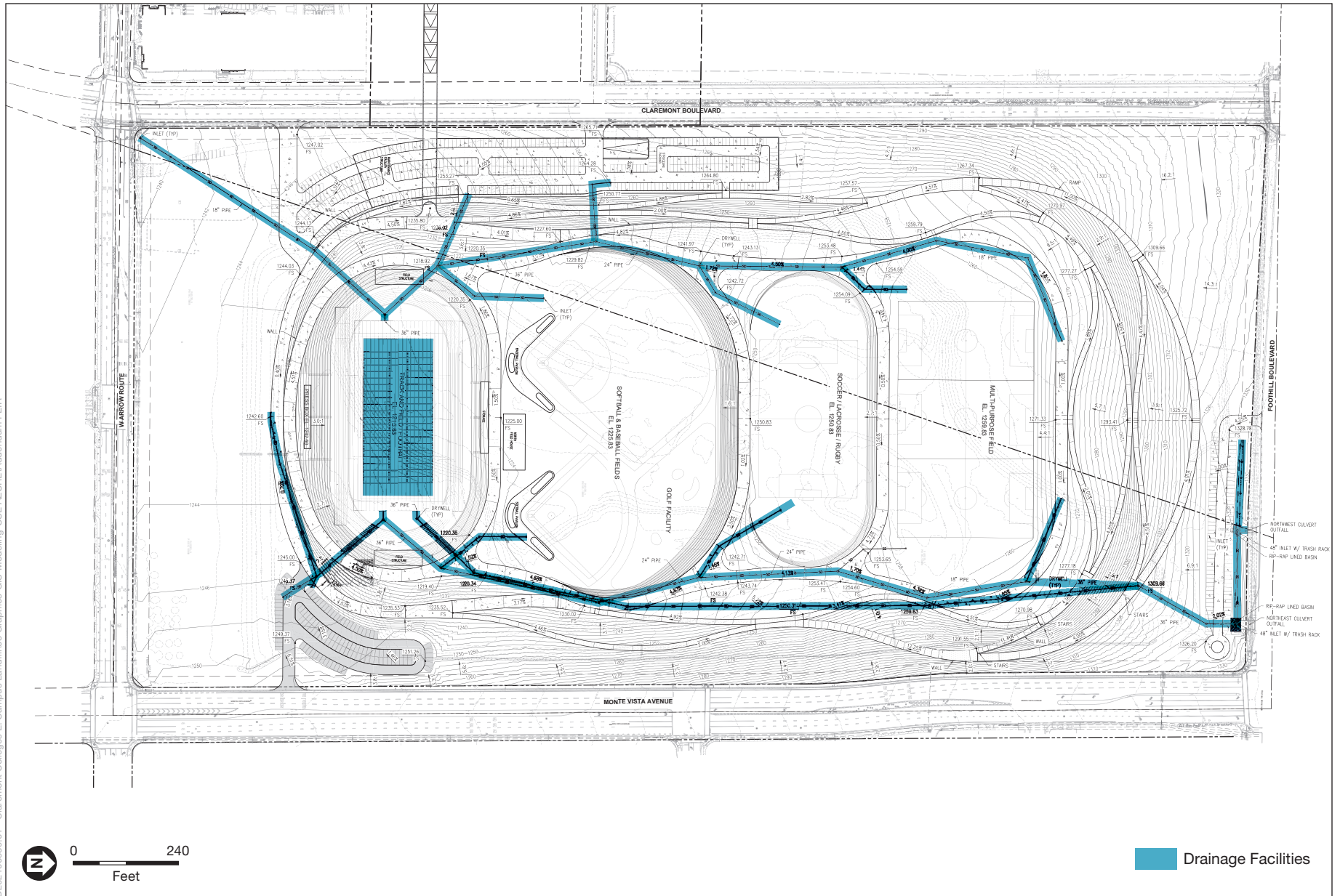


SOURCE: Atlas Civil Design, 2024

Claremont McKenna Roberts Campus Sports Bowl
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Figure 2-14
Revised Project Phase 1 Drainage Facilities



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SOURCE: Atlas Civil Design, 2024

Claremont McKenna Roberts Campus Sports Bowl
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Figure 2-15
Revised Project Phases 1 and 2 Drainage Facilities



2.13 Other Infrastructure Facilities

Existing water, sewer, electricity and communication facilities are located adjacent to the Project site. A water line is proposed to extend to the existing Golden State Water Company water line in Claremont Boulevard and a separate line will extend to the existing City of Upland water line in Arrow Route. The proposed water lines will only provide water service to the portion of the Project site within the water purveyors' jurisdiction. Similarly, a sewer line is proposed to extend to the existing City of Claremont sewer line in Claremont Boulevard and a sewer line is proposed to extend to the existing City of Upland sewer line in Arrow Route. Electricity and communication lines are proposed to extend from private lines within CMC's campus west of Claremont Boulevard through the proposed arcade (**Figure 2-16**).

2.14 Project Design Features

The following Project Design Features (PDFs) have been incorporated into the Revised Project and analysis provided in Section 3 of this Addendum to the Final EIR. PDF-1 identifies that as a best management practice, the Revised Project proposes that the construction contractor will use off-road diesel construction equipment on the Project site that complies with U.S. EPA Tier 4 Final non-road engine standards for equipment with engines of 25 horsepower or above. PDF-2 and PDF-3 have been incorporated into the Revised Project to provide more detailed information on the process of the typical precaution practices in the event that unknown cultural resources are discovered. PDF-4 has been incorporated into the Revised Project to provide details to facilitate and document compliance with applicable regulations.

PDF-1: The Project construction contractor will use construction equipment that have engines of 25 horsepower (hp) or greater that complies with U.S. EPA Tier 4 non-road engine standards.

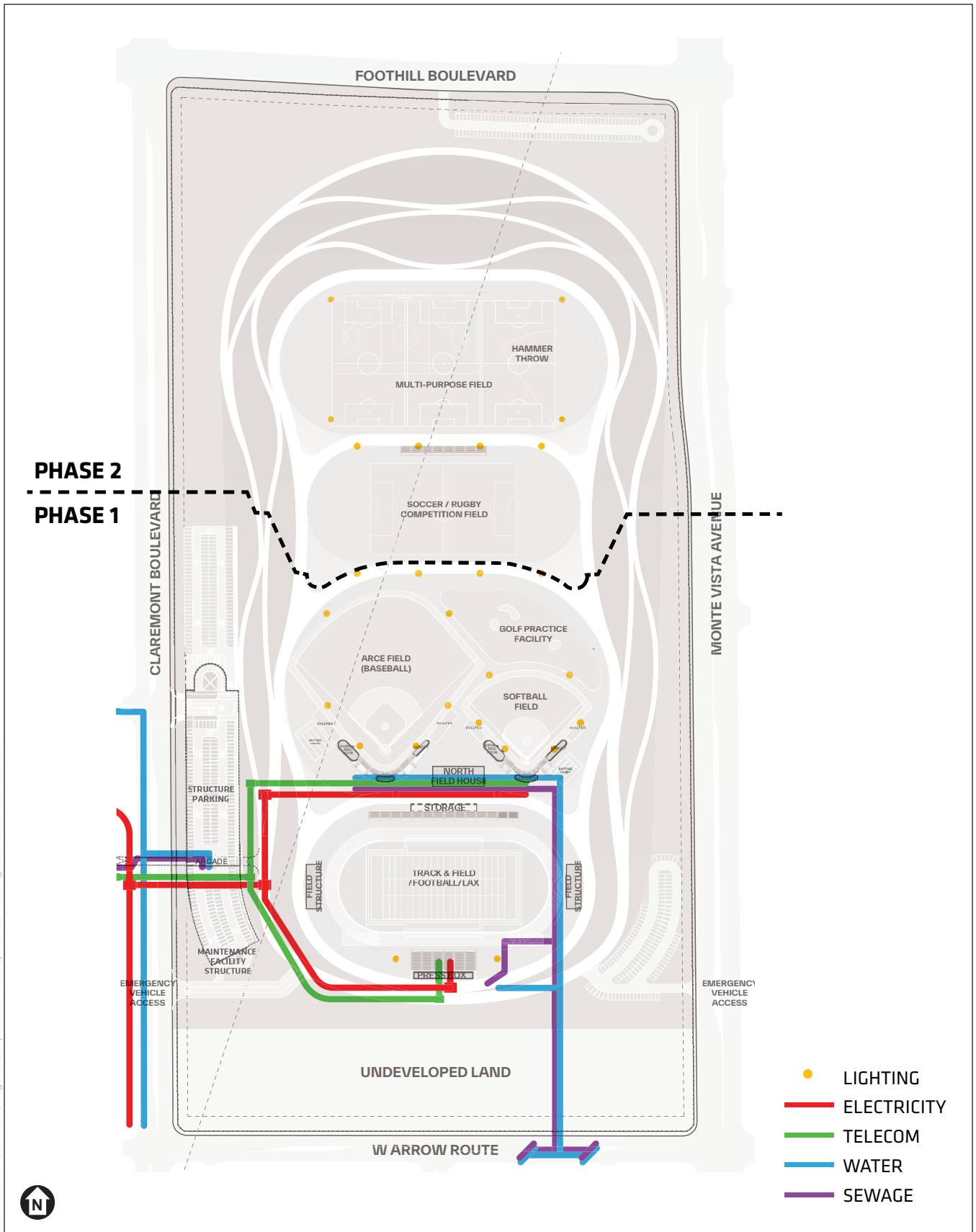
PDF-2: Prior to start of ground-disturbing activities, a Qualified Archaeologist (defined as meeting the Secretary of the Interior's Professional Qualification Standards for archaeology) shall be retained in the event of an archaeological find and to conduct cultural resources sensitivity training for construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

PDF-3: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted in the vicinity of the find and a Qualified Archaeologist shall be notified. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist. The City shall consult with appropriate Native American representatives in determining treatment for

any prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are scientifically important, are considered. If a resource is determined by the Qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan for the resources.

PDF-4: If human remains are encountered during implementation of the Project, in accordance with State Health and Safety Code Section 7050.5 no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
- If the remains are determined to be of Native American descent, the Coroner is required to notify NAHC within 24 hours .
- The NAHC is required to immediately notify the person it believes to be the MLD of the deceased Native American.
- The MLD is require to, within 48 hours, make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of human remains and grave goods.
- If the owner does not accept the MLD’s recommendations, the owner or the MLD may request mediation by the NAHC.



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SOURCE: Bjarke Ingels Group, 2024

Claremont McKenna Roberts Campus Sports Bowl
Addendum to Claremont Colleges East Campus Final EIR

Figure 2-16
Revised Project Preliminary Utility Layout



CHAPTER 3

Environmental Setting, Impacts, and Mitigation Measures

3.0 Introduction to the Analysis

This Addendum to the Final Environmental Impact Report (Final EIR) for the Claremont Colleges East Campus (State Clearinghouse Number 2010021040) has been prepared in accordance with California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and applicable rules and regulations of the City of Upland who is the Lead Agency and the City of Claremont who is a Responsible Agency. This Addendum to the Final EIR evaluates the potential environmental impacts associated with the implementation of the proposed Roberts Campus Sports Bowl (Revised Project). This Addendum to the Final EIR is intended to serve as an informational document for the public agency decision-makers and the public regarding the proposed Revised Project.

3.0.1 Overview of Environmental Setting

This section provides a general overview of the environmental setting for the proposed Revised Project. More detailed description of the environmental setting is provided for each environmental issue within their respective sections found in Sections 3.1 through 3.20.

Project Site and Vicinity Setting

The Project site included sand and mining operations that began in the 1920's and ended in 1972. Portions of the gravel pit reach depths of up to 100 feet below its original ground surface. In late 1972, the site was permitted for disposal of inert debris consisting of non-decomposable, non-water soluble, inert solids. Inert debris landfill activities continued until the fourth quarter of 2023 which is when the inert debris landfill no longer accepted inert debris. Landfill maintenance, and construction staging and parking currently continue on the Project site. The vegetation on the Project site is extensively disturbed from these various activities, including ongoing maintenance activities at the Project site. The Roberts Campus East portion of the Project site is surrounded by existing streets: Foothill Boulevard to the north, Claremont Boulevard to the west, Arrow Highway to the south and Monte Vista Avenue to the east. The portions of the proposed arcade located outside of Roberts Campus East are located west of Roberts Campus East, under Claremont Boulevard and west of Claremont Boulevard within an area that has been graded and is currently used as a construction staging area for the Robert Day Science Center.

Land uses surrounding the site include Claremont McKenna College and Pitzer College to the west. These college uses include the Robert Day Science Center construction area, golf practice area, softball field, student housing and the football/track/lacrosse field south of 9th Street and surface parking, administration office, and dorms north of 9th Street. Immediately south of Foothill Boulevard and west of Claremont Boulevard is the Pitzer College arboretum. To the northwest is a commercial center and a multiple-family residential community further to the northwest. Immediately to the north is an additional commercial center as well as open space that includes disturbed vegetation. Northeast of the Project site is an office complex, open space, San Antonio Creek Channel and further to the northwest is Cable Airport. East of the Project site includes commercial and office uses, a residential condominium complex that was constructed after certification of the Final EIR, and a water recharge basin located immediately east of Monte Vista Avenue. Southeast of the Project site is a multiple family residential complex. South of the Project site is a commercial center and College Park Condominium Complex. Southeast of the Project site is a portion of Claremont McKenna College with several buildings, one of which previously contained the Children’s School at Claremont McKenna College; however, this use was discontinued after the certification of the Final EIR. Currently, these buildings are used for limited campus administrative uses.

Cumulative Projects Setting

Cumulative projects include recently completed projects, projects currently under construction, and future projects currently in development in the general vicinity of the Project site. These projects are located within the City of Upland and the City of Claremont and include residential, institution, commercial, office, warehouse, industrial, and park uses. Specific development projects proposed in the vicinity of the Project site are listed in **Table 3.0-1**, below.

3.0.2 Scope of the Environmental Impact Analysis

In accordance with Section 15126 of the CEQA Guidelines, this chapter provides an analysis of the direct and indirect environmental effects associated with the Revised Project. These impacts are evaluated with respect to current conditions and compared to the impacts identified in the Final EIR for the Approved Project. The determination of whether an impact of the Revised Project is significant is based on the significance thresholds and methodology identified for each environmental issue. In accordance with Appendix G of the CEQA Guidelines, this chapter assesses the Revised Project’s potential effects on the following environmental resources:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions

- Hazard and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

3.0.3 Approach to Environmental Analysis

Sections 3.1 through 3.20 of this Addendum to the Final EIR include an update of the environmental setting on and in the vicinity of the Project site and identifies any applicable changes to the environmental conditions that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. These sections also include the thresholds of significance and a brief summary of the environmental impacts and mitigation measures addressed in the Final EIR as well as the potential environmental impacts associated with the Revised Project. Each section addresses the project-level and cumulative impacts and mitigation measures for both the Approved Project and the Revised Project.

Finally, these sections provide a conclusion for each environmental impact of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an environmental impact; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an environmental impact; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to each environmental issue addressed.

**TABLE 3.0-1
CUMULATIVE PROJECT LIST**

No.	Project Name	Address	Description	Size	Units
City of Claremont					
1.	Arbor Pointe SFRs	210 @ Monte Vista (SWC)	13 lot subdivision	N/A	13 SFRs, 13 JADUs, and 11 detached ADUs
2.	CGU Master Plan	Bounded by Foothill Blvd., Dartmouth Ave., Seventh St., and College Ave.	Addition of 475 regularly enrolled students, 99 faculty and staff, and expansion, remodeling, and replacement of campus facilities	170,000 sf	N/A
3.	Doubletree Hotel/Old House School Specific Plan	North of Foothill Blvd. and west of Indian Hill Blvd.	Construction of residential condominiums/townhomes and a new 240-space parking structure	N/A	126 units
4.	Harvey Mudd College 2015 Master Plan Amendment	South of E. Foothill Blvd. and north of Platt Blvd., between N. Dartmouth Ave. and N. Claremont Blvd.	Increase of current building floor area and enrollment entitlement from 800 students to 900 students	902,411-903,911 sf 35,000 sf (remaining)	N/A
5.	Keck Science Center Expansion	925 N. Mills Ave.	3-story semi-detached building for Keck Science Center labs and classrooms located on existing surface level parking lot	70,000 sf	N/A
6.	Knight's Inn Redevelopment (formerly proposed as Hampton Inn & Suites)	701 S. Indian Hill Blvd.	Demolition of the existing 2-story motel and construction of a 4-story hotel	N/A	120 units
7.	La Popular Restaurant & Drezner Lofts	235 N. Yale Ave.	Construction of a new Mexican restaurant with outdoor dining area and conversion of existing mezzanine to new studio apartments	3,850 sf	5 studio apartments
8.	Med Density Housing Per General Plan Housing Element Update	Citywide	New housing units planned for through October 15, 2029	N/A	1,711 units
9.	Olson 56 Unit Townhomes	1030 W. Foothill Blvd.	New attached townhomes and live work units (350 sf each)	4,200 sf for live work units	56 attached townhomes 12 live work units
10.	Pomona College 2015 Master Plan	Campus-Wide	Increase of 50 students, 60 staff and faculty, and square feet of campus space	205,400 sf	N/A
11.	Senior Low Income Housing	956 W. Baseline Rd.	Low-income senior housing project	N/A	15 units

No.	Project Name	Address	Description	Size	Units
12.	South Village Development Project	Indian Hill to Bucknell, Rail ROW to Arrow Hwy	Mixed-Use, Transit-Oriented Development designated to expand the Claremont Village including residential units, retail, office space, and 1,195 parking spaces	34,000 sf restaurant 52,000 sf retail 26,000 sf office space	610 units 103 flat-style condo units 21 Townhomes
13.	Trumark Homes	2323 Forbes Ave.	SFR detached units with internal ADUs	N/A	56 SFR 6 ADUs
14.	City Ventures Townhomes	840 S. Indian Hill Blvd.	New townhomes	92,800 sf	65 townhomes
15.	Larkin Place	731 Harrison Ave.	Permanent supportive housing development	N/A	36 units
16.	TCCS Student Services Building	800 N. Dartmouth Ave., located at Mudd Quadrangle on Dartmouth south of 10 th St.	New student services building for Claremont College students	30,000 sf	N/A
17.	Mervy Housing Affordable Housing	1364 N. Towne Ave.	100% Affordable Housing Development (Veteran Housing)	N/A	74 units
18.	TTM 62814	365 San Jose Ave.	Residential townhomes	N/A	13 townhomes
City of Upland					
19.	Wendy's Remodel	187 S. Mountain Ave.	Façade and interior remodel of Wendy's restaurant	N/A	N/A
20.	Quick Quak Car Wash	950 Monte Vista Ave.	Automated drive-thru car wash with ancillary vacuum stations	2,596 sf	N/A
21.	Bridge Point Upland Project	NEC of Central/Foothill	Warehouse/Parcel delivery service building	201,096 sf	N/A
22.	Lennar at the Enclave	W. Foothill Blvd.	Development of residential units comprised of detached and attached condominium units	N/A	192 residential units 116 detached condo units 76 attached condo units
23.	Mixed Commercial/Industrial Development	1750-1780 W. Foothill Blvd.	Retail building and industrial condominium units within two-multi tenant industrial buildings	3,570 sf retail building 45,476 sf and 55,616 sf industrial buildings	4 condo units
24.	T & T Industrial	1701 W. 11 th St.	Two office and warehouse buildings	56,000 sf	N/A
25.	Yellow Iron	2068 W. 11 th St.	Light industrial park with five buildings, including 6-lot subdivision	77,000 sf	N/A
26.	Rose Glen Specific Plan	1400 E. Arrow Hwy	Two-story single family detached residential homes	N/A	64 SFR
27.	Bullwinkle's Family Fun Center	1500 W. 7 th St.	Remodel of existing amusement park, including façade, parking lot, and interior improvements	N/A	N/A

No.	Project Name	Address	Description	Size	Units
28.	Citrus Village Senior Living	911 W. Arrow Hwy	Senior housing development with affordable housing, independent living, assisting living, and a 30-bed facility for memory care residents	N/A	62 affordable units 98 independent living units 74 assisted living units
29.	The Courtyard at Upland	968 W. 7 th St.	Partial reconstruction of apartment units within an existing legally non-conforming multi-family apartment complex, damaged by fire	N/A	36 units
30.	Huntington Drive Apartments	1910 Huntington Dr.	Construction of a 3-story multi-family residential apartment development with 14 low-income affordable units	N/A	84 units
31.	Upland Reliability Project	1975 N. Benson Ave.	Construction and operation of a new battery energy storage system facility including storage enclosures and associated electrical equipment on concrete foundations, including medium voltage transformers and power conversation system	N/A	N/A
32.	9 TH Street Apartment	1739 9 th St.	Construction of a 2-story apartment complex with density bonus and 2 units designated as low-income	N/A	19 units
33.	McDonalds	1590 W. Foothill Blvd.	Demolition of the existing 1,471 sf McDonalds restaurant and construction of a new McDonald's restaurant with indoor dining and dual order point drive-through	4,266 sf	N/A

SOURCE: KOA Company, 2024.

3.0.4 Organization of Environmental Issue Area

The Project is expected to achieve the objectives outlined in Section 2.3, of Chapter 2 of this Addendum to the Final EIR. Environmental resources that are addressed in Sections 3.1 through 3.20 include a discussion of the environmental setting, regulatory setting, thresholds of significance, and impacts (which includes a discussion of mitigation measures). A brief description of these components that are addressed is provided below.

Introduction

This section provides a brief discussion of the specific issues that are addressed and a summary of the types of information documented. Where applicable, this section includes a reference to any technical documentation prepared for the Revised Project.

Environmental Setting

This section provides an update to the existing conditions documentation provided in the Final EIR for each environmental impact section. The Approved Project was evaluated against the conditions that existed when the EIR commenced. The Revised Project is compared to the current conditions in determining its project-specific impact and its contribution to a cumulative impact.

Regulatory Setting

The Regulatory Setting section provides a summary of the regulatory environment as it currently exists. The regulatory framework used in this Addendum to the Final EIR includes the relevant federal, state, regional, and local regulations and policies that are applicable to the Revised Project.

Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, significance criteria have been developed for each environmental resource and are defined at the beginning of each impact analysis section. The significance of potential impacts is categorized as follows:

- **Significant and Unavoidable:** mitigation might be recommended but impacts remain significant;
- **Significant:** mitigation is required and impacts are potentially significant prior to inclusion of mitigation measures;
- **Less than Significant with Mitigation:** potentially significant impact but mitigated to less than significant;
- **Less than Significant:** mitigation is not required under CEQA; or
- **No Impact.** Mitigation is not required under CEQA.

Impacts Analysis

This section includes a summary of the impacts of the Approved Project as discussed in the Final EIR. In addition, this section includes a discussion of the changes that may occur to existing physical conditions if the Revised Project is implemented. The evaluation of these changes are

based upon the identified significance criteria. This section also includes a project-level impact analysis and a cumulative impact analysis. The analysis estimates the magnitude of each impact without the adoption of any mitigation measures, considers the mitigation measures required for the Approved Project and identifies feasible mitigation, or revisions to existing mitigation measures, for any potentially significant project-level or cumulative impacts. Mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact.

Conclusion

This section compares the Revised Project’s level of impact with the impact of the Approved Project as identified in the Final EIR. This discussion also includes a comparison of the level of impact after the implementation of mitigation measures. The resulting impacts could be identified as “no impact”, “less than significant impact”, or significant and unavoidable impact”. If the Revised Project includes the same or less adverse impact conclusion as the Approved Project, the decision makers for the Revised Project can rely on the same Findings of Fact that was prepared pursuant to CEQA Section 15091 and adopted for the Approved Project. In addition, if the Revised Project includes a similar “significant and unavoidable impact” conclusion as the Approved Project, the decision makers for the Revised Project can rely on the same statement of overriding considerations that were prepared pursuant to CEQA Section 15093 and adopted for the Approved Project.

3.0.5 Cumulative Analysis

The cumulative analyses for the Approved Project were summarized from the Final EIR. The cumulative analyses for the Revised Project were prepared in accordance with Section 15130 of the State CEQA Guidelines that requires cumulative impacts of a project to be discussed when the incremental effects of a project are cumulatively considerable. “Cumulative impacts” are defined as two or more individual effects which, when considered together, are considerable or which compound or increase environmental impacts as identified in CEQA Guidelines Section 15355. “Cumulatively considerable” means that the incremental effects of an 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. According to CEQA Guidelines Section 15130(b), elements considered necessary to provide an adequate discussion of cumulative impacts of a project include either: (1) list of past, present, and probable future projects producing related or cumulative impacts; or (2) a summary of projections contained in an adopted local, regional or statewide plan, or related planning document which is designed to evaluate regional or area-wide conditions. The cumulative analysis conducted for the Revised Project includes the list of past, present, and probable future projects producing related or cumulative impacts. This list of projects is provided in Table 3.0-1.

3.1 Aesthetics

3.1.1 Introduction

This section addresses aesthetic and visual resources related to scenic vistas, scenic resources within a state scenic highway corridor, visual character, and light and glare that are within or visible from the Project area and the potential of the Revised Project to impact those resources. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the aesthetic and visual setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the aesthetic and visual resource impacts and mitigation measures addressed in the Final EIR as well as the potential aesthetic and visual resource impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to aesthetics; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to aesthetics; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to aesthetics.

3.1.2 Environmental Setting

The Project site is a former aggregate quarry. It was mined for aggregate materials to a depth of approximately 50 to 80 feet. There are no buildings, no distinctive natural landscape features such as trees, streams, rock outcroppings or any other unique landforms on site. No designated scenic highways exist within the immediate area, although within the City of Upland, Foothill Boulevard is designated as a route of scenic and historic value. The area in the vicinity of the Project site primarily includes urban uses. These uses include Claremont McKenna College and Pitzer College to the west. The college uses include the Robert Day Science Center construction area, golf practice area, softball field, student housing and the football/track/lacrosse field south of 9th Street and surface parking, a four-story administration office, and three- and four-story dorms north of 9th Street. Immediately south of Foothill Boulevard and west of Claremont Boulevard is the Pitzer College arboretum. To the northwest is a one-story commercial center and a two-story multiple-family residential community further to the northwest. Immediately to the north is an additional one-story commercial center as well as open space that includes disturbed vegetation. Northeast of the Project site is a one-story office complex, open space, San Antonio Creek Channel and further to the northwest is Cable Airport. East of the Project site includes one-story commercial and office uses, a two-story residential condominium complex that was constructed after certification of the Final EIR, and a water recharge basin located immediately east of Monte Vista Avenue. Southeast of the Project site is a three-story multiple family residential complex.

South of the Project site is a one-story commercial center and the two-story College Park Condominium Complex. Southeast of the Project site are two-story buildings that previously included the Children's School at Claremont McKenna College; however, this use was discontinued after the certification of the Final EIR (i.e., 2020). Currently, the buildings house some administrative uses.

The Project site contains no man-made sources of light. Previous operational activities associated with the Class III inert debris landfill have ceased except for maintenance. No sources of light currently exist on the Project site other than headlights of vehicles entering and leaving the Project site during the early morning and late evening hours, depending on the time of year.

3.1.3 Regulatory Setting

The following are the aesthetics regulations applicable to the Revised Project.

Upland Zoning Code

The applicable sections of the City of Upland Municipal and Zoning Ordinance Code address parking lot lighting as well as general lighting to enhance safety while avoiding light and glare nuisances to surrounding properties.

The City of Upland updated their Municipal Code in October 2022 that resulted in revisions to lighting requirements. Section 17.14.030, General Standards, of the Upland Zoning Ordinance currently regulates outdoor lighting. The following general standards shall apply to all outdoor lighting installed after the effective date of the ordinance codified in this chapter:

- A. Light trespass that results in glare is prohibited.
- B. All residential lighting over 750 lumens per fixture shall be adequately shielded, and directed such that no direct light falls outside the property line or into the public right-of-way, as illustrated in Figure 17.14-1 (Inadequate and Adequate Shielding) and Figure 17.14-2 (Light Source Not Directly Visible Outside Property Perimeter). Residential lighting 750 lumens or below is exempt from a shielding requirement.
- C. All non-residential outdoor lighting shall be located, adequately shielded, and directed such that no direct light falls outside the property line or into the public right-of-way.
- D. New development that includes common areas shall be maintained with a minimum 1.0 foot-candle power on walkways and in parking lots. However, there shall be zero measurable foot-candle power at the property line.
- E. The Development Services Director or designee may require motion-activated or heat (infrared)-activated lighting within public or common recreational areas, pedestrian entry points, or other targeted areas as appropriate to deter crime and enhance public safety.
- F. Luminaires shall be so designed and shielded by horizontal cutoff to eliminate all light directed above the horizontal plane, as illustrated in Figure 17.14-1 (Adequate Shielding). The lower edge of the luminaire's housing shall extend below the entire light source and all glassware so that any light emitted above the horizontal is eliminated. Light-directing refractors shall be considered to be light sources.

- G. Outdoor lighting shall comply with the State of California Title 24 Energy Efficiency Standards outdoor lighting requirements. If a conflict between the requirements of this chapter and the State of California Title 24 Energy Efficiency Standards arises, that which produces the least glare shall apply.

The City of Upland also includes lighting standards for parking areas within Section 17.14.050, Parking and High Travel Area Lighting, of the Upland Zoning Ordinance.

- A. Parking area luminaires shall be no taller than 20 feet as measured from the adjacent grade to their tallest point. Taller poles may be approved by the Development Services Director.
- B. Lighting, where provided to illuminate parking, sales, or display areas shall be hooded or shielded and comply with Section 17.14.030 (General Standards).

In addition, the City of Upland has lighting regulations for recreational facilities in Section 17.14.060, Recreational Facilities, of the Upland Zoning Ordinance. These regulations include:

- A. Any light source permitted by this chapter may be used for lighting outdoor recreational facilities (public or private) provided all of the following conditions are met:
1. All fixtures used for event lighting shall be fully shielded as defined in Section 17.14.030 (General Standards), or be designed or provided with sharp cut-off capability, so as to minimize up-light and glare.
 2. Exterior lighting is turned off before or as near to 11:00 PM as practical except to conclude a scheduled event that was in progress before 11:00 PM.

Claremont Zoning Code

The applicable sections of the City of Claremont Municipal Code that includes the Zoning Code address outdoor lighting and glare (Section 16.154.030) and parking lot lighting (Section 16.136.050.G). The City also includes an architectural review that establishes the responsibilities and procedures for review of new development and redevelopment (Chapter 16.300).

Current Claremont Zoning Code Regulations – There are no outdoor lighting and glare updates to the Claremont Zoning Code discussion provided in the Final EIR that are applicable to the Revised Project.

3.1.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Revised Project could have a significant impact related to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista (see Impact 3.1-1, below).
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (see Impact 3.1-2, below).
- Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly

- accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (see Impact 3.1-3, below).
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (see Impact 3.1-4, below).

The analysis of the Approved Project under Impact 3.1-3 included an evaluation of the existing visual character because at the time the Initial Study/Notice of Preparation was prepared for the Approved Project, the City of Upland, consistent with the State CEQA Guidelines Environmental Checklist in effect at that time, only required a discussion of visual character. The current City of Upland and current CEQA Guidelines Environmental Checklist requires projects within urbanized areas, as is the case with the Revised Project, to evaluate if there is a conflict with applicable zoning and other regulations governing scenic quality. However, the analysis for the Revised Project under Impact 3.1-3 includes both analyses (visual character and conflict with applicable zoning and other regulations governing scenic quality) for consistency with the thresholds analyzed in the Final EIR.

3.1.5 Impact Analysis

Scenic Vistas

Impact 3.1-1: The Approved Project and the Revised Project would result in less than significant and less than cumulatively considerable impacts on a scenic vista.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not result in an impact on a scenic vista. Since the sports fields and related facilities would lie well below street level, the Approved Project would not adversely affect any scenic vistas such as views of the San Gabriel Mountains to the north, and therefore a less than significant impact would occur. No mitigation measures were identified.

Cumulative

The Final EIR did not address cumulative scenic vista impacts since the Approved Project would result in less than significant impacts on scenic vistas. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would provide athletic facilities on the Project site. The City of Upland and City of Claremont do not have any designated scenic views or vistas in the vicinity of the Project site. Similar to the Approved Project, the Revised Project would include light standards for surface parking lots, at grade parking structure and the athletic facilities. Under the Revised Project, light standards will be located within the surface parking lots proposed immediately south of Foothill Boulevard, surface parking lot and at grade parking structure east of Claremont Boulevard and surface parking lot within the southeast portion of the

Project site adjacent to Monte Vista Avenue. The parking lot light standards would be approximately 250 feet above grade while the light standards for the athletic facilities would extend up to 70 feet above grade. Because the parking lot light standards would include single poles with hooded light fixtures, these standards would not be bulky and would not substantially impede views. The proposed light standards for the athletic facilities in the northern portion of the Project site would not extend higher than the existing elevation of Foothill Boulevard. In the southern portion of the Project site, light standards would extend approximately 35 feet to 50 feet above the existing elevation of W. Arrow Route and approximately 20 feet to 30 feet above the existing elevations of Claremont Boulevard and Monte Vista Avenue. However, due to the distance of the light standards from the surrounding streets (i.e., a minimum of 300 feet) and because the light standards are not bulky, they would not substantively obstruct views of the San Gabriel mountains north of the Project site. Therefore, the Revised Project would result in a less than significant impact on scenic vistas.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont. Because there are no designated scenic vistas within either city, the implementation of the cumulative projects would not impact designated scenic vistas. Although there are no designated scenic vistas, views of the San Gabriel Mountains to the north are available across the Project site and surrounding areas. There is potential for cumulative projects to be located in close proximity to a public viewpoint that could potentially impact views of the San Gabriel Mountains. However, the implementation of the Revised Project would provide minimal structures within northern views from W. Arrow Route, northeastern views from Claremont Boulevard and northwesterly views from Monte Vista Avenue. Because the Revised Project would result in less than significant impacts to scenic vistas, the Revised Project would result in a less than cumulatively considerable contribution to cumulative impacts to scenic vistas.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would not impact scenic vistas and the evaluation of the Revised Project found that the Revised Project would result in less than significant impacts to scenic vistas. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Scenic Resources

Impact 3.1-2: The Approved Project would result in no impacts and would not contribute to cumulative impacts on scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

The Revised Project would result in less than significant and less than cumulatively considerable impacts on scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not result in an impact on scenic resources because there are no buildings, no distinctive natural landscape features such as trees, streams, rock outcroppings or any other unique landforms on site. No mitigation measures were identified.

Cumulative

The Final EIR did not address cumulative impacts on scenic resources because the Approved Project would result in no impacts to scenic resources. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed in the Initial Study/Notice of Preparation prepared for the Final EIR, there are no State designated scenic highways that exist within the immediate Project area. Therefore, as with the Approved Project, the Revised Project would not impact State designated scenic highways. Foothill Boulevard is designated as a route of scenic and historical value by the City of Upland within its General Plan and because surface parking is proposed immediately adjacent to Foothill Boulevard there will be new light standards as well as landscaping. However, similar to the Approved Project, the proposed light standards associated with the athletic facilities in the northern portion of the site would not extend higher than the existing elevation of Foothill Boulevard. There are currently existing surface parking and landscaping that occur along Foothill Boulevard within the City of Upland, and the implementation of lighting and landscaping would not damage any scenic resources. Therefore, less than significant impacts would occur with the implementation of the Revised Project with respect to scenic resources.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont. Some of these cumulative projects could be located adjacent to or along the Foothill Boulevard, a route of scenic and historic value. There is a possibility that these future development projects could substantially affect views along Foothill Boulevard. Because the Revised Project would result in a less than significant impact on a scenic route such as Foothill Boulevard, the Revised Project's contribution to potential cumulative impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would not impact scenic resources, including resources along a scenic route. As discussed above, the Revised Project would result in less than significant impacts to scenic resources, including resources along scenic routes. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Visual Character

Impact 3.1-3: The Approved Project would result in no impacts and would not contribute to cumulative impacts on the existing visual character or quality of public views of the site and its surroundings. The Approved Project was not evaluated for potential conflicts with applicable zoning and other regulations governing scenic quality.

The Revised Project would result in less than significant impacts and would have less than cumulatively considerable impacts on the existing visual character or quality of public views of the site and its surroundings. The Revised Project would have no conflicts with applicable zoning and other regulations governing scenic quality.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would change the visual character of the Project site through a variety of landscaping and development enhancements that would be an improvement to the existing aesthetic character of the site, which consists of a former quarry and inert debris landfill that includes bare ground and mounds of dirt and rocks with minimal vegetation. Therefore, the Approved Project would result in no adverse impact on the visual character of the Project site. No mitigation measures were identified.

Cumulative

The Final EIR did not address cumulative impacts on visual character because the Approved Project would result in no adverse impacts on the visual character of the Project vicinity. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, implementation of the Revised Project would change the current visual character through a variety of landscaping and development enhancements that would be considered an improvement to the existing aesthetic character of the site. The existing bare ground and mounds of dirt and rocks with minimal vegetation is on the Project site while the Revised Project will include native landscaping along the majority of the perimeter of the site surrounding turf fields. Since certification of the Final EIR, the area surrounding the Project site has had a few modifications. A new residential condominium complex was constructed along the east side of Monte Vista Avenue and a commercial development was constructed along the south side of Arrow Route. In addition, there have been some street improvements along Foothill Boulevard. The landscaping and development enhancements associated with the Revised Project will provide a continuing transformation of undeveloped land in the vicinity of the Revised Project. Under the Revised Project, construction activities would result in a short-term alteration to the visual character of the Project site through the use of construction equipment and materials such as excavators, haul trucks, cranes, and stockpiles. Construction activities are anticipated to occur in two primary phases each of may include sub-phases for development of the sports fields and related improvements; however, the activities would be similar to the current landfill maintenance and construction staging activities that occurred on the Project site for decades and would not represent a substantial change in the visual characteristics of the site. Therefore, construction activities would result in a less than significant impact on the quality of the visual character of the Project site. After construction activities as well as the implementation of the athletic facilities and associated landscaping occur, the visual characteristics of the Project site would be enhanced compared to the existing bare ground and mounds of dirt and rocks and would not result in adverse visual impacts.

The City of Upland includes zoning regulations to maintain scenic quality within the City of Upland. These regulations include maximum floor area ratios, setbacks and structure heights (Section 17.08.030 Development Standards for Special Purpose Zones). The Revised Project includes a minimal number of single-story structures, and therefore would be substantially less than the maximum floor area ratio of 0.5. In addition, the proposed structures will be set back from the surrounding streets by substantially more than the minimum setback requirement of 20 feet because the nearest structure within the City of Upland to the existing street system is more than 200 feet. Furthermore, the proposed structures within the Revised Project will be single story and less than the maximum allowable structure height of 45 feet. As described above, the implementation of the Revised Project would not conflict with the applicable City of Upland regulations governing scenic quality.

The City of Claremont also includes zoning regulations to maintain scenic quality within the City of Claremont. These regulations include visual screening (Zoning Code Section 16.142) that requires screening of trash enclosures, mechanical equipment, and storage areas as well as environmental protective standards (Zoning Code 16.154) that includes requirements to screen outside storage and maintain properties to reduce detrimental and unsightly effects on adjacent and nearby properties. The Revised Project will visually improve an existing site that has included inert landfill operations resulting in bare ground and mounds of dirt and rocks with

minimal vegetation. The Revised Project includes planting native landscaping surrounding various turf athletic fields. The proposed structures that include field houses, storage, and maintenance facilities will be screened from adjacent properties due to the distance and elevation differences compared to the adjacent property owners. The Revised Project is also consistent with the minimum setback, maximum height, maximum lot coverage, and floor area ratio that the Claremont Zoning Code regulates to ensure scenic quality. The nearest building structure proposed on the Project site that extends above the street level will be setback from the surrounding streets by more than 200 feet and will be consistent with Section 16.069.050 (Minimum Setbacks) of the Zoning Code. The Revised Project will include structures onsite that will be less than the allowed maximum height of 100 feet when setback more than 200 feet from an existing single family residential district which is located southwest of the Arrow Route and Claremont Boulevard intersection and will be consistent with Section 16.069.060 (Height) of the Zoning Code. Because the Revised Project is an athletic facility with a minimal number of onsite structures, the Revised Project would include a floor area ratio that is substantially less than the maximum allowable ratio of 1.0 and consistent with Section 16.069.070 (Maximum Lot Coverage) of the Zoning Code. As described above, the implementation of the Revised Project would not conflict with the applicable City of Claremont regulations governing scenic quality.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont. There is potential for cumulative projects to be located in the vicinity of the Project site and could result in an alteration of the existing visual character of the Project vicinity. Because the Revised Project would not result in adverse impacts on the visual characteristics and would be consistent with the cities' respective regulations governing scenic quality, the Revised Project would not contribute to cumulative adverse impacts on visual characteristics within the Project vicinity.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would not adversely impact the visual characteristics of the Project site. As discussed above, the Revised Project would also result in no adverse impacts to the visual characteristics of the Project site or vicinity. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Light or Glare

Impact 3.1-4: The Approved Project and the Revised Project would have potentially significant and cumulatively considerable light and glare impacts that would adversely affect day or nighttime views in the area; however, the impacts would be less than significant with mitigation.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR found that the Approved Project's lighting systems would not result in daytime light impacts because the light sources would be turned off during the day. Although no specifications for the lighting systems were provided, the evaluation in the Final EIR assumed that lighting would be similar to that currently installed in other areas of the Claremont McKenna College campus. For the parking areas, common pole-mounted lighting would be utilized. Pedestrian bollards may be installed on the Project site along interior pathways to illuminate walkways at night to provide safe pathways. Security lighting was assumed to be installed on accessory structures. In addition, light from automobiles entering and exiting the onsite parking areas were identified. The Final EIR identified that the lighting systems are common sources of light and typical for the urbanized character of the Project vicinity. Although these sources of light are common, the Final EIR found that the Approved Project's surface parking areas located within the City of Upland could have resulted in significant light impacts from the surface parking areas. As a result, Mitigation Measure 4.1.A-3 required submission of photometric plans to confirm that lighting from the parking areas do not exceed 0.5 foot-candles at the property lines of the neighboring properties and is consistent with applicable regulations and approved lighting and photometric plans. Therefore, with the implementation of Mitigation Measure 4.1.A.3, the lighting systems associated with the parking areas of the Approved Project would result in less than significant lighting impacts.

The Final EIR also found that the Approved Project's surface parking areas located within the City of Claremont would result in less than significant light impacts from the surface parking areas because the Approved Project was required to comply with the City of Claremont Municipal Code Development Standards (Zoning Code) Section 16.154.030 (Outdoor lighting and glare) and Section 16.136.050 (Development Standards for Parking Areas with Six or More Spaces), and Chapter 16.300 Architectural Review). These Zoning Code requirements include compliance with the outdoor lighting and parking lot lighting provisions of the City's Municipal Code and required to demonstrate that the lighting does not exceed 0.5 foot-candles at the property line of neighboring residential properties through the preparation of a photometric plan.

The Approved Project would also include light systems for the athletic facilities. Under the Approved Project, the football/track field was oriented in a north-south configuration in the southeastern portion of the site and anticipated to have field lighting. The football/track field lighting was to include approximately four, approximately 80 feet in height, metal poles with approximately 30 metal-halide fixtures each placed on the east and west sides of the field at approximately the home and away team's ten-yard lines. The Approved Project's field lighting would consist of "green" light poles and fixtures. Green lighting offers up to a 50 percent

reduction in energy consumption and a 50 percent reduction in spill light when compared to traditional field lighting due to the advanced reflector design. Lighting systems for other athletic facilities included four, 60-foot-high poles and with approximately 30 fixtures each for the baseball and softball fields. The Approved Project's field lighting for the remaining athletic facilities included 60-foot-high lighting systems that included light fixtures to be directed away from the surrounding streets.

The Final EIR found that the Approved Project's lighting systems for the athletic facilities were potentially significant in the City of Upland. Mitigation Measure 4.1.A-2, which eliminates nuisance glare and lighting by requiring future lighting to not exceed 0.5-foot candles at the property line of neighboring properties, was included to reduce the Approved Project's light impacts within the City of Upland on neighboring properties to less than significant.

The Final EIR found that the Approved Project's lighting systems for the athletic facilities located within the City of Claremont would result in less than significant light impacts on the surrounding neighboring properties because the Approved Project was required to comply with the City of Claremont Zoning Code requirements (Sections 16.154.030, Section 16.136.050 and Chapter 16.300). These Zoning Code requirements included compliance with the outdoor lighting provisions of the City's Municipal Code and demonstrate that lighting does not exceed 0.5 foot-candles at the property line of neighboring residential properties through the preparation of a photometric plan.

The Final EIR found that the Approved Project included perimeter landscaping and/or berms at a height that would minimize any potential for glare to impact surrounding properties. The structures as part of the Approved Plan were anticipated to be constructed in a similar manner as the adjacent campus with wood and stucco frames in either a modern or Spanish design. These materials do not reflect light in a manner that causes glare. Although it was unlikely that future structures would be constructed of materials such as polished metals or glass, neither the City of Upland or the City of Claremont specifically prohibit the use of such materials; therefore, a potentially significant glare impact onto adjacent properties and roadways was identified. Mitigation Measure 4.1.A-1, which prohibits reflective materials such as polished metal or glass to be incorporated into the project design unless the applicant can provide substantial evidence that such materials shall not cause glare impacts on surrounding properties or roadways, was recommended to reduce potential glare impacts to less than significant.

Cumulative

Implementation of cumulative projects would increase lighting in the Project vicinity and increase the potential for glare impacts. The City of Upland does not have standard conditions to reduce potential light impacts; however, the City of Claremont has standard conditions to reduce light impacts. Although cumulative impacts could be significant within the City of Upland, potential light impacts within the City of Claremont would be less than significant when the City's standard conditions are implemented by each cumulative project. As discussed in the Final EIR, the Approved Project would implement Mitigation Measures 4.1.A-2 and 4.1.A-3 within the portions of the Project site located within the City of Upland to reduce potential light impacts on neighboring properties to less than significant. Therefore, with the implementation of the City of

Claremont standard conditions and the mitigation measures identified above for the City of Upland, the Approved Project's contribution of lighting impacts was determined to be less than cumulatively considerable and less than significant.

Implementation of cumulative projects could increase glare impacts in the Project vicinity. Since neither the City of Upland or the City of Claremont currently regulates the use of reflective building materials, future development in the area could result in cumulative glare impacts. Because the Approved Project included the implementation of Mitigation Measure 4.1.A-1, potential glare impacts on surrounding uses would be less than significant. Therefore, the Approved Project's contribution to cumulative glare impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project includes similar types of lighting systems as the Approved Project. The Revised Project includes lighting systems for surface parking areas on the Project site and for the athletic facilities. Additional sources of light would come from automobiles entering and exiting the parking areas. Similar to the Approved Plan, the Revised Project also includes pedestrian bollards that may be installed on the Project site along interior pathways to illuminate walkways at night to provide safe pathways. Security lighting would also be installed on accessory structures.

Similar to the evaluation in the Final EIR for the Approved Project, the Revised Project assumes that lighting would be similar to that currently installed in other areas of the Claremont McKenna College campus. For the parking areas, common pole-mounted lighting would be utilized. Similar with the Approved Project, the Revised Project's surface parking areas located within the City of Upland could result in significant light impacts. As with the Approved Project, the implementation of Mitigation Measure 4.1.A-3, as updated below would reduce light impacts from parking areas to less than significant. Mitigation Measure 4.1.A-3 has been modified by removing the reference to a Upland Zoning Ordinance section that has been removed during the most recent update to the municipal code. As with the Approved Project, the Revised Project will be required to submit photometric plans to confirm that lighting from the parking areas do not exceed 0.5 foot-candle at the property lines of the neighboring properties.

As with the Approved Plan, the Revised Project's surface parking areas located within the City of Claremont would result in less than significant light impacts from the proposed surface parking areas because the Revised Project would be required to comply with the City of Claremont Zoning Code requirements (Section 16.136.030, Section 16.136.050 and Chapter 16.300). These requirements included compliance with the outdoor lighting and parking lot lighting provisions of the City's Municipal Code and required to demonstrate that the proposed lighting does not exceed 0.5 foot-candles at the property line of neighboring residential properties through the preparation of a photometric plan.

The Revised Project would include light systems for the athletic facilities. Under the Revised Project, the football/track/lacrosse field would be oriented in an east-west configuration in the southern portion of the site and would include field lighting similar to the Approved Project. The

football/track/lacrosse field lighting under the Revised Project would include approximately four, approximately 70 feet in height, metal poles with approximately 30 metal-halide fixtures each placed on the north and south sides of the field at approximately the home and away team's ten-yard lines. The height of the light poles under the Revised Project would be approximately 10 feet less in height than the light pole height under the Approved Project. Similar to the Approved Project, the Revised Project's field lighting would consist of "green" light poles and fixtures that would provide up to a 50 percent reduction in energy consumption and a 50 percent reduction in spill light when compared to traditional field lighting. Lighting systems for the other athletic facilities would include four, 70-foot-high poles and with approximately 30 fixtures each for the baseball and softball fields similar to the Approved Project. Field lighting for the remaining athletic facilities included 70-foot-high lighting systems that would include light fixtures to be directed away from the surrounding streets similar to the Approved Project. With the implementation of the Revised Project, the lighting systems for the proposed athletic facilities would be potentially significant in the City of Upland and less than significant in the City of Upland similar to the Approved Project. As with the Approved Project, implementation of Mitigation Measure 4.1.A-2, as updated below to reflect the current municipal code requirements, would reduce potential light impacts within the City of Upland on neighboring properties to less than significant. In addition, as with the Approved Project, the Revised Project would be required to comply with the City of Claremont Zoning Code requirements (Section 16.136.050, Section 16.154.030 and Chapter 16.300). These Zoning code requirements included compliance with the outdoor lighting provisions of the City's Municipal Code and demonstrate that proposed lighting does not exceed 0.5 foot-candles at the property line of neighboring residential properties through the preparation of a photometric plan. Compliance with these requirements would reduce the Revised Project's potential lighting impacts to less than significant.

As with the Approved Project, the Revised Project would include perimeter landscaping and/or berms at a height that would minimize any potential for glare to impact surrounding properties. The proposed structures are anticipated to be constructed in a similar manner as the adjacent campus with wood and stucco frames in either a modern or Spanish design. These materials do not reflect light in a manner that causes glare. Although it was unlikely that future structures would be constructed of materials such as polished metals or glass, neither the City of Upland nor the City of Claremont specifically prohibit the use of such materials. Therefore, as with the Approved Project, the Revised Project would result in a potentially significant glare impact onto adjacent properties and roadways. As with the Approved Project, the implementation of Mitigation Measure 4.1.A-1 would reduce potential glare impacts associated with the Revised Project to less than significant.

Cumulative

As discussed in the Final EIR, implementation of cumulative projects would increase lighting in the Project vicinity and increase the potential for glare impacts. Although cumulative impacts could be significant within the City of Upland, potential light impacts within the City of Claremont would be less than significant when the City's Zoning Code requirements are implemented by each cumulative project. Similar to the Approved Project, the implementation of Mitigation Measures 4.1.A-2 and 4.1.A-3, as updated below, within the portions of the Project site located within the City of Upland would reduce potential light impacts associated with the

Revised Project on neighboring properties to less than significant. Because the Revised Project would implement the City of Claremont Zoning Code requirements and the mitigation measures identified above for the City of Upland, the Revised Project's contribution of lighting impacts would be less than cumulatively considerable and less than significant.

Implementation of cumulative projects could increase glare impacts in the Project vicinity. Since neither the City of Upland nor the City of Claremont currently regulates the use of reflective building materials, future development in the area could result in cumulative glare impacts. As with the Approved Project, because the Revised Project included the implementation of Mitigation Measure 4.1.A-1, potential glare impacts on surrounding uses would be less than significant. Therefore, the Revised Project's contribution to cumulative glare impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project is required to implement Mitigation Measures 4.1.A-1 through 4.1.A-3. Mitigation Measures 4.1.A-2 and 4.1.A-3 were updated due to a change in the Upland Zoning Ordinance; however, the intent of the mitigation measures remains, and the revisions are not substantial. No new mitigation measures are required.

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.

4.1.A-2: (Revised) 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~~ eliminates nuisance glare and lighting of surrounding properties. ~~Compliance with Section 17.16.210 shall be confirmed through the preparation of a~~ 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.

4.1.A-3: (Revised) Prior to issuance of building permits, the project proponent shall submit photometric plans verifying that construction and installation of any future lighting within proposed parking lots eliminates nuisance 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 postconstruction light level analysis performed by a~~ A qualified professional shall 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 the approved lighting and photometric plans.

Conclusion

The Revised Project would result in similar light and glare impacts as the Approved Project. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.1.6 References

City of Upland. Upland Zoning Ordinance, Section 17.14, Outdoor Lighting. Nd. Available at: https://library.qcode.us/lib/upland_ca/pub/municipal_code/item/title_17-part_3-chapter_17_14, accessed on August 19, 2023.

City of Upland. Upland Zoning Ordinance, Section 17.08.030, Development Standards for Special Purpose Zones. Nd. Available at: <https://ecode360.com/44429196>, accessed on March 11, 2024.

City of Upland. Upland Zoning Ordinance, Section 17.22.060, Design and Performance Standards and Guidelines. Nd. Available at: <https://ecode360.com/44430591>, accessed on March 11, 2024.

City of Claremont. Claremont Municipal Code, Title 16 Zoning. Nd. Available at: <https://ecode360.com/43833939#43833939>, accessed on August 19, 2023.

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3.2 Agriculture and Forestry Resources

3.2.1 Introduction

This section addresses agricultural and forestry resources related to farmland, zoning for agricultural uses or forest land, forest conservation, and involving other changes to existing environment that result in non-agricultural or non-forest use and the potential of the Revised Project to impact those resources. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the agricultural and forestry setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the agricultural and forestry resource impacts and any mitigation measures addressed in the Final EIR as well as the potential agriculture and forestry resource impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to agriculture and forestry resources; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to agriculture and forestry resources; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to agriculture and forestry resources.

3.2.2 Environmental Setting

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified the Project site as “Urban and Built-Up Land” as shown on the latest map prepared pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program. No Williamson Act contracts were found on the Project site, and there are no adjacent agricultural uses. Historically, from the 1920’s until 1972, the Project site was used as an aggregate quarry. Since then, the site has been used as an inert debris landfill and construction parking and staging area. A majority of the site’s native topsoil has been removed due to past quarry operations and thus there is minimal soil value to support crop production. Neither the City of Upland nor the City of Claremont has designated the site for farming or other agricultural purposes. Since the approval of the Approved Project, there have been no changes to the Project site as it relates to the lack of farming and other agricultural purposes, and there have been no changes to the Project site’s zoning or land use designation to allow for farming or other agricultural purposes. The Initial Study prepared for the Final EIR identified that the Project site is designated as Institutional; Residential 15; Park and Resource Conservation and zoned Institutional Educational; Arbol Verde 1 and 2; and Park and Resource Conservation in the City of Claremont. The Project site is designated as Institutional and zoned

Special Purpose Zone in the City of Upland. The land use designation and zoning of the Project site have not changed since the certification of the Final EIR.

Based on a review of the California Forests and Timberlands map prepared by the California Department of Fish and Wildlife, there are no timberlands or forests located on the Project site (CDFW, 2015).

3.2.3 Regulatory Setting

Because the Project site is not designated as farmland by the California Department of Conservation (CDC) or the cities of Upland and Claremont, there are no farmland regulations that are applicable to the Project site. There are also no applicable timberland or forest regulations for the Project site because the site does not contain these resources.

3.2.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Revised Project could have a significant impact related to agriculture and forestry resources if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use (see Impact 3.2-1, below).
- Conflict with existing zoning for agricultural use, or a Williamson Act contract (see Impact 3.2-2, below).
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) (see Impact 3.2-3, below).
- Result in the loss of forest land or conversion of forest land to non-forest use (see Impact 3.2-4, below).
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use (see Impact 3.2-5, below).

3.2.5 Impact Analysis

Convert Farmland to Non-Agricultural Use

Impact 3.2-1: The Approved Project and Revised Project would not result in the conversion of Farmland or contribute to cumulative impacts to Farmland.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would result in no impact

related to the conversion of Farmland because the site does not contain farmland. Based on the California Department of Conservation Farmland Mapping and Monitoring Program, the site is identified as “Urban and Built-Up Land” which does not contain agricultural resources. No mitigation measures were identified.

Cumulative

The Final EIR did not address the cumulative conversion of Farmland since the Approved Project would not result in a Farmland conversion impact. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed for the Approved Project, the approximately 74-acre Project site does not contain Farmland as designated by the California Department of Conservation (DOC, 2022). The most recent Farmland Mapping and Monitoring Program identifies the Project site as “Urban and Built-Up Land” which does not contain agricultural resources. Therefore, as with the Approved Project, the Revised Project would not result in Farmland conversion impacts.

Cumulative

Because the areas of the cumulative projects are identified as “Urban and Built-Up Land” on the latest map prepared pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program, the implementation of the cumulative projects would not result in the conversion of Farmland. Because the Revised Project would not result in the conversion of Farmland, the Revised Project would not contribute to any cumulative conversion of Farmland.

Applicable Mitigation Measures to the Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As identified in the Final EIR for the Approved Project, the Revised Project would also not result in the conversion of Farmland. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Conflict with Existing Zoning for Agricultural Use or Williamson Act Contract

Impact 3.2-2: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts to existing zoning for agricultural use or Williamson Act contract.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would result in no impact related to Williamson Act because no Williamson Act contracts were found for the Project site. No mitigation measures were identified.

Cumulative

The Final EIR did not address the cumulative impact on Williamson Act contracts since the Approved Project would not result in the removal of existing Williamson Act contracts. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed for the Approved Project, the Project site does not contain Williamson Act contracts. Based on a review of the California Department of Conservation, California Williamson Act Enrollment Finder for 2022, the Project site is not enrolled (DOC, 2022). The site was used as an aggregate quarry from 1920's until 1972. Since then, the site has been used as an inert debris landfill and for construction parking and staging. As a result, the implementation of the Revised Project, similar to the Approved Project, would not result in impacts to Williamson Act contracted land.

Cumulative

Based on a review of the California Department of Conservation, California Williamson Act Enrollment Finder for 2022, there are no lands within either the City of Upland or the City of Claremont that are Williamson Act contracted land. Therefore, the implementation of the cumulative projects would not impact Williamson Act contracted land. Because the Revised Project would not impact Williamson Act contracted land, the Revised Project would not contribute to any cumulative impact on Williamson Act land.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As identified in the Final EIR for the Approved Project, the Revised Project would also not result in the impacts to Williamson Act contracted land. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the

involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Conflict with Existing Zoning for Forest Land or Timberland

Impact 3.2-3: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts from conflicts with existing zoning for forest land or timberland.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR did not specifically address this significance threshold because the issue was not included within the CEQA Guidelines Appendix G (Appendix A of the Claremont Colleges East Campus Final EIR). However, because the Initial Study discussed that the Project site is designated Institutional, there would be no conflict with existing zoning for forest land or timberland. No mitigation measures were identified.

Cumulative

The Final EIR and Initial Study did not address this cumulative significance threshold since the Approved Project would not result in impacts or conflicts with existing zoning for forest land or timberland. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project would not conflict with existing zoning of forest land or cause rezoning of forest land, timberland, or timberland zoned for Timberland Production. The Project site is currently designated in each city's general plan as Institutional. In addition, the City of Upland includes a zoning designation of Public/Institutional for the site and the City of Claremont includes a zoning designation of Institutional Education for the site. The Revised Project does not involve any changes to the current General Plan land use or zoning designations for forest land, or timberland. Additionally, there are no timberland zoned production areas within the project area or surrounding areas (CDFW, 2015). Therefore, no impact to forest land or timberland would occur.

Cumulative

Implementation of cumulative projects would not conflict with existing zoning for forest land or timberland based on a review of the Department of Conservation's California Important Farmland Finder. Therefore, implementation of the cumulative projects would result in less than significant impacts on land zoned for forest or timberland. Because the Revised Project would result in less than significant impacts on existing zoning for forest land or timberland, the Revised Project would result in a less than cumulatively considerable contribution to cumulative impact on existing zoning for forest land or timberland.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As identified in the Final EIR for the Approved Project, the Revised Project would not impact existing zoning of forest land or cause rezoning of forest land, timberland, or timberland zoned for Timberland Production. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Loss of Forest Land or Conversion of Forest Land to Non-Forest Use

Impact 3.2-4: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts from the loss of forest land or conversion of forest land to non-forest use.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR did not address this significance threshold (Appendix A of the Claremont Colleges East Campus Final EIR); however, the Final EIR discussed the site's condition as a former quarry and inert debris landfill and did not identify any forest uses on the Project site. No mitigation measures were identified.

Cumulative

The Final EIR and Initial Study did not address this cumulative significance threshold since the Approved Project would result in no impacts to forest land or the conversion of forest land. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

The Project area and surrounding areas contain no forest land (CDFW, 2015). Thus, implementation of the Revised Project would result in no impacts related to the loss or conversion of forest land to non-forest use.

Cumulative

Implementation of cumulative projects within the cities of Upland and Claremont would not require the loss of forest land or conversion of forest land to non-forest use based on a review of the Department of Conservation's California Important Farmland Finder. Therefore, implementation of the cumulative projects would result in less than significant impacts on loss of forest land or conversion of forest land to non-forest use. Because the Revised Project would result in less than significant impacts on existing zoning for forest land or timberland, it would

result in a less than cumulatively considerable contribution to cumulative impact on existing zoning for forest land or timberland.

Applicable Mitigation Measures to Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR and Initial Study did not address this significance threshold (Appendix A of the Claremont Colleges East Campus Final EIR); however, the Project site and surrounding area does not contain forest land. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Involve Other Changes Resulting in the Conversion to Non-Agricultural Use or Conversion to Non-Forest Use

Impact 3.2-5: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts involving conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR did not address this significance threshold because the issue was not included within the CEQA Guidelines Appendix G (Appendix A of the Claremont Colleges East Campus Final EIR). However, because the Initial Study discussed that the Project site is designated Institutional and does not contain agricultural uses, there would be no other changes caused by the Approved Project that would result in the conversion to a non-agricultural use or conversion to a non-forest use. No mitigation measures were identified.

Cumulative

The Final EIR and Initial Study did not address this cumulative significance threshold (Appendix A of the Claremont Colleges East Campus Final EIR) because the Approved Project would not result in the conversion to a non-agricultural use or conversion to a non-forest use. No mitigation measures were identified.

Proposed Revised Project Evaluation

Revised Project-Specific

The Project area and surrounding areas do not contain farmland or forest land; therefore, the implementation of the Revised Project would result in no impacts related to the conversion of farmland to a non-agricultural use or forest land to a non-forest land.

Cumulative

Implementation of cumulative projects would not require conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use based on a review of the Department of Conservation's California Important Farmland Finder. Therefore, implementation of the cumulative projects would result in less than significant impacts on the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Because the Revised Project would result in less than significant impacts on the conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use, the Revised Project would result in a less than cumulatively considerable contribution to cumulative impact on existing Farmland and forest land.

Applicable Mitigation Measures to Revised Project

As with the Approved project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR and Initial Study did not address this cumulative significance threshold (Appendix A of the Claremont Colleges East Campus Final EIR); however, the Project site and surrounding area does not contain farmland or forest land. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.2.6 References

- California Department of Conservation (DOC), 2022. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF>, accessed on September 29, 2023.
- California Department of Conservation (DOC), 2022. California Williamson Act Enrollment Finder. Available at: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>, accessed on September 29, 2023.
- California Department of Fish and Wildlife. 2015. California Forests and Timberlands. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109917&inline>, accessed on March 11, 2024.

3.3 Air Quality

3.3.1 Introduction

This section addresses current air quality impacts, and the potential of the Revised Project to result in impacts associated with violation of air quality standards, cumulatively considerable increases in criteria pollutants, and sensitive receptors. This section includes an update of the environmental setting on and in the vicinity of the Project site and identifies any applicable changes to the air quality conditions that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the impacts associated with air quality and mitigation measures addressed in the Final EIR as well as the potential air quality impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to air quality; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to air quality; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to air quality.

3.3.2 Environmental Setting

Regional Setting

The Project site is located in the eastern portion of the South Coast Air Basin (Air Basin). The Air Basin includes all of Orange County, Los Angeles County (excluding the Antelope Valley portion), the western, non-desert portion of San Bernardino County, the western Coachella Valley and San Gorgonio Pass portions of Riverside County, and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The South Coast Air Quality Management District (SCAQMD) is the local air district with jurisdiction over air pollution sources in the Air Basin. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

Criteria Air Pollutants

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by Federal, State and local regulatory agencies. These pollutants are referred to as

“criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted for them. A description of the health effects of these criteria air pollutants are provided below.

Criteria air pollutants of concern in the Air Basin include ozone (O₃), carbon monoxide (CO), and particulate matter (PM₁₀ and PM_{2.5}), as concentrations of these pollutants are above state and/or national ambient air quality standards. Sulfur dioxide, lead, visibility reducing particulates, sulfates, hydrogen sulfide, and vinyl chloride concentrations are well below state and/or national ambient air quality standards and are not air pollutants of concern in the Air Basin. **Table 3.3-1** lists the health effects associated with the criteria air pollutants of concern.

**TABLE 3.3-1
 HEALTH AND ENVIRONMENTAL EFFECTS OF CRITERIA AIR POLLUTANTS OF CONCERN**

Pollutant	Adverse Effects
Ozone	<ul style="list-style-type: none"> • People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from ozone exposure. • Breathing ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and airway inflammation. It also can reduce lung function and harm lung tissue. Ozone can worsen bronchitis, emphysema, and asthma, leading to increased medical care. • Ozone affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges and wilderness areas. In particular, ozone harms sensitive vegetation during the growing season.
Carbon Monoxide	<ul style="list-style-type: none"> • Breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain. • At very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death. • Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina.
Particulate Matter	<ul style="list-style-type: none"> • Particulate matter contains microscopic solids or liquid droplets that are so small that they can be inhaled and cause serious health problems. Such health effects include aggravating asthma and bronchitis, causing visits to the hospital for respiratory and cardiovascular symptoms, and contributing to heart attacks and deaths. Particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even enter the bloodstream. • Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including: premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing. • Fine particles (PM_{2.5}) are the main cause of reduced visibility (haze) in parts of the United States, including many national parks and wilderness areas.
Nitrogen Dioxide	<ul style="list-style-type: none"> • Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂. • NO₂, along with other oxides of nitrogen (NO_x), reacts with other chemicals in the air to form both particulate matter and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system.

SOURCES: USEPA, 2023a, USEPA, 2022a, USEPA 2022b, USEPA 2022c, CARB 2017.

Ozone (O₃)

Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. According to the USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath (USEPA 2023a). Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases such as asthma, emphysema and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease (USEPA 2023a). According to the California Air Resources Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath (CARB 2024a).

Volatile Organic Compounds

VOCs are organic chemical compounds of carbon and are not “criteria” pollutants themselves; however, they contribute with NO_x to form ozone, and are regulated to prevent the formation of ozone (USEPA 2023b). According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and in some cases, VOCs can be both highly reactive and have adverse health effects (CARB 2024b). VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.) (CARB 2024b).

Nitrogen Oxides

Nitrogen dioxide (NO₂), a reddish-brown gas, and nitric oxide, a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. These compounds are referred to as NO_x. NO_x is a primary component of the photochemical smog reaction, along with VOCs, which are also ozone precursors with NO_x. It also contributes to other pollution problems, including a high concentration of fine particulate matter (PM_{2.5}), poor visibility, and acid deposition (i.e., acid rain). NO_x decreases lung function and may reduce resistance to infection.

The entire Basin has not exceeded both federal and State standards for NO₂ in the past five years with published monitoring data. It is designated as a maintenance area under the federal standards and an attainment area under the state standards.

Particulate Matter

Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (particulate matter less than or equal to ten microns in diameter, or PM₁₀) derive from a variety of sources, including windblown dust and grinding operations. Fuel combustion and resultant exhaust from power plants and diesel buses and trucks are primarily

responsible for fine particulate (less than 2.5 microns in diameter, or PM_{2.5}), levels. Fine particles can also be formed in the atmosphere through chemical reactions. PM₁₀ can accumulate in the respiratory system and aggravate health problems such as asthma. The EPA's scientific review concluded that PM_{2.5}, which penetrates deeper into the lungs, is more likely than PM₁₀ to contribute to the health effects listed in a number of recently published community epidemiological studies at concentrations that extend well below those allowed by the current PM₁₀ standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily among the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung function (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. Most of the Basin is designated nonattainment for the federal and State PM₁₀ and PM_{2.5} standards. Other Criteria Pollutants (California Only)

The California Ambient Air Quality Standards (CAAQS) regulate the same criteria pollutants as the National Ambient Air Quality Standards (NAAQS) but in addition, regulate State-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride (CARB 2024c). With respect to the State-identified criteria pollutants (i.e., sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride), the Approved Project or Revised Project would either not emit them (i.e., hydrogen sulfide and vinyl chloride), or they would be accounted for as part of the estimated pollutants (i.e., sulfates and visibility reducing particles). For example, visibility reducing particles are associated with particulate matter emissions and sulfates are associated with SO₂ emissions. Both particulate matter and SO₂ are included in the emissions estimates.

Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) in the Air Basin. Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a carcinogenic TAC in 1998. Construction activities are major sources of diesel emissions, including heavy diesel-fueled construction equipment and trucks. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions.

DPM levels and resultant potential health effects may be higher in proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: aggravated asthma; chronic bronchitis; increased respiratory and cardiovascular hospitalizations; decreased lung function in children; lung cancer; and premature deaths for people with heart or lung disease (CARB 2024d).

Odorous Emissions

Though offensive odors from stationary sources rarely cause any physical harm, they still remain unpleasant and can lead to public distress generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency and intensity of the source; wind speed and direction; and the sensitivity of receptors. Generally, increasing the distance between the receptor and the source will mitigate odor impacts.

Existing Conditions

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific that leads to mild climate, moderated by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle) play a major role in degree and severity of the air pollution problem in the Air Basin where factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, affect the accumulation and dispersion of air pollutants throughout the Air Basin, making it an area of high pollution potential.

The greatest air pollution throughout the Air Basin occurs from June through September that is generally attributed to light winds, shallow vertical atmospheric mixing, as well as the large amount of pollutant emissions. This frequently reduces pollutant dispersion, resulting in elevated air pollution levels. In addition, pollutant concentrations in the Air Basin vary with location, season, and time of day. For instance, O₃ concentrations tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert. While substantial progress has been made in reducing air pollution levels in Southern California, the Air Basin still fails to meet the national standards for O₃ and PM_{2.5} and, therefore, is considered a federal "non-attainment" area for these pollutants.

As described above, at the regional level, SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties. Specifically, the SCAQMD has the responsibility for ensuring that all national and State ambient air quality standards are achieved and maintained throughout the Air Basin. To meet the standards, SCAQMD has adopted a series of Air Quality Management Plans (AQMPs). The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies and low NO_x technologies), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act (CAA) measures to achieve the 2015 8-hour ozone standard by 2037 (SCAQMD 2022).

The 2022 AQMP states that despite the projected growth in the region, air quality has improved substantially over the years. This is largely because of local, state and federal air quality control programs as described above.

Attainment Status

Table 3.3-2 provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to federal and state standards. The Air Basin is currently in non-attainment for O₃, PM₁₀, and PM_{2.5} under the CAAQS and O₃, and PM_{2.5} under the NAAQS.

**TABLE 3.3-2
 SOUTH COAST AIR BASIN ATTAINMENT STATUS**

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
O ₃ (1-hour standard)	N/A ^a	Non-attainment
O ₃ (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment (Maintenance)	Attainment
NO ₂	Attainment (Maintenance)	Attainment
SO ₂	Attainment/Unclassifiable	Attainment
PM10	Attainment (Maintenance)	Non-attainment
PM2.5	Non-attainment – Serious	Non-attainment

N/A = not applicable

^a The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

SOURCE: USEPA, 2023. The Green Book Non-Attainment Areas for Criteria Air Pollutants, last updated December 23, 2023. <https://www.epa.gov/green-book>. Accessed on April 25, 2024.

CARB, 2022. Area Designations Maps/State and National. Available at: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed on April 25, 2024.

Local Setting

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The Project site is located near two monitoring stations, the Pomona station, and the Upland station, located in Source Receptor Area (SRA) 10 and 32, respectively. The Pomona station is located at 924 N. Garey Avenue, Pomona, CA 91767. Criteria pollutants monitored at the Pomona station include ozone and NO₂. The Upland station is located at 1350 San Bernardino Road, Upland, CA 91786. Criteria pollutants monitored at the Upland station include ozone, PM10, and NO₂. The most recent data available from the SCAQMD and CARB for these monitoring stations are from the years 2020 to 2022. The pollutant concentration data for these years are summarized in **Table 3.3-3**. As shown in Table 3.3-2, the CAAQS and NAAQS were not exceeded in the Project site vicinity for all pollutants between 2020 and 2022, except for O₃, PM10.

Sensitive Receptors

Land uses, such as schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality conditions because infants, children, the elderly, and people with health afflictions (especially respiratory ailments), are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short.

Sensitive receptors within one-quarter mile of the Project site include residential receptors to the south, east, and northwest of the Project site.

**TABLE 3.3-3
AMBIENT AIR QUALITY IN THE PROJECT VICINITY**

Pollutant/Standard ^a	2020	2021	2022
Ozone, O₃ (1-hour) (Pomona Station)			
Maximum Concentration (ppm)	0.180	0.120	0.131
Days > CAAQS (0.09 ppm)	51	27	28
Ozone, O₃ (1-hour) (Upland Station)			
Maximum Concentration (ppm)	0.158	0.124	0.155
Days > CAAQS (0.09 ppm)	82	42	45
Ozone, O₃ (8-hour) (Pomona Station)			
Maximum Concentration (ppm)	0.124	0.092	0.096
Days > NAAQS (0.070 ppm)	84	41	46
Ozone, O₃ (8-hour) (Upland Station)			
Maximum Concentration (ppm)	0.123	0.100	0.100
Days > NAAQS (0.070 ppm)	116	78	67
Nitrogen Dioxide, NO₂ (1-hour) (Pomona Station)			
Maximum Concentration (ppm)	0.067	0.071	0.058
Days > CAAQS (0.18 ppm)	0	0	0
98 th Percentile Concentration (ppm)	0.059	0.056	0.050
Days > NAAQS (0.100 ppm)	0	0	0
Respirable Particulate Matter, PM₁₀ (24-hour) (Pomona Station)			
Maximum Concentration (µg/m ³)	259	147	428
Samples > CAAQS (50 µg/m ³)	69	69	58
Samples > NAAQS (150 µg/m ³)	1	0	10

^a ppm = parts per million; µg/m³ = micrograms per cubic meter

SOURCE: SCAQMD, 2020, 2021, 2022. Historical Data by Year, Available at: <http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year>. Accessed on April 25, 2024. CARB, 2024. Top 4 Summary. Available at: <https://www.arb.ca.gov/adam/topfour/topfour1.php>. Accessed on April 25, 2024.

3.3.3 Regulatory Setting

Federal

The federal Clean Air Act (CAA) was enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990 (42 USC 7401 et seq.). The CAA is the comprehensive federal law that regulates air emissions in order to protect public health and welfare (USEPA 2023c). The USEPA is responsible for the implementation and enforcement of the CAA, which establishes federal NAAQS, specifies future dates for achieving compliance, and requires USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of the CAA most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions) (USEPA

2023d).¹ The NAAQS have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare.

State

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both State and federal air pollution control programs within California. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. **Table 3.3-4** shows the NAAQS and CAAQS currently in effect for each criteria pollutant. As shown in Table 3.3-4, the CAAQS have more stringent standards than the NAAQS for some pollutants.

CARB On-Road and Off-Road Vehicle Rules

CARB has adopted numerous regulations to reduce emissions from on-road and off-road vehicles. These include the Airborne Toxic Control Measure (ATCM) which limits heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485); the Truck and Bus regulation which reduces NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California (13 CCR, Section 2025); and the Advanced Clean Trucks (ACT) regulation which mandates zero-emission vehicle (ZEV) sales requirements for truck manufacturers (CARB 2023).

In addition to limiting exhaust from idling trucks, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles, which aims to reduce emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449).

¹ Mobile sources include on-road vehicles (e.g., cars, buses, motorcycles) and non-road vehicles (e.g., aircraft, trains, construction equipment). Stationary sources are comprised of both point and area sources. Point sources are typically stationary facilities that emit large amounts of pollutants (e.g., municipal waste incinerators, power plants). Area sources are typically smaller stationary sources that alone are not large emitters but combined could account for larger amounts of pollutants (e.g., consumer products, residential heating, dry cleaners).

**TABLE 3.3-4
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ^a		National Standards ^b		
		Concentration ^c	Method ^d	Primary ^{c,e}	Secondary ^{c,f}	Method ^g
O ₃ ^h	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
NO ₂ ⁱ	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	None	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		53 ppb (100 µg/m ³)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m ³)		9 ppm (10 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—		
SO ₂ ^j	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ^j	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ^j	—	
PM10 ^k	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
PM2.5 ^k	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³		

Pollutant	Average Time	California Standards ^a		National Standards ^b		
		Concentration ^c	Method ^d	Primary ^{c,e}	Secondary ^{c,f}	Method ^g

^a California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

^b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms/per cubic meter ($\mu\text{g}/\text{m}^3$) is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

^d Any equivalent procedure which can be shown to the satisfaction of the California Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

^e National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

^f National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

^g Reference method as described by the USEPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.

^h On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

ⁱ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

^j On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

^k On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 $\mu\text{g}/\text{m}^3$ to 12.0 $\mu\text{g}/\text{m}^3$.

SOURCE: California Air Resources Board, 2016. Ambient Air Quality Standards (5/4/16). Available at: <https://ww2.arb.ca.gov/resources/documents/ambient-air-quality-standards-0>. Accessed on April 25, 2024.

3.3.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan (see Impact 3.3-1, below).
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (see Impact 3.3-2, below).
- Expose sensitive receptors to substantial pollutant concentrations (see Impact 3.3-3, below).
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (see Impact 3.3-4, below).

To determine if maximum daily criteria pollutant emissions from construction and operation of the Revised Project are significant, the SCAQMD significance thresholds are used. These thresholds are identified in **Table 3.3-5** (SCAQMD Maximum Daily Emissions Thresholds).

**TABLE 3.3-5
 SCAQMD SIGNIFICANCE THRESHOLDS**

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

3.3.5 Impact Analysis

Air Quality Plan

Impact 3.3-1: The Approved Project and Revised Project would result in a less than significant impact and would not contribute to cumulative impacts on the implementation of the applicable air quality plan.

Summary of Final EIR Evaluation

Approved Project-Specific

Appendix C (Air Quality Analysis) of the Final EIR found that the Approved Project would not conflict with the AQMP because of the following, which was evaluated consistent with the 1993 SCAQMD CEQA Air Quality Handbook:

- (1) The Approved Project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD and would not result in an increase in the frequency or severity of any air

quality standards violation or cause a new air quality standard violation (further discussed under Impact 3.3-2). The Final EIR included Mitigation Measure 4.2.A-1 to ensure adherence to SCAQMD Rule 1113, which requires the use of low-VOC coatings of a maximum of 100 grams per liter during the architectural coating phase of construction. With adherence to SCAQMD Rule 1113, the Approved Project emissions of VOC during construction would be less than significant. Because all construction projects within the jurisdiction of the SCAQMD are required to comply with Rule 1113, the inclusion of Mitigation Measure 4.2.A-1 was to further reduce a less than significant impact of construction VOC emissions of the Approved Project.

- (2) The SCAQMD CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the Approved Project is not defined as significant.

Cumulative

The Final EIR found that the Approved Project is consistent with current land use designations and is consistent with the growth assumptions of the applicable AQMP. Therefore, the Approved Project would not contribute to any potential cumulative air quality impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

The most recent AQMP was updated by SCAQMD in 2022. The Revised Project would be consistent with this most recent AQMP because 1) it would result in emissions below the SCAQMD significance thresholds (as discussed in Impact 3.3-2 below), and 2) it would not induce population or employment growth that would hinder consistency with the AQMP.

Population and job growth generally lead to an increase in vehicle miles traveled. Such growth that is unaccounted for in the AQMP would represent an inconsistency. Similar to the Approved Project, the Revised Project would create up to five new jobs and no residential population. These new job opportunities would not result in an inducement of substantial unplanned population growth or vehicle miles traveled.

Cumulative

Because the Revised Project would create only up to five new jobs and no residential population growth, the Revised Project would not contribute to cumulative emissions impacts and would remain consistent with the AQMP on a cumulative basis.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project does not require the implementation of any mitigation measures. However, to be consistent with the Approved Project's inclusion of Rule 1113 as a mitigation measure to further reduce a less than significant impact, the Revised Project retains Mitigation Measure 4.2.A-1 from the Final EIR:

Mitigation Measure 4.2.A-1: Before issuance of building permits for vertical structures, 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 the 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 the application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District.

Conclusion

Similar to the Approved Project, the Revised Project would result in less than significant impact associated with consistency with the AQMP. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Cumulative Increase of Criteria Pollutants

Impact 3.3-2: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR found that criteria pollutant emissions from construction (on-site grading, building construction, paving, and coating activities) would be less than significant with compliance to SCAQMD Rule 1113 that is required of all development projects that include architectural coating activities within the jurisdiction of SCAQMD. The Final EIR included Mitigation Measure 4.2.A-1 to further reduce a less than significant construction impact related to VOC emissions.

The Final EIR found that maximum daily operational source emissions for the Approved Project, mainly from vehicle trips, would not exceed the thresholds established by SCAQMD. Potential impacts would be less than significant, and mitigation would not be required.

Cumulative

Cumulative short-term, construction related emissions from the Approved Project would not contribute a considerable amount to any cumulative impact. Long-term operational emissions from the Approved Project would not contribute a considerable amount to any potential cumulative air quality impact. Therefore, this impact would be less than significant.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project would include two construction phases: Phase 1 and Phase 2. Based on the construction schedule for the Revised Project, the construction-related emissions were estimated using the most recent version of the CalEEMod land use emissions model, version 2022.1.1. Construction-related emissions would be generated from earthmoving, heavy equipment use, haul and vendor truck travel, paving, and architectural coating of new buildings and striping for parking. These emissions would include diesel combustion pollutants and fugitive fine and inhalable particulate matter (PM₁₀ and PM_{2.5}).

As a best management practice, the Revised Project’s construction contractor will use off-road diesel construction equipment on the Project site that complies with U.S. EPA Tier 4 Final non-road engine standards for equipment with engines of 25 horsepower or above. The following Project Design Feature has been incorporated into the Revised Project to document the proposed use of Tier 4 construction equipment.

PDF-1: The Project construction contractor will use construction equipment that have engines of 25 horsepower (hp) or greater that complies with U.S. EPA Tier 4 non-road engine standards.

The modeling showed that the construction emissions generated during Phase 1 and Phase 2 construction activities would not exceed the SCAQMD significance threshold. Therefore, construction related to the Revised Project would result in less than significant air quality impacts. The results of the modeling are summarized in **Table 3.3-6** below.

**TABLE 3.3-6
 MAXIMUM DAILY CRITERIA POLLUTANT EMISSIONS FROM CONSTRUCTION OF THE REVISED PROJECT**

Year / Construction Phase	Maximum Daily Emissions (pounds per day)			
	VOC	NO _x	PM ₁₀	PM _{2.5}
2024 / Phase 1				
Maximum Daily	2.3	21.7	3.0	1.0
2025 / Phase 1				
Maximum Daily	31.6	32.8	4.4	1.4
2030 / Phase 2				
Maximum Daily	0.5	5.6	1.2	0.4

Year / Construction Phase	Maximum Daily Emissions (pounds per day)			
	VOC	NO _x	PM ₁₀	PM _{2.5}
2031 / Phase 2				
Maximum Daily	1.2	16.3	4.7	1.8
SCAQMD Significance Thresholds	75	100	150	55
Significant Impact?	No	No	No	No
SOURCE: ESA 2024.				

Operational emissions were also estimated using CalEEMod, conservatively assuming the weekend event with the highest number of vehicle trips. The results, presented in **Table 3.3-7** below, show the maximum daily emissions associated with the Revised Project would be below significance thresholds, and therefore, operational impacts would be less than significant.

**TABLE 3.3-7
MAXIMUM DAILY EMISSIONS FROM OPERATION OF THE REVISED PROJECT**

Emission Source	Average Daily Emissions (pounds per day)			
	VOC	NO _x	PM ₁₀	PM _{2.5}
Area	1.55	0.02	0	0
Energy (natural gas)	0.03	0.58	0.04	0.04
Mobile	3.53	3.59	7.54	1.95
Total	5.11	4.19	7.58	1.99
SCAQMD Significance Thresholds	55	55	150	55
Significant Impact?	No	No	No	No

NOTES:

Categories defined as follows:

Area = Emissions from landscaping equipment and consumer product use.

Energy (natural gas) = Emissions from natural gas combustion for water and space heating and cooking.

Mobile = Operating emissions from daily vehicle trips.

ABBREVIATIONS:

VOC = volatile organic compounds; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with diameter equal to or less than 2.5 microns.

SOURCE: ESA 2024.

Cumulative

Long-term operational emissions from the Revised Project would not contribute a considerable amount to any potential cumulative air quality impact because the construction and operational emissions are below significance thresholds. Therefore, this impact would be less than significant.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project, although Mitigation Measure 4.2.A-1 would be retained to document adherence to SCAQMD Rule 1113.

Conclusion

The Final EIR found that the Approved Project would result in less than significant impacts associated with criteria pollutant emissions from construction and operation. Similar to the Approved Project, the Revised Project would also result in less than significant impact associated with criteria pollutant emissions from construction and operation. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Sensitive Receptors

Impact 3.3-3: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts on sensitive receptors associated with substantial pollutant concentrations.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified residential sensitive receptors to the south and northwest of the Project site that are within one-quarter mile.

Toxic Air Contaminants (TACs)

The Final EIR identified that the Project site is currently undeveloped; therefore, the Project would not involve demolition activities and would not expose demolition workers to asbestos-containing materials (ACM). Operationally, the Approved Project would not emit TACs, as the majority of vehicles would be gasoline-powered, which emit TACs to a far lesser extent than heavy diesel vehicles and equipment.

Carbon Monoxide Hotspots

The Approved Project was estimated to generate an average daily trip (ADT) increase of approximately 272 trips on weekday practice days, 504 trips on weekday game days, 1,558 Saturday trips on weekend game days in the fall, and 760 Saturday trips on weekend game days in the spring. The Approved Project would not involve an intersection experiencing more than 31,600 vehicles per hour and would not lead to a violation of the ambient CO standard. The Final EIR stated that the Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening intersection volume of 31,600 vehicles per hour, below which no CO hotspots would be expected. This value from SMAQMD was used as there is no similar screening value from SCAQMD at the time of preparing the Final EIR.

Localized Significance Thresholds

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significant Thresholds Methodology. This methodology provides screening tables for one through five-acre project scenarios,

depending on the amount of site disturbance during a day. Based on the results of the on-site emissions analysis in the Final EIR, SCAQMD localized significance thresholds would not be exceeded during construction activities associated with the Approved Project. Therefore, localized impacts during construction would be less than significant.

Potentially significant localized impacts during operation of the Approved Project was also evaluated in the Final EIR. A 50-meter receptor distance was used to reflect the proximity of the residential uses to the south of the Project site. Based on the results of the analysis, the operation of the Approved Project would not exceed SCAQMD localized significance thresholds, and therefore, impacts would be less than significant.

Cumulative

The Final EIR did not address cumulative impacts associated with CO hot spots since the Approved Project would result in a minimal amount of traffic volumes that would be needed to create a CO hot spot at an intersection. Therefore, the Approved Project's impact associated with CO hotspots would have been less than cumulatively considerable. In addition, the cumulative short-term, localized construction emissions and long-term, localized operational emissions from the Approved Project would not cause emissions to exceed significance thresholds. Therefore, the Approved Project's localized air quality impact would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Toxic Air Contaminants (TACs)

Since certification of the Final EIR, an additional residential condominium complex was constructed on the east side of Monte Vista Avenue. Nearby sensitive receptors to the Revised Project (i.e., northwest, east, and south) could experience increased cancer risk probability and chronic, non-cancer risk (expressed as a hazard index) from construction-related TAC emissions. The primary TAC of concern from construction is diesel particulate matter (DPM) from diesel-fueled heavy equipment and trucks. As discussed above, as a best management practice, the Revised Project's construction contractor will use off-road diesel construction equipment on the Project site that complies with U.S. EPA Tier 4 Final non-road engine standards for equipment with engines of 25 horsepower or above. This is PDF-1, presented above and has been incorporated into the Revised Project to document the use of Tier 4 construction equipment.

A health risk assessment (HRA) was conducted to evaluate the cancer risk at nearby sensitive receptors from the Revised Project construction DPM emissions. The risks were evaluated at nearby residential receptors to the east side of the Project site, adjacent to Monte Vista Avenue, and at dormitory receptors on the campus to the west of the Project site (although the dorms are not considered sensitive receptors). The results are presented for the maximally exposed individual resident (MEIR), as this receptor would experience the highest risk, and the risk at all other sensitive receptors would be lower than that at the MEIR. The operational phase of the Revised Project would not generate substantial TAC emissions, so these emissions were not included in the analysis as the health risk impacts are minimal.

The HRA follows the protocols outlined by the Office of Environmental Health Hazard Assessment (OEHHA). Consistent with guidelines and recommendations from these agencies, the HRA evaluated the estimated incremental increase in cancer risks from exposure to DPM emissions from heavy construction equipment and trucks.

The OEHHA guidelines for HRAs provide age sensitivity factors to apply to the cancer risk calculation. These factors reflect the increased sensitivity of children to the effects of carcinogens. In addition, children have higher breathing rates, which increases the intake of pollutants. The modeling exposure assumptions for the residences to the east conservatively assume a child in the age group from third-trimester fetus to 2 years of age, which is the age group most susceptible to DPM emissions from a cancer risk perspective, could be living at the residence near the Project site. For the dormitory receptors, the age group was assumed to be in the 16- to 30-year range.

The HRA was conducted using the U.S. EPA AERMOD dispersion model (version 23132) and measured meteorology to predict conservative concentrations at specific locations defined by a Cartesian coordinate system. Diesel construction equipment would be used during the site preparation, grading, building construction, paving, and architectural coating phases. A conservative representation of the on-site construction equipment within the Project site was modeled as a polygon area source grading of the fields and construction of the ancillary buildings. Although grading activities associated with the Project are anticipated to be balanced onsite, as a conservative measure, this analysis assumes haul trucks associated with the export/import of approximately 10,000 cubic yards of soil for each construction phase. On-road, heavy truck trips to and from the Project site were modeled as line-area sources along Claremont Boulevard. The modeling parameters are as follows:

Polygon and rectangular area sources covering the Project site, with:

- Release height of 5 meters for construction equipment exhaust;
- Initial vertical dimension of 1.4 meters; and
- Emissions occurring only between the hours of 7:00 AM and 4:00 PM.²

Line-area sources representing the haul routes along Claremont Boulevard, with:

- Release height of 2.55 meters for haul truck exhaust;
- Initial vertical dimension of 2.37 meters;
- Emissions occurring only between the hours of 7:00 AM and 4:00 PM; and
- Receptor flagpole height of 1.5 meters (ground-level receptor at breathing height).

The sources were modeled with an emission rate of one gram per second to obtain a dispersion factor (unit concentration) at each receptor location. Emissions of exhaust PM₁₀ were assumed to

² Construction hours provided by the applicant.

be DPM. The DPM concentrations were calculated using the dispersion factors and the DPM emissions identified above as well as the inclusion of PDF-1, Tier 4 construction equipment.

The cancer risk (expressed as a probability per million) was calculated using the resulting DPM concentrations along with equations and factors from the OEHHA 2015 Risk Assessment Guidelines.³ The results of the HRA are presented in **Table 3.3-8** below. The cancer risk probability and chronic hazard index are below SCAQMD thresholds, resulting in a less than significant impact. The MEIR is at a residence on the east side of the Project site, across Monte Vista Avenue.

**TABLE 3.3-8
MODELED MAXIMUM CANCER RISK AND CHRONIC HAZARD INDEX AT THE MEIR LOCATION**

Construction Scenario/ Maximally Exposed Individual Receptor	Cancer Risk (in 1 million) ^d	Chronic Hazard Index (unitless) ^d
Phase 1 and 2 - MEIR ^a	8.1	0.13
Phase 1- Dorm receptor ^b	3.9	0.08
Phase 2- MEIR ^c	1.9	0.07
Phase 2- Dorm receptor ^b	0.8	0.04
SCAQMD Significance Threshold	10	1.0
Exceeds Threshold?	No	No

NOTES:

- ^a This represents the cumulative cancer risk for the MEIR at the residence to the east of the project site, which is conservatively assumed to be a child receptor in the age bin of 3rd-trimester fetus to 2 years old. This child receptor would be exposed to TACs at the beginning of Phase 1 construction. This child would be exposed to TACs for the duration of Phase 1 construction and then five years later to Phase 2 construction, at which time the child would be approximately 6 years old. The risk values reported for this receptor are the result of the cumulative exposure to Phase 1 and Phase 2 construction. The breathing rates and age sensitivity factors are most conservative in the fetus-to-2 years age bin. For the 2-year to 9-year age bin, the breathing rates and age sensitivity factors decrease.
- ^b The dorm receptor would be exposed to only one phase of construction. The dorm receptors are not considered sensitive receptors, as they are not children nor elderly, and not assumed to have a chronic health condition.
- ^c The Phase 2 MEIR represents a child receptor in the age bin of 3rd-trimester fetus to 2 years old that would not be present during Phase 1 construction but be newly exposed to TACs at the beginning of Phase 2 construction.
- ^d The health risk assessment includes the application of PDF-3, Tier 4 construction equipment.

SOURCE: ESA 2024.

Carbon Monoxide Hotspots

Similar to the Approved Project, the Revised Project would not result in intersection volumes from Project trips that would exceed the SMAQMD screening threshold of 31,600 vehicles per hour. Therefore, CO hotspot impacts would be less than significant.

Localized Significance Thresholds

For the Revised Project, construction and operational criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significant Thresholds Methodology, as with the Approved Project. Based on the results of the

³ Office of Environmental Health Hazard Assessment. 2015. *Air Toxics Hot Spots Program – Risk Assessment Guidelines*, February 2015, http://oehha.ca.gov/air/hot_spots/hotspots2015.html, accessed July 2020.

analysis, as shown in **Table 3.3-9** below, SCAQMD localized significance thresholds would not be exceeded for construction or operational impacts.

**TABLE 3.3-9
 ESTIMATED MAXIMUM LOCALIZED CONSTRUCTION AND OPERATIONAL EMISSIONS (POUNDS PER DAY)^a**

Year / Construction Phase	NO_x	CO	PM10^b	PM2.5^b
2024 – Phase 1	21.7	94.1	3.0	1.0
2025 – Phase 1	32.8	108.5	4.4	1.4
2030 – Phase 2	5.6	19.9	1.2	0.4
2031 – Phase 2	16.3	54.9	4.7	1.8
Maximum Localized (On-Site) Construction Emissions	32.8	108.5	4.7	1.8
Total Localized Project Operational Emissions^e	0.6	2.65	0.04	0.04
SCAQMD Screening Numeric Indicator^c	175	1,358	5	6
SCAQMD Screening Numeric Indicator^d	200	1,877	5	8
Exceed Screening Numeric Indicator?	No	No	No	No

NOTES:

- ^a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix A.
- ^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
- ^c The SCAQMD LSTs are based on Source Receptor Area 10 (Claremont) for a 2-acre site with sensitive receptors conservatively assumed to be located 50 meters from the Project site.
- ^d The SCAQMD LSTs are based on Source Receptor Area 32 (Upland) for a 2-acre site with sensitive receptors conservatively assumed to be located 50 meters from the Project site.
- ^e Source emissions only include Area and Energy.

SOURCE: ESA 2024.

Cumulative

The increase in construction-related health risks from the Revised Project are less than SCAQMD significance thresholds and thus not a considerable contribution to the cumulative impact. Therefore, the Revised Project’s health risk impacts during construction activities would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would result in less than significant impacts associated with substantial pollutant concentrations from TAC emissions. The Approved Project would not exceed localized significance thresholds from construction-related emissions. Similar to the Approved Project, the Revised Project would also result in less than significant impact associated with substantial pollutant concentrations from TAC emissions. The Revised Project would not exceed localized significance thresholds from construction-related emissions. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a

substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Other Emissions

Impact 3.3-4: The Approved Project and Revised Project would result in less than significant impacts and would not contribute to cumulative impacts on other emissions, such as those leading to odors, adversely affecting a substantial number of people.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that the Approved Project is sited on a previous quarry and inert landfill with residential uses to the south, commercial uses to the north, and Pitzer College and Claremont McKenna College campuses to the west. The Approved Project would not result in the manufacturing of any products or conduct other heavy industrial operations; therefore, the Approved Project would not produce odors that would affect a substantial number of people.

Cumulative

Cumulative short-term, construction related emissions and long-term related emissions from the Approved Project will not contribute considerably to any potential cumulative air quality impact. Therefore, the Approved Project's odor impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project would be similar to the Approved Project in terms of potential to emit odors or other emissions, because it would not result in the manufacturing of any products or conduct other heavy industrial operations. The impact of the Revised Project would be less than significant.

Cumulative

Similar to the Approved Project, cumulative short-term, construction related emissions and long-term related emissions from the Revised Project will not contribute considerably to any potential cumulative air quality impact. Therefore, the Revised Project's odor impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would result in less than significant impacts associated with odors or other emissions. Similar to the Approved Project, the Revised Project would also result in less than significant impact associated with odors or other emissions. Therefore, the Revised Project would not result in any new substantial project changes or

substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

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3.4 Biological Resources

3.4.1 Introduction

This section addresses current biological resources conditions, and the potential of the proposed Revised Project to result in impacts to special status plant and wildlife species, sensitive natural communities, wetlands, movement of species, conflict with local policies or ordinances protecting biological resources and conflicts with an adopted conservation plan. This section includes an update of the environmental setting on and in the vicinity of the Project site and identifies any applicable changes to the biological resources conditions that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the impacts associated with biological resources and mitigation measures addressed in the Final EIR as well as the potential biological resources impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to biological resources; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to biological resources, or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to biological resources.

The analysis of the Revised Project is based on the April 30, 2024 Biological Resources Evaluation for the Claremont McKenna College Roberts Campus Sports Bowl conducted by Environmental Science Associates (2024 Biological Resources Evaluation), provided in Appendix B of this Addendum to the Final EIR.

3.4.2 Environmental Setting

Vegetation Communities

The Final EIR stated that there were five vegetation communities on the Project site based on a February 2014 field survey. The Final EIR identified that the Project site's previous use as an aggregate quarry and the use as an inert landfill at the time of the Final EIR preparation, resulted in extensive disturbance of the Project site over many years. Apparent attempts at revegetation have resulted in several transitional vegetation types that are not explicitly recognized in the California classification system for vegetation types. Therefore, the classification system's species dominant method was used to create a new name for one of the vegetation type. The five vegetation communities that were identified in the 2014 survey included (1) Buckwheat and Buckwheat – Mulefat Alliances, (2) Laurel Sumac Alliance, (3) Scalebroom Alliance, (4) Willow-Mulefat Alliance, and (5) Non-Native and Transitional Vegetation Types. None of the five vegetation communities were or currently are recognized as sensitive vegetation communities.

As discussed in the 2024 Biological Resources Evaluation, ESA’s 2024 mapping of the Project site identified seven natural vegetation communities and land cover types. They include (1) laurel sumac scrub, (2) California buckwheat scrub, (3) coyote brush scrub, (4) brittle brush scrub, (5) open water, (6) ruderal, and (7) disturbed. None of the seven existing vegetation communities are recognized as sensitive vegetation communities.

The Project site is primarily ruderal or disturbed, with laurel sumac scrub in the north, California buckwheat scrub on the eastern slope and small patches of brittle bush scrub and coyote brush scrub in the center of the site. Similar to the finding for the Approved Project in the Final EIR, there is no Riversidean alluvial fan sage scrub currently present within the Project site. In addition, while alluvial fan scrub was the predominant vegetation type on the Project site and vicinity at the time of certification of the Final EIR, the Project site no longer contains this vegetation as the area is subject to frequent and regular disturbance previously associated with inert landfill activities and currently associated with ongoing landfill maintenance and other ongoing activities on the Project site. The natural vegetation communities and land cover types and acreages that occur on the Project site are presented below in Table 3.4-1 and depicted in **Figure 3.4-1**.

**TABLE 3.4-1
 NATURAL COMMUNITIES AND LAND COVER TYPES**

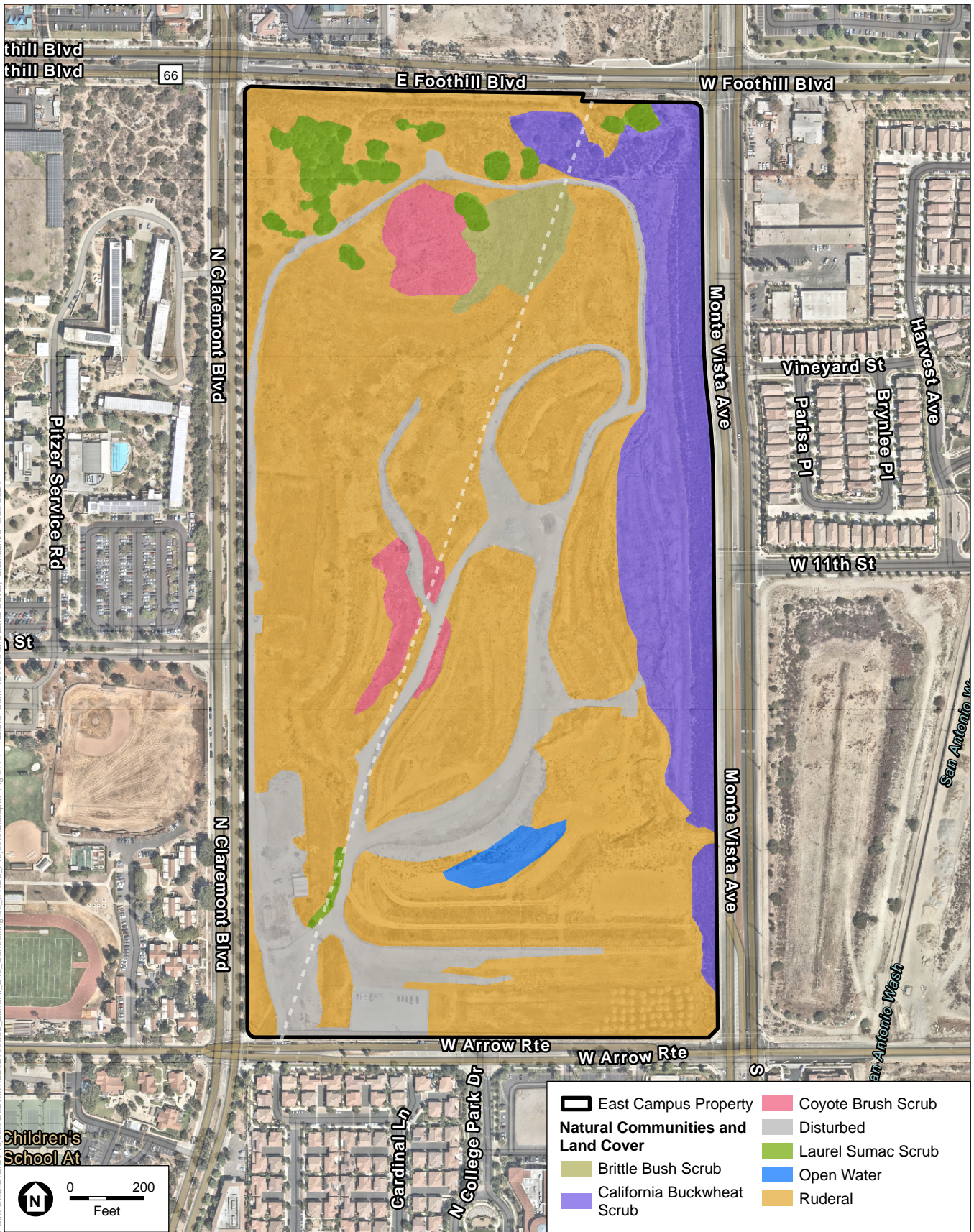
Natural Communities and Land Cover Types	Project Site (acres)
Laurel Sumac Scrub	1.98
California Buckwheat Scrub	9.89
Coyote Brush Scrub	2.42
Brittle Bush Scrub	1.50
Ruderal	46.64
Open Water	0.64
Disturbed	11.35
Total	74.42

SOURCE: ESA. 2024

A description of each natural vegetation community and land cover type that is located on the Project site is described below. The Project site, that is bounded by Foothill Boulevard on the north, Monte Vista Avenue to the east, Arrow Route to the south and Claremont Boulevard to the west, is the Biological Survey Area (BSA) for this evaluation.

Laurel Sumac Scrub

Laurel sumac scrub (*Malosma laurina* Shrubland Alliance) consists of laurel sumac (*Malosma laurina*) as the dominant scrub with an open or continuous canopy with other herbaceous plants in low cover. This community typically occurs on slopes, in shallow or fine textured soils.



SOURCE: Nearmap, 2022; ESA, 2024

Claremont McKenna Roberts Campus Sports Bowl
Addendum to Claremont Colleges East Campus Final EIR

Figure 3.4-1
Natural Communities and Land Cover

California buckwheat scrub

California buckwheat scrub (*Eriogonum fasciculatum* Shrubland Alliance) consists of California buckwheat (*Eriogonum fasciculatum*) as dominant in the shrub canopy with California sagebrush (*Artemisia californica*) as subdominant and other shrub or herbaceous species present in low cover. This community naturally occurs on upland slopes, intermittently flooded arroyos, channels and washes in course, well drained soils. Within the BSA, this community is located along the eastern portion of the BSA along the west facing slope adjacent to Monte Vista Avenue and encompasses 9.89 acres. This community was established with the construction of Monte Vista Avenue adjacent to the Project site in the 1990s (Nationwide Environmental Title Research, LLC 2024).

Coyote brush scrub

Coyote brush scrub (*Baccharis pilularis* Shrubland Alliance) consists of coyote brush as the dominant species in the shrub layer with a variable canopy and herbaceous layer. This community is found within stream terraces, open slopes, coastal bluffs, and ridges. Within the BSA, Coyote brush scrub is newly emergent in flat areas in the center of the site and encompasses 2.42 acres.

Brittle bush scrub

Brittle bush scrub (*Encelia farinosa* Shrubland Alliance) consists of a shrub canopy dominated by brittlebush (*Encelia farinosa*), interspersed with various other native and non-native herbaceous species. Brittle bush scrub typically occurs on steep, rocky sites, especially south-facing slopes. Within the BSA, brittle bush scrub is newly emergent in recently disturbed areas in the northern portion of the Project site and encompasses 1.50 acres.

Open Water

A small seasonally ponded area is present at the lowest elevation location in the BSA and is the result of storm runoff and sheet flow accumulation from the surrounding areas. The infiltration rate of the seasonal pond water has decreased over the past few years due to sediment build-up at the bottom of the pond area. The area consists of barren soils and lacks any riparian vegetation. Periodically, maintenance activities remove the sediment build-up to increase the infiltration rate. The size of the open water within the BSA fluctuates based on direct input from precipitation and the infiltration rate. At the time of the 2024 site visit, the open water encompassed 0.64 acres.

Ruderal

Ruderal communities are dominated by ruderal, non-native plant species in the herbaceous layer, with no single species identified as the dominant species. These communities frequently occur in areas where regular disturbance occurs, preventing the establishment of native cover. Within the BSA, ruderal lands encompass 46.64 acres and is the dominant community throughout the BSA.

Disturbed

Disturbed conditions occur throughout much of the Project site. The majority of the Project site is routinely subject to disturbance as a result of inert debris landfill activities which continued until the fourth quarter of 2023, and ongoing landfill maintenance activities, fuel modification, and

construction staging and parking activities. The disturbed areas encompass 11.35 acres. Vegetation in this area is largely absent.

Sensitive Biological Resources

The Final EIR identified the potential of sensitive plant and wildlife species to occur on the Project site. The Final EIR identified that multiple reviews of the CNDDDB inventory of special status species known to occur in the region (i.e., vicinity of the Project site) were conducted. The Final EIR described various surveys of the site conducted in 2003, 2007, 2010, and 2014. The Final EIR noted that as a result of landfill activities on the Project site, vegetation and habitat changed substantially over time and that the existing vegetation and habitat was subject to ongoing and continuous disturbance due to existing landfill and other activities on the Project site. Due to the extensive disturbances that occurred onsite, both prior to and following certification of the Final EIR, there were changes in the onsite habitat and the suitability of the habitat to support plant and wildlife species.

Special Status Plant Species

Special-status plants are defined as those plants that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, State, or other agencies as under threat from human-associated developments. Some of these species receive specific protection that is defined by federal or State endangered species legislation. Others have been designated as special-status on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. Special-status plants are defined as follows:

- Plants that are listed or proposed for listing as threatened or endangered, or are candidates for possible future listing as threatened or endangered, under the FESA or the CESA
- Plants that meet the definitions of rare or endangered under State CEQA Guidelines Section 15380
- Plants considered by the California Native Plant Society (CNPS) to be rare, threatened, or endangered (Rank 1A, 1B, 2A and 2B plants) in California
- Plants listed as rare under the California Native Plant Protection Act (CFGCA 1900 et seq.)

The Final EIR identified five special-status plant species recorded within the USGS 9-quadrangle search. Based on six focused surveys that were conducted prior to the 2016 certification of the Final EIR in 2016 (i.e., 2003, 2007, 2010, and 2014) or after certification (i.e., 2023 and 2024), no special status plant species were observed on the Project site.

Special Status Wildlife Species

Special-status wildlife are defined as those animals that, because of their recognized rarity or vulnerability to various forms of habitat loss or population decline, are considered by federal, State, or other agencies to be under threat from human-associated developments. Some of these species receive specific protection that is defined by this federal or State endangered species legislation and others have been designated as special-status on the basis of adopted local policies

(i.e., city and county) or the educated opinion of respected resource interest groups (i.e., Western Bat Working Group [WBWG]). Special-status wildlife is defined as follows:

- Wildlife listed or proposed for listing as threatened or endangered, or are candidates for possible future listing as threatened or endangered, under the FESA or CESA;
- Wildlife that meets the definitions of rare or endangered under CEQA Guidelines Section 15380;
- Wildlife designated by CDFW as species of special concern, included on the Watch List or are considered Special Animals;
- Wildlife "fully protected" in California (CFGF Sections 3511, 4700, and 5050);
- USFWS Birds of Conservation Concern (BCC) as identified in the USFWS Information for Planning and Consultation (IPaC) resource list generated for the project (USFWS 2023b);
- Bird species protected by the MBTA; and
- Bat species considered priority by the WBWG.

The Final EIR identified 16 wildlife species that were classified as species of special concern and were determined to have a potential to occur on the Project site. The 16 wildlife species were as follows:

- Reptiles - coastal western whiptail, coast patch-nosed snake,
- Birds - Cooper's hawk, southwestern willow flycatcher, Allen's hummingbird, Costa's hummingbird, coastal California gnatcatcher, California horned lark, southern California rufous-crowned sparrow, Lawrence's goldfinch
- Mammals - pallid bat, western mastiff bat, San Diego black-tailed jackrabbit, northwestern San Diego pocket mouse, Los Angeles pocket mouse, San Diego desert woodrat

One additional species of special concern that was not included in the Final EIR but was observed during the 2023 site survey is the Lesser nighthawk. Therefore, there are a total of 17 special status wildlife species identified as potential to occur in the Final EIR and based on subsequent field surveys.

During the six surveys that were conducted on the Project site, nine special status wildlife species were observed during at least one of the surveys conducted on the Project site.

- Coopers hawk (observed in 2010)
- Southwestern willow flycatcher (observed in 2007 and 2010)
- Allen's Hummingbird (observed in 2010, 2014, and 2023)
- Costa's hummingbird (observed in 2007)
- Lesser nighthawk (observed in 2023)
- California Horned lark (observed in 2007, 2010, and 2023)
- Lawrence's goldfinch (observed in 2007)
- Coastal whiptail (observed in 2007 and 2010)
- San Diego black-tailed jackrabbit (observed in 2003)

Wildlife Nurseries

The Final EIR identified that a wildlife nursery includes facilities and protected habitat for the rehabilitation of injured or rare species for eventual release into the wild. The Final EIR identified that the Project site is not a wildlife nursery.

Wetlands

The Final EIR identified that wetlands are areas of soil that are saturated with moisture such as a swamp, marsh, or bog. A wetland is subject to Section 404 of the Federal Clean Water Act (CWA) with the legal definition of a wetland defined under Title 33, Part 328.3(a) of the Code of Federal Regulations (CFR). Delineating a wetland is implemented through the U.S. Army Corps of Engineers' (ACOE) Wetland Delineation Manual that includes identification of such things as the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. Wetlands serve not only as nodes on avian and aquatic migratory routes but also provide a unique habitat for various species. The Final EIR stated that the USFWS maintains the National Wetlands Inventory and Mapping System and according to the most recent data, the Project site does not contain any federally protected wetlands. Based on the site surveys conducted in 2023 and 2024, no wetland habitat was observed on the Project site. The open water on the Project site occurs from storm events and then infiltrates into the ground. Because the open water on the Project site is temporary, the Project site does not contain wetlands.

3.4.3 Regulatory Setting

The relevant regulations to assess potential impacts associated with the development of the Project site are discussed below.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) was established to protect federally listed fish, wildlife, and plants that are identified by the U.S. Fish and Wildlife Service (USFWS) as threatened or endangered and habitat occupied by federally listed species from extinction and diminishment. FESA Section 9 forbids acts that directly or indirectly harm listed species. Specifically, FESA identified prohibited acts related to endangered and threatened species, and all persons, including federal, state, and local governments, from taking listed fish and wildlife species, except as specified under the provisions for exceptions (16 U.S.C. § 1538). The term 'take' is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such activity (16 U.S.C. 1532[18]).

California Endangered Species Act

The California Endangered Species Act (CESA) is similar in many ways to the FESA. CESA is administered by the California Department of Fish and Wildlife (CDFW). CESA provides a process for CDFW to list species as threatened or endangered. Section 2080 of CESA prohibits the take of species listed as threatened or endangered. Section 2081 allows CDFW to authorize take prohibited under Section 2080 provided that: (1) the taking is incidental to an otherwise lawful activity; (2) the taking will be minimized and fully mitigated; (3) the applicant ensures adequate funding for minimization and mitigation; and (4) the authorization will not jeopardize the continued existence of listed species (Fish and Game Code § 2081).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, (16 USC §§ 703-712) is designed to protect birds that migrate and cross state lines to provide management of migratory birds at a federal level. The MBTA prohibits the kill or transport of native migratory birds, or any part, nest, or egg of such bird unless allowed by another regulation adopted in accordance with the MBTA.

Clean Water Act

Under Section 401 of the CWA (33 USC § 1341), the Regional Water Quality Control Board (RWQCB) must certify that actions receiving authorization under Section 404 of the CWA also meet state water quality standards. The RWQCB also regulates waters of the state under the Porter-Cologne Water Quality Control Act (Porter Cologne Act) (Cal. Water Code §§ 13000 et seq.). The RWQCB requires projects to avoid impacts to wetlands if feasible and requires that projects do not result in a net loss of wetland acreage or a net loss of wetland function and values.

Section 404 of the Clean Water Act (CWA) (33 USC § 1344) gives the U.S. Corps of Engineers (USACE) authority to dredge or fill material into waters of the U.S., including wetlands. The term “wetlands” signifies those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Under normal circumstances, the definition of wetlands requires three wetland identification parameters be present: wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands may include freshwater marsh, seasonal wetlands, and vernal pool complexes that are adjacent to perennial waters of the U.S.

“Other waters of the U.S.” refers to those hydric features that are regulated by the CWA but are not defined as wetlands (33 CFR 328.4). Examples of other waters of the U.S. may include rivers, creeks, ponds, and lakes. Swales are typically not considered waters of the U.S.

Claremont Sustainable City Plan

In 2008, the Claremont City Council adopted the Sustainable City Plan (SCP), providing a framework to implement the sustainable community vision that is detailed in the City’s General Plan. The purpose of the SCP is to promote the City’s vision of balancing social needs, environmental health, and economic prosperity while preserving natural resources, avoiding inequalities, and continuing economic opportunity. In 2013 and in 2021, the SCP was amended. The SCP addresses seven goal areas, one of which is the “Open Space and Biodiversity” goal area (City of Claremont, 2021). This area includes five goals as follows:

- 5.1 Protect and Expand Natural Open Space.** Expand, improve, and protect natural open space resources throughout Claremont. Take an active role in the protection and use of all nearby natural areas, including the San Gabriel Mountains Monument. Focus on protecting the natural environment and limiting potential damage to biodiversity and to the local watershed and groundwater basins.
- 5.2 Expand and Improve Constructed Open Space.** Develop and maintain a constructed open space system diverse in services, uses, and opportunities which conserves natural resources; provides passive and active recreation; offers a fair distribution of parks,

treed pathways, and public gathering places throughout the community; and increases the aesthetic quality of the community. Encourage parking lot landscaping that provides shade, drainage to allow percolation, and the use of solar/shade structures.

- 5.3 Maintain Diversity of Local Native Organisms.** Maintain natural areas. Increase local native organisms in constructed landscapes. Prevent spread of invasive species. Work to create new viable natural areas in areas that are currently undeveloped or occupied by invasive plants, unsustainable plant communities, or plants that pose a danger to wildlife. Increase ability to monitor changes in species number, abundance, and distribution, and changes in ecosystem composition. Increase number of citizens involved in maintaining natural areas.
- 5.4 Protect the Urban Forest.** Protect, improve, and expand our urban forest. Educate City staff, contractors, and property owners on proper trimming practices and watering techniques. Work to prevent damage to existing trees when irrigation patterns change due to conversion to drought-tolerant landscaping.
- 5.5 Inform the Public.** Instill the importance of both natural and constructed open space and smart land use in our community along with an understanding of how to manage our resources for a more sustainable City and planet. Promote a greater understanding of biodiversity through educational materials, events, and demonstration gardens. Promote appreciation of open space and the necessary balance of conservation, education, and recreation by informing the public about the Claremont Hills Wilderness Park and the Bernard Field Station through events such as the July 4th and Earth Day celebrations.

3.4.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (see Impact 3.4-1, below).
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service (see Impact 3.4-2, below).
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (see Impact 3.4-3, below).
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (see Impact 3.4-4, below).
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance including the Claremont Sustainable City Plan (see Impact 3.4-5, below).
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (see Impact 3.4-6, below).

3.4.5 Impact Analysis

Effect on Species

Impact 3.4-1: The Approved Project would result in less than significant and less than cumulatively considerable impacts with mitigation incorporated due to habitat modifications on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The Approved Project would also result in less than significant and less than cumulatively considerable impact with mitigation incorporated on nesting birds.

The Revised Project would result in less than significant and less than cumulatively considerable impacts due to habitat modifications on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The Revised Project would result in less than significant and less than cumulatively considerable impact with mitigation incorporated on nesting birds.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that the onsite native scrub habitat was not pristine and precluded utility for conservation. It further stated that the habitat had the potential to support a variety of sensitive species, and therefore, its loss could result in a potentially significant indirect impact to sensitive species due to loss of habitat. These sensitive species included the five special-status plant species and 16 special-status wildlife species that had the potential to occur on the Project site.

The Final EIR identified four mitigation measures to reduce the potential impact on sensitive plant and wildlife species. Mitigation Measure 4.3.A-1 requires incorporation of locally native plant species, including alluvial fan scrub, to be incorporated into the landscape design to provide continued benefit to sensitive species and native wildlife as foraging and migration area. Mitigation Measure 4.3.A-2 requires pre-construction surveys prior to commencement of any site clearing activities for development of the Approved Project facilities to determine if special status plant or wildlife species are present on the Project site. Mitigation Measure 4.3.A-2 also requires protections for any nesting birds. 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 Project 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. Mitigation Measure 4.3.A-4 also requires a nesting bird survey if any phase of the Approved Project would require the removal of mature trees and/or any native/natural habitat during the bird breeding season (February 15 – September 15). The Final EIR stated that with the implementation of Mitigation Measures 4.3.A-1 through 4.3.A-4 impacts to special-status plant and wildlife species would reduce to less than significant.

Cumulative

The Final EIR identified that cumulative projects within the vicinity of the Project site could result in the loss of native habitat that supports special-status species; however, the area in the

vicinity of the Project site is characterized by fragmented pockets of native habitat due to years of extensive urbanization. Due to the fragmented nature of the habitat and the urbanized character of the area surrounding the Project site, the cumulative loss would be less than significant. The Approved Project was identified as potentially resulting in significant impacts to special-status species; however, these impacts would be reduced to less than significant with mitigation incorporated. Therefore, the Approved Project's impacts would be less than cumulatively considerable with mitigation incorporated.

Proposed Revised Project Evaluation

Revised Project Specific

Since the certification of the Final EIR, there have been substantial changes to vegetation on the Project site. These changes have occurred due to the continued inert landfill operations through the fourth quarter of 2023 and the continued maintenance activities at the Project site. The current conditions on the Project site and potential impacts to the special-status plant and wildlife species that were identified in the Final EIR were assessed based on the information provided in the four focused surveys conducted on the Project site prior to Final EIR certification (2003, 2007, 2010, and 2014) as well as two recent focused surveys conducted in 2023 and 2024. A discussion of the five special-status plant species and 16 wildlife species that had a potential to be impacted with development of the Approved Project, as well as an additional special-status wildlife species observed in 2023, is provided in **Tables 3.4-2 and 3.4-3**, below.

Based on the absence of suitable habitat, known geographic distributions, and/or range restrictions, special-status plant species do not have the potential to occur on the Project site. As a result, the implementation of the Revised Project would result in less than significant impacts to special-status plant species.

Following is a discussion of the potential for the Revised Project to impact special-status reptiles, birds, and mammals that are identified in Table 3.4-3.

Special-Status Reptiles

Coastal whiptail may forage and/or breed within open areas throughout the BSA and were previously observed on the Project site during surveys in 2007 and 2010. While the species were previously observed on the Project site, the species has not been observed in the past 14 years. Additionally, although coast patch-nosed snake was previously listed as potentially occurring within the BSA, the results of past surveys have observed none within the BSA, and it is not expected to occur within the BSA.

The majority of the Project site is greatly disturbed and does not provide suitable habitat for special-status reptiles. While the open space and natural vegetation throughout the Project site provides marginal habitat for coastal whiptail, ongoing landfill maintenance activities and construction staging and parking activities continue to disturb the Project site. The species has not been observed since 2010. As the species has likely been extirpated from the Project site, impacts to special-status reptiles are not expected to occur and would be less than significant. No mitigation is required.

**TABLE 3.4-2
 SPECIAL-STATUS PLANT SPECIES CONSIDERED**

Common Name <i>Scientific Name</i>	Sensitivity Status	Preferred Habitat/Known Distribution	Potential to Occur and/or be Affected by Proposed Activities.
PLANTS			
ANGIOSPERMS (DICOTYLEDONS)			
Berberidaceae (Barberry Family)			
Nevin's barberry <i>Berberis nevinii</i>	Federal: FE State: CE CRPR: 1B.1	Flowers March-June. Sandy soils in low-gradient washes, alluvial terraces, and canyon bottoms, along gravelly wash margins, or on coarse soils on steep, generally north-facing slopes in alluvial scrub, cismontane (e.g., chamise) chaparral, coastal sage scrub, oak woodland, and/or riparian scrub or woodland. Elevation range extends from 274-825 meters. Found in Los Angeles, Riverside, San Bernardino, San Diego counties.	Not Expected. This species is not expected to occur within the site due to lack of suitable habitat. Notably, this species occurs as an ornamentally planted species along the west side of Claremont Boulevard. The species is highly conspicuous and has not been observed within the BSA.
Brassicaceae (Cabbage Family)			
Robinson's pepper-grass <i>Lepidium virginicum</i> var. <i>robinsonii</i>	Federal: None State: None CRPR: 4.3	Flowers January through July. Chaparral and coastal scrub. Elevation range extends from 1-885 meters. Found in Los Angeles, Orange, Riverside, San Bernardino, San Diego, Ventura counties.	Not Expected. This species is not expected to occur due to lack of suitable undisturbed habitat. Species prefers primarily undisturbed soils, which are absent within the BSA.
Polygonaceae (Buckwheat Family)			
Parry's spineflower <i>Chorizanthe parryi</i> var. <i>parryi</i>	Federal: None State: None CRPR: 1B.1	Flowers April through June. Openings/clearings in coastal or desert sage scrub, chaparral or interface; dry slopes or flat ground; sandy soils. Elevation range extends from 275-1,220 meters. Found in Los Angeles, Riverside, San Bernardino counties.	Not Expected. This species is not expected to occur due to lack of suitable habitat. Species prefers primarily undisturbed soils, which are absent within the BSA.
ANGIOSPERMS (MONOCOTYLEDONS)			
Liliaceae (Lily Family)			
Plummer's mariposa lily <i>Calochortus plummerae</i>	Federal: None State: None CRPR: 4.2	Flowers May through July. Chaparral (openings), cismontane woodland, coastal scrub, valley and foothill grassland, granitic/rocky. Elevation range extends from 100- 1,700 meters. Found in Los Angeles, Orange, Riverside, San Bernardino, Ventura counties.	Not Expected. This species is not expected to occur because the study area is outside of the known range of the species.

Common Name Scientific Name	Sensitivity Status	Preferred Habitat/Known Distribution	Potential to Occur and/or be Affected by Proposed Activities.
Intermediate mariposa lily <i>Calochortus weedii</i> var. <i>intermedius</i>	Federal: None State: None CRPR: 1B.2	Flowers May through July. Coastal scrub, chaparral, valley and foothill grassland on rocky soil and rocky outcrops. Elevation range extends from 105-855 meters. Found in Los Angeles, Orange, Riverside, San Bernardino counties.	Not Expected. This species is not expected to occur because the study area is outside of the known range of the species.

SOURCE: ESA, 2024.

**TABLE 3.4-3
SPECIAL-STATUS WILDLIFE SPECIES CONSIDERED**

Common Name Scientific Name	Sensitivity Status	Preferred Habitat/Known Distribution	Potential to Occur and/or be Affected by Proposed Activities.
WILDLIFE			
REPTILES			
Whiptails & relatives Teiidae			
coastal western whiptail <i>Aspidoscelis tigris stejnegeri</i>	Federal: None State: SSC	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.	Observed. Species was previously observed in the BSA in 2007 and 2010. This species has a moderate potential to occur within areas of sparse vegetation within the site but was not observed in 2023 or 2024 surveys.
Egg-Laying Snakes Colubridae			
coast patch-nosed snake <i>Salvadora hexalepis virgultea</i>	Federal: None State: SSC	Known to inhabit semi-arid brushy areas and chaparral in canyons, rocky hillsides, and plains with sandy soils and leaf litter.	Not Expected This species is not likely to occur as species prefers relatively undisturbed habitat, and current site activities contribute to the regular disturbance throughout the site.
BIRDS			
Hawks, Kites, Harriers, & Eagles Accipitridae			
Cooper's hawk <i>Accipiter cooperii</i>	Federal: None State: WL	Inhabits cismontane woodland, riparian forest, riparian woodland, upper montane coniferous forest, or other forest habitats near water. Nests and forages near open water or in riparian vegetation.	Observed. This species was previously observed within the BSA in 2007 and 2010 but is not expected to nest within the BSA due to lack of suitable nesting habitat. While the species may forage in urban forested areas associated with the adjacent neighborhoods and college facilities, the species is unlikely to nest within the BSA due to lack of suitable forested or riparian vegetation.

Common Name Scientific Name	Sensitivity Status	Preferred Habitat/Known Distribution	Potential to Occur and/or be Affected by Proposed Activities.
Tyrant Flycatchers Tyrannidae			
southwestern willow flycatcher <i>Empidonax traillii extimus</i>	Federal: FE State: SE	For nesting, species require dense riparian habitats (cottonwood/willow and tamarisk vegetation) with microclimatic conditions dictated by the local surroundings. Saturated soils, standing water, or nearby streams, pools, or cienegas are a component of nesting habitat that also influences the microclimate and density vegetation component. Habitat not suitable for nesting may be used for migration and foraging. Recurrent flooding and a natural hydrograph are important to withstand invading exotic species (tamarisk).	Observed. This species was previously observed in the BSA in 2007 and 2010 and noted as a migrant in the area. This species is not expected to nest within the BSA due to the absence of suitable riparian habitat for foraging or nesting. Small patches of riparian habitat once present within the low elevation portions of the BSA no longer exist. The site also lacks sufficient riparian habitat with microclimatic conditions necessary to support this species.
Hummingbirds Trochilidae			
Allen's hummingbird <i>Selasphorus sasin</i>	Federal: BCC State: None	Breed in a narrow strip of coastal forest, scrub, and chaparral from sea level to around 1000 feet elevation along the West Coast of California. They sip nectar from flowers such as bush monkeyflower, Indian paintbrush, columbine, currant, gooseberry, twinflower, penstemon, ceanothus, sage, eucalyptus, and manzanita. They get their protein by capturing small insects in midair or picking them off plants.	Observed. This species has previously been observed within the BSA. Disturbed/ruderal habitat within the site provides limited foraging and/or nesting habitat for the species, and the species is more likely to nest in urban forested areas associated with the adjacent college properties.
Costa's hummingbird <i>Calypte costae</i>	Federal: BCC State: None	Occur in Sonoran and Mojave Desert scrub, coastal California chaparral and sage scrub, and deciduous forest and desert scrub in Baja California, Mexico. Along the California coast they use sage scrub and chaparral.	Observed. This species was previously observed in the BSA in 2007 and could use California buckwheat scrub for foraging.
Nightjars and Nighthawks Caprimulgidae			
Lesser nighthawk <i>Chordeiles acutipennis</i>	Federal: BCC State: None	Breeds (or summers) along the Santa Clara River and tributaries (e.g., Bouquet Canyon), Big Tujunga Wash (upstream of Hansen Dam), San Gabriel River (upstream of Santa Fe Dam), and San Antonio Wash (upstream of Arrow Highway). Species is characteristic of Riversidean alluvial fan scrub and characterized by sparse coastal sage scrub amid boulder-strewn riverbeds at the base of mountains.	Observed. This species has previously been observed nesting in the area in 2007 and perching and foraging within the study area in 2023. Species has potential to continue to nest in the BSA.

Common Name Scientific Name	Sensitivity Status	Preferred Habitat/Known Distribution	Potential to Occur and/or be Affected by Proposed Activities.
Gnatcatchers Poliptilidae			
coastal California gnatcatcher <i>Poliptila californica californica</i>	Federal: FT State: SSC	Species is an obligate, permanent resident of coastal sage scrub habitats dominated by California sagebrush and flat-topped buckwheat, mainly on cismontane slopes below 1,500 feet in elevation. Low coastal sage scrub in arid washes, on mesas and slopes.	Not Expected. This species is not expected to occur within the study area due to lack of suitable habitat. Coastal California gnatcatcher occurrences in Claremont/Upland are believed to be extirpated since 1994 and no observations of the species have ever been made within the BSA.
Larks Alaudidae			
California horned lark <i>Eremophila alpestris actia</i>	Federal: None State: WL	Found from grasslands along the coast and deserts near sea level to alpine dwarf-shrub habitat above the tree-line. During the winter, this species typically flocks in desert lowlands.	Observed. This species was previously observed foraging within the disturbed portions of the site in 2007, 2010, and 2023. Disturbed / ruderal habitat within the site provides limited foraging habitat, and due to ongoing landfill maintenance activities, the species is unlikely to nest within the BSA.
Sparrows Passerellidae			
southern California rufous-crowned sparrow <i>Aimophila ruficeps canescens</i>	Federal: None State: WL	Known to frequent relatively steep, often rocky hillsides with grass and forb species. Resident in southern California coastal sage scrub and mixed chaparral habitats.	Moderate Potential. This species has a moderate potential to occur within the study area due to the presence of California buckwheat scrub along the eastern slope of the study area.
Finches Fringillidae			
Lawrence's goldfinch <i>Spinus lawrencei</i>	Federal: BCC State: None	Occurs in valley foothill hardwood, valley foothill hardwood-conifer, desert riparian, palm oasis, pinyon-juniper and lower montane habitats	Observed. This species was previously observed within the study area in 2007 but is unlikely to nest within the study area due to lack of suitable nesting habitat.
MAMMALS			
Evening Bats Vespertilionidae			
pallid bat <i>Antrozous pallidus</i>	Federal: None State: SSC	Occurs in a wide variety of habitats including chaparral, coastal scrub, desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, riparian woodland, Sonoran Desert scrub, upper montane coniferous forest, valley and foothill grasslands. Most common in open, dry habitats with rocky areas for roosting. For roosting, prefers rocky outcrops, cliffs and crevices with access to open habitats for foraging. Roosts must protect species from high temperatures. Very sensitive to disturbance of roosting sites.	Not Expected. This species is not expected to occur within the BSA due lack of suitable roosting and foraging habitat. Disturbed/ruderal habitat within the site provides limited foraging and/or roosting habitat for the species.

Common Name Scientific Name	Sensitivity Status	Preferred Habitat/Known Distribution	Potential to Occur and/or be Affected by Proposed Activities.
Free-Tailed Bats Molossidae			
western mastiff bat <i>Eumops perotis californicus</i>	Federal: None State: SSC	Known to occur in habitat consisting of extensive open areas within dry desert washes, flood plains, chaparral, cismontane oak woodland, coastal scrub, open ponderosa pine forest, and grasslands. Roosts primarily in crevices in rock outcrops and buildings.	Not Expected. This species is not expected to occur within the BSA due to a lack of suitable roosting and foraging habitat. Disturbed/ruderal habitat within the BSA provides limited foraging and/or roosting habitat for the species.
Rabbits & Hares Leporidae			
San Diego black-tailed jackrabbit <i>Lepus californicus bennettii</i>	Federal: None State: SSC	Inhabits open grasslands, agricultural fields, and sparse coastal scrub where they occur primarily in arid regions with short grass.	Observed. This species was previously observed within the BSA in 2003 but has not been observed since. This conspicuous species is likely extirpated from the site.
Kangaroo rats, Pocket mice, & Kangaroo mice Heteromyidae			
northwestern San Diego pocket mouse <i>Chaetodipus fallax fallax</i>	Federal: None State: SSC	Moderate canopy coverage of coastal scrub, sagebrush, chaparral, grasslands, pinyon-juniper, and desert wash and scrub. Found in sandy, herbaceous areas with nearby shrubs for cover. Burrows are typically dug within gravelly or sandy soil.	High Potential. This species has a high potential to occur within California buckwheat scrub and other natural communities observed in the northern and eastern portions of the BSA. Species is sensitive to disturbance and is unlikely to burrow within disturbed and compacted soils associated with the majority of the site.
Los Angeles pocket mouse <i>Perognathus longimembris brevinasus</i>	Federal: None State: SSC	Found in lower elevation grasslands, alluvial fans and coastal sage scrub communities.	Not Expected. While marginally suitable habitat is present within the BSA in the form of California buckwheat scrub, is greatly disturbed and does not provide suitable foraging habitat for the species. The nearest recorded occurrence of the species is 9 miles to the east, in Rancho Cucamonga (CDFW 2024).
Mice, Rats, & Voles Muridae			
San Diego desert woodrat <i>Neotoma lepida intermedia</i>	Federal: None State: SSC	Found in a variety of coastal scrub, desert scrub, chaparral, cactus, and rocky habitats. Nests primarily against rock outcroppings, boulders, cacti, or areas of dense undergrowth.	High Potential. This species has a high potential to occur in the laurel sumac scrub and woodrat nest belonging to an unknown species have been observed within the laurel sumac scrub in the northern portion of the BSA.

SOURCE: ESA, 2024.

Special-Status Mammals

San Diego black-tailed jackrabbit, San Diego desert woodrat, and northwestern San Diego pocket mouse all have a high potential to occur within the BSA due to the presence of suitable habitat. Although San Diego black-tailed jackrabbit was previously observed within the BSA, the species is highly conspicuous and has not been observed within the site since 2003. The species is likely extirpated from the site.

Unknown woodrat nests (*Neotoma* spp.) were observed in laurel sumac scrub in the northern portion of the BSA. While there is potential for the species to occur within this area and based on the limited and fragmented area of the laurel sumac habitat (1.98 acres) which is where nests occur, a small number of this species is expected to occur. The loss of a small number of this species in a completely isolated location would not be considered a significant impact. The San Diego desert woodrat, despite being identified as a species of special concern, is actually quite widely distributed and not presently at risk over most of its range. Only large projects that may result in loss of occupied habitat over large areas and/or that sever landscape linkages that connect populations, thus resulting in detrimental effects to this species at the landscape level, are considered to have significant adverse effects on this species. In fact, if nothing occurs on the Project site, it is highly likely that the extant small population (if present) would cease to be viable in a relatively short time, either as the result of stochastic (random) events (e.g., disease, drought, low birth rate, etc.) or due to inbreeding leading to weakened individuals that cannot compete with other woodrats. Therefore, the Revised Project's potential impacts during construction activities to San Diego desert woodrat would be less than significant.

Northwestern San Diego pocket mouse has a high potential to occur within the BSA, but as the species prefers undisturbed sites, the species is unlikely to burrow throughout most of the site. Furthermore, as discussed above, San Diego black-tailed jack rabbit has not been observed on the Project site since 2003 and is likely extirpated from the site. Direct impacts to these two species are not expected to occur, and impacts are considered less than significant. No mitigation is required.

Special-Status Birds

Cooper's hawk, Costa's hummingbird, Allen's hummingbird, Lawrence's goldfinch, California horned lark, lesser nighthawk, and southwestern willow flycatcher were all previously observed in the BSA. Additionally, Southern California rufous-crowned sparrow was identified as having a moderate potential to occur in the BSA. While none of these species have been observed nesting in the BSA, activities associated with the Revised Project could negatively impact nesting birds that are protected in accordance with the MBTA and CFGC through the removal of an active nest or the disruption of breeding/nesting behavior (e.g., copulation, nesting building, or incubation). Therefore, construction activities associated with the Revised Project could result in significant impacts to bird species during nesting activities. These potential impacts to bird species would be reduced to less than significant with the implementation of the nesting bird provisions of Mitigation Measure 4.3.A-2. Modifications to Mitigation Measure 4.3.A-2 are included to tailor the mitigation measure to nesting bird impacts and incorporate the portion of Mitigation Measure 4.3.A-4 regarding the appropriate timing and location of the nesting bird surveys, as discussed below. While not necessary to mitigate impacts to bird species, the Project Applicant will also

implement Mitigation Measures 4.3.A-1 which will further reduce the potential impacts to nesting birds that are mitigated to less than significant with the nesting bird provisions of Mitigation Measure 4.3.A-2, as modified.

Cumulative

Development of cumulative projects could result in loss of native habitat that supports special-status species. This loss could result in significant impacts to special-status species. The implementation of the Revised Project would result in less than significant impacts to species-status plant and reptile and mammal wildlife species, and therefore these impacts would be less than cumulatively considerable. The Revised Project could result in potential significant impacts to nesting birds. These potential impacts to nesting birds would be cumulatively considerable prior to mitigation. After the implementation of mitigation to address nesting birds, the Revised Project's impact on nesting birds would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project has the potential to significantly impact nesting birds, and therefore, includes the implementation of Mitigation Measure 4.3.A-2 as modified to tailor the measure to the nesting birds impacts. Additional provisions of Mitigation Measure 4.3.A-2 relating to plant species are not necessary to mitigate impacts of the Revised Project since special status plant species do not have the potential to occur on the Project site, and impacts to special status reptile and mammal species are less than significant. Therefore, the superfluous provisions of Mitigation Measure 4.3.A-2 have been removed. Although not necessary to mitigate the Revised Project's impacts to special-status plant and wildlife species, the Revised Project also includes Mitigation Measure 4.3.A-1.

The Approved Project included Mitigation Measure 4.3.A-3 that would have an onsite biological monitor during construction activities, and Mitigation Measure 4.3.A-4 that provided for a pre-construction tree survey and tree protection/replacement, as well as nesting bird surveys. These two measures are not warranted to reduce impacts to special-status plant and wildlife species related to the Revised Project construction activities. As a result of the substantial changes that have occurred to the onsite habitat since 2016 and the existing condition of the Project site, impacts to special-status plant, reptile, and mammal species are less than significant, no mitigation is required, and Mitigation Measure 4.3.A-3 is removed. Potential nesting bird impacts are mitigated to less than significant with Mitigation Measure 4.3.A-2, as revised to incorporate the portion of Mitigation Measure 4.3.A-4 regarding the appropriate timing and location of the nesting bird surveys. While not required to mitigate Revised Project impacts, the portion of Mitigation Measure 4.3.A-4 regarding a pre-construction tree survey and tree protection/replacement is retained and will further the Revised Project's consistency with local policies to protect biological resources as discussed in Impact 3.4-5, below.

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 perimeter, 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.

4.3.A-2 (Revised): ~~Prior to commencement of any site clearing or grading activities related to construction of the Revised Project during the bird-breeding (nesting) season (February 15 – September 15), 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 nesting birds are 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 within three days of commencement of any site clearing or grading activities, 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 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 250 500 feet of a construction area (500-foot survey 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 or within a 500-foot survey area shall be protected by a buffer of 300 feet for most species or 500 feet for raptors, unless the buffer distance is modified by the California Fish and Wildlife Department, or as determined by the City-approved biologist, demarcated by construction fencing or other means that 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 (Removed):** Mitigation Measure 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.~~

Conclusion

The Final EIR identified that the Approved Project would result in potential significant impacts to sensitive native habitat, special-status plant and wildlife species and nesting birds. However, these impacts would be reduced to less than significant with the incorporation of mitigation measures. Unlike the Approved Project, the Revised Project would result in less than significant impacts to sensitive native habitat and special-status plant, reptile, and mammal species, and mitigation is not required. However, as with the Approved Project, the Revised Project has the potential to impact nesting birds, and such impacts will be reduced to less than significant with mitigation. Therefore, the Revised Project would result in less impacts to biological resources compared to the Approved Project and would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a

substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Riparian Habitat or Other Sensitive Natural Community

Impact 3.4-2: The Approved Project would result in less than significant and less than cumulatively considerable impacts on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The Revised Project would result in no impact and would not contribute to cumulative impacts on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified the habitat that existed on the Project site in 2007 as well as 2014. In 2007, four plant communities were identified on the Project site. They included alluvial fan scrub, willow scrub, seasonal ponding, and ruderal/disturbed habitat. Although the alluvial fan scrub was identified as the predominant vegetation type on the Project site and vicinity, various scrub types occurred on the site, and therefore, classified as subtypes of alluvial fan scrub. The Final EIR stated that the alluvial fan scrub included many non-native species, was fragmented from similar habitat types, and lacked natural biological processes due to continual disturbance resulting from onsite landfill activities. As a result, the onsite habitat was not identified as the sensitive native Riversidean alluvial fan sage scrub, served no utility for long-term conservation, and was not identified as a sensitive vegetation community. In 2014, the onsite vegetation communities were identified based on the California classification system's species-dominance method resulting in the identification of the following five vegetation communities: Buckwheat and Buckwheat-Mulefat Alliances, Laurel Sumac Alliance, Scalebroom Alliance, Willow-Mulefat Alliance, and Non-Native and Transitional Vegetation Types. Within the willow-mulefat alliance is an area of occasional seasonal ponding within the southern portion of the site. An area of willow scrub was present immediately adjacent to the seasonal ponding area and possessed a mix of common riparian species, primarily willow and mulefat. A small patch of riparian vegetation dominated by a single western sycamore tree was also associated with the same seasonal ponding area. The small vegetation formation was mapped as part of the willow-mulefat alliance community due to its small size and immediate proximity to the willow-mulefat alliance community. The ponding area was identified as not a vernal pool due to the lack of vernal pool species, its depth, the lack of soils associated with vernal pools, and because the occasional seasonal pond is a non-natural artifact caused by landfill activities. The Final EIR identified that the onsite willow scrub encompassed approximately 0.7-acre and the seasonal ponding area encompassed approximately 0.6-acre. The Final EIR identified that the Approved Project

included, as a project feature, an approximately 3.5-acre above-ground retention basin for stormwater purposes that would be located in the area of the seasonal ponding and was anticipated to be colonized by riparian vegetation. The implementation of the Approved Project would impact all vegetation communities on the Project site; however, the five onsite vegetation communities are not identified as sensitive, and therefore, the direct loss of the onsite plant community habitats would result in a less than significant impact.

The Final EIR also identified that the Project site and surrounding area are not designated critical habitat for any sensitive species as defined by USFWS and CDFW. The nearest critical habitat is located approximately five miles west of the Project site.

Cumulative

The Final EIR stated the future cumulative development in the Project vicinity could result in the loss of native habitat. However, due to the fragmented nature of the habitat and the urbanized character of the area, the cumulative loss of habitat would be less than significant. The implementation of the Approved Project would remove onsite vegetation communities that are not considered sensitive natural communities. The direct loss of the onsite vegetation community habitats including riparian associated with the Approved Project would result in a less than significant impact. Therefore, the Approved Project's impact on vegetation communities would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Based on biological resources surveys conducted on the Project site in 2023 and 2024 and the vegetation mapping that occurred in 2024, the Project site includes seven natural vegetation communities and land cover types as indicated on Table 3.4-1 above. They include (1) laurel sumac scrub, (2) California buckwheat scrub, (3) coyote brush scrub, (4) brittle brush scrub, (5) open water, (6) ruderal, and (7) disturbed. None of the seven existing vegetation communities are recognized as sensitive natural vegetation communities. Furthermore, the Project site does not contain riparian or wetland habitat. Therefore, the Revised Project would not impact sensitive natural communities.

Cumulative

As stated in the Final EIR, future development in the Project vicinity would result in a less than significant impact on habitats including riparian habitat. Based on current conditions on the Project site, there are no sensitive natural vegetation communities located on the Project site. Therefore, the Revised Project would not contribute to potential cumulative impacts to sensitive vegetation communities.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would result in less than significant impacts to sensitive vegetation communities or riparian habitat. The Revised Project would not impact onsite

habitat that is considered to be sensitive vegetation communities or riparian habitat and would have no impact, which is a lesser impact as compared to the less than significant impact of the Approved Project. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Protected Wetlands

Impact 3.4-3: The Approved Project would not impact or contribute to a cumulative impact on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means.

The Revised Project would not impact or contribute to a cumulative impact on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR stated that there were no federally protected wetlands on the Project site. Therefore, development of the Approved Project would not impact federally protected wetlands.

Cumulative

The Final EIR did not address cumulative impacts on federally protected wetlands because the Project site does not have federally protected wetlands. Therefore, the Approved Project would not contribute to any potential cumulative impacts to federally protected wetlands.

Proposed Revised Project Evaluation

Revised Project-Specific

Biological resources surveys were conducted in 2023 and 2024 to characterize the habitats as well as identify sensitive plant and wildlife species. Based on the surveys, no federally protected wetlands were identified on the Project site similar to the finding provided for the Approved Project in the Final EIR. Therefore, like the Approved Project, the Revised Project would result in no impacts to federally protected wetlands.

Cumulative

As discussed in the Final EIR for the Approved Project and as confirmed with recent biological site surveys, there are no federally protected wetlands on the Project site. Therefore, the implementation of the Revised Project would not contribute to any cumulative impacts to federally protected wetlands.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in no impacts to federally protected wetlands. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Wildlife Corridors and Nursery Sites

Impact 3.4-4: The Approved Project would result in less than significant and less than cumulatively considerable impact with mitigation incorporated on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The Revised Project would not impact and would not contribute to cumulative impacts on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR stated that properties to the east and south of the Project site, as well as most of the western neighboring property, are disturbed or developed. Vegetation areas were identified in the northern portion of the Pitzer College arboretum west of the Project site and at the Rancho Santa Ana Botanic Garden north of the Project site. Wildlife species such as bobcats and coyotes would access the site from the west and north, by utilizing a culvert under Foothill Boulevard in the northeastern portion of the Project site.

Additionally, the Final EIR states that the Project site is a terminus of sparse open space within an otherwise developed and disturbed urban area. This indicates that regular wildlife movement onto the Project site would be part of daily home-range activities such as foraging and would not involve migratory movement onto neighboring properties to the south or east. Therefore, the Project site is not considered to be part of a wildlife movement corridor.

Furthermore, the Final EIR states that the onsite seasonal ponding and associated riparian vegetation offers resting and foraging habitat for migratory waterfowl and riparian obligate birds. The Final EIR also states that the onsite habitat elements may therefore serve as migratory nodes in long-term migration and local dispersal patterns for regional bird populations. As a result, the Final EIR states that the Approved Project's disruption of seasonal ponding and other onsite habitat could interfere with movement of avian species and identifies this interference as a

significant impact. The Final EIR identifies the implementation of Mitigation Measure 4.3.A-1 that would provide habitat for resident and transient scrub-obligate bird species and Mitigation Measure 4.3.C-1 that would include native riparian vegetation within the Approved Project's retention basin to reduce impacts to the migration of resident and transient waterfowl to less than significant.

Cumulative

The Final EIR stated the future cumulative development in the Project vicinity could result in the loss of native habitat. However, due to the fragmented nature of the habitat and the urbanized character of the area, the cumulative loss of habitat would be less than significant. Although cumulative development would result in less than significant impacts, migration impacts from the implementation of the Approved Project would be less than cumulatively considerable with the incorporation of the mitigation measures identified for the Approved Project.

Proposed Revised Project Evaluation

Revised Project-Specific

As described for the Approved Project, properties to the east and south of the Project site, as well as most of the western neighboring property, are disturbed or developed. The Project site is not considered a wildlife corridor due to the fragmented nature of habitat in the vicinity of the Project site. In addition, the Project site is not designated a wildlife corridor by the City of Upland, City of Claremont, County of San Bernardino or County of Los Angeles. Furthermore, the characteristics of the habitat on the Project site have substantially changed over time, including following certification of the Final EIR due to the continued inert landfill operations through the fourth quarter of 2023 and the ongoing maintenance and construction staging and parking activities at the Project site. The implementation of the Revised Project would result in a less than significant impact on a wildlife corridor and wildlife movement.

As identified in the Final EIR, the Project site is not a wildlife nursery because the site did not include facilities and protected habitat for the rehabilitation of injured or rare species for eventual release into the wild. Based on the current conditions, the Project site is still not a wildlife nursery. Therefore, the Revised Project would not impact a wildlife nursery.

Cumulative

The implementation of cumulative projects in the vicinity of the Project site could result in the loss of native habitat. However, due to the fragmented nature of the habitat and the urbanized character of the area, the cumulative loss of habitat would be less than significant and impacts to a wildlife corridor would be less than significant. Furthermore, cumulative projects do not include impacts to wildlife nursery. Because the Revised Project's impacts on a wildlife corridor would be less than significant and there would be no impact on a wildlife nursery, the Revised Project's impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

Unlike the Approved Project, no mitigation measures are required for the Revised Project. Although the Revised Project would result in less than significant impacts to a wildlife corridor, the Project Applicant will further reduce this less than significant impact by providing resting and

foraging habitat on the Project site with the implementation of Mitigation Measure 4.3.A-1 which includes landscaping plans that reflect planting of locally-indigenous native plant species. The Revised Project's less than significant impacts will also be further reduced by implementation of Mitigation Measure 4.3.C-1, which is revised to reflect the Revised Project's stormwater management system, which substitutes a below-ground retention basin for the Approved Project's above-ground retention basin. As revised, Mitigation Measure 4.3.C-1 includes the provision of up to 1.3 acres of riparian habitat on the Project site. Although riparian habitat is not currently present on the Project site, Mitigation Measure 4.3.C-1 (as revised) will identify riparian habitat in the amount that was previously identified on the Project site in 2007, providing for a one-to-one replacement of habitat previously located on the Project site.

Implementation of Mitigation Measure 4.3.A-1 as described under Impact 3.4-1 above.

4.3.C-1 (Revised): Prior to issuance of landscape permits, the approving jurisdiction's Development Services or Community Development Director shall verify that landscaping plans identify the inclusion of riparian habitat with native species. The Project will include 1.3 acres of riparian habitat on the Project site (which would replace the 0.7-acre willow scrub habitat and 0.6-acre of season ponding habitat that was identified in the Final EIR as existing on the Project site in 2007). ~~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 success ~~continuation~~ of riparian habitat. 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 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 riparian habitat provided for herein ~~native vegetative cover within the retention basin~~ shall be maintained at 75 percent within three years of the initial planting. If this the riparian habitat ~~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.

Conclusion

The Final EIR identified that the Approved Project would result in a significant impact to wildlife movement, which would be reduced to less than significant with mitigation. Based on current conditions on the Project site, the implementation of the Revised Project would result in a less than significant impact on a wildlife corridor and wildlife movement and no mitigation is required. Nonetheless, the Revised Project will retain mitigation measures that provide for landscaping plans that reflect planting of locally-indigenous native plant species and riparian planting, modified to reflect the Revised Project's elimination of the above-ground retention basin. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of

substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Local Policies or Ordinances Protecting Biological Resources

Impact 3.4-5: The Approved Project and the Revised Project would result in less than significant and less than cumulatively considerable impacts on local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance including the Claremont Sustainable City Plan.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR states that the Approved Project would not remove any “Natural Open Space” or conflict with Goal 5.1 of the Claremont Sustainable City Plan which is to protect and expand natural open space because the Project site is not defined as natural open space due to the use as a mining and inert landfill for over 70 years. The Final EIR states that the Approved Project would increase the amount of “Constructed Open Space” which would support Goal 5.2 of the Claremont Sustainable City Plan. The Final EIR states that the Approved Project would support Goal 5.3, which is to increase local native organisms in constructed landscapes, because the Approved Project would allow for growth of native vegetation on manufactured slopes and in the above-ground retention basin and provide environmental uplift for these areas. The Final EIR also states that the Approved Project would support Goal 5.4 which would protect the City’s urban forest because while the Approved Project would remove some trees, many more trees would be planted, resulting in a net increase in the number of trees and contributing to the “Urban Forest.” Finally, the Final EIR states that the Approved Project would not conflict with Goal 5.5 which is to support public communication on the importance of preserving open space because this goal is not applicable to the Approved Project. Overall, the Final EIR states that the Approved Project would result in less than significant impacts related to the applicable goals of the Claremont Sustainable City Plan.

Cumulative

The Final EIR did not specifically address cumulative impacts to the Claremont Sustainable City Plan; however, each cumulative project within the City needs to demonstrate consistency with the City Plan. Because the Approved Project would result in less than significant impacts with respect to consistency with the Claremont Sustainable City Plan, the Approved Project’s impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project would result in less than significant impacts to the Claremont Sustainable City Plan. The Revised Project would not conflict with Goal 5.1 because the Project site is not defined as natural open space. Like the Approved Project, the Revised Project would support Goal 5.2 through the increase the amount of “Constructed Open Space” on the Project site. The Revised Project would also support Goal 5.3 because the Revised

Project would increase local native organisms in constructed landscape, as proposed by the Revised Project, and as further provided by the implementation of Mitigation Measures 4.3.A-1 and 4.3.C-1 (which are not required for mitigation but will be implemented as discussed above). The Revised Project would support Goal 5.4 which would protect the City's urban forest by increasing the number of trees on the Project site. As with the Approved Project, Goal 5.5 is not applicable to the Revised Project. Overall, as with the Approved Project, the Revised Project would not conflict with the applicable goals of the Claremont Sustainable City Plan, and impacts would be less than significant.

Cumulative

As each cumulative project is proposed within the City of Claremont, each cumulative project within the City needs to demonstrate consistency with the Sustainable City Plan. Because the Revised Project would result in less than significant impacts with respect to consistency with the Claremont Sustainable City Plan, the Revised Project's impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project as proposed is consistent with the Claremont Sustainable City Plan, and no mitigation is necessary. However, implementation of Mitigation Measures 4.3.A-1 and 4.3.C-1, as revised for the Revised Project, will also further the Revised Project's consistency. As discussed above, Mitigation Measure 4.3.C-1 has been revised to reflect the Revised Project's use of a below-ground retention basin for stormwater management, rather than the above-ground retention basin included in the Approved Project. In addition, although not required to achieve consistency with the Claremont Sustainable City Plan, the Revised Project will implement Mitigation Measure 4.3.A-4, which provides for tree protection and replacement. The applicable portions of Mitigation Measure 4.3.A-4 pertaining to the appropriate timing and location of the nesting bird surveys have been incorporated into Mitigation Measure 4.3.A-2, as impacts to nesting birds have been addressed under Impact 3.4-1 above.

Implementation of Mitigation Measure 4.3.A-1, as described under Impact 3.4-1 above.

Implementation of Mitigation Measure 4.3.C-1 (Revised), as described under Impact 3.4-4 above.

4.3.A-4 (Revised): 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.

~~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.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant impacts related to the applicable goals of the Claremont Sustainable City Plan. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Habitat Conservation Plan

Impact 3.4-6: The Approved Project and Revised Project would not impact and would not contribute to cumulative impacts on biological resources covered by provisions within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional or local habitat conservation plan.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not conflict with the provisions of an adopted Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cumulative

The Final EIR did not address cumulative impacts associated with conservation plans since the Approved Project would not impact existing habitat conservation plans.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project would not impact an existing adopted habitat conservation plan because there are no existing habitat conservation plans that covers the Project site or the area surrounding the Project site.

Cumulative

The implementation of cumulative projects within the City of Upland and Claremont would not conflict with the provisions of an adopted Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because there are no existing adopted habitat conservation plans within either City. Because the Revised Project would not impact an existing habitat conservation plan, the Revised Project would not contribute to any cumulative impact on habitat conservation plans.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not impact an existing adopted habitat conservation plan. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.4.6 References

City of Claremont. 2021. Claremont Sustainable City Plan. Available at:
<https://www.ci.claremont.ca.us/home/showpublisheddocument/16287/637540783026300000>.
Accessed on May 19, 2024.

Environmental Science Associates, 2024. Biological Resources Evaluation for the Claremont McKenna Roberts Campus Sports Bowl. Memorandum dated April 30, 2024 and included in Appendix B of this Addendum to the Final EIR.

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3.5 Cultural Resources

3.5.1 Introduction

This section addresses cultural resources related to historical resources, archaeological resources, disturbing human remains, and the potential of the Revised Project to impact those resources. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the cultural resource setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the cultural resource impacts and mitigation measures addressed in the Final EIR as well as the potential cultural resource impacts associated with the Revised Project. Finally, a conclusion of whether the (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to cultural resources; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to cultural resources; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to cultural resources.

The assessment of cultural resources for the Revised Project is based on the Cultural Resources Assessment for the Claremont McKenna College Roberts Campus Sports Bowl dated April 17, 2024, prepared by Environmental Science Associates. This Assessment is located in Appendix C of this Addendum to the Final EIR.

3.5.2 Environmental Setting

The Project site for the Revised Project (Project site) is an approximately 74.4-acre site comprised of the approximately 74-acre Roberts Campus East and an approximately 0.4-acre area adjacent to but outside of Roberts Campus East that would contain a portion of the proposed arcade. Approximately 66.4 acres of the 74-acre Roberts Campus East site is proposed for development of the Roberts Campus Sports Bowl (Sports Bowl) while the remaining 7.6 acres are proposed to be graded, but not developed. The Final EIR identified Roberts Campus East as a former aggregate quarry. It was mined for aggregate materials to a maximum depth of approximately 100 feet. There are no buildings or distinctive natural landscape features, such as trees, streams, or rock outcroppings, on site. A Historical/Archaeological Resources Survey Report was prepared by CRM Tech (July 2007). Based on a records search and a field survey of the Roberts Campus East, CRM Tech did not encounter any historical or archaeological resources as defined by the California Environmental Quality Act (CEQA), within or immediately adjacent to the project area. The field survey was conducted by walking parallel north-south transects spaced 25 meters apart, and systematically examined the entire Roberts Campus East for any evidence of human activities dating to prehistoric or historic periods. The records search resulted

in a total of 14 cultural resources recorded within one mile of the Project site, none of which were located within the Project site.

Since the certification of the Final EIR, inert landfill activities continued on Roberts Campus East until the fourth quarter of 2023 although landfill maintenance activities continue to occur on the Project site. The Project site is still heavily disturbed with the lowest elevation on Roberts Campus East as low as 65 feet below the elevation of Arrow Route and approximately 75 feet lower than the elevation of Monte Vista Avenue. During the operation of the former aggregate quarry, the maximum excavation of approximately 100 feet extended below the original surface of Roberts Campus East.

A Cultural Resources Assessment was prepared by Environmental Science Associates in April 2024 (Exhibit C to this Addendum) to determine the potential impacts of the Revised Project on cultural resources pursuant to CEQA. The Cultural Resources Assessment included a cultural resources records search through the South-Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) search through the California Native American Heritage Association (NAHC), and an archaeological sensitivity assessment. The Cultural Resources Assessment determined that a total of 10 cultural resources were recorded within the 0.5-mile radius, none of which are located within the Project site.

3.5.3 Regulatory Setting

Since Cultural Resources were addressed in the Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR), no updates to the regulatory settings for historical and archaeological resources as well as human remains have occurred. Below is a brief overview of the regulations applicable to both the Approved Project and the Revised Project.

California Register of Historic Resources

The California Office of Historic Preservation (OHP) established the California Register as an authoritative guide to historical resources in the State of California. To qualify for listing in the California Register, the resource must retain integrity and meet at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined as a property's ability to convey its significance. Evaluation of integrity may be a somewhat subjective judgment; however, it must be founded on "an understanding of a property's physical features and how they relate to its significance."

California Environmental Quality Act

Pursuant to *CEQA Guidelines* Section 15064.5, the Lead Agency is required to evaluate whether a proposed project would have a significant adverse effect on unique historical or archaeological resources. *CEQA Guidelines* Section 15064.5(b) states that a substantial adverse change means physical demolition, destruction, relocation, or alteration in the resource, such that the resource is “materially impaired.” A historical resource is considered to be materially impaired when a project demolishes or materially alters the physical characteristics that justify the determination of its significance.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, no further excavation or disturbance of a site or any nearby area reasonably suspected to overlie adjacent remains shall occur. The County Coroner must be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the California NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5024.1

California Public Resources Code (PRC) Section 5024.1 defines a resource as a historical resource if it meets any of the following criteria: (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage, (2) Is associated with the lives of persons important in our past, (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high value artistic values, (4) Has yielded, or may likely yield, information important in prehistory or history.

California Public Resources Code Section 5097.98

PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Public Resources Code Section 21083.2

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type, (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

3.5.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 (see Impact 3.5-1, below).
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5 (see Impact 3.5-2, below).
- Disturb any human remains, including those interred outside of formal cemeteries (see Impact 3.5-3, below).

3.5.5 Impact Analysis

Historical Resources

Impact 3.5-1: The Approved Project would result in no impacts and would not contribute to cumulative impacts to a historical resource as defined in CEQA Guidelines Section 15064.5.

The Revised Project would have a less than significant and less than cumulatively considerable impacts to a historical resource as defined in CEQA Guidelines Section 15064.5.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not result in an impact to historical resources since no historical resources were identified as being located within or immediately adjacent to the Project site and that the Approved Project's excavations would not extend into native subsurface materials.

Cumulative

The Final EIR did not address cumulative historical resources impacts since the Approved Project would not result in an impact to historical resources.

Proposed Revised Project Evaluation

Revised Project-Specific

As stated above, based on a review of the SCCIC and NAHC records searches, a total of 10 cultural resources were recorded within a 0.5-mile radius, none of which are located within the Project site. In addition, the Project site is located on land that has been previously and heavily disturbed by prior uses, primarily by the former aggregate quarry. Furthermore, there are no historic structures currently onsite.

A Native American village site (*Tooypinga*) is known to exist in the general vicinity of the Project site (within 0.75 miles). A California Historical Landmark #781 known as the National Old Trails Highway/US Route 66 is also located immediately north of the Roberts Campus East. The landmark has been described as an old Native American trail and as a route followed by early explorers Francisco Garcés and Jedediah Smith. These results would suggest that the Roberts Campus East has at least a moderate potential for yielding historic archaeological resources. Nevertheless, review of the geotechnical report indicates that the majority of Roberts Campus East is underlain by documented fill materials, undocumented inert landfill debris, and older alluvial fan deposits. These soils are not conducive to the preservation of historic archaeological materials, as they are either man-made or too old. Only the periphery and an area in the northeastern portion of the Roberts Campus East are underlain by younger alluvial fan deposits, which are contemporaneous with the period for which there is widely accepted evidence for human occupation of Southern California (Byrd and Raab, 2007).

However, based on a review of historic maps, Roberts Campus East is known to have been located within an alluvial fan that was likely subject to periodic flood events. Additionally, Roberts Campus East served as a gravel pit facility that was graded from the 1920s until the 1970s and covered approximately 90 percent of the project area. Therefore, if resources once existed within Roberts Campus East, it is likely that either the flood events and/or the gravel pit operation have disturbed or displaced any historic archaeological resources that may have existed. As a result, Roberts Campus East has a low potential for yielding buried historic archaeological resources.

A review of the portion of the proposed arcade area located outside of and west of Roberts Campus East (Arcade Area) was also conducted. Based on a review of historic maps, the Arcade Area is known to have been located within an alluvial fan that was likely subject to periodic flood events. Additionally, the Arcade Area has been subject to previous ground disturbance. For instance, by 1972, Claremont Boulevard and a baseball field had been constructed. Later, between 2022 and 2024, aerial photographs show that a portion of the Arcade Area (west of Claremont Boulevard) is graded in connection with construction for the Robert Day Science Center. As a result, if resources once existed within the Arcade Area, it is likely that the flood events and/or previous grading for Claremont Boulevard and the area west of Claremont Boulevard may have disturbed or displaced any historic archaeological resources that may have existed. As a result, the Arcade Area has a low potential for yielding buried historic archaeological resources.

The historic archaeological sensitivity assessment identified above for Roberts Campus East and the Arcade Area concluded that there is a low potential for yielding buried historic archaeological resources based on the previous flood events and/or ground disturbance which have likely disturbed or displaced historic archaeological resources that may have existed. Based on the areas having a low potential for yielding buried historic and prehistoric, development of the Revised Project would result in less than significant impacts to historical resources.

However, as a typical precaution (i.e., best management practices) for construction contractors, the Revised Project proposes that the project contractor will retain a Qualified Archaeologist in the event that archaeological resources are encountered during construction. As part of construction mobilization activities, the Qualified Archaeologist will conduct a cultural resources sensitivity training for construction personnel so that the personnel can be informed during construction activities of the types of resources that may be encountered. If resources are encountered, the construction personnel will halt construction activities in the vicinity of the find and notify the Qualified Archaeologist to assess and treat, if necessary, the resource in accordance with the Public Resources Code Sections 5024.1 and 21083.

Thus, although the Revised Project would result in less than significant impact to historic resources, the following Project Design Features have been incorporated into the Revised Project to provide more detailed information on the process of the typical precaution practices in the event that unknown resources are discovered.

PDF-2: Prior to start of ground-disturbing activities, a Qualified Archaeologist (defined as meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology) shall be retained in the event of an archaeological find and to conduct cultural resources sensitivity training for construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

PDF-3: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted in the vicinity of the find and a Qualified Archaeologist shall be notified. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist. The City shall consult with appropriate Native American representatives in determining treatment for any prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are scientifically important, are considered. If a resource is determined by the Qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan for the resources.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont, which could have the potential to affect historic resources. Because the Revised Project would result in less than significant impacts on the historical resources, the Revised Project's contribution to cumulative impacts on historical resources would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR identified that no historical resources were identified as located within or immediately adjacent to the Project Site and no native soils would be excavated, and therefore, there would be no impact on historical resources. With the Revised Project, there will be some native soils that would be excavated. However, based on research and a previous pedestrian survey, Roberts Campus East and the Arcade Area have a low potential for yielding buried historic or prehistoric resources. As a result, development of the Revised Project would result in less than significant impacts to historical resources. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Archaeological Resources

Impact 3.5-2: The Approved Project would result in no impact and would not contribute to cumulative impacts to an archaeological resource as defined in CEQA Guidelines Section 15064.5.

The Revised Project would result in less than significant and less than cumulatively considerable impacts to an archaeological resource as defined in CEQA Guidelines Section 15064.5.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not result in an impact to archaeological resources since no archaeological resources were identified as being located within or immediately adjacent to the Project site and that the Approved Project's excavations would not extend into native subsurface materials.

Cumulative

The Final EIR did not address cumulative archaeological resources impacts since the Approved Project would not result in an impact to archaeological resources.

Proposed Revised Project Evaluation

Revised Project-Specific

Based on a records search, a total of 10 cultural resources are recorded within a 0.5-mile radius of the Project site as well as a Native American village site (*Tooypinga*) known to exist in the general vicinity of the Project Site (within 0.75 miles) and a California Historical Landmark #781 known as the National Old Trails Highway/US Route 66 that is immediately north of Roberts Campus East. These results would suggest that Roberts Campus East has at least a moderate potential for yielding archaeological resources. Nevertheless, review of the geotechnical report prepared for the Roberts Sports Bowl (Langan, 2024) indicates that the majority of Roberts Campus East is underlain by documented fill materials, undocumented inert landfill debris, and older alluvial fan deposits. These soils are not conducive to the preservation of archaeological materials, as they are either man-made or too old. Only the periphery and an area in the northeastern portion of the Roberts Campus East are underlain by younger alluvial fan deposits, which are contemporaneous with the period for which there is widely accepted evidence for human occupation of Southern California.

Based on a review of historic maps, Roberts Campus East is known to have been located within an alluvial fan that was likely subject to periodic flood events. Additionally, Roberts Campus East served as a gravel pit facility that was graded from the 1920s until the 1970s and covered approximately 90 percent of the project area. Therefore, if archaeological resources once existed within Roberts Campus East, it is likely that either the flood events and/or the gravel pit operation have disturbed or displaced any archaeological resources that may have existed. As a result, Roberts Campus East project area has a low potential for yielding buried archaeological resources.

A review of the Arcade Area west of Roberts Campus East was also conducted. Based on a review of historic maps, the proposed arcade area is known to have been located within an alluvial fan that was likely subject to periodic flood events. Additionally, the proposed arcade area has been subject to previous ground disturbance. For instance, by 1972, Claremont Boulevard and a baseball field had been constructed. Later, between 2022 and 2024, aerial photographs show that a portion of the proposed arcade area (west of Claremont Boulevard) is graded and under construction for the Robert Day Science Center. As a result, if resources once existed within the proposed arcade area, it is likely that the flood events and/or previous grading for Claremont Boulevard and the area west of Claremont Boulevard may have disturbed or displaced archaeological resources that may have existed. As a result, the Arcade Area has a low potential for yielding buried archaeological resources.

The archaeological sensitivity assessment identified above for the Roberts Campus East and proposed arcade areas concluded that there is a low potential for yielding buried archaeological resources based on the previous flood events and/or ground disturbance which have likely disturbed or displaced archaeological resources that may have existed. Based on the areas having a low potential for yielding buried archaeological resources, development of the Revised Project would result in less than significant impacts to archaeological resources.

Although the Revised Project would result in less than significant impact to archaeological resources, PDF-1 and PDF-2 have been incorporated into the Revised Project to provide more detailed information on the process of the typical precaution practice in the event that unknown resources are discovered.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont, which could have the potential to affect archaeological resources. Because the Revised Project would result in less than significant impacts on the archaeological resources, the Revised Project's contribution to cumulative impacts on archaeological resources would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR identified that no historical resources were identified as located within or immediately adjacent to the Project Site and no native soils would be excavated, and therefore, the Approved Project would have no impact on archaeological resources. With the Revised Project, there will be some native soils that would be excavated. However, based on research and a previous pedestrian survey, Roberts Campus East and the Arcade Area have a low potential for yielding buried archaeological resources. As a result, development of the Revised Project would result in less than significant impacts to archaeological resources. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Human Remains

Impact 3.5-3: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts on human remains, including those interred outside formal cemeteries.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that because excavation associated with the Approved Project would not extend into native soils, no impact is anticipated on human remains. In addition, adherence to California Health and Safety Code Section 7050.5, requiring the cessation of grading and construction activities and contacting of the coroner if human remains are uncovered.

Cumulative

The Final EIR identified that the primary concern related to disturbing buried remains is the destruction of important Native American remains. Grading and construction activities associated with cumulative development would be required to comply with California Health and Safety Code Section 7050.5 that requires all earthmoving activities to stop if human remains are uncovered until the appropriate county coroner is contacted to evaluate the remains. With this compliance, potential impacts on human remains from cumulative development would be less than significant. Because the Approved Project is also required to comply with California Health and Safety Code Section 7050.5, the Approved Project's contribution to cumulative impacts on human remains would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

There are no known human remains located on the Project site. As with the Approved Project, the Revised Project would include grading and excavation activities that would be required to comply with California Health and Safety Code Section 7050.5 to ensure that if there is a discovery of human remains, they are protected from further excavation or disturbance until the County Coroner is contacted. The County Coroner is required to evaluate the human remains, and if the remains are determined to be Native American then the NAHC must be contacted. In addition, California Public Resources Code Section 5097.98 states that if the NAHC determines that the human remains are Native American then the NAHC is required to designate a Most Likely Descendent. Compliance with the required regulations (California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98) would ensure that impacts are less than significant. Although the Revised Project is required to comply with existing regulations, the following Project Design Feature has been incorporated into the Revised Project to provide details to facilitate and document compliance with applicable regulations.

PDF-4: If human remains are encountered during implementation of the Project, in accordance with State Health and Safety Code Section 7050.5 no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
- If the remains are determined to be of Native American descent, the Coroner is required to notify NAHC within 24 hours.
- The NAHC is required to immediately notify the person it believes to be the MLD of the deceased Native American.
- The MLD is required to, within 48 hours, make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of human remains and grave goods.
- If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

Cumulative

Grading and construction activities associated with cumulative development would be required to comply with existing regulations to ensure that any potential impacts on human remains remain less than significant. Because the Approved Project is also required to comply with existing regulations (California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98), the Approved Project's contribution to cumulative impacts on human remains would not be cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Approved Project identified that grading and construction activities are not expected to impact human remains because excavation activities would not extend into native soils. In addition, compliance with existing regulations would ensure that any potential impacts would remain less than significant. With the Revised Project, no human remains are expected, and compliance with the required regulations (California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98) would also ensure that potential impacts to human remains would remain less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.5.6 References

Environmental Science Associates (ESA). 2024. Cultural Resources Assessment for the Claremont McKenna Roberts Campus Sports Bowl. May 8, 2024.

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3.6 Energy

3.6.1 Introduction

This section analyzes effects on energy resources due to construction and operation of the Revised Project. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any direct or indirect changes to the setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the greenhouse gas emission impacts and mitigation measures addressed in the Final EIR as well as the potential impacts associated with the Revised Project emissions. The Revised Project's anticipated energy use is estimated, the potential for impacts due to inefficient or unnecessary consumption, or conflicts with energy related plans are assessed, and conservation measures are considered to address impacts if they are significant.

Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to energy resources; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to energy resources; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to energy resources.

3.6.2 Environmental Setting

Electricity

Southern California Edison (SCE) is the electricity provider for San Bernardino County and Los Angeles County, which includes the City of Upland and Claremont, respectively. SCE provides electrical services to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area (SCE, 2024). The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh). The Project site will receive electricity distribution from The Claremont Colleges Services (TCCS), which has an Interconnection Agreement with SCE.

SCE produces and purchases its energy from a mix of conventional and renewable generating sources. **Table 3.6-1, *Electric Power Mix Delivered to Retail Customers in 2022***, displays the electric power mix that was delivered to retail customers for SCE compared to the statewide power mix for 2022, the most recent year for which data is available. The total amount of energy

consumed in San Bernardino County in 2022 from residential and non-residential sectors was 16,629 GWh, and 68,484 GWh in Los Angeles County (CEC 2024a).

**TABLE 3.6-1
 ELECTRIC POWER MIX DELIVERED TO RETAIL CUSTOMERS IN 2022**

Energy Resource	2022 SCE	2022 Statewide Power Mix (for comparison) ^a
Eligible Renewable	33.2%	35.8%
Biomass & bio-waste	0.1%	2.1%
Geothermal	5.7%	4.7%
Small hydroelectric	0.5%	1.1%
Solar	17.0%	17.0%
Wind	9.8%	10.8%
Coal	0.0%	2.1%
Large Hydroelectric	3.4%	9.2%
Natural Gas	24.7%	36.4%
Nuclear	8.3%	9.2%
Other	0.1%	0.1%
Unspecified sources of power^b	30.3%	7.1%
Total	100%^c	100%^c

NOTES:

- ^a Percentages are estimated annually by the California Energy Commission based on the electricity sold to California consumers during the previous year. The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.
- ^b "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
- ^c Totals may not add up exactly due to rounding.

SOURCES: CEC 2024; <https://www.energy.ca.gov/filebrowser/download/6072>. Accessed April 2024

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the State's total energy requirements. Natural gas is measured in terms of both cubic feet (cf) or British thermal units (Btu).

Natural gas is used for cooking, space heating, water heating, electricity generation, and as an alternative transportation fuel. The Southern California Gas Company (SoCalGas) is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.8 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout central and southern California, from the City of Visalia to the US/Mexican border (SoCalGas 2024).

SoCalGas, along with five other California utility providers, released the *2022 California Gas Report*, presenting a forecast of natural gas supplies and requirements for California through the

year 2035 (SoCalGas 2021). The 2022 California Gas Report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. Overall, SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the State's transition to renewable energy displacing fossil fuels including natural gas.

Transportation Energy

According to the Energy Information Administration, transportation accounts for approximately 37.8 percent of California's total energy consumption (USEIA 2022b). The annual transportation fuel consumption of diesel and gasoline in 2022 in California (the most recent year for which statewide data is available) is approximately 1,846 million gallons and 11,495 million gallons, respectively (CEC 2023). Transportation fuel consumption of diesel and gasoline for San Bernardino County in 2022 is 258 million gallons and 915 million gallons, respectively. Transportation fuel consumption of diesel and gasoline for Los Angeles County in 2022 is 295 million gallons and 3,070 million gallons, respectively. The estimated San Bernardino and Los Angeles County and Statewide transportation fuel consumption is based on retail sale data from the California Energy Commission (CEC) (CEC 2023).

3.6.3 Regulatory Setting

Federal

Energy Policy Act of 1992

The Energy Policy Act set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. It established regulations requiring certain federal, state, and alternative fuel provider fleets to build an inventory of alternative fuel vehicles. It was amended several times in the Energy Conservation and Reauthorization Act of 1998 and in 2005 via the Energy Policy Act in 2005, which emphasized alternative fuel use and infrastructure development.

Energy Policy Act of 2005

The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy. The Renewable Fuel Standard (RFS) program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting mandatory Renewable Fuel Standards (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;

- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances; and
- While superseded by the United States Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration (NHTSA) actions described above (refer to United States Department of Transportation, United States Department of Energy, and United States Environmental Protection Agency, above), (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

State

California Building Standards Code (Title 24, Parts 6 and 11)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective January 1, 2023. The 2022 Title 24 standards include efficiency improvements to the non-residential standards, which include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1-2019 national standards (CEC 2022).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, became effective in 2023. The 2022 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality (ICC 2022). For example, the standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

Renewables Portfolio Standard

The State has adopted regulations to increase the proportion of electricity from renewable sources. In 2008, Executive Order S-14-08 expanded the State's Renewable Portfolio Standard (RPS) goal to 33 percent renewable power by 2020. In 2009, Executive Order S-21-09 directed CARB (under its Assembly Bill [AB] 32 authority) to enact regulations to help the State meet the 2020 goal of 33 percent renewable energy. The 33 percent by 2020 RPS goal was codified with the passage of Senate Bill (SB) X1-2. This new RPS applied to all electricity retailers in the state, including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 further increased the RPS to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027 (CEC 2024b). In 2018, SB 100 further increased California's RPS and requires retail sellers and local POUs to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

California Health and Safety Code (HSC), Division 25.5/California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. Under HSC Division 25.5, CARB has the primary responsibility for reducing the State's GHG emissions; however, AB 32 also tasked the CEC and the CPUC with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, the California State Legislature adopted SB 32 and its companion bill AB 197; both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5 and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach disadvantaged communities.

Senate Bill 350

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. Building off AB 32, SB 350 established California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 set ambitious 2030 targets for energy efficiency and renewable electricity, among other actions aimed at reducing GHG emissions. SB 350 increased California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030 prior to the current goals set by SB 100. In addition, SB 350 requires the State to double statewide energy efficiency savings in electricity and natural gas end uses by 2030 (CEC 2024b).

Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use. According to CARB, "Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the State Implementation Plan (SIP), Sustainable Freight Action Plan, SB 350, and AB 32" (CARB 2023).

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions

(Title 13 California Code of Regulations [CCR] Section 2485 and Title 17 CCR Section 93115) (CARB 2021). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

Regional

South Coast Air Quality Management District

As discussed in Section 3.3, *Air Quality*, of this Addendum, the South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the South Coast Air Basin (where the Project is located) and developing rules and regulations to bring the Air Basin into attainment of the ambient air quality standards. As part of its efforts to reduce local air pollution, SCAQMD has promoted a number of programs to promote energy conservation, low-carbon fuel technologies (natural gas vehicles; electric-hybrids, hydraulic-hybrids, and battery-electric vehicles), renewable energy, VMT reduction programs, and market incentive programs.

3.6.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to energy if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (see Impact 3.6-1, below).
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (see Impact 3.6-2, below).

3.6.5 Impact Analysis

Energy Resources

Impact 3.6-1: The Approved Project and Revised Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation, and the Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts on energy resources.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR included an energy conservation analysis that assessed the short- and long-term energy demand of the Approved Project. The analysis (included in Appendix C to the Final EIR) summarized the Approved Project's energy demand of gasoline, diesel, natural gas, and electricity. The Final EIR identified that the Approved Project would be subject to state energy efficiency regulations, and the Approved Project would not result in the wasteful, inefficient, and

unnecessary consumption of energy. Therefore, the Approved Project would result in a less than significant impact on energy resources.

Cumulative

The Final EIR did not address this cumulative significance threshold because the energy conservation analysis concluded that the Approved Project would not result in the wasteful, inefficient, and unnecessary consumption of energy. As a result, the Approved Project's impact on energy resources would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

An energy analysis that includes the quantification of energy demand for the Revised Project was prepared. The energy assumptions and modeling data are provided in Appendix D of this Addendum to the Final EIR.

Construction

The Revised Project's construction activities would consume energy primarily in the form of transportation fuels (e.g., diesel and gasoline) used by haul trucks, heavy-duty equipment, and worker vehicles traveling to and from construction areas. Electricity consumed by any electric-powered equipment would be minimal relative to the amount of diesel and gasoline consumed. Natural gas is generally not used during construction. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction workers travel to and from the Project site, and delivery and haul truck trips (e.g., hauling of material to off-site reuse and disposal facilities).

Construction activities and associated energy use could vary substantially from day to day, depending on the phase and type of construction activity and the number of workers and vendors traveling to the construction areas. The assumptions used for this analysis regarding the construction schedule, and regarding the types, number, and level of usage of construction equipment and vehicles for each activity, are consistent with the assumptions used for the air quality and GHG emissions analyses in this Addendum.

The Project will be constructed in two phases and construction energy usage is provided for each of the two phases.

Transportation Energy

Table 3.6-2 identifies the anticipated energy usage during Phase 1 of construction. As detailed in Table 3.6-2, construction-related-off road equipment and on-road vehicles would consume approximately 90,932 gallons of diesel and on-road vehicles would consume approximately 11,603 gallons of gasoline, over the two-year construction period for Phase 1. This amounts to an average annual usage of approximately 45,466 gallons of diesel fuel per year and 5,801 gallons of gasoline fuel per year over the two years of construction.

**TABLE 3.6-2
 PROJECT CONSTRUCTION ENERGY USAGE – PHASE 1**

Energy Type	Total Quantity ^{a,b}	Annual Average Quantity During Construction ^b
Gasoline		
On-Road Construction Vehicles	11,603 gallons	5,801 gallons
Total Gasoline	11,603 gallons	5,801 gallons
Diesel		
On-Road Construction Vehicles	26,441 gallons	13,220 gallons
Off-Road Construction Equipment	64,492 gallons	32,246 gallons
Total Diesel	90,932 gallons	45,466 gallons

NOTES:

- ^a Detailed calculations are provided in Appendix D.
- ^b Totals may not add up due to rounding of decimals.

SOURCES: ESA 2024; CalEEMod 2022.

Table 3.6-3 identifies the anticipated energy usage during Phase 2 of construction. As detailed in Table 3.6-3, construction-related-off road equipment and on-road vehicles would consume approximately 28,976 gallons of diesel and on-road vehicles would consume approximately 4,092 gallons of gasoline, over the two-year construction period. This amounts to an average annual usage of approximately 14,488 gallons of diesel fuel per year and 2,046 gallons of gasoline fuel per year over the two years of construction.

**TABLE 3.6-3
 PROJECT CONSTRUCTION ENERGY USAGE – PHASE 2**

Energy Type	Total Quantity ^{a,b}	Annual Average Quantity During Construction ^b
Gasoline		
On-Road Construction Vehicles	4,092 gallons	2,046 gallons
Total Gasoline	4,092 gallons	2,046 gallons
Diesel		
On-Road Construction Vehicles	10,112 gallons	5,056 gallons
Off-Road Construction Equipment	18,864 gallons	9,432 gallons
Total Diesel	28,976 gallons	14,488 gallons

NOTES:

- ^a Detailed calculations are provided in Appendix D.
- ^b Totals may not add up due to rounding of decimals.

SOURCES: ESA 2024; CalEEMod 2022.

For comparison purposes only, and not for the purpose of determining significance, the annual average fuel usage for Phases 1 and 2 would represent less than 0.004 percent of the 2022 annual on-road gasoline and diesel fuel-related energy consumption in either San Bernardino County or Los Angeles County (CEC 2023).

Construction would utilize energy only for necessary on-site activities and to transport construction materials to and from the Project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and, thus, reduce the Revised Project’s construction-related energy use. Therefore, as with the Approved Project, the Revised Project would not result in the wasteful, inefficient, and unnecessary consumption of energy, and impacts associated with transportation fuels for construction would be less than significant.

Operation

Operational energy consumption would occur from the energy needs of the support structures and the use of transportation fuels (e.g., diesel and gasoline) associated with vehicles traveling to and from the completed Project site. This analysis estimates the maximum operational energy consumption to evaluate the Revised Project’s associated impacts on energy resources. During operation of the Revised Project, energy would be consumed for multiple purposes, including, but not limited to HVAC, lighting, and the use of electronics, equipment, and appliances. Energy would also be consumed during project operations related to water usage, solid waste disposal, and vehicle trips. **Table 3.6-4, Project Operational Energy Usage**, displays the Revised Project’s energy demand from electricity, natural gas, gasoline, and diesel.

**TABLE 3.6-4
 PROJECT OPERATIONAL ENERGY USAGE**

Energy Type	Annual Quantity ^{a,b}
Electricity	
Building Energy	477 MWh
Water Conveyance and Treatment	247 MWh
<i>Project Subtotal</i>	<i>724 MWh</i>
Natural Gas	
Building Usage	2,144 cf
Transportation	
Gasoline	91,921 gallons
Diesel	26,290 gallons

NOTES: MWH = MEGAWATT-HOURS; CF = CUBIC FEET.

^a Detailed calculations are provided in Appendix D.

^b Totals may not add up due to rounding of decimals.

SOURCE: ESA 2024.

Electricity

Project operation will increase the demand for electricity resources including water supply, conveyance, distribution, and treatment. In total, the Revised Project would require an increase in energy of approximately 724 MWh per year.¹ For the 2022 fiscal year, SCE had an annual electric sale to customers of approximately 84,218 GWh (SCE 2023). The Revised Project represents approximately <0.00001 percent of the SCE network sales for 2022. Under peak conditions, the net increase of approximately 724 MWh on an annual basis would generally be equivalent to a peak of 0.1 to 0.2 MW (assuming 8,760 hours or 4,380 hours per year of active electricity demand). In comparison to the SCE power grid base peak load of 26,649 MW for 2027, the net increase would represent approximately 0.000003 to 0.000006 percent of the SCE base peak load conditions.

The Revised Project would comply with the applicable provisions of the Title 24 standards and the CALGreen Code in effect at the time of building permit issuance. The Revised Project would be designed to include numerous energy-saving features that would allow the Revised Project to comply with the 2022 Title 24 standards and achieve energy savings required by state regulations. Per compliance with the 2022 CALGreen Code, the Revised Project would use all new electric appliances. Therefore, as with the Approved Project, the operation of the Revised Project would not result in the wasteful, inefficient, and unnecessary consumption of electricity and impacts related to electricity consumption would be less than significant.

Natural Gas

The Revised Project does not currently plan to utilize natural gas. However, in the event natural gas were utilized, the Revised Project would increase the demand for natural gas resources. With compliance with 2022 Title 24 standards and applicable 2022 CALGreen requirements, the Revised Project is projected to generate a net increase in the on-site annual demand for natural gas totaling 2,144 cf.

SoCalGas accounts for anticipated regional demand based on various factors, including growth in employment by economic sector, growth in housing and population, and increasingly demanding State goals for reducing GHG emissions. SoCalGas accounts for an increase in employment and housing between 2018 to 2035. Furthermore, the 2022 California Gas Report estimates that natural gas supplies within SoCalGas' planning area will be 831,470 million cf in 2027.² As stated above, the Revised Project's annual net increase in demand for natural gas is estimated to be 2,144 cf in year 2027. The Project would account for <0.0000001 percent of the 2027 forecasted annual consumption in SoCalGas' planning area and would fall within SoCalGas' projected consumption for the area and would be consistent with SoCalGas' anticipated regional demand from population or economic growth.

¹ It is noted that the default electricity factors in CalEEMod, which was used for emissions calculation purposes for air quality and GHG emissions, indicates a net increase of electricity totaling approximately 85.65 MWh per year. Thus, the air quality and GHG emissions modeling analyses represents conservative (i.e., environmentally protective) analyses.

² California Gas and Electric Utilities, 2022 California Gas Report, 20, page 189. Based on initial values from 2027-2030 and 2035.

As would be the case with electricity, the Revised Project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize natural gas demand. As such, the Revised Project would minimize energy demand. Therefore, as with the Approved Project, with the incorporation of these provisions required in existing regulations, operation of the Revised Project would not result in wasteful, inefficient, or unnecessary consumption of natural gas.

Transportation Energy

The Project's estimated operational transportation fuel demand is provided in Table 3.6-4. During operation, the Revised Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the completed Project site. As summarized in Table 3.6-4, the Revised Project's estimated net increase in petroleum-based fuel usage would be 91,921 gallons of gasoline and 26,290 gallons of diesel per year³. The Revised Project's annual average fuel usage would represent less than 0.001 percent of the 2022 annual on-road gasoline and diesel fuel-related energy consumption in either San Bernardino County or Los Angeles County (CEC 2023).

Cumulative

Cumulative projects in the vicinity of the Project site could result in an increase in energy demand. Because the Revised Project would not result in adverse energy resource impacts from its energy demand and would be consistent with state and local regulations, and because cumulative projects would also be required to comply with applicable state and local regulations, the Revised Project's impact on energy resources within the Project vicinity would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not result in the wasteful, inefficient, or unnecessary use of energy resources, and impact on energy resources would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

³ Annual fuel usage was based on the VMT calculated within CalEEMod and corresponding percent fuel type mix from EMFAC2021 On-road Emissions.

Conflict with State or Local Energy Plan

Impact 3.6-2: The Approved Project and Revised Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and therefore, the Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts on state and local energy plans.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR stated that the Approved Project would be subject to the state energy efficiency regulations pursuant to the California Building Code (CBC). Compliance with these regulations would result in a 20 percent reduction in water demand and a 20 percent reduction in wastewater discharges. In addition, the Final EIR included a discussion of the Claremont Sustainable City Plan. The facilities proposed as part of the Approved Project would reduce energy consumption, water usage, and landfilling of solid waste in accordance with the resource conservation Goals 1.1 through 1.3 of the Claremont Sustainable City Plan. The facilities proposed as part of the Approved Project were identified as supporting Goal Area 4 (Sustainable Built Environment) of the Claremont Sustainable City Plan because the facilities would be constructed utilizing green building techniques such as low-flow fixtures and sustainable landscaping. The Final EIR found that the Approved Project would be consistent with the Claremont Sustainable City Plan. Therefore, the Approved Project would result in less than significant impacts related to a state or local energy plan.

Cumulative

The Final EIR did not address this cumulative significance threshold because the Approved Project would comply with existing state regulations and would be consistent with the Claremont Sustainable City Plan. Therefore, the Approved Project's impact on state and local energy plans would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Construction of the Revised Project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations discussed above, such as the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation (CARB 2016). As such, the Revised Project would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Compliance with requirements for diversion of mixed construction debris would reduce truck trips to landfills, which are typically located some distance away from population centers, and increase the amount of waste recovered (e.g., recycled, reused) at material recovery facilities.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption (BP Global, 2021). Vehicles that would be used by construction workers would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Additionally, off-road emissions standards will increase equipment efficiencies as they are phased-in overtime and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction and operation of the Revised Project would comply with existing energy standards.

As with the Approved Project and discussed previously, the Revised Project would comply with the applicable provisions of the Title 24 standards and the CALGreen Code in effect at the time of building permit issuance. The Revised Project would be designed to include numerous energy-saving features that would allow the Revised Project to comply with the 2022 Title 24 standards and achieve energy savings required by state regulations. Per compliance with the 2022 CALGreen Code, the Revised Project would use new electric appliances, install high-efficiency lighting, Low-E or ENERGY STAR windows, and utilize passive sustainable design strategies including daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, and well-designed building envelopes. The Revised Project would also provide water efficiency features such as low-flush toilets, low-flow fixtures and appliances, drought-tolerant landscaping, smart weather-based irrigation controllers, and water-saving irrigation lines such as drip tubing.

Overall, the Revised Project's features would support and promote the use of renewable energy and energy efficiency through compliance with CALGreen, 2022 Title 24 requirements, and regional and local general plan policies and as with the Approved Project, would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the Revised Project impacts would be less than significant.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont. Similar to the Revised Project, future development in the cities of Upland and Claremont would be required to comply with state and local plans for renewable energy or energy efficiency. Since the Revised Project would not conflict with the 2022 Title 24 standards, CALGreen Code, and the 2020–2045 RTP/SCS with respect to energy use, the Revised Project's contribution to cumulative impacts with respect to potentially significant environmental impacts due to conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and the Revised Project's impact on energy resources would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.6.6 References

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3.7 Geology and Soils

3.7.1 Introduction

This section addresses current geology and soils conditions, and the potential of the Revised Project to result in impacts associated with fault rupture, strong seismic ground shaking, liquefaction, landslides, soil erosion or loss of topsoil, unstable geologic location, expansive soils, soils and wastewater disposal systems, and paleontological resources. This section includes an update of the environmental setting on and in the vicinity of the Project site and identifies any applicable changes to the geology and soils conditions that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the impacts associated with geology and soils and mitigation measures addressed in the Final EIR as well as the potential geology and soils impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to geology and soils; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to geology and soils, or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to geology and soils.

The geology and soils analysis of the Revised Project is based on the Geotechnical Investigation Report prepared by Langan CA, Inc. dated March 1, 2024 (Revised Project Geotechnical Report). The report is located in Appendix E of this Addendum to the Final EIR.

The Revised Project Geotechnical Report provides more detailed evaluations that includes more borings to characterize the subsurface conditions and more detailed recommendations for general earthwork, grading and structural design compared to the Preliminary Geotechnical Assessment included in the Final EIR for the Approved Project.

3.7.2 Environmental Setting

Regional Geology

The Project site is located in the northern portion of the Peninsular ranges Geomorphic Province along the southern side of the San Gabriel Mountains. Regional topography is dominated by the presence of the faults that define the mountains and hills of the Southern California region including the Cucamonga Fault that locally defines the southern boundary of the San Gabriel Range, the Chino Fault to the west of the Project site that bounds the Chino Hills in that area, and the San Jacinto and San Andreas Faults to the east of the Project site. The Santa Ana River is

located approximately ten miles south of the Project site where it flows to the southwest through the Prado Dam area.

Local Geology

The Project site is located on the western extent of an alluvial fan deposit emanated from the San Antonio Creek at the base of the San Gabriel Mountains. The large, well-formed fan is largely mapped as mixtures of unconsolidated sand, gravel, and boulders deposited through braided streams.

Sediments at the Project site were mined for sand and gravel beginning in the 1920s and ending in 1972. In late 1972, the Project site was permitted for disposal of inert debris consisting of non-decomposable, non-water soluble, inert solids. In 1984, landfilling operations were suspended pending potential development. Inert debris landfill operations resumed in 1991. By 1994, substantial inert debris fills were placed in the northwestern corner and along the western side of the Project site. Since at least May 2000, waste disposal has been restricted to inert debris from construction projects within The Claremont Colleges Services (TCCS) and its associated colleges (i.e., Claremont McKenna College, Pomona College, Scripps College, Harvey Mudd College, Pitzer College, and Claremont Graduate University). Because the landfill only accepted inert debris, the landfill is unlined and does not include environmental control measures for gas and leachate collection. Previous filling operations were undocumented except for fill placed in the southeast corner of the Project site. Large quantities of landfill generally consisting of silty sand were placed across the Project site up to thicknesses of approximately 55 feet.

Since the approval of the Approved Project in 2016, revised Waste Discharge Requirements (WDRs) for the inert landfill was issued by the Los Angeles Regional Water Quality Control Board. The revised WDRs were issued to reflect the change in the inert landfill operator from Claremont University Consortium to Claremont McKenna College and an update to the Inert Fill Checking Program including waste characterization and groundwater quality monitoring. As a result, two new groundwater monitoring wells were installed on the Project site. As of the fourth quarter of 2023, the inert debris landfill is no longer accepting inert debris, but landfill maintenance activities continue.

As discussed in Appendix E, the historical high groundwater level at the Project site ranges between depths of approximately 50 to 150 feet below ground surface (bgs).

Seismic Hazards

Faults

The closest fault to the Project site that has been mapped by the California Geologic Survey (CGS) is the Indian Hills fault, located approximately 1 mile (1.6 km) to the northwest. The Indian Hill fault is classified as a Late Quaternary fault (fault displacement occurred during the past 700,000 years) and therefore, this fault is considered potentially active, but not considered active because the State of California considers a fault active if there has been an offset in Holocene time, approximately the last 11,000 years. The CGS has also mapped a portion of the San Jose Fault, located approximately 1.1 mile (1.8 km) southwest of the Project site. This

portion of the San Jose fault is also classified as Late Quaternary fault (fault displacement occurred during the past 700,000 years) and therefore, this fault is also considered potentially active. A portion of the San Jose fault that has not been mapped by CGS is located beneath the Project site, bisecting the Project site diagonally from northeast to southwest. The portion of the San Jose fault under the Project site does not exhibit fault displacement and is not considered active or potentially active. The San Jose fault extends for approximately 11 miles from the central part of the San Jose Hills to the base of the San Gabriel Mountains, including a portion running through southern Claremont. According to the City of Claremont's General Plan, the fault has a maximum credible earthquake (MCE) level of 6.4 on the Richter Scale.

Ground Shaking and Surface Rupture

Ground shaking due to earthquakes can cause extensive damage to life and property. The extent of the damage varies by event and is determined by several factors, including (but not limited to): magnitude and depth of the earthquake, distance from epicenter, duration and intensity of the shaking, underlying soil and rock types, and integrity of structures.

Liquefaction

Liquefaction is a phenomenon in which unconsolidated, water saturated sediments become unstable due to the effects of strong seismic groundshaking. During an earthquake, these sediments can behave like a liquid, potentially causing severe damage to overlying structures. Lateral spreading is a type of ground failure that can cause minor landslides that occur when unconsolidated liquefiable material breaks and spreads due to the effects of gravity, usually down gentle slopes. Liquefaction-induced lateral spreading is defined as the finite, lateral displacement of gently sloping ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit during an earthquake. The occurrence of this phenomenon is dependent on many complex factors, including the intensity and duration of ground shaking, particle-size distribution, and density of the soil. In general, a relatively high potential for liquefaction exists in loose, sandy soils that are within 50 feet of the ground surface and are saturated (below the groundwater table). Lateral spreading can move blocks of soil, placing strain on buried pipelines that can lead to leaks or pipe failure.

The Project site is not located within a City- or State-designated liquefaction hazard zone. Groundwater (perched and/or the groundwater table) was not encountered within the upper 50 feet, and the soils encountered in the explorations consist of medium dense to very dense granular material. Thus, the potential for liquefaction at the Project site is considered negligible.

Subsidence (Settlement) and Soil Collapse

Land subsidence is the gradual settling or sudden sinking of the earth's surface due to subsurface movement of earth materials. Subsidence in alluvial valley areas is typically associated with groundwater or petroleum withdrawal, and regional ground subsidence or settlement is typically caused by compaction of alluvial deposits, or other saturated deposits in the subsurface.

Collapsible soils consist of loose, dry, low-density materials that collapse, compact, and change in settlement under the addition of water or excessive loading, often resulting in severe damage to structures. The native soils on the Project site consist of dense to very dense granular deposits.

The existing engineered fill materials are also dense. Finally, the existing landfill materials were evaluated and found to generally have comparable or greater stiffness compared to the engineering fill materials.

Landsliding

Landslides are one of the various types of downslope movements in which rock, soil, and other debris are displaced due to the effects of gravity. The potential for material to detach and move down slope depends on multiple factors including the type of material, water content, and steepness of terrain. Portions of the Project site are located in a zone of potential earthquake-induced landsliding per the California Geologic Survey Seismic Hazard Zones map for the Ontario Quadrangle.

Other Geotechnical Hazards

Expansive Soils

Expansive soils are soils that possess a “shrink-swell” characteristic, also referred to as linear extensibility. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying; the volume change is reported as a percent change for the whole soil. The materials encountered during the investigations at the Project site generally consist of sand with gravels, cobbles, and boulders and associated debris (primarily concrete and asphalt), which have a low potential for expansion.

Existing Fill

Documented fill materials were encountered at the south side of the Project site and ranged from one to 45 feet in thickness. The documented fill materials consisted of dry to moist silty sand with various amount of gravel and cobbles. Undocumented fill materials were encountered throughout a majority of the Project site and range from 2.5 feet to greater than 52 feet in thickness. These materials consisted of dry silty sand with various amounts of gravel and cobbles, and various amounts of asphalt, brick, concrete, and metallic debris. Native soils consist of young and old alluvial fan deposits.

3.7.3 Regulatory Setting

The relevant regulations for development of the Project site are discussed below.

State

The Alquist-Priolo Earthquake Fault Zoning Act of 1972

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (formerly the Special Studies Zoning Act) regulates the development and construction of buildings intended for human occupancy to avoid hazards associated with surface fault rupture. In accordance with this law, the California Geological Survey maps active faults and designates Earthquake Fault Zones along mapped faults. This act groups faults into categories (i.e., active, potentially active, or inactive). Historic and Holocene faults are considered active, Late Quaternary and Quaternary faults are considered potentially active, and pre-Quaternary faults are considered inactive. These classifications are qualified by conditions. For example, a fault must be shown to be “sufficiently active” and “well

defined” through detailed site-specific geologic explorations to determine whether building setbacks should be established. Any project that involves the construction of buildings or structures for human occupancy, such as an operations and maintenance building, is subject to review under the Alquist-Priolo Earthquake Fault Zoning Act, and any structures for human occupancy must be located at least 50 feet from any active fault.

The Seismic Hazards Mapping Act of 1990

In accordance with PRC Chapter 7.8, Division 2, the California Geologic Survey (CGS) is directed to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and minimize the loss of life and property by identifying and mitigating seismic hazards, such as those associated with strong ground shaking, liquefaction, landslides, other ground failures, or other hazards caused by earthquakes. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by the California Geological Survey in their land use planning and permitting processes. In accordance with the Seismic Hazards Mapping Act, site-specific geotechnical investigations must be performed prior to permitting most urban development projects within seismic hazard zones.

California Building Code

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24, or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California.

The 2022 edition of the CBC is based on the 2021 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2022 edition of the CBC was published by the California Building Standards Commission in 2022 and took effect starting January 1, 2023.

Public Resources Code Section 5097.5 and Section 30244

State requirements for paleontological resource management are included in Public Resources Code (PRC) Section 5097.5 and Section 30244; of these two PRC sections, only the latter (Section 30244) applies to a project on private land as the former (Section 5097.5) is only applicable to projects on public land. Section 30244 specifically requires that reasonable mitigation measures be required where development would adversely impact archaeological or paleontological resources, as identified by the State Historic Preservation Officer.

State Regional Water Quality Control Board, Stormwater General Construction Permit

On September 8, 2022, the State Water Board adopted the 2022 Construction Stormwater General Permit (CGP) that had an effective date of September 1, 2023 (SWRCB Order No. 2022-0057-DWQ). The 2022 General Construction Permit updated the 2009 CGP. The CGP generally requires that construction sites with 1 acre or greater of soil disturbance, or less than 1 acre but part of a greater common plan of development, apply for coverage for discharges under the GCP by developing a stormwater pollution prevention plan (SWPPP) that address construction site pollutants as well as reduce sediment discharges due to soil erosion.

Local

City of Upland Municipal Code

Chapter 15.08 (California Building Code) of the City of Upland does not include any amendments that modify the seismic design criteria or soils and foundation requirements of the CBC.

City of Claremont Municipal Code

Chapter 15.04 (Building Code) of the City of Claremont Municipal Code does not include any amendments that modify seismic design criteria or soils and foundation requirements of the CBC.

3.7.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to geology and soils if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (see Impact 3.7-1, below).
 - Strong seismic ground shaking (see Impact 3.7-2, below).
 - Seismic-related ground failure, including liquefaction (see Impact 3.7-3, below).
 - Landslides (see Impact 3.7-4, below).
- Result in substantial soil erosion or the loss of topsoil (see Impact 3.7-5, below).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse (see Impact 3.7-6, below).
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (see Impact 3.7-7, below).

- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (see Impact 3.7-8).
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (see Impact 3.7-9, below).

3.7.5 Impact Analysis

Fault Rupture

Impact 3.7-1: The Approved Project and Revised Project would have a less than significant and no cumulative impact to the exposure of people or structures to adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the Project area or based on other substantial evidence of a known fault.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that, as discussed in the Preliminary Geotechnical Assessment, the Project site does not lie over an active fault based on review of the CGS fault maps. Therefore, less than significant surface fault rupture hazard impact would occur with the implementation of the Approved Project.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Adherence by cumulative projects to the CBC and local regulations would reduce potential cumulative fault rupture impacts to less than significant. Because the geologic hazards are site-specific, the Approved Project would not contribute to cumulative geological hazards such as fault ruptures.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed above, the Project site does not lie over an active fault based on review of the CGS fault maps. Based on the Revised Project Geotechnical Report, the portion of the San Jose fault that runs beneath the Project site was evaluated for its potential to pose a hazard from surface fault rupture. The investigation concluded that the San Jose fault does not pose a risk of surface fault rupture and, thus, the potential for ground surface rupture would be very low. Therefore, as with the Approved Project, impacts related to seismic surface rupture associated with the Revised Project would be less than significant.

Cumulative

As discussed above for the Approved Project, geologic hazards are specific to individual sites and hazards present on one site do not add to the hazards present on another site. Compliance with applicable code requirements and the recommendations of site-specific geotechnical evaluations on a case-by-case basis would reduce potential geological hazards to less than significant.

Because the geologic hazards are site-specific, the Revised Project would not contribute to cumulative fault rupture impacts, similar to the Approved Project.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would result in less than significant fault rupture impacts. Similar to the Approved Project, the Revised Project would also result in less than significant fault rupture impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Strong Seismic Ground Shaking

Impact 3.7-2: The Approved Project and Revised Project would have a less than significant and no cumulative impact to the exposure of people or structures to adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR states that the proposed facilities would be subject to strong seismic ground shaking as would all future development in Southern California. As discussed in the Final EIR, active and/or potentially active faults exist in the vicinity of the project area. The closest of these faults is the San Jose fault. The Claremont General Plan states that the maximum considered earthquake (MCE) on the San Jose fault is 6.4 on the Richter Scale. Construction of the future facilities would be required to meet the seismic design criteria of the CBC as well as the local municipal codes that would ensure potential impacts on future structures would be less than significant when exposed to ground motion associated with the MCE for the Project site. Therefore, potential impacts related to strong seismic ground shaking were found to be less than significant with the implementation of the CBC and local regulations.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Adherence by cumulative projects to the CBC and local regulations would reduce potential cumulative strong seismic ground shaking impacts to less than significant. Because the geologic hazards are site-specific, the Approved Project would not contribute to cumulative ground shaking impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed above for the Approved Project, the proposed facilities associated with the Revised Project would also be subject to strong seismic ground shaking. As stated in the Claremont General Plan, the maximum considered earthquake (MCE) on the nearest fault to the Project site (San Jose fault) is 6.4 on the Richter Scale. Similar to the Approved Project, the Revised Project would include the construction of athletic fields and ancillary structures such as support structures, surface parking, street improvements, pedestrian and vehicular accesses and pathways, and lighting. The Revised Project also includes a parking structure, solar facilities, and a pedestrian arcade. As with the Approved Project, construction of the future facilities associated with the Revised Project would be required to meet the seismic design criteria of the CBC as well as the local municipal codes that would ensure potential impacts on future structures would be less than significant when exposed to ground motion associated with the MCE for the Project site. Therefore, potential Revised Project impacts related to strong seismic ground shaking would be less than significant with the implementation of the CBC and local regulations.

Cumulative

As discussed above for the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Adherence by cumulative projects to the CBC and local regulations would reduce potential cumulative strong seismic ground shaking impacts to less than significant. As discussed above, the potential ground shaking impacts associated with the Revised Project would be less than significant. Because the geologic hazards are site-specific, the Revised Project would not contribute to cumulative geological hazards such as strong seismic ground shaking impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would result in less than significant impacts associated with strong seismic ground shaking. Similar to the Approved Project, the Revised Project would also result in less than significant strong seismic ground shaking impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Liquefaction

Impact 3.7-3: The Approved Project and Revised Project would have less than significant and no cumulative impact on exposing people or structures to adverse effects, including the risk of loss, injury or death involving liquefaction.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR states that the type of soils that are most susceptible to liquefaction are loose, water-saturated, fine grained sands and silty sands that lie within 50 feet of the ground surface. In addition, the Final EIR states that static ground water levels on the Project site remain substantially below the quarry floor at 140 feet below ground surface. Because the lowest proposed ground elevation was less than 50 feet lower than the existing quarry floor, liquefaction did not pose a hazard to the Approved Project and less than significant impacts would occur.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Adherence by cumulative projects to the CBC and local regulations would reduce potential cumulative liquefaction impacts to less than significant. Because the geologic hazards are site-specific, the Approved Project would not contribute to cumulative geological hazards such as liquefaction impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed in the Revised Project Geotechnical (see Appendix E), the Project site is not located within a City- or State-designated liquefaction hazard zone. Furthermore, the historical high groundwater level at the Project site ranges between depths of approximately 50 to 150 feet below ground surface (bgs), and thus groundwater would not be located within the upper 50 feet bgs where liquefaction has the potential to occur. Furthermore, the soils on the Project site consist of dense to very dense granular deposits including gravels, cobbles, boulders, and sand, that are not prone to liquefaction. Finally, the Revised Project's lowest proposed ground elevation is approximately 40 feet lower than the existing quarry floor. Therefore, the potential for liquefaction to occur on the Project site would be negligible, and impacts would be less than significant.

Cumulative

As discussed above for the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Adherence by cumulative projects to the CBC and local regulations would reduce potential cumulative liquefaction impacts to less than significant. As discussed above, the potential liquefaction impacts associated with the Revised Project would be less than significant. Because the geologic hazards are site-specific, the Revised Project would not contribute to cumulative geological hazards such as strong seismic ground shaking impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR found that the Approved Project would result in less than significant impacts associated with liquefaction. Similar to the Approved Project, the Revised Project would also result in less than significant liquefaction impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Landslides

Impact 3.7-4: The Approved Project and Revised Project would have a less than significant and no cumulative impact on exposing people or structures to adverse effects, including the risk of loss, injury or death involving landslides with the incorporation of mitigation.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR states that future improvements and structures on the Project site could be subject to landslides based on potential earthquake induced landslide zones identified by the California Geological Survey on the Seismic Hazard Map of the Ontario Quadrangle. The Project site includes the potential for landslides due to the presence of slopes within an area that has been used as a landfill. Improvements and structures at the base of landfill slopes could be damaged in the event of slope failure. The potential for landslide impacts on the Project site was identified as a significant impact. The Final EIR identified that to ensure that slopes are appropriately graded and stabilized to avoid and/or minimize impacts related to slope failure, Mitigation Measure 4.4.A-6 would be necessary to implement. This measure required slopes to be graded and buttressed at an inclination of 2:1 or flatter, where necessary and not including the slopes along Monte Vista Avenue or the southern portion of the Project site. This measure also required terrace drains and benches to 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. Implementation of Mitigation Measure 4.4.A-6 would reduce the potential impact on the future improvements that are part of the Approved Project to less than significant.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess site-specific landslide hazards. Although the Approved Project has the potential to result in landslide impacts that are considered potentially significant, the Approved Project would not contribute to cumulative landslide impacts because geologic impacts are site-specific.

Proposed Revised Project Evaluation

Revised Project-Specific

As described in the Revised Project Geotechnical Report, portions of the Project site are located in a zone of potential earthquake induced landsliding. These portions of the Project site consist of steep man-made quarry slopes that were created in the past when the Project site's sediments were mined for sand and gravel. Steep slopes on the Project site, when compared with lower grade slopes, have a greater potential to result in earthquake-induced landsliding. However, the proposed grading activities will generally remove the overly-steep existing slopes, and any new slopes created as part of the Revised Project would have a gradient of 2:1 (horizontal to vertical) or flatter. This will ensure that landsliding risks are reduced to a less than significant level. Furthermore, the Project would comply with Final EIR Mitigation Measure 4.4.A-6, which would minimize the potential for impacts due to slope failure. Therefore, potential landslide impacts would be less than significant.

Cumulative

As discussed under the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess site-specific landslide hazards. Although the Revised Project has the potential to result in landslide impacts that are considered potentially significant, the Revised Project would not contribute to cumulative landslide impacts because geologic impacts are site-specific.

Mitigation Measures for Revised Project

As with the Approved Project, the implementation of Mitigation Measure 4.4.A-6 is required, as modified based on a more detailed geotechnical investigation of the Project site. The intent of the mitigation measure remains, and the modifications are not substantial. No new mitigation measures are required.

4.4.A-6: Landsliding. ~~To prevent impacts related to landsliding on the East Campus site as part of the East Campus Sports Complex construction, As part of project construction,~~ slopes shall be graded and buttressed in accordance with the recommendations provided in the Revised Project Geotechnical Report that includes a maximum gradient of 2:1, but in cases where steeper slopes are needed, the slopes shall include geotextile reinforcement and/or soil-cement 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 to ensure that potential impacts due to slope failure are minimized.

Conclusion

As with the Approved Project, the Revised Project would be required to implement Mitigation Measure 4.4.A-6 to reduce potential landslide impacts to less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial

importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Soil Erosion or Loss of Topsoil

Impact 3.7-5: The Approved Project and Revised Project would have a less than significant and no cumulative effect from soil erosion or loss of topsoil.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that grading activities would occur throughout the Project site. There was a discussion that soil erosion during construction would be minimized through mandatory compliance with routine control measures within the General Construction Permit, pursuant to the statewide NPDES Permit program. Because the development of the Approved Project would include extensive landscaping, plus impervious surfaces such as parking areas, driveways, building roofs, frontage street improvements, and paved walkways, the potential for erosion would be reduced compared to the erosion potential associated with the existing inert debris landfill. Therefore, the Approved Project's potential for erosion impacts would be less than significant.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess site-specific soil erosion potential. However, because the Approved Project includes a drainage system that would retain storm water on the Project site, any potential for soil erosion would also remain on the Project site. Compliance with the General Construction Permit and requirements of the NPDES as well as the inclusion of extensive landscaping plus impervious surfaces would reduce the Approved Project's soil erosion impacts. Because the geologic hazards are site-specific, the Approved Project would not contribute to cumulative soil erosion impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project includes grading throughout the Project site. Under the Revised Project, grading activities would occur in two separate phases. The potential for soil erosion and loss of topsoil during construction of the two phases would be minimized through mandatory compliance with routine control measures within the General Construction Permit, pursuant to the statewide NPDES Permit program.

To minimize soil erosion and loss of topsoil, Phase 1 of the Revised Project includes drainage facilities. These facilities include rip-rap and inlet structures in the northeastern portion of the Project site at the two existing culverts extending under Foothill Boulevard and a rip-rap lined swale in the northeastern portion of the Project site proposed between the two culverts to reduce

soil erosion from surface watering flowing onto the Project site. Two 48-inch diameter inlets that connect to two separate 36-inch diameter storm drains eventually flows together into one 36-inch diameter storm drain that extends to the proposed stormwater retention basin underneath the football/track/lacrosse field. Additional storm drain pipes are proposed on the west, east and south sides of the Project site that would convey stormwater to the proposed retention basin underneath the football/track/lacrosse field. Bio-retention areas are proposed adjacent to the baseball and softball fields. Stormwater will be collected in dry ponds and bioswale areas for treatment and then will be conveyed downstream to the proposed retention basin underneath the football/track/lacrosse field so that no surface water will be retained beyond 48 hours after a storm event. Phase 1 will also include a sediment pond that will capture storm water that flows from the undeveloped northern portion of the Project site under Phase 1 and allow sediment to settle. Temporary storm drains are proposed to convey water from the sediment pond to the proposed retention basin underneath the football/track/lacrosse field. Surface water will not be retained within the sediment pond beyond 48 hours after a storm event. The proposed retention basin under the football/track/lacrosse field will include a surface area of approximately 10,900 sf and the bottom of the basin will be approximately 13 feet below the surface of the football/track/lacrosse field. Stormwater conveyed to the retention basin will gravity flow to a series of drywells that will direct water to the native soils below the Project site to infiltrate into the native soils and eventually into the groundwater.

Under Phase 2, the sediment pond and associated storm drains will be removed and smaller sediment ponds and associated storm drains will be constructed on the west and east sides of the proposed soccer/rugby and multi-purpose fields. Phase 2 will also include the addition of landscaping and impervious surfaces for pathways that would minimize soil erosion. Stormwater from the Phase 2 area would be conveyed to the proposed retention basin underneath the football/track/lacrosse field and eventually into the groundwater by way of a series of drywells.

Compliance with the routine control measures within the General Construction Permit, the placement of landscaping throughout the Project site along with impervious surfaces, as well as implementation of the proposed drainage facilities would reduce the potential for soil erosion and loss of topsoil impacts during construction and operational activities. Thus, the Revised Project would have less than significant soil erosion and loss of topsoil impacts.

Cumulative

As discussed under the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess site-specific soil erosion and loss of topsoil potential. As with the Approved Project, the Revised Project includes a drainage system that would retain storm water on the Project site. Any potential for soil erosion or loss of topsoil would remain on the Project site. Compliance with the General Construction Permit and requirements of the NPDES as well as the inclusion of extensive landscaping plus impervious surfaces would reduce the Revised Project's soil erosion and loss of topsoil impacts. Because the geologic hazards are site-specific, the Revised Project would not contribute to cumulative soil erosion or loss of topsoil impacts.

Applicable Mitigation Measures

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant soil erosion and loss of topsoil impacts associated with construction and operational activities. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Unstable Geologic Location

Impact 3.7-6: The Approved Project and Revised Project would have less than significant and no cumulative stability effects from on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse with the incorporation of mitigation measures.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR found that ground failure could result in damage to structures by cracking foundations and walls caused by differential movement of supporting soils. Portions of the Project site underlain by landfill and dumped fill are subject to settlement due to the loose quality and uncontrolled methods of deposition. Landfill deposits encompass the northwest and western edge of the Project site. Dumped fill is concentrated in the southwestern portion of the Project site with other scattered fill located in the southeast and the central portion of the Project site. The structures and improvements that are part of the Approved Project are within areas subject to differential settlement. Parking and athletic facilities along the western edge of the Project site are underlain by landfill deposits. Structures proposed within the central portion of the Project site are underlain by dumped fill. The potential for settlement damage to the proposed facilities was considered significant. The Final EIR identified the implementation of Mitigation Measures 4.4.A-1 through 4.4.A-5 would reduce impacts from differential settlement to less than significant.

Ground failure due to landslides is identified as a less than significant impact with the incorporation of mitigation as discussed above in Impact 3.7-4. The remaining stability effects associated with lateral spreading, subsidence, and liquefaction would result in less than significant impacts to the structures that are part of the Approved Project. Lateral spreading is where slope failure occurs within a liquefaction area. As discussed above in Impact 4.7-3, the potential for liquefaction impacts did not pose a hazard to the Approved Project, and therefore, the potential impact was less than significant. The likelihood for land subsidence was identified as very low since the Project site did not have substantial wells in the Project vicinity to create underground void areas.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess the potential for site-specific unstable soils. However, the Approved Project would experience less than significant impacts from unstable soils due to settlement with the implementation of mitigation measures. Because the geologic hazards are site-specific, the Approved Project would not contribute to cumulative impacts associated with unstable soils that cause settlement impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

As described in the Revised Project Geotechnical Report, existing soil materials on the Project site could result in settlement issues. Due to the varying thickness of undocumented fill materials within the areas proposed for the structures (i.e., press box, field house, storage, field structures, dugouts, parking structure, pedestrian arcade, and maintenance facility structure), potential settlement impacts could occur. In addition to the proposed structures, the placement of fill to raise the ground level for the planned playing fields and the placement of pavement and flatwork on the Project site (i.e., parking lots and pathways/accessways) within the areas containing inert debris landfill materials could be impacted by settlement. Therefore, the implementation of the proposed facilities on the Project site, including the proposed parking structure, could result in significant settlement impacts. To reduce the potential for settlement impacts to less than significant, the implementation of Mitigation Measures 4.4.A-1 through 4.4.A-5 is required.

In addition to settlement, the Project site includes areas that could be exposed to ground failure impacts due to landslides. These potential impacts would be less than significant with the incorporation of mitigation as discussed above in Impact 3.7-4. The remaining stability effects associated with lateral spreading, subsidence, and liquefaction would result in less than significant impacts to the structures that are part of the Revised Project. Lateral spreading is where slope failure occurs within a liquefaction area. As discussed above in Impact 4.7-3, the potential for liquefaction impacts did not pose a hazard to the Revised Project, and therefore, the potential impact was less than significant. The likelihood for land subsidence was identified as very low since the Project site did not have substantial wells in the Project vicinity to create underground void areas.

Cumulative

As discussed under the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess the potential for site-specific unstable soils. As with the Approved Project, the Revised Project would result in less than significant impacts with the implementation of mitigation measures from unstable soils due to settlement. Because geological hazards are site-specific, the Revised Project would not contribute to cumulative settlement impacts.

Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project is required to implement Mitigation Measures 4.4.A-1 through 4.4.A-5, which are modified below based on the additional geotechnical investigation and more specific and detailed analysis and recommendations included in the Revised Project Geotechnical Report. The intent of the mitigation measures remains, and the modified measures are equally or more effective in reducing the same impacts. No new mitigation measures are required.

4.4.A-1 (Revised): Ground Settlement. To minimize the potential for ground settlement, future development proposals shall reflect the recommendations of the Revised Project preliminary Geotechnical Report assessment, or project-specific updates to that report, relating to removal and overexcavation of on-site soils where structures are proposed on the Project East Campus site. 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.~~ Over-excavation and recompaction of building area and exterior flatwork shall follow the recommendations of the Revised Project Geotechnical Report. ~~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 over-excavation from the Revised Project Geotechnical Report and the approved final geotechnical investigation report 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.

4.4.A-2 (Revised):: Oversized Fill. The design of the placement of oversized (greater than 12 inches in maximum dimension) landfill deleterious materials (i.e. large boulders) shall be placed 10 or more feet below the finished fill surface as recommended in the Revised Project Geotechnical Report. Placement of oversized landfill materials shall be grade in future fill soils shall be permitted on the East Campus site, 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 approval of grading permits.

4.4.A-3 (Revised):: Foundation Design and Slab Criteria. ~~Prior to issuance of grading permits for the East Campus site, f~~Foundation design for the proposed minor structures (i.e., press box, field house, storage, field structures and dugouts) and building floor slab criteria for the proposed primary structures (i.e., parking structure, pedestrian arcade, and maintenance facility) shall follow the recommendations provided in the Revised Project Geotechnical Report and the approved final Geotechnical Report to ensure be identified for future development in project specific geotechnical reports 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 or mat-type footings, density and thickness of soil compaction; reinforcement of slabs, floating foundations, and/or flexible utility lines. Compliance with these recommendations shall be reviewed and approved by the approving jurisdiction's City Engineer prior to issuance of grading permits for any grading other than rough grading. Compliant foundation design shall be verified through routine inspection prior to occupancy.

4.4.A-4 (Revised):: Pavement Design Parameters. ~~Prior to the issuance of grading permits for the East Campus Sports Complex, p~~Pavement design parameters shall follow the recommendations provided in the Revised Project Geotechnical Report and the approved final Geotechnical Report 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 pathways/roadways. Pavement performance shall be based on R-value tests, traffic index values, and consideration of soils and subgrade. Compliance with these recommendations shall be reviewed and approved by the approving jurisdiction's City Engineer prior to issuance of grading permits for any grading other than rough grading. Compliant pavement design shall be verified through routine inspection prior to occupancy,

4.4.A-5 (Revised):: Subsurface Drainage and Infiltration. Prior to the issuance of grading permits for the East Campus Sports Complex and subject to the approving jurisdiction's City Engineer, requirements for sSubsurface drainage and infiltration design shall follow the recommendations in the Revised Project Geotechnical Report and the approved final Geotechnical Report to ensure that surface and subsurface moisture is adequately transported to prevent settlement impacts to foundations, slabs, and structures. Compliance with these recommendations shall be reviewed and approved by the approving jurisdiction's City Engineer prior to issuance of grading permits for any grading other than rough grading. Compliant drainage design shall be verified through routine inspection prior to occupancy,

Conclusion

As with the Approved Project, the Revised Project would be required to implement Mitigation Measures 4.4.A-1 through 4.4.A-5 to reduce potential unstable soil impacts due to settlement to less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Expansive Soils

Impact 3.7-7: The Approved Project and Revised Project would have a less than significant and no cumulative geologic effects from expansive soil that could create substantial direct or indirect risks to life or property.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Project site did not include expansive soils such as clay soils due to the types of materials that were mined from the Project site. Numerous years of aggregate production on the Project site would not have occurred if clay soils existed on

the Project site because clay would have negatively affected aggregate production. Therefore, expansive soil issues were determined to result in less than significant impacts.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess the potential for site-specific expansive soils. As identified above, potential expansive soil impacts associated with the Approved Project would be less than significant. Because the geologic hazards are site-specific, the Approved Project would not contribute to cumulative impacts associated with expansive soils.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed in the Revised Project Geotechnical Report, soils on the Project site generally consist of sand with gravels, cobbles, and boulders and associated debris (primarily concrete and asphalt) (Appendix E). These materials have a low potential for expansion and thus, impacts related to expansive soils would be less than significant.

Cumulative

As discussed under the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess the potential for site-specific expansive soils. As with the Approved Project, potential expansive soil impacts associated with the Revised Project would be less than significant. Because the geologic hazards are site-specific, the Revised Project would not contribute to cumulative expansive soil impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant soil expansion impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Soils and Wastewater Disposal Systems

Impact 3.7-8: The Approved Project and Revised Project would not include the use of septic tanks or alternative wastewater systems, and therefore, the Project would not result in impacts or contribute to cumulative impacts from soils that support these systems.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not use septic disposal systems and would include sewer lines to connect to the existing sewer system. Therefore, the Approved Project would not experience soil impacts from the use of septic tanks or systems that are an alternative to sewer lines.

Cumulative

The Final EIR stated that geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess the potential for site-specific soil impacts associated with the use of septic tanks or alternative systems. As identified above, the Approved Project would not have soil impacts associated with the use of septic tanks or alternative systems. Therefore, the Approved Project would not contribute to cumulative impacts associated with the use of septic tanks or alternative systems.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project would not use septic disposal systems and would include sewer lines to connect to the existing sewer system. Therefore, the Revised Project would not experience soil impacts from the use of septic tanks or systems that are an alternative to sewer lines.

Cumulative

As discussed under the Approved Project, geological hazards are site-specific and generally are not cumulative in that developing on a site would not increase geological hazards on surrounding sites. Each cumulative project site would need to assess the potential for site-specific soil impacts associated with the use of septic tanks or alternative systems. As with the Approved Project, the Revised Project would not have soil impacts associated with the use of septic tanks or alternative systems. Therefore, the Revised Project would not contribute to cumulative impacts associated with the use of septic tanks or alternative systems.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have soil impacts associated with the use of septic tanks or alternative systems. Therefore, the Revised Project would not result in

any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Paleontological Resources

Impact 3.7-9: The Approved Project would not impact or would not contribute to cumulative impacts on a unique paleontological resource or site or unique geologic feature.

The Revised Project would result in less than significant and no cumulative impacts on a unique paleontological resource or site or unique geologic feature.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that excavation proposed by the Approved Project would not extend into native subsurface materials. As a result, no adverse impacts to paleontological resources were expected to occur during construction activities.

Cumulative

The Final EIR did not address the cumulative impact on paleontological resources since the Approved Project would not result in impacts to paleontological resources.

Proposed Revised Project Evaluation

Revised Project-Specific

Based on the Revised Project Geotechnical Report, grading operations include the excavation of artificial fill, undocumented inert debris, young alluvial fan deposits and older alluvial fan deposits. The cross sections through the Project site illustrate the subsurface conditions and type of soil material that would be excavated. Paleontological resources within artificial fill, undocumented inert debris, and young alluvial fan deposits are not expected due to the origin of the soil. Older alluvial fan deposits have a greater potential for paleontological resources; however, based on the cross sections, minimal excavation activities would occur within the older alluvial fan deposits, and the activities would be at the surface of the alluvial fan deposits within the western portion of the golf practice facility. Based on the minimal extent of excavation activities within older alluvial fan deposits, potential impacts to paleontological resources would be less than significant.

Cumulative

Impacts to paleontological resources are site-specific and generally are not cumulative in that developing on a site would not increase paleontological impacts on surrounding sites. Each cumulative project site would need to assess the potential for site-specific impacts to paleontological resources. Because there is a minimal extent of excavation activities within older

alluvial fan deposits (i.e., the western portion of the golf practice facility), the Revised Project would not contribute to potential cumulative impacts to paleontological resources.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR identified that the Approved Project would not impact paleontological resources. As discussed above, the Revised Project would result in less than significant impacts to paleontological resources. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.7.6 References

Langan CA, Inc. 2024. Geotechnical Investigation Report for Proposed Roberts Campus Sports Bowl.

MIG|Hogle-Ireland. 2016. Claremont Colleges East Campus Final Environmental Impact Report.

3.8 Greenhouse Gas Emissions

3.8.1 Introduction

This section addresses greenhouse gas emissions related to how emissions are generated and how they can be reduced, and the potential of the Revised Project to impact those resources. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any direct or indirect changes to the setting due to greenhouse gas emissions that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the greenhouse gas emission impacts and mitigation measures addressed in the Final EIR as well as the potential impacts associated with the Revised Project emissions. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to greenhouse gas emissions; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to greenhouse gas emissions; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to greenhouse gas emissions.

3.8.2 Environmental Setting

Global Climate Change

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) greenhouse gas (GHG) emissions is currently one of the most important and widely debated scientific, economic, and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are those compounds in the Earth's atmosphere which play a critical role in determining temperature near the Earth's surface. GHGs include CO₂, CH₄, nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃).¹ More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy which is

¹ As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

radiated back from the Earth towards space, resulting in a warming of the atmosphere. Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the units of equivalent mass of carbon dioxide (CO₂e). Mass emissions are calculated by converting pollutant specific emissions to CO₂e emissions by applying the proper global warming potential (GWP) value.² These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR) (IPCC 1995). The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4) (IPCC 2007). The updated GWPs in the IPCC AR4 have begun to be used in recent GHG emissions inventories. By applying the GWP ratios, project-related CO₂e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO₂ over a 100-year period is used as a baseline.

Compounds that are regulated as GHGs are discussed below.

- **Carbon Dioxide (CO₂):** CO₂ is the most abundant GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO₂ is the reference gas (GWP of 1) for determining the GWPs of other GHGs (IPCC 2007).
- **Methane (CH₄):** CH₄ is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of CH₄ is 21 in the IPCC SAR and 25 in the IPCC AR4 (IPCC 1995 and 2007).
- **Nitrous Oxide (N₂O):** N₂O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N₂O is 310 in the IPCC SAR and 298 in the IPCC AR4 (IPCC 1995 and 2007).
- **Hydrofluorocarbons (HFCs):** HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWP of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23 in the IPCC SAR and 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4 (IPCC 1995 and 2007).
- **Perfluorocarbons (PFCs):** PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 6,500 to 9,200 in the IPCC SAR and 7,390 to 17,700 in the IPCC AR4 (IPCC 1995 and 2007).
- **Sulfur Hexafluoride (SF₆):** SF₆ is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF₆ has a GWP of 23,900 in the IPCC SAR and 22,800 in the IPCC AR4 (IPCC 1995 and 2007).

² GWPs and associated CO₂e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). The California Air Resources Board (CARB) has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

- **Nitrogen Trifluoride (NF₃):** NF₃ is a fluorinated compound consisting of nitrogen and fluoride. It is an inorganic, colorless, non-flammable, toxic gas with a slightly musty odor. NF₃ is used as a replacement for SF₆ in the electronics industry. It is typically used in plasma etching and chamber cleaning during the manufacturing of semi-conductors and liquid crystal display (LCD) panels (Greenhouse Gas Protocol 2013). NF₃ has a GWP of 17,200 in the IPCC AR4, and 16,100 in the IPCC AR5 (IPCC 1995 and 2007).

3.8.3 Regulatory Setting

Federal

The U.S. Supreme Court held that the United States Environmental Protection Agency (U.S. EPA) must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, twelve states and cities, including California, together with several environmental organizations sued to require the U.S. EPA to regulate GHGs as pollutants under the CAA (127 S. Ct. 1438 (2007)). The Supreme Court ruled that GHGs fit within the CAA's definition of a pollutant and the U.S. EPA had the authority to regulate GHGs.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA:

- **Endangerment Finding:** The current and projected concentrations of the six key GHGs—CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings did not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs from commercial and private activities within the State.

Executive Order S-3-05

Executive Order S-3-05 set forth the following targets for progressively reducing statewide GHG emissions (Office of the Governor 2005):

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order B-30-15

In 2015, Executive Order B-30-15 promulgated the following targets and measures (Office of the Governor 2015):

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Executive Order B-55-18

Executive Order B-55-18 was signed by Governor Edmund G. Brown Jr. on September 10, 2018 (Office of the Governor 2018). The order establishes an additional statewide policy to achieve carbon neutrality by 2045 and maintain net negative emissions thereafter. As per Executive Order B-55-18, CARB is directed to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal and to ensure future Climate Change Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. California is making progress towards the 2045 goal, however the pathway to carbon neutrality is still under development. According to CARB, there will be a strong reliance on energy efficiency, electrification, low carbon fuels (including low-carbon electricity), and CO₂ removal in future policies and strategies for reaching the ambitious goal. The path to carbon neutrality lies in striving for zero emissions from all new sources and maximum sequestration to offset existing sources.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

In 2006, the California Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. AB 32 defines GHGs as CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆ and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under AB 32, CARB has the primary responsibility for reducing GHG emissions. AB 32 required CARB to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

Senate Bill 32 and Assembly Bill 197

In 2016, the California Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197. SB 32 and AB 197 amended Health and Safety Code Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, with provisions included to ensure that the benefits of state climate policies reach into vulnerable communities.

Assembly Bill 1279 and 2022 Scoping Plan

The Legislature enacted AB 1279 (CLI 2022), The California Climate Crisis Act, on September 16, 2022. AB 1279 establishes the policy of the State to achieve net zero GHG emissions, carbon neutrality³, as soon as possible, but no later than 2045 and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 ensures that by 2045 Statewide anthropogenic greenhouse gas emissions are reduced at least 85 percent below 1990 levels. SB 1279 also requires CARB to ensure that the Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for carbon dioxide removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the Scoping Plan’s goals.

The *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), adopted by CARB in December 2022, expands on prior scoping plans. The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. This plan responds to more recent legislation, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state’s climate target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, while also assessing the progress California is making toward the 40 percent below 1990 levels by 2030, and achieving carbon neutrality by 2045 or earlier (CARB 2022). The 2030 target is an interim but important stepping-stone along the critical path to the broader goal of deep decarbonization by 2045. The 2022 Scoping Plan outlines the strategies the state will implement to achieve carbon neutrality by reducing GHG emissions to meet the anthropogenic target, and by expanding actions to capture and store carbon through the state’s natural and working lands and using a variety of mechanical approaches.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor’s Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Regional

South Coast Air Quality Management District

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds (SCAQMD 2008a). A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds (SCAQMD 2008b). The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO₂e per year and for industrial projects that emit greater than 10,000 MTCO₂e per year.

³ *Carbon neutrality* means “net zero” emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology net zero and the 2022 Scoping Plan uses the terminology carbon neutrality or carbon neutral. These terms mean the same thing and are used interchangeably.

Local

City of Claremont Sustainable City Plan

In 2008, the Claremont City Council adopted the Sustainable City Plan (SCP), providing a framework to implement the sustainable community visions that are detailed in the City's General Plan. The SCP implementation plan calls for periodic updates to the SCP to ensure that it remains relevant and effective. The first update was completed in 2013. Following a comprehensive public review process, the City Council adopted a further updated SCP in 2021 (City of Claremont 2024). The SCP contains seven goal areas that outline different topic areas with independent sustainability goals. The goal areas include: Resource Conservation, Environmental Public Health and Local Agriculture, Transportation, Sustainable Built Environment, Open Space and Biodiversity, Housing and Economic Development, and Public Outreach and Education.

3.8.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to greenhouse gas emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (see Impact 3.8-1, below).
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (see Impact 3.8-2, below).

3.8.5 Impact Analysis

Greenhouse Gas Emissions

Impact 3.8-1: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable effects associated with the generation of greenhouse gas emissions.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR stated that the Approved Project would generate GHG emissions over a period of short-term (construction) and long-term (operation) activities. As discussed in the Final EIR, the Approved Project activities would result in greenhouse gas emissions from construction activities as well as long-term mobile, area, and operational sources. The total Approved Project emissions would be 12,678.13 MTCO₂e that includes 200.94 MTCO₂e from construction and 12,477.19 MTCO₂e from operational activities. The methodology of the evaluation in the Final EIR included a review of the existing athletic facilities that would be relocated as part of the Approved Project. The evaluation determined the amount of greenhouse gas emissions that are currently being emitted with the existing facility and determined a net increase in GHG emissions with the Approved Project. The analysis determined that the emissions would be less than 3,000 MTCO₂e and would be considered less than significant.

Cumulative

The Final EIR stated that GHG emissions from an individual project could not cause global climate change, but individual projects contribute cumulatively to GHG emissions that result in climate change. Based on the finding within the Final EIR, the Approved Project’s GHG emissions impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Construction

Similar to the Approved Project, the Revised Project would include the relocation of existing athletic facilities; however, the total number of relocated facilities would be less under the Revised Project compared to the Approved Project. The emissions of GHGs associated with short-term construction of the Revised Project were calculated for each year of construction activity using the California Emissions Estimator Model (CalEEMod). Results of the GHG emissions calculations are presented in **Table 3.8-1**. It should be noted that the GHG emissions shown in Table 3.8-1 are based on construction equipment operating continuously throughout the workday. In reality, construction equipment tends to operate periodically or cyclically throughout the workday. Therefore, the GHG emissions shown reflect a conservative estimate. A complete listing of the equipment by phase, emission factors, and calculation parameters used in this analysis is included within the emissions calculation worksheets that are provided in Appendix F to this Addendum.

**TABLE 3.8-1
 ESTIMATED CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS**

Emission Source	CO₂e Emissions (MT/yr.)
2024 – Phase 1	307
2025 – Phase 1	739
2030 – Phase 2	78
2031 – Phase 2	260
Total Construction Emissions	1,385
Amortized Construction Emissions (30 years)	46

CO₂e= carbon dioxide equivalent; MT/yr = metric tons per year.
 SOURCE: ESA 2024.

Operation

The GHG emissions resulting from operation of the Revised Project are shown in **Table 3.8-2, Estimated Maximum Unmitigated Project Greenhouse Gas Emissions.**

**TABLE 3.8-2
 ESTIMATED MAXIMUM UNMITIGATED PROJECT GREENHOUSE GAS EMISSIONS**

Emissions Source	(MTCO ₂ e/year)
Operational Emissions	
Mobile	974
Area	1.02
Energy	230
Water	64.8
Waste	0.43
Refrigerants	0.05
Amortized Construction Emissions ^a	46
Project Operational Total:	1,316

^a The total construction GHG emissions were amortized over 30 years and added to the operational GHG emissions of the Project

SOURCE: ESA, 2024

The emissions shown in Tables 3.8-1 and 3.8-2 are for information purposes only, as the SCAQMD does not currently provide numeric significance thresholds for GHGs. However, in comparing the anticipated GHG emissions of the Revised Project (1,316 MTCO₂e) with the Approved Project (12,678.13 MTCO₂e), the Revised Project would result in less GHG emissions, and would similarly be below the threshold utilized for the Approved Project. In addition, as discussed in Impact 3.8-2 below and similar to the Approved Project, the Revised Project would be consistent with applicable plans, policies and regulations adopted for the purpose of reducing GHGs.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont. As discussed in the Approved Project, GHG emissions from an individual project could not cause global climate change, but individual projects contribute cumulatively to GHG emissions that result in climate change. Similar to the Approved Project, the Revised Project’s GHG emissions impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant GHG emissions impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known

with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Conflict with Plan, Policy, or Regulation that Reduces Greenhouse Gas Emissions

Impact 3.8-2: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable effects with respect to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR concluded that the Approved Project would not conflict with the 2008 Scoping Plan and the City of Claremont Sustainable City Plan (SCP). The Approved Project would be consistent with the 2008 Scoping Plan based on the Approved Project's inclusion of energy efficiency measures, a variety of building, water, and solid waste efficiency consistent with CalGreen requirements, and the inclusion of low-flow fixtures and efficient landscaping based on State requirements. The Approved Project would be consistent with the City of Claremont SCP because of the inclusion of energy conservation, water usage, and solid waste landfilling in accordance with the SCP resource conservation goals. In addition, the Approved Project would include green building techniques such as low-flow fixtures and sustainable landscaping in compliance with the City's sustainable built environment goal. The Final EIR concluded that because the Approved Project would not conflict with the applicable greenhouse gas emissions plans, policies, and regulations, the Approved Project would result in a less than significant effect.

Cumulative

Implementation of cumulative development would increase development within the cities of Upland and Claremont and could result in an increase in GHG emissions. However, the Approved Project is consistent with the Scoping Plan and SCP. Therefore, the Approved Project's GHG emissions would not conflict with applicable GHG plans, policies or regulations and would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The CARB 2022 Scoping Plan is the most recent update and expands on prior scoping plans and recent legislation, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or sooner (CARB 2022). To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG emissions reductions, technology, and clean energy mandated by statutes; reduction of short-lived climate pollutants; and mechanical CO₂ capture and sequestration actions. As with the Approved Project, the Revised Project would be subject to applicable GHG plans, policies and regulations. The Revised Project will be subject to, but not limited to, strategies in the 2022 Scoping Plan related to building energy efficiency, green building strategies, and recycling and waste

reduction. The Revised Project contains the same land uses and does not increase the intensity of these uses. Therefore, the Revised Project would not conflict with applicable 2022 Scoping Plan strategies and regulations to reduce GHG emissions.

The City of Claremont's 2021 update to the SCP contains citywide goals and actions that target environmental sustainability efforts within the city. Similar to the Approved Project, the proposed athletic facilities associated with the Revised Project would reduce energy consumption, water usage, and solid waste in accordance with the SCP's Goal Area 1: Resource Conservation and Goal Area 2: Sustainable Built Environment. Therefore, the Revised Project would be consistent with the strategies and plans of the SCP.

As described above, the Revised Project would be consistent with the 2022 Scoping Plan and the City of Claremont SCP. Therefore, the Revised Project would not conflict with any applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont and could result in an increase in GHG emissions. However, as with the Approved Project, the Revised Project is consistent with the applicant GHG plans, policies and regulations including the current Scoping Plan and the City of Claremont SCP. Therefore, the Revised Project's GHG emissions would not conflict with applicable GHG plans, policies or regulations and would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not conflict with any applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs, and impacts would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.8.6 References

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3.9 Hazards and Hazardous Materials

3.9.1 Introduction

This section addresses hazards and hazardous materials and the potential of the Revised Project to cause hazards and hazardous materials impacts onsite and to surrounding uses. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the hazard and hazardous materials settings that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the hazards and hazardous materials impacts and mitigation measures addressed in the Final EIR as well as the potential hazards and hazardous materials impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to hazards and hazardous materials; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to hazards and hazardous materials; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related hazards and hazardous materials.

3.9.2 Environmental Setting

Site Contamination

The Final EIR for the Approved Project identified that the site was utilized for approximately 50 years as an aggregate mining operation. In 1972 the site was permitted as an inert landfill. Landfill activities continued by successive owners until 1984 when operations ceased in anticipation of potential development of the property. The Claremont University Consortium (CUC) acquired the site in 1988 and in or about 1991 resumed inert debris disposal, generally limited to inert debris from construction projects on the various campuses of the Claremont Colleges. A Phase I Environmental Site Assessment (ESA) was prepared in 2004 by Geomatrix Consultants and a Phase II ESA was prepared by AMEC Geomatrix in September of 2008. The results of these assessments are briefly summarized below and included in the Final EIR within Appendix H and Appendix I. An updated Phase II Environmental Site Assessment was prepared in 2014 by AMEC Environment & Infrastructure, Inc. The results of this assessment are also briefly summarized below and included in the Final EIR within Appendix I.

Phase I Environmental Site Assessment

The Phase I ESA noted that the majority of the site was occupied by a quarry that had been primarily backfilled and graded in areas with what appears to be soil, rock, and predominantly

inert waste material. Much of the side slopes and base of the pit were covered with grasses and shrubs. No buildings or other structures were present on the site. A small power line extended onto the northwest corner of the site from Foothill Boulevard providing power to a monitoring well. No public water supply system served the site. Fill material observed during the Phase I ESA reconnaissance consisted primarily of soil, rock, and concrete debris with lesser amounts of asphaltic concrete, wood, metal, and other miscellaneous materials. A small pile, approximately 10 feet in diameter, of orange-brown sand and slag-like material was present in the west-central portion of the quarry. Observations in the Phase II ESA conducted in 2008 were similar to the observations described in the Phase I ESA. There were specific location concerns on the site. Samples were taken from four specific locations identified as “orange soil”, “soil with containers”, “stained soil”, and the “dry pond”. The samples were tested for volatile organic compounds, semi-volatile organic compounds, organochlorine pesticides, and polychlorinated biphenyls (PCBs), and each sample did not exceed regulatory levels except that the “orange soil” tested positive for metals. Additional tests were conducted, and the area with “orange soil” was found to contain copper and the “stained soil” and “dry pond” tested positive for motor oil. The “orange soil” was found to contain copper at ten times the Soluble Threshold Limit as listed in Title 22 of the California Code of Regulations. In the 2014 updated Phase II ESA, the “orange soil” was not observed because it was removed and properly disposed of by a license contractor. Also, the “stained soils” and “dry pond” soils were not observed.

Cable Airport

Cable Airport (CCB) is a privately owned, public use airport located at the northwest corner of 13th Street and Benson Avenue, approximately 2,000 feet northeast of the project site as measured from the corner of Foothill Boulevard and Monte Vista Avenue. Cable Airport includes a single runway and two helipads. Aircraft landing is limited to daylight hours. The Final EIR identified aircraft operations average approximately 252 aircraft a day, 80 percent local and 20 percent transient. These operations have not changed since the certification of the Final EIR (AirNav, LLC, 2024). Cable Airport discourages straight-out, right, or down-wind departures or straight-in approaches.

Wildland Fire

The Project site is not located within a State Responsibility Area (SRA) designated as a fire hazard severity zone. The nearest location of a SRA designated Very High Fire Hazard Severity Zone (VHFHSZ) is located approximately 3 miles to the north and 2.3 miles to the northwest within the foothills of the San Gabriel Mountains (CalFire, 2024). CalFire recommended areas within Local Responsibility Areas (LRAs) to be designated as VHFHSZ. These recommendations were provided between 2007 and 2011 and included the Project site, undeveloped land north of the site that includes mining activities, and recharge areas located east of the site. Current developed areas west of Claremont Boulevard (Claremont McKenna College) and south of Arrow Route were also identified as VHFHSZs. The areas south of Arrow Route were undeveloped in 2007.

3.9.3 Regulatory Setting

Following are the applicable regulations identified in the Final EIR. No changes or updates to the identified regulations have occurred since approval of the Final EIR.

California Code of Regulations

Title 22 of the California Code of Regulations contains all applicable State and Federal laws governing hazardous waste in the State. Title 22 is more stringent and broader in its coverage of waste than Federal law.

California Government Code

Section 65962.5 of the California Government Code establishes mandates for DTSC and SWRCB to maintain lists of hazardous materials and waste handlers and sites. The compilation of these lists is known as the Cortese List. The Final EIR identified the Project site was not located on the lists described below. In addition, the California Department of Toxic Control Substances (DTSC) EnviroStor (DTSC, 2024) and California Water Resources Control (SWRCB) GeoTracker (SWRCB, 2024) were reviewed on April 7, 2024, and the Project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),
- listed as a hazardous solid waste disposal site by the SWRCB,
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB, or
- developed with a hazardous waste facility subject to corrective action by the DTSC.

Cable Airport Land Use Compatibility Plan

The purpose of the Cable Airport Land Use Compatibility Plan (ALUCP) is to protect the public health, safety, and welfare by ensuring the orderly expansion of the airport and adopt land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport. Policies have been developed to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures affect navigable airspace.

At the time of the preparation of the Final EIR for the Approved Project, Cable Airport was operating under the 1981 adopted Cable Airport Comprehensive Airport Land Use Plan (1981 ALUP). In September of 2015, the ALUCP was adopted and an analysis of the Approved Project pursuant to the ALUCP was subsequently prepared for the Approved Project prior to certification of the Final EIR and approval of the Approved Project.

The Cable ALUCP addresses the four airport land use compatibility factors required by the California Airport Land Use Planning Handbook: noise, overflight, airspace protection, and safety. The Cable ALUCP includes nine land use compatibility zones A through E. The Project

site falls within three compatibility zones (B1, B2, and B3) as shown in **Figure 3.9-1**. The Cable ALUCP provides recommendations for each of the four airport land use compatibility factors based on the type of proposed activity. The Cable ALUCP was prepared based on the operational capacity of Cable Airport, the type of aircraft the airport can accept, and flight patterns utilized in approach and departure from the airport. The current capacity of the airport as addressed in the Final EIR is the same as the current capacity. Based on maximum capacity of the airport, the Federal Aviation Administration (FAA) has established a “Practical Hourly Capacity” of 90 flights per hour under normal conditions or an annual capacity of 209,000 flights. This amounts to a maximum 573 flights per day, including approaches, departures, and round-trips.

A description of four airport land use compatibility factors is provided below.

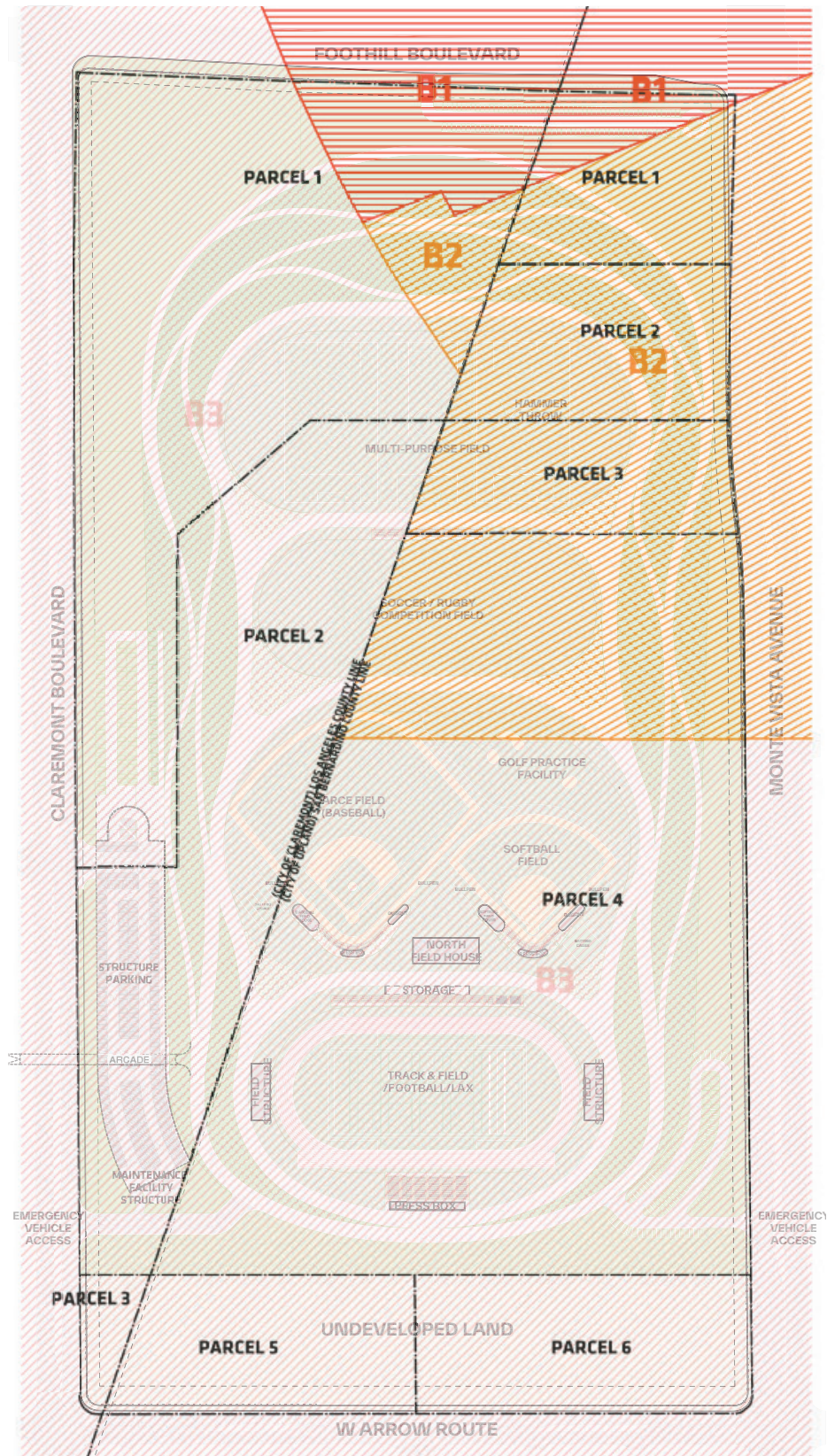
Noise and Overflight: The noise factor deals with high noise levels that may be disruptive to activities on the ground. Overflight addresses noise from individual aircraft overflights in locations outside of the noise contours and not necessarily disruptive to activities, but which may nevertheless be annoying to some people.

Airspace Protection: The objective of airspace protection criteria is to ensure that proposed land uses do not have features that can cause or contribute to causing an aircraft accident. These features can be physical, visual, or electronic in character. The primary component of airspace protection criteria is a limitation on the height of structures and other objects. The specific limits are set by the Federal Aviation Administration (FAA) in Part 77 of the Code of Federal Regulations (14 CFR 77), Safe, Efficient Use and Preservation of Navigable Airspace. Another important component of airspace protection is glare. Bright lights along routes flown by aircraft at low altitudes can create hazards by momentarily blinding pilots. Yet another concern is any land use that attracts birds near a runway or its approach and departure paths.

Safety: The safety factor addresses the potential consequences of an aircraft accident should one occur. Safety compatibility criteria limit the density (dwelling units per acre) of proposed residential uses and intensity (people per acre) of proposed nonresidential uses and also restrict creation of certain particularly risk-sensitive uses such as children’s schools. The Cable ALUCP safety criteria take into account two different types of aircraft accidents. For events in which the aircraft is descending but under control, the pilot will try to land on any available relatively flat and open area free of large objects and people. Because buildings and other development of most projects are not evenly spread over the site, the risks to people on the ground can be reduced by limiting the overall usage intensity, thus creating areas that are relatively unoccupied. Clustering of people in one part of a site presents a different type of risk, however. This risk arises from accidents in which the aircraft is not under the pilot’s control and will fall on whatever is in its path. The Cable ALUCP addresses this potential consequence by restricting the number of people concentrated in a small area, specifically a single acre, and by limiting the percent lot coverage of the building footprint.

The average intensity identified in the Cable ALUCP for each of the three compatibility zones located on the site include average intensity limits of 40, 80, and 120 people per acre for Compatibility Zones B1, B2, and B3, respectively and a persons per any one-acre intensity limit of 80, 160, and 300 for Compatibility Zones B1, B2, and B3, respectively.

D:\2021\100589.01 - Claremont Colleges E. Campus Landfill\05 Graphics-GIS-Modeling-USE AZURE\Addendum FEIR



SOURCE: Bjarke Ingels Group, 2024

Claremont McKenna Roberts Campus Sports Bowl Addendum to Claremont Colleges East Campus Final EIR

Figure 3.9-1
Cable Airport Compatibility Zones



Cable ALUCP Policy 3.1.6 enables a normally “Incompatible” use to “be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.” To utilize this provision, the decision-making body must make specific findings tied to the state statutes governing airport land use compatibility planning (Public Utilities Code Section 21670). These findings must be aeronautically based, demonstrating that the proposed 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.” Statements presenting other factors such as the importance of a project to the community are not relevant to the objectives of airport land use compatibility, and therefore, are not suitable as findings. In accordance with Cable ALUCP Policy 3.1.6(e), approval of a special conditions exception requires a two-thirds vote of the local agency’s decision-making body.

Federal Aviation Administration

The Federal Aviation Administration (FAA) Part 77 regulation is the basic reference source for defining hazards to air navigation. Section 77.5 of Part 77 applies to “any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, and apparatus of a permanent or temporary character; and alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral dimensions, including equipment or materials used therein.” In addition, Part 77 includes a requirement for a notice of construction to be issued to the Federal Administrator prior to any commencement of work and also a list of projects that do not require construction notice.

The Caltrans Handbook and the Cable ALUCP use Part 77 as a reference to define hazards to air navigation. The FAA does not approve projects but supplies written findings when a Notice of Intent to Construct is submitted to the administration. One of three findings can be made by the FAA: 1) not a problem with respect to air navigation; 2) an obstruction, but not a hazard to air navigation; 3) hazard to air navigation. A finding by the FAA is an advisory to the applicant and to the local zoning jurisdiction. The FAA does not have authority to prohibit a project, although the Administration can require identifiable markings and lighting if a proposal presents an obstruction or hazard to air navigation. Part 77 includes exceptions to the Notice of Intent to Construct as presented in Section 77.15 stating that, “No person is required to notify the Administrator for any of the following construction or alteration: any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic feature of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.”

California Airport Land Use Planning Handbook

In accordance with California Environmental Quality Act Guidelines Section 15154(a), an Environmental Impact Report shall utilize the Airport Land Use Planning Handbook published by the California Department of Transportation (Caltrans) Division of Aeronautics to evaluate airport related safety issues. The Caltrans Handbook advises that an airport land use plan should include the following essential elements: indicate the scope of the plan, describe information about the airport and airport plan providing a basis for the plan, contain policies and criteria, use

maps, list procedures for use in conducting compatibility reviews, and provide an initial assessment of the consistency between a General Plan and the land use plan. The current version of the Cable ALUCP was prepared and adopted in 2015; it used the current edition of the Caltrans Handbook dated 2011. The 2015 Cable ALUCP meets the guidelines of the Caltrans Handbook.

3.9.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to greenhouse gas emissions if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Impact 3.9-1, below).
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (see Impact 3.9-2, below).
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (see Impact 3.9-3, below).
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (see Impact 3.9-4, below).
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area (see Impact 3.9-5, below).
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (see Impact 3.9-6, below).
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (see Impact 3.9-7, below).

3.9.5 Impact Analysis

Routine Transport, Storage, Production, Use, or Disposal

Impact 3.9-1: The Approved Project and Revised Project would result in a less than significant and less than cumulatively considerable impact to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that the majority of construction activities needed to construct the proposed athletic facilities would involve grading and planting of turf. Other construction activities would include asphalt cutting and laying for on- and off-site roadway improvements and pouring concrete for sidewalks. Pouring of concrete could also be required in the construction of ancillary facilities and offices. Trenching and laying of utility lines for sewer and water service

would also be required. These activities are common construction activities and would not result in the substantive production of hazardous waste. Any hazardous waste produced during future potential construction activities would be required to be collected, transported, and disposed of in accordance with State and federal regulations, including CCR Title 22. Therefore, future potential construction activities associated with the routine transport, storage, production, use or disposal of hazardous materials would result in less than significant impacts to the public and the environment.

Operation of the future sports facilities would involve maintenance activities such as mowing of playfields and landscape maintenance as well the operation of athletic facilities. The Final EIR stated that these activities are not associated with the production of hazardous materials. Therefore, operation of the project would result in less than significant impacts associated with the storage, use, production, transport, or disposal of hazardous wastes.

Cumulative

The Final EIR identified that future uses in the project vicinity, such as industrial operations, may use, transport, or dispose of hazardous materials or waste. However, while future surrounding development may increase hazardous materials use in the project vicinity, the Approved Project would not involve the substantive transport, storage, production, use or disposal of hazardous materials or waste. As a result, the Approved Project's impact on the public and the environment would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, construction activities associated with the Revised Project would consist of grading, asphalt cutting and laying, pouring concrete, trenching and laying of utility lines, and planting of turf. These activities are common construction activities and would not require the transport, storage, use, production, or disposal of large volumes (i.e., more than 5 gallons) of hazardous materials. Operation of the proposed athletic facilities would involve maintenance activities such as mowing of playfields and landscape maintenance as well the operation of the proposed athletic events would not require the use of large volumes of hazardous materials.

The hazardous materials that would be used during Project construction and operations would be subject to the California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act), which requires preparation of hazardous materials business plans (HMBP) and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). The HMBP would be provided to the respective county(ies) and would include necessary information to prevent or mitigate possible environmental contamination or worker exposure. During project construction, material safety data sheets for all applicable materials present at the site will be made readily available to on-site personnel. Furthermore, hazardous waste produced during construction or operation of the Project

would be required to be collected, transported, and disposed of in accordance with applicable State and federal regulations, including CCR Title 22.

By complying with existing regulations, the Revised Project would result in less than significant impacts associated with the storage, use, production, transport, or disposal of hazardous waste during construction and operational activities.

Cumulative

Future cumulative uses in the Project vicinity, such as industrial operations, may use, transport, or dispose of hazardous materials or wastes. However, while future surrounding development may increase hazardous materials use in the project vicinity, the Revised Project, similar to the Approved Project, would not involve the substantive transport, storage, production, use or disposal of hazardous materials or waste. As a result, the Revised Project's impact on the public and the environment would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant impacts associated with the storage, use, production, transport, or disposal of hazardous wastes during construction and operational activities. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Accident Conditions

Impact 3.9-2: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts associated with upset and accident conditions involving the release of hazardous materials into the environment with the incorporation of mitigation measures.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified three areas of the site were contaminated as evidenced by observation of a patch of "orange soil" and "stained soil" located in the central portion of the site, as well as a "dry pond" area located in the southern portion of the site. The "orange soil" was sampled for laboratory analysis and was found positive for elevated levels of soluble copper. The "stained soil" located in the central portion of the site was found positive for elevated concentration of petroleum hydrocarbons. The "dry pond" area tested positive for petroleum hydrocarbons. The laboratory analysis found that the types of hydrocarbons found on the site are related to motor oil.

The area of “stained soil” consisting of darker-colored soil with a slight hydrocarbon odor observed in the southern central portion of the site and sampled during the 2008 Phase II ESA site reconnaissance was not observed during the 2014 site reconnaissance performed as part of the updated Phase II ESA. The stained soil was located in an area subject to heavy traffic at the quarry and was likely very limited in depth. Based on the location and limited extent of the stained soil observed, and the likelihood that petroleum hydrocarbons, if remaining in the area, will degrade over time, no additional actions were recommended to address the previously-observed stained soil in this area in 2014. However, based on the inability to observe the “stained soils” in 2014, there is still a potential to result in significant impacts associated with upset and accident conditions involving the release of hazardous materials into the environment.

The “orange soil” was analyzed for total petroleum hydrocarbons, volatile organic compounds, and metals. Following confirmation that the “orange soil” contained elevated levels of copper, the soils were removed and disposed of by a licensed contractor. Subsequent testing indicated that the soil remaining in place following removal of the “orange soil” did not contain elevated concentrations of copper. As a result, potential future impacts related to the “orange soil” would be less than significant associated with upset and accident conditions involving the release of hazardous materials into the environment.

As stated above, the “dry pond” soil tested positive for motor oil in 2008, but the soil was not observed in 2014. However, based on the inability to observe the “dry pond” soil in 2014, there is still a potential to result in significant impacts associated with upset and accident conditions involving the release of hazardous materials into the environment.

To reduce the potential for significant impacts associated with upset and accident conditions involving the release of hazardous materials into the environment from the previously identified contaminated soils identified as “stained soil” and “dry pond” soil as well as any unknown contaminated soils encountered during grading to less than significant, the Final EIR identified the implementation of Mitigation Measures 4.6.A-1 and 4.6.A-2. Mitigation Measure 4.6.A-1 requires that contaminated soil identified as “stained soil” and “dry pond” soil be excavated and properly disposed of prior to beginning of any earthmoving activities associated with potential future development of athletic facilities. 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. With the implementation of Mitigation Measures 4.6.A-1 and 4.6.A-2, potential impacts associated with upset and accident conditions involving the release of hazardous materials into the environment would be reduced to less than significant.

In addition, operational activities associated with the athletic facilities would involve maintenance activities such as mowing of playfields and landscape maintenance. These activities would involve minimal use of hazardous materials and any such use would comply with existing regulations. Therefore, operation of the proposed athletic facilities would result in less than significant upset and accident conditions involving the release of hazardous materials into the environment.

Cumulative

Future cumulative uses in the project vicinity, such as industrial operations, may use, transport, or dispose of hazardous materials or wastes that could have the potential for significant upset and accident conditions involving the release of hazardous materials into the environment. However, while future surrounding development may result in potential significant impacts, the potential impacts associated with the isolated onsite contamination would be site-specific and not contribute to a cumulative impact. Therefore, the Approved Project's impact associated with upset and accident conditions involving the release of hazardous materials into the environment would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project has the potential for upset and accident conditions involving the release of hazardous materials into the environment from the previously identified contaminated soils identified as "stained soil" and "dry pond" soil as well as any unknown contaminated soils encountered during grading. This impact is considered potentially significant. As with the Approved Project, the implementation of Mitigation Measures 4.6.A-1 and 4.6.A-2 with the Revised Project would reduce the potential for upset and accident conditions involving the release of hazardous materials into the environment to less than significant.

In addition, as with the Approved Project, the Revised Project's operational activities associated with the athletic facilities would involve maintenance activities such as mowing of playfields and landscape maintenance. These activities would involve minimal use of hazardous materials and any such use would comply with existing regulations. Therefore, operation of the proposed athletic facilities would result in less than significant upset and accident conditions involving the release of hazardous materials into the environment.

Cumulative

Future cumulative uses in the project vicinity, such as industrial operations, may use, transport, or dispose of hazardous materials or wastes that could have the potential for significant upset and accident conditions involving the release of hazardous materials into the environment. However, while future surrounding development may result in potential significant impacts, the potential impacts associated with the isolated onsite contamination would be site-specific and not contribute to a cumulative impact. Therefore, as with the Approved Project, the Revised Project's impact associated with upset and accident conditions involving the release of hazardous materials into the environment would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project is required to implement Mitigation Measures 4.6.A-1 and 4.6.A-2, as modified to reflect the Revised Project. The intent of the mitigation measures remains, and the modifications are not substantial. No new mitigation measures are required.

4.6.A-1 (Revised):: Prior to initiation of any ground disturbing activities as part of the Roberts Campus Sports Bowl ~~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 Roberts Campus Sports Bowl East Campus Sports Complex construction in areas of known contamination.

4.6.A-2 (Revised):: The applicant shall prepare a Soils Monitoring and Contingency Plan prior to the issuance of grading permits for the Roberts Campus Sports Bowl East Campus Sports Complex. This plan shall specifically identify procedures for remediating any previously unidentified chemically contaminated soils within the Roberts Campus Sports Bowl 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 contaminants.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant upset and accident conditions involving the release of hazardous materials into the environment with the incorporation of mitigation measures. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Emit Hazardous Materials Within One-Quarter Mile of a School

Impact 3.9-3: The Approved Project and Revised Project would result in no impacts or contribute to a cumulative impact associated with emitting hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that there are no public schools existing or proposed within one-quarter mile of the project site. The closest public school to the Project site is Moreno Elementary School located approximately 0.78 miles to the south. Therefore, the Approved Project would not result in a hazard impact associated with emitting hazardous materials or

involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.

Cumulative

The Final EIR did not address cumulative hazard impacts on public schools within one-quarter mile of the site because the nearest public school is 0.78 miles south of the site. Therefore, the Approved Project would not contribute to cumulative hazardous impacts on public schools within one-quarter mile of the site.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project would not emit hazardous materials or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school because the nearest public school (Moreno Elementary School) is 0.78 miles south of the site. Therefore, the Revised Project would not result in an impact.

Cumulative

Cumulative projects could be located within one-quarter mile of an existing or proposed public school and could cause hazard impacts. However, because the Project site is not located within one-quarter mile of an existing or proposed school, the Revised Project would not contribute to cumulative impacts associated with emitting hazardous materials or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not result in hazardous impacts associated with emitting hazardous materials or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Hazardous Materials Site Listing

Impact 3.9-4: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative hazard impacts to the public or the environment related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Project site is not listed as a hazardous materials site pursuant to California Government Code Section 65962.5. Therefore, the implementation of the Approved Project would result in no hazard impacts to the public or the environment related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Cumulative

The Final EIR did not address cumulative hazard impacts to the public or the environment related to hazardous materials sites compiled pursuant to Government Code Section 65962.5 because the Project site is not located on the list of hazardous materials sites. Therefore, the Approved Project would not contribute to cumulative hazard impacts associated with cumulative project sites that are on the list of sites.

Proposed Revised Project Evaluation

Revised Project-Specific

The Project site is not listed as a hazardous materials site pursuant to California Government Code Section 65962.5. Therefore, the implementation of the Revised Project would result in no hazard impacts to the public or the environment related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Cumulative

Cumulative projects could be located within sites listed as hazardous materials sites pursuant to Government Code Section 65962.5. Therefore, the implementation of cumulative projects could result in significant hazard impacts to the public or the environment associated with a site compiled pursuant to Government Code Section 65962.5. Because the Project site is not on the list of compiled sites pursuant to Government Code Section 65962.5, the Revised Project's would not contribute to cumulative hazard impacts to the public or the environment related to a site compiled pursuant to Government Code Section 65962.5.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in no hazard impacts to the public or the environment related to hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Revised Project would not result in any new substantial project

changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Public Airport Safety Hazard

Impact 3.9-5: The Approved Project and the Revised Project would result in less than significant and less than cumulatively considerable impacts associated with airport safety hazards for people residing or working in the Project area with mitigation incorporated.

Summary of Final EIR Evaluation

Approved Project-Specific

As discussed in the Final EIR, obstruction of air navigation and the safety of persons working or living in the area of Cable Airport are the primary hazard-related concerns involving compatibility between the project and Cable Airport operations. Obstructions occur when structures of particular height are constructed within the approach and departure areas of an airport. Airport operations can also be impacted by smoke, glare, excessive lighting, and interference from electronic devices. These concerns are related to the potential for increases in aircraft crashes that can injure or kill persons on the ground as well as the crew and passengers of involved aircraft. The potential for injury or death increases when the density of persons on the ground is increased. Potential impacts related to the potential future development of the Approved Project are summarized below based on the information in the Final EIR.

Obstruction of Air Navigation

Based on the preliminary elevations of the Approved Project and general location of sports facilities, the most elevated sports-related improvement was identified as the sand volleyball court located in the northwest corner of the Approved Project. This court was conceptually designed to have a final pad elevation of 1,307 above mean sea level (AMSL). This elevation was below the estimated allowable elevations for approach and horizontal surfaces, as were all potential future improvements under the Approved Project. Light poles for the Approved Project were also assessed. With the Approved Project, light poles would be 60 to 80 feet for the athletic fields and 15 feet for the parking lots. The analysis found that all light poles would be substantially below the elevation that could cause an obstruction to air navigation. Therefore, the Approved Project's sports fields and associated lighting systems would result in less than significant impacts related to obstruction of air navigation.

Light and Glare

Beyond the height of lighting fixtures, illumination from the fixtures can also impact airport operations. Pursuant to the Upland and Claremont Zoning Codes, all on-site lighting is required to be shielded and oriented so as to result in no light spillover onto adjacent properties. This would prevent lighting from potentially impacting approaching or departing aircraft because the light would not be substantially visible due to shielding and orientation. The Approved Project would

also implement Mitigation Measure 4.1.A-1 identified in the Final EIR that would eliminate the potential for glare from future development. Future development within the airport influence area is also subject to FAA review that would also be responsible for identifying any concerns related to lighting. Lighting impacts associated with the Approved Project were found to be less than significant related to obstruction of airport operations with mitigation incorporated and standard regulations implemented.

Based on the observations identified above, the Final EIR found that impacts related to the obstruction of Cable Airport operations due to the height of the proposed structures would be less than significant. Future development of the components of the Approved Project would be subject to both the City of Upland and the City of Claremont standard review processes for those portions of the project site within their respective jurisdictions. This would include review by the FAA in accordance with the requirements of federal law and the provisions of the Caltrans Handbook and the ALUP, if necessary. FAR Part 77 was incorporated as a standard condition to ensure that future development of the components of the Approved Project comply with applicable federal regulations and was included in the Approved Project's Mitigation Monitoring Reporting Program. Height-related impacts to Cable Airport operations would be less than significant with incorporation of mitigation and implementation of existing regulations and review procedures.

Potential obstruction of airport operations is not limited to the height of structures but also includes electromagnetic interference, lighting and glare effects, and production of smoke. As discussed in the Final EIR, development of the Approved Project would not result in substantial light or glare impacts with mitigation incorporated; therefore, excessive light and glare would not significantly impact operations at the airport with incorporation of Mitigation Measure 4.1.A-1 within the Final EIR.

The Final EIR identified that the operational activities associated with the Approved Project could result in the emission of electronic frequencies that may or may not interfere with aircraft navigation in the vicinity of the airport. Electronic interference could occur due to the use of mobile phones by students and employees and use of radios by maintenance and other personnel. This would be of particular concern during sporting events because of the potential for increased use of electronic devices.

To ensure that impacts related to smoke and electronic interference are not substantial, Mitigation Measures 4.6.B-1 within the Final EIR would be incorporated. Mitigation Measure 4.6.B-1 established 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. Implementation of Mitigation Measure 4.6.B-1 and existing regulations and standards would ensure impacts related to smoke and electronic interference would be less than significant.

Safety Compatibility

Federal Aviation Regulations

The Final EIR identified the three airport compatibility sources: the FAA, the Caltrans Handbook, and the Cable ALUP. These sources identified the areas located immediately off the ends of the runway as having high risk exposure due to arriving and departing aircraft and designate these

areas as “Runway Protection Zones”. The ALUP referred to these areas as “clear zones”. The Final EIR identified that the Project site was not located within these areas. Only the ALUP and the Caltrans handbook addressed additional risks beyond these areas; therefore, the Final EIR identified that the Approved Project would not conflict with FAR land use compatibility regulations, and no further discussion of consistency with FAR regulations was required.

Cable Airport Comprehensive Airport Land Use Plan

At the time that the Final EIR was prepared, Cable Airport was operating under the 1981 adopted Cable Airport Comprehensive Airport Land Use Plan (1981 ALUP). A portion of the Project site was located within Safety Zone 1 of the 1981 ALUP. Approximately 3.4 acres of the northern portion of the site was located in Safety Zone 1. The 1981 ALUP identified the following land uses as incompatible within Safety Zone 1: hazardous installations such as oil or gas storage, new residential development, and institutional facilities. Further restrictions involved limiting the density and intensity of uses, requiring buildings or structures to be located a minimum of 75 feet from the extended centerline of the runway, and requiring large concentrations of persons (100 or more people) to be subject to approval of the Airport Land Use Committee (ALUC). Lastly, any uses within Safety Zone 1 should not create glare, create electronic interference, or produce smoke. The Approved Project did not propose any buildings within Safety Zone 1 that could encroach in the 75-foot runway extension setback or conflict with the incompatible land uses requirements of the zone. Potential future facilities identified within Safety Area 1 include a sand volleyball court, a portion of the new parking area, and a multi-purpose field. The Approved Project would serve more than 100 persons, and therefore, was subject to review by the Upland Airport Land Use Committee. While the 1981 ALUP did not adopt specific density or intensity limitations for this zone, the Approved Project would not result in more than 100 persons per acre. The most intense usages proposed by the Approved Project were sporting events at the football field that could accommodate 3,500 total spectators (as identified in the Final EIR and then reduced to 999 spectators for each side of the football field prior to approval), excluding teams, coaches, and other personnel. Softball and baseball events were anticipated to accommodate a maximum of 500 spectators each. The all-purpose fields in the southern portion of the site was anticipated to accommodate a total of 200 spectators. Assuming approximately 200 additional persons to account for teams, coaches, and other personnel during football games, 100 during baseball and softball games, and 100 persons using the multi-purpose fields, the proposed sports facilities under the Approved Project could have accommodated a maximum of 5,200 people (i.e., using the 3,500 spectators identified in the Final EIR) if a football, baseball, and softball game occurred simultaneously. The Final EIR identified that the potential 5,200 people would have been less than the 6,554 people that would equate to 100 persons per gross project acre (100 persons x 65.54 acres). Therefore, the Final EIR found that the potential athletic uses identified in Safety Area 1 would have complied with the 1981 ALUP criteria.

The remainder of the site was situated in Safety Zone 2, as depicted in the 1981 ALUP. Safety Zone 2 was described as having a moderate crash hazard with the following land use limitation listed: “no structure shall be constructed or object permitted that would penetrate the airport imaginary surfaces as defined in Federal Aviation Regulations Part 77”. In addition, the limit on glare, electronic interference, and the production of smoke were re-stated. As previously identified, the Approved Project’s sports facilities did not include structures that would conflict

with FAR Part 77 imaginary surface height restrictions. The Approve Project would not have reflected glare, did not propose any uses that emit high levels of electronic interference, and would not have produced smoke. Therefore, the proposed sports facilities associated with the Approved Project would have been consistent with Safety Area 2 compatibility requirements.

The Final EIR identified that based on the above analysis and the determination in the Approved Project's evaluation of airport land use compatibility, the required Land Use Findings of the 1981 ALUP were supported by the Approved Project.

Cable Airport Land Use Compatibility Plan

Prior to certification of the Final EIR and approval of the Approved Project, an analysis of the Approved Project's compatibility to the newly adopted CALUCP was conducted by Mead & Hunt. This analysis found the proposed football field, (proposed to accommodate 3,500 spectators), to be inconsistent with the CALUCP because it exceeds the maximum 300 people per single-acre intensity standard. However, Mead & Hunt recommend inclusion of special conditions for the project, which would make the proposed project compatible with the CALUCP and enable the Airport Land Use Commission to make special conditions exception findings for the project pursuant to CALUCP Policy 3.1.6. As discussed above, Policy 3.1.6 provides that a normally incompatible use may be deemed compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site with the inclusion of a special conditions and special conditions exceptions findings.

The Airport Land Use Commission (ALUC) found that application of Policy 3.1.6 would allow the development of the project site, removing existing site conditions that may potentially be hazardous for emergency landings. The ALUC found that the existing terrain would require aircraft to land in extremely depressed terrain, and that development of the proposed project would improve the topography of the project site, thus creating a better landing surface. The ALUC further found that the project would not create a safety hazard to people on the ground because the overall site will be sparsely populated and lightly developed in accordance with the CALUCP thus allowing a distressed but under control aircraft ample places to land. The ALUC found that the project meets the average intensity maximums for both Zones B2 and B3, but that at limited times such as the football games between CMC and Pomona Colleges (held every other year), the football field bleachers will exceed the single-acre limit of 300 people. However, the risk to occupants is reduced in two ways: (1) providing enhanced exiting from the stands; and (2) by maintaining largely open, flat land around the site, aircraft attempting a controlled emergency landing will have other options for such a landing. In addition, conditions on the project will limit concentrations of people to a level consistent with Group Recreation Use, including limiting the seating capacity of the bleachers at the football field to less than 1,000 persons per side, thus minimizing populations endangered by distressed and out of control aircraft. Further, people concentrated on bleachers will be provided additional means of safe exit with a condition requiring that all bleachers be designed and constructed so that exiting from the bleachers can be achieved quickly and safely. The ALUC found that application of Policy 3.1.6 would provide a safer landing for an aircraft than the site as it currently exists. The Approved Project would convert the majority of the terrain into flat, smooth playing fields and surface parking lots which

will be relatively vacant at most times during the day, providing adequate areas for emergency landings that do not currently exist.

Caltrans Airport Planning Land Use Handbook

The Final EIR identified that the premise used by Caltrans in developing their most recent land use compatibility guidelines involved the 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. Data for a ten-year record of aircraft accidents nationwide were investigated with particular interest in accidents involving people and structures on the ground. Risk exposure for various land uses were derived from this accident data. Elements related to the definition of Caltrans “Safety Compatibility Zone” were probability, location, risk exposure, and consequences.

The Cable Airport was defined as a short general aviation runway with less than 4,000 feet of runway length. Based on Caltrans Handbook’s six general safety zones, approximately 6.5 acres of the Approved Project site was located within the Outer Arrival/Departure Zone 4. Remaining areas of the site were located in Traffic Pattern Zone 6.

The Final EIR identified that the Caltrans Handbook established the following:

Limitations for the Outer Arrival/Departure Zone 4

- Limit residential uses to very low densities. Consider noise exposure limits.
- Avoid non-residential uses to those having moderate to high usage intensities (assumed to include outdoor sports venues with high intensities). Avoid major shopping centers, theaters, buildings with more than 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.

Limitations in Traffic Pattern Zone 6 included

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

The Caltrans Handbook usage intensities were calculated in consideration of the entire site, regardless of streets or parcel lines (gross acres). The Caltrans Handbook stated that “Nonresidential land use intensities (people per acre), as well as residential densities (dwelling units per acre), should both generally be calculated on the basis of gross acreage.”

The Final EIR identified that the Caltrans Handbook recommended a limit of 80-100 persons per gross acre for non-residential development in an urban area. The proposed athletic facilities would contain at most 5,200 persons (as identified in the Final EIR prior to revising the total

spectators of the football field from 3,500 to 1,998) on the 65.54-acre site if all major sporting events were occurring at the same time. This is less than the 6,554 persons that would occur at the threshold of 100 persons per acre. Furthermore, the Approved Project would not exceed the density thresholds within each zone with a maximum density of 14.7 persons per acre in Departure Zone 4 and 96.0 persons per acre in Traffic Pattern Zone 6.

The Caltrans Airport Land Use Planning Handbook (Caltrans Handbook) provided a method for judging risk acceptability for development proposed within the vicinity of an airport. Risk was assessed by combining the anticipated frequency of accident occurrence with the magnitude of adverse consequences for persons and property. Accident frequency was gauged on a five-point scale qualified from least potential for accidents to greatest as Extraordinary, Rare, Uncommon, Occasional, and Frequent, respectively. According to the airport compatibility report prepared for the Approved Project, Cable Airport had a Rare frequency of accident occurrence, the second least potential for accidents (above “Extraordinary”). Consequences were rated on 5-point scale from least to greatest as Negligible, Minor, Major, Sever, and Disastrous, respectively. The Approved Project airport compatibility report indicated that consequences associated with aircraft accidents at Cable Airport were Major, the middle tier on the consequence scale. Pursuant to the Caltrans Handbook, land uses proposed in the vicinity of airports with Rare accident occurrences and Major consequences were considered to be subject to Acceptable Risk. Acceptable Risk was the lowest level of risk to property and persons that could have been calculated using the Caltrans Handbook.

Consultation with Cable Airport

The Final EIR stated that to ensure that impacts related to operation of the Approved Project’s athletic facilities would be reduced, Mitigation Measures 4.6.B-1 through 4.6.B-3 would be incorporated at the request of Cable Airport. Mitigation Measure 4.6.B-1 established 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 required that Cable Airport be notified of any large, special events in order to issue a “Notice to Airmen” (NOTAM) to minimize overflight of an event. NOTAMs were created by government agencies and airport operators pursuant to the guidelines of the Convention on International Aviation (CICA) and transmitted to the FAA for publication in accordance with FAA Order JO7930.2M (February 11, 2010). NOTAMs are important advisories that air traffic controllers, technical operations services, airport management, and pilots use to avoid hazardous conditions within the National Air Space (NAS) as outlined in Order JO7930.2M and the federal code of regulations. Issuance of a NOTAM for special events would help minimize the potential for aircraft crashes over the event. Mitigation Measure 4.6.B-3 required that aviation easements be attached to each parcel on the project site to ensure future purchasers are aware that Cable Airport has the perpetual right and easement for the unobstructed flight of aircraft over the parcel. This would ensure that future property owners would be bound to and understand the requirements for maintaining safe airport operations. The Final EIR found that the safety impacts related to potential future operation of the Approved Project would be less than significant with mitigation incorporated.

Cumulative

The Final EIR identified that the context for assessing hazards impacts related to the operation of Cable Airport was any development within the airport influence area. Future development in the Cable Airport influence area could increase the number of people working or residing in the safety areas of the airport; however, the Final EIR identified that the future development would be subject to the standards of the Cable Airport Comprehensive Land Use Plan and the regulations of the Federal Aviation Administration. These regulations limit the density of people in safety areas to minimize potential impacts to human life in case of an aircraft crash. The Final EIR identified that the Approved Project's cumulative safety impacts associated with the operation of Cable Airport would be less than significant.

Proposed Revised Project Evaluation

Revised Project-Specific

Because the Revised Project proposes revisions to the Approved Project, an analysis of the Revised Project's consistency with the criteria set forth in the Cable Airport Land Use Compatibility Plan (ALUCP) was conducted. The Revised Project includes the same types of uses as the Approved Project, but fewer playing fields and a modification of the layout and positions of the various components.

No changes to the types or intensity of uses are proposed. The Revised Project calls for development of approximately 66.5 acres of the approximately 74-acre site. The area of the Revised Project includes approximately 8.87 acres in the northeastern corner of the site that was not part of the conceptual site plan of the Approved Project in 2016 but does not include the approximately 7.6 acres along the southern edge of the site which is not proposed for development as part of the Revised Project. Approximately 60 percent of the site falls within the City of Upland and the western 40 percent within the City of Claremont.

The corner of the site nearest to Cable Airport, the northeast corner, is approximately 2,500 feet southwest of the western end of the runway and the southern edge of the site is about 4,500 feet distant. The ground elevation at the northeast corner is approximately 60 feet below the nearby runway end and perimeter elevations slope downward from there. Because the site is a former quarry, elevations elsewhere within it are even lower.

As with the Approved Project, the Revised Project contains a mixture of different types of playing fields plus supporting facilities and automobile parking. The Revised Project is expected to include the following numbers of people, including participants and spectators, likely to occupy each facility at one time as described in **Table 3.9-1**.

**TABLE 3.9-1
 ROBERTS SPORTS BOWL PARTICIPANTS AND SPECTATORS**

Facility	Maximum Participants	Spectator Capacity	Notes
Multi-Purpose Fields (3)	150	NA	<ul style="list-style-type: none"> Participant number includes all three fields No fixed spectator seating
Baseball Field	100	250	<ul style="list-style-type: none"> Bleacher seating with shaded covering
Softball Field	100	250	<ul style="list-style-type: none"> Bleacher seating with shaded covering
Soccer/ Rugby Field	100	500	<ul style="list-style-type: none"> Bleacher seating with shaded covering All on the north side of the field
Football/Track/Lacrosse Field	250	1,800	<ul style="list-style-type: none"> Bleacher seating with shaded covering Located on both sides of the field Maximum 900 seats on either side
Golf Practice Area	25	NA	<ul style="list-style-type: none"> No fixed spectator seating

SOURCE: Mead & Hunt, 2024

Compatibility Evaluation

The compatibility evaluation for the Revised Project is based on the March 5, 2024 Technical Memorandum (Cable ALUCP Consistency Review of Roberts Campus Sports Bowl) prepared by Mead & Hunt, included as Appendix G to this Addendum. The Project site falls within three compatibility zones outlined in the Cable ALUCP: B1, B2, and B3. Safety concerns range from low/moderate in B3 to high in B1. B1 and B2 zones experience high amounts of aircraft overflights, primarily departures. Approximately 60 percent of the parking area proposed on the northern edge of the Project site is within the B1 zone, with a small area at the end in the B2 zone. The rest of the parking area is located within the B3 zone. The proposed golf practice facility, softball field, a portion of the baseball field, as well as facility storage are also located within the B1 and B2 zones. The remaining portions of the Project site that would be within the B1 and B2 zones consist entirely of walkways and landscaping. All other parts of the site are located within the B3 zone.

Noise and Overflight Factors

As with the Approved Project, the noise and overflight factors are the least concern for the Revised Project because, although aircraft will continue to routinely fly over the Project site and would be audible, the activities that would take place during operations of the Revised Project would not be impacted by the noise from these overflights. Therefore, the Revised Project would be compatible with the ALUCP Noise and Overflight criteria.

Airspace Protection Factor

The height of objects to be placed on the site is also not a concern for the Revised Project. As with the Approved Project, due to the site's elevation at least 60 feet below that of the runway, any object associated with the Revised Project would need to be nearly 150 feet tall to become an airspace penetration even at the most critical northeast corner, and the maximum height of light fixtures is 80 feet. The ground elevation at the western end of the runway is 1,393 feet above mean sea level (MSL). At the northeast corner of the Project site, the FAR Part 77 airspace

protection surface is about 1,480 feet MSL, and the ground elevation is about 1,330 feet MSL—a difference of about 150 feet.

Even if light poles and trees on the site would not penetrate the airport airspace, federal aviation regulations could require that notice be given to the FAA so that they can conduct an Aeronautical Study to determine whether the objects would be a hazard to flight. Notice is required for most proposed objects (permanent or temporary such as construction cranes) exceeding a 100:1 slope from the runway end. However, at 2,500 feet from the runway end, an object at the northeast corner would need to be taller than 85 feet ($2,500/100 + 60$) to necessitate FAA notice. Objects elsewhere on the site would need to be even taller. None of the light standards, trees, or any other tall objects contemplated on the site thus appear to represent a potential hazard to flight. That said, if any objects on the site would reach an elevation higher than light standards or other objects along the surrounding streets, notice to the FAA would be warranted to determine if obstruction lighting (i.e., red lights that mark objects for pilots) would be beneficial. However, based on the proposed components of the Revised Project, the proposed height of structures would result in a less than significant safety impact.

With respect to glare, as with the Approved Project, the Revised Project does not propose upward lighting and pursuant to the Upland and Claremont Zoning Codes, all on-site lighting is required to be shielded. Therefore, potential glare impacts would be less than significant.

The solar panels that are proposed as part of the Revised Project and proposed for building roofs, stadium seating canopies, and above the parking structure and surface parking on Claremont Boulevard do not present a concern provided that, as proposed, they will be comprised of flat panels similar to ones typically found on residences and businesses. As a result, the proposed solar panels would result in a less than significant safety hazard.

Finally, with respect to the bird attraction aspect of airspace protection, the Revised Project, similar to the Approved Project, does not contain any components that might tend to attract more birds than now visit the undeveloped site (e.g., new above ground retention basins or other water features). The Revised Project's drainage system includes a design that would prevent ponding of water for more than 48 hours following a storm event within the sediment basin under Phase 1 as well as the bio-retention facilities under both Phase 1 and Phase 2. Stormwater conveyed onto the site from north of the site as well as stormwater from the site would be conveyed to a retention basin under the football/track/lacrosse field and then eventually to a system of drywells that would direct water underground to existing native soils. Based on the proposed drainage design, bird attraction due to water retention would result in a less than significant safety hazard. As a standard requirement for development, a landscape plan is required to be submitted to the approving cities for review prior to the issuance of vertical building permits. Implementation of this standard requirement would further reduce a less than significant safety impact of attracting birds.

Safety Factor

As with the Approved Project, safety is the primary issue to be considered for the Revised Project. The two most relevant land use categories for the Revised Project (proposed sports complex) that are listed in the Cable ALUCP include:

- Outdoor Major Assembly Facilities (capacity $\geq 1,000$ people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos.
- Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas.

The Cable ALUCP sets site-wide average intensity limits of 40, 80, and 120 people per acre in Compatibility Zones B1, B2, and B3, respectively, and 80, 160, and 300, people per any 1-acre area. Outdoor Major Assembly Facilities are, therefore, considered incompatible within all three of these zones as they are presumed to be unable to meet these criteria. Group recreation uses are deemed incompatible only in the zones adjacent to the runway: A, B1 and C1, none of which exist on the Project Site. In Compatibility Zones B2 and B3, as well as C2, this type of use is conditional, with the condition being that the intensity criteria must be met, and farther away from the runway it is compatible. Both the overall site and each of its individual components are subject to the intensity criteria regardless of which land use categories apply.

The Revised Project would limit the football/track/lacrosse stadium facility's spectator capacity to be no more than 1,800 people split into two bleachers, one on each side of the field, with neither side having 1,000 seats or more as was conditioned in the Approved Project. The combined fixed seating capacities of the soccer/rugby, baseball and softball venues are also within the range identified for the Approved Project.

Compatibility Zone B1

Average-Acre Intensity: At the intensity limit of 40 people per average acre, the 3.0 acres in this most highly restricted zone is allowed to have up to 120 people. The major use of this area is 80 automobile parking spaces. Assuming typical of campus parking facilities, the planned uses for Compatibility Zone B1 are consistent with the average-acre criterion.

Single-Acre Intensity: Assuming that the number of people in vehicles or walking in the parking lot are distributed relatively equally, the number of people concentrated in a 1.0-acre area would be well below the limit of 80 people.

Compatibility Zone B2

Average-Acre Intensity: The average-acre intensity limit of 80 people per acre for Zone B2 would be met if no more than 1,280 people are present in the 16.0-acre area. The only athletic facilities in Zone B2 are about half of the multi-purpose field and two-thirds of the soccer/rugby field. Although the latter facility is proposed to have up to 500 spectator seats, the multi-purpose facility will have no fixed seating.

Single-Acre Intensity: The most highly concentrated occupancies within Zone B2 are the soccer/rugby field bleachers, the seating capacity of which would exceed the single-acre intensity

limit. However, the soccer/rugby field would have more typical low-capacity usage, bringing typical use closer to meeting the intensity limit. In addition, the soccer/rugby bleachers designed to enable egress from both the front and back edges.

Compatibility Zone B3

Average-Acre Intensity: The remaining portion of the Revised Project site, some 47.5 acres, falls within Zone B3. The most intensive uses of the Revised Project, as with the Approved Project, are also within this zone. All of the major athletic facilities, except the soccer/rugby field, are in Zone B3, thus creating a maximum occupancy of 2,750. Even using the 2,750-people number and adding some for people who might remain in parking areas which total 710 spaces, the average-acre intensity would be only about 60 people per acre, well below the limit of 120 people per acre.

Single-Acre Intensity: The most highly concentrated usage within Zone B3 is in the football/track/lacrosse stadium spectator stands and field house facilities. Also, the baseball and softball field bleachers, each with 250 seats, are situated nearby although neither are within the same one-acre area as each other or the stadium stands. In any case, simultaneous use of these three facilities would be rare and certainly not all at their capacities. Considered separately, the baseball and softball bleachers together with these venues' participants each will typically meet the Cable ALUCP's 300-people-per-single-acre criterion. Thus, the single-acre intensity issue with Compatibility Zone B3 is limited to the football/track/lacrosse stadium.

The field house and football/track/lacrosse stadium are anticipated to have a maximum occupancy of 2,050 people including participants and spectators. No more than half of the stadium fits within a single acre. Nevertheless, half of the total occupancy means that over 1,000 people could be in a one-acre area, and this number could theoretically be somewhat higher if there were to be moderate use of the three proximate spectator stands at the same time. Therefore, the facility is inconsistent with the Zone B3 single acre limit of 300 people. Also, the Cable ALUCP deems Outdoor Major Assembly Facilities (capacity >1,000 people) as incompatible within Zone B3.

The Cable ALUCP, however, acknowledges that the specified intensity limits may not be the only way to evaluate compatibility of a proposed use and that other factors can be considered where appropriate. The intensity limits are intended to address the issue of whether high concentrations of people in a small area are able to quickly get out of harm's way if an aircraft were to crash into that area. This is particularly an issue with respect to most athletic bleachers in that they typically are built on flat ground with egress only from the front edge as the upper rows would be too far above ground for people to exit unless stairs are provided. However, the Revised Project's proposed design of the football/track stadium and soccer/rugby spectator seating is different. As discussed above, the soccer/rugby seating will enable egress from both the front and back edges. The football/track/lacrosse stadium is literally to be built in a bowl, with the seating on the ground as the terrain rises, thus enabling egress not only from the front but also the back and ends of the seating area. The Revised Project includes sets of seats that would have no more than 20 rows. The proposed design includes several aisles provided in the middle of the rows plus at the ends. As a result, emergency egress would be significantly enhanced over that of a typical set of bleachers.

Another relevant factor is that the Revised Project includes a proposed layout that orients the football stadium and soccer/rugby stadium east/west. This orientation is perpendicular to the north/south direction of aircraft overflights of this area with virtually all being departures. Thus, if an aircraft were to strike one of the bleachers it is more likely to do so in the narrow direction rather than along its length. This factor also likely reduces the number of people who would be in harm's way. The east/west orientation of the football stadium is a change, and improvement, from the design of the orientation under the Approved Plan, which oriented the football stadium north/south.

A third consideration is that, unlike most facilities on the main CMC campus, neither the football/track/lacrosse stadium nor the soccer/rugby field will be in use on a daily basis. Moreover, even on days these facilities are used, it likely will be at or near capacity on only a few days per year. The Cable ALUCP compatibility criteria generally use seating capacity as the basis for intensity calculations for facilities with fixed seating. For most other uses, retail stores for example, the criteria focus on "the total number of occupants during normal busiest periods." Thus, if this methodology is applied and, for example, only two-thirds of the football/track/lacrosse stadium is occupied during most games, the single-acre intensity would drop to about 700, although this would still exceed the 300-persons-per-acre limit.

Policy 3.1.6

Based on the evaluation provided above, and similar to the Approved Project, the Revised Project meets the compatibility criteria established in the *Cable Airport Land Use Compatibility Plan* with the exception of the single-acre intensity limits as applied to the occupant capacities of the football/track/lacrosse stadium and soccer/rugby field spectator stands. Nevertheless, as with the Approved Project, the Revised Project could be found consistent with the Cable ALUCP policies if the City of Upland were to determine that the Revised Project meets the criteria for a consistency finding based on Cable ALUCP Policy 3.1.6.

The factors noted in the above analysis are aeronautically based and would support the required findings for a compatibility determination based on Policy 3.1.6. Policy 3.1.6 was utilized by the City of Upland in 2016 as the basis for its consistency finding in connection with its approval of the Approved Project. As discussed above, the changes to the layout in the Revised Project to an east/west orientation for the football field and other playing fields provide an even stronger basis for determining compatibility for both the football/track/lacrosse and soccer/rugby fields based on Policy 3.1.6 as compared to the Approved Project.

In addition, while the Revised Project is consistent with the other Cable ALUCP criteria, the following standard requirements, proposed project design features, together with the mitigation measures required for the Approved Project, result in less than significant aircraft hazard impacts for the Revised Project:

- The Revised Project includes a maximum capacity of 900 seats on each side of the football/track/lacrosse stadium and includes seating designed into the earthen slope to enable rapid egress from both the front and back of the bleachers onto the ground.
- Although no structures or objects are proposed to extend into Part 77 aircraft safety elevations, Federal Aviation Administration (FAA) regulations require the filing of a

Notice of Intent to Construct, Form 7460-1 prior to the issuance of vertical building permits due to the site's proximity to Cable Airport. This submittal would document the location and height of proposed structures and objects so that there is confirmation that no structures, objects such as antennas, light standards, construction cranes, or trees would protrude through any of the 14 CFR 77 100:1 notification surfaces. It is standard practice that the FAA would evaluate the information and provide its findings. The Revised Project would be required to incorporate any conditions that the FAA provides as part of its review.

- As discussed above, similar to the Approved Project, the Revised Project would include field lighting as well as parking lot lighting. All lighting that is part of the Revised Project, as with the Approved Project, would not be directed upward as to create glare in the eyes of aircraft pilots.
- The Revised Project would not include a drainage system or landscaping that would increase the number of birds to the site and create a bird strike hazard. The drainage system includes a design that would prevent ponding of water within the sediment basin under Phase 1 as well as the bio-retention facilities under both Phase 1 and Phase 2. There would be no ponding of water 48 hours following a storm event. In addition, the Revised Project's landscaping includes native plants and turf.
- Standard requirements include submission of a drainage plan to the approving agencies prior to the issuance of vertical building plans. The cities will review the drainage plans to ensure that the proposed drainage design would not include areas of ponding water 48 hours following a storm event.
- Standard requirements include submission of a landscape plan to the approving agencies prior to the issuance of vertical building plans. The agencies will review the landscape plans to ensure that the proposed landscaping does not create a bird strike hazard.
- With the implementation of Mitigation Measure 4.6.B-1, long-term operations associated with the Revised Project, as with the Approved Project, would result in less than significant safety impacts regarding smoke and electromagnetic frequencies.
- With the implementation of Mitigation Measure 4.6.B-2 which requires an advance notice to Cable Airport management to issue a "Notice to Airmen" to avoid overflight of an event at the football/track/lacrosse stadium that is anticipate to attract large crowds but within the maximum seating attendance, potential safety impacts would be reduced.
- With the implementation of Mitigation Measure 4.6.B-3 regarding the dedication of an avigation easement to Cable Airport which is required by Cable ALUCP Policy 3.6.1, the dedication of an avigation agreement would ensure the prevention of airspace obstructions and other hazards to flight and acknowledge the impacts generated by aircraft overflights. Avigation easements were previously dedicated and recorded following approval of the Approved Project and are expected to remain sufficient for the Revised Project for purposes of compliance with Policy 3.6.1.

With the implementation of the above-mentioned standard requirements, project design features and mitigation measures, aircraft hazard impacts would be reduced to less than significant.

Cumulative

Cumulative development within the Cable Airport influence area could increase the number of people working or residing in the safety areas of the airport. This increase would need to be

evaluated for each individual project; however, cumulatively, there could be a significant impact. As discussed above, the implementation of the Revised Project would implement standard requirements, design features and mitigation measures so that potential safety impacts related to airport hazards would be less than significant. Similar to the Approved Project, the Revised Project's aircraft safety impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, the Revised Project is required to implement Mitigation Measures 4.6.B.1 through 4.6.B.3.

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.

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.

4.6.B-3: Prior to recording of final parcel maps, the project proponent shall provide a copy of a recorded and deed restricted navigation 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.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant aircraft hazard impacts with the incorporation of standard requirements, design features, and the above mitigation measures. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Emergency Response or Evacuation Plan

Impact 3.9-6: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts associated with impairing or physically interfering with an adopted emergency response or evacuation plan.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified the existing uses on the site at the time of approving the Approved Project. These existing uses on the site included temporary construction parking, an archery range, and a Class III (inert) landfill. The existing onsite uses were identified as not compatible with use of the site for emergency planning. No adopted plan had listed the Project site for purposes of emergency evacuation. Once the Approved Project is fully developed, access would be provided via five ingress/egress points: Arrow Route in Upland, Foothill Boulevard, and three access points along Claremont Boulevard. All five ingress/egress points would be designed to accommodate emergency response vehicles. Therefore, the Approved Project would not interfere with or impair implementation of an adopted emergency response plan or emergency evacuation plan.

Cumulative

The Final EIR did not address cumulative hazard impacts associated with the implementation of the Approved Project because no adopted plan had listed the Project site for purposes of emergency evacuation. The implementation of the Approved Project would include access points that could accommodate emergency response vehicles. Therefore, the Approved Project would not contribute to cumulative impacts associated with impairing implementation or physically interfering with an adopted emergency response plan or emergency evacuation plan.

Proposed Revised Project Evaluation

Revised Project-Specific

The current use of the Project site includes maintenance activities associated with the inert landfill and construction staging and parking. The site has not been listed for purposes of emergency evacuation and is not currently appropriate for emergency evacuation purposes because the site includes undulating terrain due to the quarry use and subsequent deposition of inert material on the site. Development of the Revised Project would result in the provision of athletic facilities for the CMC collegiate athletic programs, and parking for existing campus uses. The existing CMC emergency response and evacuation procedures that are currently applicable to the active portion of Claremont McKenna College as well as each of the Claremont Colleges would also apply to the Roberts Campus Sports Bowl. Subsequent to construction activities associated with the Revised Project, access to the Project site would increase with the provision of access off of Claremont Boulevard, Monte Vista Boulevard and Foothill Boulevard. The Revised Project would not interfere with the existing emergency response and evacuation procedures. Therefore, the implementation of the Revised Project would not interfere with or impair implementation of an adopted emergency response plan or emergency evacuation plan.

Cumulative

Cumulative development in the cities of Upland and Claremont would be required to provide adequate emergency access in accordance with local building and fire codes prior to the issuance of a building permit. All cumulative projects must comply with land use policies, requirements for emergency access, such as providing several vehicular access points and roadways of sufficient width to allow access and circulation by large emergency vehicles, such as fire engines. Because the Revised Project includes various access points onto the Project site and operational activities would follow the existing CMC emergency response and evacuation procedures that are currently applicable to the active portion of the CMC campus, the Revised Project would not interfere with the existing emergency response and evacuation procedures. Therefore, the implementation of the Revised Project would not contribute to potential cumulative impacts associated with interfering with or impairing implementation of an adopted emergency response plan or emergency evacuation plan.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not interfere with or impair implementation of an adopted emergency response plan or emergency evacuation plan. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Wildland Fires

Impact 3.9-7: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts associated with exposing people or structures to a significant risk of loss, injury or death involving wildland fires.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Project area is urbanized; however, the site is recommended for designation as a Very High Fire Hazard Severity Zone (VHFHSZ) by maps prepared by the California Department of Forestry and Fire Protection. Based on the information assessed in preparation of the severity maps, the Project site and other areas in the vicinity are generally characterized as susceptible to wildland fires due to factors such as the steepness of on-site slopes, the types of on-site vegetation, the general weather, and the susceptibility to fire brand ignition (ignition by embers that move ahead of a main fire). The severity maps are developed solely on the potential fire hazard without considering the actual risk of exposure to a wildland

fire. The Project site has a low risk of being exposed to wildland fires because the site is located over two to three miles from the San Gabriel Mountains and is located in a long-established urban area. Furthermore, the implementation of the Approved Project will consist primarily of irrigated athletic facilities and ancillary support structures comprising no more than 50,000 square feet. These support structures include uses such as locker rooms, sports medicine, bathrooms, office, classroom, meeting space, food service/concessions, maintenance and storage.

Because the Project site is recommended for designation as a VHFHSZ due to the current undeveloped condition of the site, the conversion of the site to irrigated and maintained athletic facilities would reduce the risk of wildfires on the site and the spreading of wildfires to adjacent properties. The provision of irrigated and maintained vegetation would not constitute vegetation or conditions that are conducive to wildfires. Therefore, with the implementation of the Approved Project, impacts due to wildland fires would be less than significant.

Cumulative

The Final EIR stated that cumulative impacts related to wildland fires could include future development projects located within a very high fire hazard severity zone as mapped by the California Department of Forestry and Fire Protection. The project site, sites to the north that have mining activities, recharge facilities to the east as well as existing developed areas are designated as VHFHSZ. The Project site and adjacent areas are generally characterized as susceptible to wildland fires due to factors such as the steepness of on-site slopes, the types of on-site vegetation, the general weather, and the susceptibility to fire brand ignition (ignition by embers that move ahead of a main fire). As stated above, severity maps are developed solely on the potential fire hazard without considering the actual risk of exposure to a wildland fire. Future development in the project vicinity would be subject to the standards of the California Building Code that are designed to reduce impacts to structures within wildland fire hazard zones. Compliance with the existing codes would reduce the cumulative wildland fire impacts to less than significant.

Because the project site is located over two to three miles from the San Gabriel Mountains and is located in a long-established urban area, the site has a low risk of being exposed to a wildland fires. In addition, because the Approved Project would convert the site from an undeveloped condition to primarily irrigated athletic fields, contribution of the Approved Project's potential impact related to wildland fires would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project primarily includes irrigated athletic facilities and parking. The Revised Project also includes ancillary support structures totaling approximately 50,000 square feet. These structures would support the baseball, softball fields, and the football/track/lacrosse field and include uses such as locker rooms, sports medicine, bathrooms, office, classroom, meeting space, food service/concessions and storage. In addition, there would be a maintenance building that would include field storage, changing, restroom, offices and meeting areas. Furthermore, there would be an additional storage structure and a press box for

press/media and related uses. These proposed structures would be accessible during the operations of the athletic facilities.

Because the Project site is designated as a VHFHSZ due to the current undeveloped condition of the site, the conversion of the site with the Revised Project to irrigated and maintained athletic facilities would reduce the risk of wildfires on the site and the spreading of wildfires to adjacent properties, similar to the Approved Project. Furthermore, the site is located over two to three miles from the San Gabriel Mountains and in a long-established urban area. The provision of irrigated and maintained vegetation would not constitute vegetation or conditions that are conducive to wildfires. Therefore, with the implementation of the Revised Project, impacts due to wildland fires would be less than significant.

Cumulative

As discussed above for the Approved Project, cumulative impacts related to wildland fires could include future development projects located within a very high fire hazard severity zone as mapped by the California Department of Forestry and Fire Protection. The Project site, sites to the north that have mining activities, recharge facilities to the east as well as existing developed areas are recommended or designated as VHFHSZ. The Project site and adjacent areas are generally characterized as susceptible to wildland fires due to factors such as the steepness of on-site slopes, the types of on-site vegetation, the general weather, and the susceptibility to fire brand ignition (ignition by embers that move ahead of a main fire). As stated above, the severity maps are developed solely on the potential fire hazard without considering the actual risk of exposure to a wildland fire. Future development in the Project vicinity would be subject to the standards of the California Building Code that are designed to reduce impacts to structures within wildland fire hazard zones. Compliance with the existing codes would reduce the cumulative wildland fire impacts to less than significant.

Because the Project site is located over two to three miles from the San Gabriel Mountains and is located in a long-established urban area, the site has a low risk of being exposed to a wildland fires. In addition, because the Revised Project, as with the Approved Project, would convert the site from an undeveloped condition to primarily irrigated athletic fields, contribution of the Revised Project's potential impact related to wildland fires would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would convert the site from an undeveloped condition to primarily irrigated athletic fields that would reduce the risk of wildfires on the site and the spreading of wildfires to adjacent properties. Similar to the Approved Project, the wildland fire impacts associated with the Revised Project would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a

substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.9.6 References

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California State Water Resources Control Board. 2024. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Claremont+East+Campus+Property>. Accessed on April 7, 2024.

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3.10 Hydrology and Water Quality

3.10.1 Introduction

This section addresses potential impacts to hydrology and water quality resources for the Revised Project. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the hydrology and water quality setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the hydrology and water quality impacts and mitigation measures addressed in the Final EIR as well as the potential hydrology and water quality impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to hydrology and water quality; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to hydrology and water quality; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to hydrology and water quality.

The hydrology and water quality impacts associated with the Revised Project is based on the Preliminary Hydrology and Hydraulic Report prepared by Atlas Civil Design dated January 19, 2024. The report is located in Appendix H of this Addendum to the Final EIR.

3.10.2 Environmental Setting

The Final EIR prepared for the Approved Project identified groundwater basins for the area to be associated with the location of the San Jose Earthquake fault. The western portion of the Project site overlies the Pomona Subbasin of the Six Basins as defined by the adjudication of the San Gabriel Valley Groundwater Basin and the eastern portion of the Project site is underlain by the Chino Subbasin, which is part of the Upper Santa Ana Valley Groundwater Basin (Wildermuth Environmental, Inc., 2020).

Regional groundwater flow is generally southward and appears to be affected by the San Jose Fault that crosses in a diagonal direction beneath the site and the presence of water spreading basins located northeast of the site.

Groundwater levels are generally below the bottom of the quarry floor. Geotechnical investigations in 1983 encountered groundwater ranging from 180 feet below ground surface to above ground surface in some instances on the quarry floor. Additional geotechnical investigations conducted in 2008 encountered groundwater at 53 feet below ground surface to 361 feet below the surface.

Historical groundwater depth was encountered to range between 400 to 600 feet below ground surface and reported between 195 to 140 feet below ground surface in 1983. These measurements were attributed to heavy rainfall in the winter of 1982 to 1983. The Geotechnical Assessment prepared for the Final EIR identified a relatively impermeable silty layer of soil approximately 50 to 70 feet below the quarry surface coupled with the San Jose fault acting as a groundwater barrier that may have resulted in groundwater flowing to the surface.

The Whittier Narrows, Puente Basin, Baldwin Park, an El Monte areas of the San Gabriel River Valley Groundwater Basin are classified as Superfund Sites due to contamination by trichloroethylene, perchloroethylene, and carbon tetrachloride. In the Project vicinity, the Pomona Subbasin has been identified to have high nitrate levels and is contaminated by plumes of volatile organic compounds (VOCS). Additionally, impairments in the Chino Subbasin include high concentrations of dissolved solids and nitrate-nitrogen compounds. These contamination plumes begin approximately 13 miles west of the Project site within the Baldwin Park Operable Unit.

A Phase I ESA prepared for the Final EIR identified twelve historic wells and one monitoring well on the Project site based on location identified in previous reports.

The Hydrology and Hydraulic Report prepared for the Revised Project identified the existing drainage characteristics of the Project site. There are currently two off-site basins that drain through culverts onto the northeastern portion of the site and within an onsite drainage basin. The drainage basin receiving offsite drainage is the larger of the two onsite basins. Stormwater from offsite and from the larger onsite basin flows to the southern portion of the Project site and infiltrates. Due to siltation within the southern portion of the Project site, infiltration rates are less than historic infiltration rates. The second drainage basin extends along the western perimeter and southern perimeter of the site and conveys stormwater to the southwestern corner of the site and then onto Claremont Boulevard. After stormwater enters the Claremont Boulevard gutter system, stormwater is conveyed south to the northeast intersection of Claremont Boulevard and Huntington Drive. At the intersection, stormwater flows west in a 27-inch diameter storm drain along East 1st Street until it joins a 66-inch storm drain that eventually discharges into the San Antonio Creek Channel.

Surface Water Quality

Section 303(d) of the 1972 CWA (defined below) requires states to identify water bodies that do not meet water quality objectives and do not support their beneficial uses. Every two years each state must submit to the EPA (defined below) an updated list, called the 303(d) list. In addition to identifying the water bodies that are not supporting beneficial uses, the list identifies the pollutant or stressor causing impairment and establishes a priority for developing a control plan to address the impairment. The list identifies water bodies where 1) a total maximum daily load has been approved by the EPA and implementation is available, but water quality standards are not yet met, and 2) water bodies where the water quality problem is being addressed by an action other than a total maximum daily load and water quality standards are not yet met.

Groundwater

Since the certification of the Final EIR for the Approved Project, Langan CA, Inc. prepared a Geotechnical Investigation Report for the Revised Project dated March 1, 2024 (Revised Project Geotechnical Report), included as Appendix E. In 2019, the Los Angeles Regional Water Quality Control Board (RWQCB) approved technical work to install two additional groundwater monitoring wells (CMW-1 and CMW-2) which were installed in 2021. The two additional groundwater monitoring wells and the existing Well No. A (or Pit Well 1) installed in the 1980s make up the ground water monitoring wells on-site which are used periodically for water quality testing. The Revised Project Geotechnical Report identified that groundwater ranged from a depth of 156 feet to 184 feet between 2011 and 2022. Semi-annual monitoring and testing at on-site monitoring wells have not indicated any contamination of groundwater at the Project site. The Project site which has been used as a quarry and an inert debris landfill is unlined and does not include environmental control measures for gas or leachate collection.

Flood Hazards

Designated Flood Zones

The Project site is divided between the County of Los Angeles and the County of San Bernardino. Within the Los Angeles County portion of the Project site, the City of Claremont maintains jurisdiction, while the portion of land located within the County of San Bernardino is in the City of Upland's jurisdiction. According to the most recent Flood Insurance Rate Map (FIRM) that covers the Project site and vicinity (FIRM No. 06037C1750F and 06071C8605H, 2008), the Project site is not within a 100-year or 500-year floodplain (Federal Emergency Management Agency, 2023). Additionally, the Revised Project is not designated as an Area of Special Flood Hazard by FEMA under the National Flood Insurance Program (NFIP).

Seismically Induced Dam Inundation

Based on a review of the California Dam Breach Inundation Maps provided by the California Division of Safety of Dams, the Project site is not located within an inundation area in case of a dam breach (Langan CA, Inc. 2024).

Seiches

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies pose a flood hazard to the Project site due to a seiche (Langan CA, Inc. 2024).

Tsunamis

A tsunami is an ocean wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project Area is not a risk of flooding from tsunami because it is about 46 miles from the ocean (Langan CA, Inc. 2024).

3.10.3 Regulatory Setting

Federal, state, and local laws, regulations, plans, or guidelines related to hydrology and water quality that are applicable to the Revised Project are summarized below:

Federal Regulations

Clean Water Act

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA)—or in the case of California, the State Water Resources Control Board and Regional Water Quality Control Boards—authority to implement pollution control programs. The statute’s goal is to restore, maintain, and preserve the integrity of the nation’s waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards; and regulates other activities that affect water quality, such as dredging and the filling of wetlands.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4). Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program. In California, the NPDES permit program is administered by the State Water Resources Control Board (SWRCB) through the nine Regional Water Quality Control Boards (RWQCB). The landfill is located in the Los Angeles RWQCB and Santa Ana RWQCB, and in 1987, staff from the Los Angeles and Santa Ana RWQCBs agreed that the Los Angeles RWQCB would assume responsibility for the entire Project site, including those portions within the Santa Ana RWQCB. Additionally, the Project site is currently subject to the Waste Discharge Requirements (WDR) Order 00-070 adopted by the RWQCB on May 4, 2000.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program, which provides subsidized flood insurance to communities that comply with FEMA

regulations limiting development in flood plains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection established by FEMA is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year. FEMA mapping of flood hazards that includes the Project Area was updated in 2008.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that designates beneficial uses and water quality objectives for the region's surface water and groundwater basins.

SWRCB Construction General Permit

Construction activities that disturb one or more acres of land must comply with the requirements of the SWRCB Construction General Permit (CGP)—2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ. Under the terms of the permit, applicants must file Permit Registration Documents (PRDs) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System website. On July 22, 2022, the SWRCB issued a draft of the revised Statewide CGP that, when approved, will supersede Order 2009-0009-DWQ and its amendments.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project Area. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program for all risk levels and a stormwater sampling and analysis program for Risk Levels 2 and 3.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as “the Trash Amendments.” The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial,

commercial, mixed urban, and public transportation stations are considered priority land uses. There are two compliance tracks:

- Track 1. Permittees install, operate, and maintain a network of certified full-capture systems in storm drains that capture runoff from priority land uses.
- Track 2. Permittees must implement a plan with a combination of full-capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement its provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones, such as average load reductions of 10 percent per year.

The Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) of 2014 passed in September 2014 and is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities. SGMA requires the formation of local groundwater sustainability agencies to assess local water basin conditions and adopt locally based management plans. SGMA provides 20 years for groundwater sustainability agencies to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. SGMA also provides local groundwater sustainability agencies with the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. Under SGMA, groundwater sustainability agencies responsible for high- and medium-priority basins must adopt groundwater sustainability plans within five to seven years, depending on whether the basin is in critical overdraft.

Regional Regulations

Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

The Los Angeles RWQCB's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan:

- Designates beneficial uses for surface and ground waters.
- Sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy.
- Describes implementation programs to protect all waters in the region.

In addition, the Basin Plan incorporates (by reference) all applicable SWRCB and RWQCB plans and policies and other pertinent water quality policies and regulations. The Basin Plan is a resource for the RWQCB and others who use water and/or discharge wastewater in Region 4. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

Los Angeles RWQCB (MS4) Permit for the Coastal Watershed of Los Angeles and Ventura Counties

On July 23, 2021, the Los Angeles RWQCB adopted a Regional Phase I Municipal Separate Stormwater Sewer System (MS4) Permit for discharges within the coastal watersheds of Los Angeles and Ventura counties (Order No. R4-2021-0105, NPDES No. CAS004004). The municipal discharges of stormwater and non-storm water by the City are subject to waste discharge requirements in this MS4 permit.

Los Angeles County Low Impact Development Standards Manual

The County of Los Angeles prepared the 2013 Low Impact Development (LID) Standards Manual to comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges.

Local Regulations

City of Claremont Municipal Code

Because the Revised Project will not discharge stormwater within the City of Claremont, the stormwater regulation included in the City of Claremont Municipal Code does not apply to the Revised Project.

City of Upland Municipal Code

Because the Revised Project will not discharge stormwater within the City of Upland, the stormwater regulation included in the City of Upland Municipal Code does not apply to the Revised Project.

3.10.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (see Impact 3.10-1, below).
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (see Impact 3.10-2, below).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site (See Impact 3.10-3, below).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial increase in the amount of surface run-off in a manner which would result in flooding on- or off-site (See Impact 3.10-4, below).

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in creating or contributing run-off water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off (See Impact 3.10-5, below).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows (see Impact 3.10-6, below).
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (see Impact 3.10-7, below).
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (see Impact 3.10-8, below).

3.10.5 Impact Analysis

Water Quality Standards/Waste Discharge Requirements

Impact 3.10-1: The Approved Project and Revised Project would result in a less than significant and less than cumulatively considerable impact related to violating water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not be subject to point source waste discharge requirements as administered by the Los Angeles or Santa Ana Regional Water Quality Control Boards and not subject to the City's Non-domestic Wastewater Permit program because it does not discharge any industrial or other non-typical types of wastewater. Under the Approved Project, water quality impacts during the construction phase were identified as a potential water quality impact; however, the impact would be less than significant through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under the Federal Clean Water Act. Pursuant to NPDES regulations, a Stormwater Pollution Prevention Plan was identified as required to specify best management practices (BMPs) to prevent storm water from contacting waste materials and other pollutants in the construction zones. The BMPs include erosion and sediment controls, runoff water quality monitoring and means of waste disposal, implementation of approved local plans, and prevention and containment of accidental fuel spills or other waste releases. Compliance with the approved permit would ensure that the Approved Project would not violate any water quality standards during construction.

The operational activities associated with the Approved Project would result in storm water directed south through vegetative swales and/or perimeter landscaping that would filter contaminants prior to discharging to the on-site above-ground retention basin. Retention of the

stormwater on the Project site would ensure that no substantial pollutant loading would occur offsite and would not violate any water quality standard. Operational activities associated with the Approved Project were found to result in less than significant impacts to water quality.

Cumulative

The Final EIR did not address the cumulative impacts to water quality since the Approved Project would result in less than significant water quality impacts through compliance with the NPDES regulations for construction activities and through the stormwater system to retain all stormwater on the Project site by directing the water into an on-site retention basin.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would provide athletic facilities on the Project site. The use of construction materials, such as fuels, solvents, antifreeze, byproducts of combustion, as well as fertilizers, herbicides, pesticides, and other pollutants used for the Revised Project may present a risk to surface water quality. Construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the stormwater drain system. To minimize these potential impacts, the Revised Project would comply with the NPDES regulations and would include a Stormwater Pollution Prevention Plan (SWPPP) with BMPs to prevent stormwater from contacting waste materials and other pollutants in the construction zones. The Revised Project would comply with all local, state, and federal regulations that would ensure the Revised Project would not violate any water quality standards during construction and operation.

The Revised Project includes construction of drainage facilities during Phase 1 and Phase 2 development of the Project site. The primary drainage facility change from the Approved Project is a modification of the Approved Project's above ground retention basin to an underground retention basin under the Revised Project's football/track/lacrosse field. Under Phase 1, the Revised Project would include bio-retention areas and dry ponds adjacent to the baseball and softball fields for water treatment, water will then be conveyed downstream to the proposed retention basin underneath the football/track/lacrosse field. Phase I will also include an interim sediment pond on a portion of the Phase 2 development area that will capture stormwater that flows from the undeveloped northern portion of the site to promote the settlement of pollutants, and then convey water from the interim sediment pond to the proposed retention basin underneath the football/track/lacrosse field. Bioswales are also proposed throughout the Project site to help filter water by trapping sediments and pollutants, which run off pathways, parking lots, or other paved surfaces. Phase 2 will include the removal of the interim sediment pond and associated storm drains and the construction of additional bioswales and associated storm drains on the west and east sides of the soccer/rugby and multi-purpose fields which will also convey water to the proposed retention basin underneath the football/track/lacrosse field. Stormwater conveyed to the retention basin will gravity flow to a series of drywells that will direct water to the native soils (i.e., bypass the existing fill material that is part of the inert landfill waste unit). Once reaching the native soils, the stormwater will infiltrate into the groundwater. Therefore, the Revised Project would not violate any water quality or waste discharge requirements, and thus less than significant impact would occur.

Cumulative

Future growth associated with cumulative projects has the potential to contribute to pollutant loading during construction and operation, which could potentially result in cumulative impacts to water quality. However, all new construction would be subject to the NPDES Permit Waste Discharge Requirements. Each related project greater than one acre in size would be required to develop a SWPPP for construction and grading activities. In addition, all new construction plans would be evaluated individually to determine the appropriate BMPs and treatment measures to minimize future growth impacts to water quality. Operation of the cumulative projects would implement operational BMPs to address water quality of stormwater runoff from surfaces such as parking lots. With compliance to the NPDES and incorporation of operational BMPs, cumulative projects would result in less than significant water quality impacts. Because the Revised Project would also comply with the NPDES and include BMPs, the Revised Project's contribution to cumulative water quality impacts would be less than significant.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have adverse impacts on water quality and waste discharge requirements. Potential impacts to water quality and waste discharge requirements would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Groundwater Supplies and Recharge

Impact 3.10-2: The Approved Project and the Revised Project would result in a less than significant and less than cumulatively considerable impact on the depletion of groundwater supplies or interference with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) found that Well No. A, located in the northwest portion of the Project site, complies with a groundwater monitoring order imposed by the Los Angeles RWQCB due to the inert debris Class III landfill on the Project site. The Approved Project would destroy any wells encountered during potential future construction activities, except for Well A, which would continue to be utilized to monitor groundwater as part of the landfill closure plan. All wells to be destroyed would do so in accordance with the "California Well Standards" issued by the DWR and the Los Angeles County Department of Environmental Health "Requirements for Well

Construction/Decommissioning.” The Approved Project is not anticipated to substantially deplete groundwater resources as the site will remain primarily pervious and all runoff from impervious surfaces would be directed to the retention basin for percolation. Therefore, implementation of the Approved Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and impacts would be less than significant.

Cumulative

The Final EIR did not address the cumulative impacts to groundwater supplies since the Approved Project would result in less than significant impacts related to the depletion of groundwater supplies or interfere with groundwater recharge through the provision of a recharge basin to percolate stormwater to recharge groundwater.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would destroy wells encountered during construction activities, except for Well A (or Pit Well 1), which would continue to be utilized to monitor groundwater as part of the landfill closure plan. The three monitoring wells and reporting will remain in place until the RWQCB determines the wells and monitoring are no longer required. Well No. A would be protected during construction and remain in place for possible future non-portable water supply use and wells CMW-1 and CMW-2 will be abandoned as part of the Project site development under a required permit from the Los Angeles RWQCB and Santa Ana RWQCB. As with the Approved Project, the Revised Project will primarily include pervious surfaces. Stormwater runoff within the site, as well as surface water conveyed onto the Project site from north of Foothill Boulevard, will be directed to proposed bio-retention areas, dry ponds, and bioswales that would provide water quality treatment by removing contaminants and sediments from stormwater before it is discharged into the proposed retention basin. Stormwater conveyed to the retention basin will gravity flow to a series of drywells that will direct water to the native soils below the site to infiltrate into the groundwater allowing recharge of the groundwater basin. Implementation of the Revised Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and impacts would be less than significant.

Cumulative

Future growth associated with cumulative projects has the potential to deplete or interfere with groundwater because pervious surfaces would be replaced with impervious surfaces. However, cumulative projects are not proposed within areas that are currently used for recharging the groundwater system. Therefore, cumulative projects would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and cumulative impacts would be less than significant. Because the Revised Project includes the conveyance of stormwater to a proposed onsite retention basin that ultimately is conveyed to drywells to infiltrate stormwater into the groundwater system, the Revised Project’s contribution to cumulative groundwater impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have adverse impacts on groundwater supplies or groundwater recharge, and impacts would be less than significant. Therefore, the Revised Project would not result in any new significant impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Erosion/Siltation

Impact 3.10-3: The Approved Project and Revised Project would result in a less than significant and less than cumulatively considerable impact on altering the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) found that existing on-site drainage pattern is generally defined by its previous use as an aggregate mine that generally flows north to south and is not discharged into either city's storm drain systems. The Approved Project site improvements would increase drainage controls to convey all runoff from the development into an above-ground retention basin planned in the southwestern portion of the Project site. Additionally, no stream or river is located within the Project site or Project vicinity. The construction activities associated with the Approved Project would be subject to the requirements of the NPDES program that requires installation of BMPs to reduce erosion and siltation. Therefore, impacts of the Approved Project due to on- or off-site erosion would be less than significant.

Cumulative

The Final EIR did not address the cumulative impacts due to on- or off-site erosion because the Approved Project would be subject to the requirements of the NPDES program that requires installation of BMPs to reduce erosion and siltation. Compliance with the NPDES program would result in less than cumulative impacts to on- and off-site erosion.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the majority of the site under the Revised Project would remain pervious with the addition of sidewalks, parking lots, up to eight structures encompassing approximately 50,000 square feet, landscaping, and sport fields. Construction of the Revised Project will have the potential for soil erosion, increasing the amount of silt and debris carried in runoff during construction phases. However, as with the Approved Project, the Revised Project will be required to comply with the NPDES regulations and include a SWPPP with BMPs to control sediment and erosion on-site. Additionally, construction activities will apply water or other dust prevention methods to minimize dust nuisance and reduce soil-moving activities during

high winds. During Phase 1, stormwater collected from the northern portion of the site will be conveyed to the proposed interim sediment pond in a portion of the Phase 2 development area and to bio-swales, and dry ponds that would gravity flow to the proposed retention basin underneath the football/track/lacrosse field. From the proposed retention basin, stormwater would be conveyed by gravity flow to dry wells and into the groundwater system. Under Phase 2, the interim sediment pond will be removed and long-term stormwater flows will be collected in bio-swales and associated storm drains constructed on the west and east sides of the proposed soccer/rugby and multi-purpose fields and eventually conveyed to the proposed retention basin underneath the football/track/lacrosse field, for subsequent conveyance by gravity flow to dry wells. The majority of the site would include landscaping with native species as well as turf for the playing fields. The proposed drainage system and landscaping would reduce the potential for erosion and siltation. Therefore, implementation of the Revised Project would not substantially increase erosion or siltation, and potential impacts associated with on-site or off-site erosion or siltation would be less than significant.

Cumulative

Future growth associated with cumulative projects has the potential to increase erosion or siltation within individual cumulative project sites or off-site. Each of the cumulative projects would be required to comply with the NPDES regulations and include a SWPPP with BMPs to control sediment and erosion on-site. With adherence to NPDES regulations that include a SWPPP with BMPs, the implementation of cumulative projects would result in less than significant on-site and off-site erosion or siltation and therefore, cumulative project would result in less than significant cumulative impacts. Because the Revised Project would also be required to adhere to NPDES regulations, the Revised Project's contribution to cumulative on-site or off-site erosion or siltation would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have adverse impacts related to on-site or off-site erosion or siltation. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Surface Run-off Causing Flooding

Impact 3.10-4: The Approved Project and Revised Project would result in a less than significant and less than cumulatively considerable impact on altering the existing drainage pattern of the site or area in a manner that would result in flooding on- or off-site.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) identified that existing on-site drainage pattern is defined by its previous land use activities as an aggregate mine and generally flows north to south and is not discharged into either City's storm drain system. The Approved Project site improvements include drainage controls to convey runoff from the improvements into an above ground retention basin located in the southwestern portion of the Project site. Additionally, implementation of the Approved Project's drainage improvements would be adequate to accommodate increases in stormwater flows during a 100-year storm event. Therefore, surface water runoff conveyed onto the site as well as runoff generated by the improvements would not cause flooding on- or off-site, and the potential for flooding impacts due to changes in drainage patterns would be less than significant.

Cumulative

The Final EIR did not address the cumulative on- or off-site flooding impacts from the implementation of the cumulative projects because stormwater flows anticipated to be conveyed on the Approved Project site from the off-site area north of Foothill Boulevard were assumed as part of the drainage facilities. No additional off-site drainage is anticipated to be conveyed on-site. Since the drainage improvements associated with the Approved Project would retain increases in stormwater flow on the site and include capacity to accommodate and retain a 100-year storm event on the site, the potential for cumulative flooding impacts due to changes in drainage patterns would be less than significant.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project is not designated as an Area of Special Flood Hazard by FEMA under the National Flood Insurance Program (NFIP) (i.e., areas subject to a 1 percent of greater changes of flooding in any given year; 100-year flood zone). The Revised Project will be located outside of a 100-year flood area. The Revised Project is also not subject to a 1 percent greater change of flooding in any given year (also identified as a 100-year flood area) and is not within an inundation area.

Under the Revised Project, stormwater runoff from north of the site would drain into the rip-rap and inlet structures proposed in the northeastern portion of the site at the two existing culverts extending under Foothill Boulevard. Upon Project buildout, the Revised Project also includes a rip-rap lined bioswale in the northeastern portion of the site proposed between the two existing culverts and two 48-inch diameter inlets that connects to two separate 36-inch diameter storm drains that eventually flows together into a 36-inch diameter storm drain that extends to the

proposed retention basin underneath the proposed football/track/lacrosse field. Additional storm drain pipes are proposed on the west, east, and south sides of the site that would convey stormwater to the proposed retention basin underneath the football/track/lacrosse field. Stormwater will be collected in bio-retention areas for treatment and then will be conveyed downstream to the proposed retention basin underneath the football/track field so that no surface water will be retained beyond 48 hours after a storm event. Phase I will also include an interim sediment pond that will capture stormwater that flow from the undeveloped northern portion of the site. Temporary storm drains are proposed to convey water from the sediment pond to the proposed retention basin underneath the football/track/lacrosse field. During Phase 2, the interim sediment pond and associated storm drains will be removed, and small sediment ponds and associated storm drains will be constructed on the west and east sides of the proposed soccer/rugby and multi-purpose fields. The storm drains will convey stormwater through bioswales and dry ponds and eventually to the proposed retention basin. Stormwater from the retention basin would gravity flow to dry wells that would eventually be conveyed to infiltrate into the native soils. As with the Approved Project, the Revised Project includes drainage improvements that would be adequate to accommodate increases in stormwater flows during a 100-year storm event. Therefore, surface water runoff conveyed onto the site as well as runoff generated by the proposed improvements would not cause flooding on- or off-site, and the potential for flooding impacts due to changes in drainage patterns would be less than significant.

Cumulative

Future growth associated with cumulative projects has the potential to increase stormwater flows in the project vicinity and result in significant cumulative flooding impacts. Stormwater flows in the Project vicinity are only conveyed onto the Revised Project site from north of Foothill Boulevard. Because stormwater flows anticipated to be conveyed on the Revised Project site from the off-site area north of Foothill Boulevard were assumed as part of the proposed drainage facilities and the capacity of the on-site drainage facilities would accommodate and retain increases in storm flow during a 100-year storm event, the potential for flooding impacts due to changes in drainage patterns would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant on- or off-site flooding impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Polluted Run-off

Impact 3.10-5: The Approved Project and Revised Project would result in less than significant impacts and less than cumulative impacts on altering the existing drainage pattern of the site or area in a manner that would result in creating or contributing run-off water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off.

Summary of Final EIR Evaluation

Approved Project-Specific

As discussed in Impact 3.10-4, the Approved Project improvements include drainage controls to convey runoff increases into an above-ground retention basin located on the southwestern portion of the Project site and would be adequate to accommodate a 100-year storm event. Because the Approved Project includes adequate capacity to convey and retain a 100-year storm event, the implementation of the Approved Project would not exceed the capacity of existing or planned stormwater drainage systems, and thus less than significant impacts would occur.

Additionally, the Final EIR identified that the implementation of the Approved Project would have the potential for groundwater contamination. Although no contaminants were detected above regulatory levels, past inert debris landfill and quarry activities along with the presence of existing wells, could result in a potential for groundwater contamination. Inactive and improperly managed wells were identified as a potential means for the preferential migration of poor-quality water, pollutants, and contaminants into groundwater resources. The improvements associated with the Approved Project identified the potential need to decommission onsite wells in compliance with the “California Well Standards” issued by the California Department of Water Resources and the Los Angeles County Department of Environmental Health “Requirements for Well Construction/Decommissioning.” Compliance with the standards to decommission wells would reduce potential future groundwater contamination impacts to less than significant.

Cumulative

The Final EIR did not address the cumulative impacts to existing and planned drainage facilities because increases in stormwater would only occur on the site and the Approved Project’s drainage improvements includes adequate capacity to convey and retain a 100-year storm event.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project runoff increases associated with the Revised Project would be conveyed to a proposed retention basin, which would be located below the football/track/lacrosse field. Because the proposed drainage facilities would be adequate to accommodate a 100-year storm event, the implementation of the Revised Project would not exceed the capacity of existing or planned stormwater drainage systems, and thus less than significant impacts would occur.

In addition, similar to the Approved Project, the Revised Project would be required to comply with the existing regulations to decommission the onsite wells to ensure that any potential

unknown contaminants within the existing onsite soils would not result in groundwater contamination. Compliance with the existing regulations would reduce potential groundwater impacts. Furthermore, stormwater directed to the proposed retention basin would subsequently be conveyed to a dry well that would allow stormwater to infiltrate into the native soils. Through compliance with existing regulations and infiltration of stormwater within native soils, potential impacts to groundwater quality would be less than significant.

Cumulative

Future growth associated with cumulative projects has the potential to increase stormwater flows that could impact downstream drainage capacities. This impact could be cumulatively significant. Because the Revised Project would retain increases in storm water flows on the site and the proposed drainage improvements would be adequate to accommodate 100-year storm events, the Revised Project's impact on existing or planned stormwater drainage systems would be less than cumulatively considerable.

Cumulative projects could also increase contaminants that pollute stormwater and eventually contaminate groundwater. This increase could result in a cumulative significant pollutant impacts. Because the Revised Project would retain increases in stormwater on the site, would not include infiltration through previous fill areas on the site, and would comply with decommissioning existing wells, the potential for contaminating groundwater would be reduced. Furthermore, stormwater directed to the proposed retention basin would eventually be conveyed to a dry well that would allow infiltration within the native soils. Because the Revised Project's groundwater pollutant impacts would be less than significant, the Revised Project's contribution would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have adverse impacts on polluted run-off and the evaluation of the Revised Project found that the Revised Project would result in less than significant impacts to polluted run-off. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Impede or Redirect Flood Flows

Impact 3.10-6: The Approved Project and Revised Project would result in a less than significant and less than cumulatively considerable impact on altering the existing drainage pattern of the site or area in a manner that would impede or redirect flood flows.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) found that existing drainage pattern generally flows from north to south. The Project would not result in the alteration of a stream or river because none exist on the Project site or in the Project vicinity. Therefore, impacts of the Approved Project due to impeding or redirecting flood flows would be less than significant.

Cumulative

The Final EIR did not address the cumulative impacts related to impeding or redirecting flood flows because the Project site would not alter an existing stream or river and the Approved Project would retain all increases in stormwater on the site. Therefore, the Approved Project would not have a cumulative impact on impeding or redirecting flood flows.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project will maintain existing drainage flows from north to south towards the proposed recharge basin underneath the football/track/lacrosse field and will not impede flood flows. Additionally, the Revised Project is not designated as an Area of Special Flood Hazard by FEMA under the NFIP (i.e., areas subject to a 1 percent of greater changes of flooding in any given year; 100-year flood zone). The Revised Project would be located outside of a 100-year flood area, not subject to a 1 percent greater change of flooding in any given year (also identified as a 100-year flood area) and is not within an inundation area (FEMA, 2023). Therefore, the Revised Project would not impede or redirect 100-year flood flows. Thus, impacts related to impeding or redirecting flood flows would be less than significant.

Cumulative

Future growth associated with cumulative projects has the potential to include improvements that could result in impeding or redirecting 100-year flood flows. Thus, cumulative projects could result in significant cumulative impacts. Because the Revised Project would retain all increases in stormwater on the site, the Revised Project's impact on flood flows would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have adverse impacts on impeding or redirecting flood flows. Therefore, the Revised Project would not result in any new significant

impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Risk of Pollutants Due to Inundation

Impact 3.10-7: The Approved Project and Revised Project would result in a less than significant and less than cumulatively considerable impact from the release of pollutants due to Project inundation.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) found that the Project site was identified by the Preliminary Geotechnical Assessment as having a remote “potential for being an inundation zone in the event of failure of the San Antonio Dam.” The Preliminary Geotechnical Investigation indicates that there is a slight seiche hazard in the southern portion of the quarry where the retention basin would be located. However, this does not appear to be a large constraint due to the type of development and the minimal water quantities that will be in the retention basin most times. Tsunamis do not pose hazards due to the inland location of the site. Thus, the Approved Project will not be impacted due to a flood hazard, tsunami, seiche, or risk release of pollutants due to project inundation. Therefore, the Approved Project impacts due to flood hazard, tsunami, seiche or risk release of pollutants due to project inundation would be less than significant.

Cumulative

The Final EIR did not address the cumulative impacts related to the release of pollutants due to Project inundation because the risk associated with the Approved Project was found to be less than significant.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project is not subject to inundation by a tsunami due to the distance of the site from the ocean (DOC, 2023). Unlike the Approved Project, the Revised Project will not have an above ground retention basin, and therefore, no potential for a seiche to occur. Based on a review of the City of Claremont General Plan, the site is located within a flood zone from failure of the San Antonio Dam (City of Claremont, 2006). In addition, according to the U.S. Army Corps of Engineers (USACE) dam inundation map for San Antonio Dam, the Project site has a potential for being inundated in the event of failure of the San Antonio Dam (USACE, 2024). Although there is a potential for inundation, the condition and health of the San Antonio Dam is regularly monitored. According to USACE, regular maintenance and repairs are performed to keep the dam functioning properly (USACE, 2024). Because the dam is regularly monitored and maintained and the majority of the Revised Project includes athletic fields, potential pollutant impacts due to inundation would be less than significant.

Cumulative

Cumulative projects in the Project area could be located within an inundation area of San Antonio Dam. However, due to the dam being regularly monitored and maintained, the cumulative impacts associated with future development of cumulative projects would be less than significant. Because the Revised Project's risk was also found to be less than significant, the Revised Project's contribution to the risk of pollutants due to inundation would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not have adverse impacts associated with the release of pollutants due to an inundation from a flood hazard, tsunami, or seiche. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Water Quality Control Plan/Sustainable Groundwater Management Plan

Impact 3.10-8: The Approved Project and Revised Project would result in impacts or contribute to cumulative impacts related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (*Appendix A* of the Claremont Colleges East Campus Final EIR) as well as the Final EIR did not address the Water Quality Control Plan (WQCP) or Sustainable Groundwater Management Plan (SGMP) because the CEQA Environmental Checklist (*Appendix G*) in place at the time did not include these issues to be specifically addressed in EIRs. Even though the Final EIR did not address these plans, the Approved Project would not conflict with either of them.

First, because the Project site is located in two separate jurisdictions of the Regional Water Quality Control Board (Los Angeles and Santa Ana), two WQCPs are applicable to the site. These plans are designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. As discussed above in Impact 3.10-5, the Approved Project was designed to reduce the potential for contamination of surface water and groundwater through its design of the on-site drainage system. As a result, the implementation of the Approved Project would not conflict with water quality policies within the WQCPs.

Second, the Project site is located in two separate groundwater basins: the Pomona Subbasin of the Six Basins which is part of the San Gabriel Valley Groundwater Basin and the Upper Santa Ana Valley Groundwater Basin-Cucamonga Subbasin. The purpose of the SGMPs is to avoid overdraft and balance levels of pumping and recharge. The implementation of the Approved Project would convey stormwater to the proposed on-site retention basin that would eventually infiltrate into the groundwater table. In addition, the Approved Project does not include wells to pump water from the groundwater to utilize on the site. The Approved Project would not conflict with the SGMP policies to balance levels of pumping and recharge.

Cumulative

The Final EIR did not address the cumulative impacts related to conflicts with a WQCP or a SGMP. However, as discussed above, the Approved Project would not conflict with either of these plans, and therefore, would not contribute to potential cumulative impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project is designed to reduce the potential for contamination of surface water and groundwater through its design of the on-site drainage system. As a result, the implementation of the Approved Project would not conflict with water quality policies within the WQMPs.

The implementation of the Revised Project would convey stormwater to the proposed recharge basin under the football/track/lacrosse field that would eventually convey water to dry wells to infiltrate into the groundwater table. The Revised Project would not conflict with the SGMP policies to balance levels of pumping and recharge.

Cumulative

Because the Revised Project would not conflict with either water quality policies of the WQCPs or the SGMP policies to balance levels of pumping and recharge, the Revised Project would not contribute to potential cumulative impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not conflict with either water quality policies of the WQCPs or the SGMP policies to balance levels of pumping and recharge and therefore would not result in potential impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.10.6 References

- Atlas Civil Design. 2023. Preliminary Hydrology and Hydraulic Report-Scenario 2. Refer to Appendix H of this Addendum.
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- Department of Water Resources (DWR). Dam Breach Inundation Map Web Publisher. Available at: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2. Accessed October 30, 2023.
- Federal Emergency Management Agency (FEMA). National Flood Hazard Layer (NFHL) Viewer (FIRM No. 06037C1750F and 06071C8605H). Available at <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed October 30, 2023.
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- United States Army Corps of Engineers. 2024. National Inventory of Dams, San Antonio Dam. Available at: <https://nid.sec.usace.army.mil/#/dams/system/CA10023/summary>. Accessed on June 18, 2024.
- Wildermuth Environmental, Inc. 2020. Development and Evaluation of Conjunctive Water Management Alternatives to Support the Program Environmental Impact Report (PEIR) for the Strategic Plan for the Six Basin. Available at: https://www.6bwm.com/editor_upload/File/Strategic%20Plan/20201106_StratPlan_PEIR_Technical%20Memo_red.pdf. Accessed on May 8, 2024.

3.11 Land Use and Planning

3.11.1 Introduction

This section addresses land use and planning related to dividing an established community and conflicting with land use plans, policies or regulations. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the land use plans, policies, or regulations that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the land use and planning impacts and mitigation measures addressed in the Final EIR as well as the potential significant environmental impacts associated with the proposed Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to land use and planning; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to land use and planning; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to land use and planning.

3.11.2 Environmental Setting

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the zoning for the Project site is Public/Institutional within the portion of the site located in Upland and Institutional Education within the portion of the site within the City of Claremont. The General Plan designation identified for the site by both cities is Institutional. The site has been mostly disturbed by past quarry and inert debris landfill operations and there is little habitat value on the site. Inert landfill operations were occurring during the certification of the Final EIR. Since certification of the Final EIR, the inert landfill activities continued until approximately the fourth quarter of 2023 when landfill operations ceased; however, maintenance activities on the site continue.

Land uses surrounding the site include Claremont McKenna College and Pitzer College to the west. These college uses include the Robert Day Science Center construction area, golf practice area, softball field, student housing and the football/track/lacrosse field south of 9th Street and surface parking, administration office, and dorms north of 9th Street. Immediately south of Foothill Boulevard and west of Claremont Boulevard is the Pitzer College arboretum. To the northwest is a commercial center and a multiple-family residential community further to the northwest. Immediately to the north is an additional commercial center as well as open space that includes disturbed vegetation. Northeast of the Project site is an office complex, open space, San Antonio Creek Channel and further to the northwest is Cable Airport. East of the Project site

includes commercial and office uses, a residential condominium complex that was constructed after certification of the Final EIR, and a water recharge basin located immediately east of Monte Vista Avenue. Southeast of the Project site is a multiple family residential complex. South of the Project site is a commercial center and College Park Condominium Complex. Southeast of the Project site was previously the Children’s School at Claremont McKenna College; however, this use was discontinued after the certification of the Final EIR (i.e., 2020). Currently, the buildings house some limited campus administrative uses.

3.11.3 Regulatory Setting

The Final EIR did not address land use regulations at the time of certification because land use impacts associated with the Approved Project were found to be less than significant or no impact due to the proposed uses being consistent with the land use plans and policies of the City of Upland and City of Claremont.

3.11.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to land use and planning if it would:

- Physically divide an established community (see Impact 3.11-1, below).
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (see Impact 3.11-2, below).

3.11.5 Impact Analysis

Physically Divide an Established Community

Impact 3.11-1: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts on physically dividing an established community.

Summary of Final EIR Evaluation

Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the athletic facilities proposed by the Approved Project would create a large park-like environment which would enhance the surrounding land uses. This enhancement would occur through the conversion of an inert debris landfill to athletic facilities. The implementation of the Approved Project would not create a new physical barrier dividing an existing established community, and therefore, no impacts to an established community would occur.

Cumulative

The Final EIR did not address the cumulative impacts related to dividing an established community because the Approved Project would enhance the Project vicinity and would not create a new

physical barrier that would divide an existing established community. Therefore, the Approved Project would not contribute to impacts associated with dividing an established community.

Proposed Project Evaluation

Project Specific

As with the Approved Project, the Revised Project includes athletic facilities on the site. The creation of these facilities would create a large-park-like environment. These uses would not create a new physical barrier dividing an existing established community, and therefore, no impacts to an established community would occur with the implementation of the Revised Project.

Cumulative

Future growth associated with cumulative development has the potential to contribute to dividing an established community. However, because the Revised Project would not create a new physical barrier, the Revised Project would not contribute to potential cumulative impacts associated with physically dividing an established community.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would have no impacts related to creating a new physical barrier dividing an existing established community. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Conflict with Any Land Use Plan, Policy, or Regulation

Impact 3.11-2: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to conflicting with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not require any changes to the land use regulations established by either the City of Upland or Claremont to approve the proposed uses. As stated above, the zoning for both cities allow the proposed athletic facilities on the site. The implementation of the Approved Project would result in less than significant impacts related to land use plans, policies or regulations.

Cumulative

The Final EIR did not address the cumulative impacts associated with conflicts with existing plans, policies and regulations because the Approved Project would not create a conflict. Therefore, potential impacts associated with plans, policies and regulations would be less than significant.

Proposed Project Evaluation

Project Specific

Similar to the Approved Project, the Revised Project would include similar collegiate athletic facilities with no change in the type of use or increase in the intensity of use. The provision of these uses would be consistent with existing plans, policies and regulations of both cities. Therefore, the potential impacts to plans, policies, and regulations from the implementation of the Revised Project would be less than significant.

Cumulative

Implementation of cumulative projects has the potential to result in conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, cumulative development within the cities of Upland and Claremont could result in significant cumulative impacts related to land use plans, policies or regulations. Because the Revised Project would be consistent with existing plans, policies and regulations, potential land use impacts associated with the implementation of the Revised Project would be less than significant. Therefore, the Revised Project's contribution to cumulative land use impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would have less than significant land use impacts. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.11.6 References

MIG and Hogle-Ireland Inc. 2015. Claremont Colleges East Campus Draft Environmental Impact Report. October.

3.12 Mineral Resources

3.12.1 Introduction

This section addresses mineral resources and the Revised Project's potential impacts related to loss in local and statewide mineral resource availability. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the mineral recovery site setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the mineral resource impacts and mitigation measures addressed in the Final EIR as well as the potential mineral resource impacts associated with the proposed Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to mineral resources; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to mineral resources; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to mineral resources.

3.12.2 Environmental Setting

Minerals are defined as a naturally occurring, inorganic, homogenous solid with a definite chemical composition and an ordered atomic arrangement. Generally, a mineral is a single or compound of elements and serves as the building blocks for rocks. "Aggregate" is a rock or mineral used separately and as a filler for cement, asphalt, plaster, and other materials. The Project site was subject to aggregate extraction activities for approximately 50 years beginning in the 1920s. The site was mined to an approximate depth of 50 feet on the southern edge and 80 feet on the northern edge resulting in an open basin with a level floor. These depths of mining would equate to a volume of several million tons of material excavated from the site, although the exact amount of re-sold material is unknown. Mining operations were discontinued in 1972 and the owner of record at that time permitted the site as a Class III landfill. After 1972, the site was used as an inert debris landfill which is a facility consisting of the disposal of non-decomposable, non-water soluble, inert solids such as soil, rock, gravel, broken concrete, broken asphalt, glass, brick, and other inert debris.

Mineral Land Classification

A mineral land classification study of the San Bernardino Valley Area, including the San Bernardino County portion of the Project site, was conducted concurrently with the study of adjacent areas from December 1989 to April 1994. The field and analytical data collected as part of the study, were integrated and evaluated for assigning Mineral Resource Zones (MRZ) in accordance with mineral land classification guidelines adopted by the California State Mining and

Geological Board (SMGB). Additional information on MRZ classifications is provided in the Regulatory Framework section below. The Project site is classified as MRZ-2, an “area of identified mineral resource significance.”

Regionally Significant Construction Aggregate Designations

The mineral land classification system described above is the first step utilized by the SMGB in identifying significant mineral resources. After an area has been classified, the SMGB may proceed to designate those deposits that are of regional or statewide significance. The designation process identifies those deposits that are potentially available from a land use perspective and are of “prime importance” in meeting future needs of a production-consumption region.

The Claremont-Upland Production-Consumption region contains the smallest land area of the eleven production-consumption regions within Southern California. Aggregate resources for this region are derived from the alluvial fans emanating from the San Antonio, Cucamonga, Day, and Deer Creeks and the San Gabriel Mountain foothills. Some of the identified aggregate resources lay within the urbanized areas of the identified cities and some lay within rural areas on the northern portions of the alluvial fans. The Project site is not designated as a regionally significant area.

3.12.3 Regulatory Setting

The following are the applicable regulations identified in the Final EIR. No changes or updates to the identified regulations have occurred since approval of the Final EIR.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) was enacted by the California legislature to promote the conservation of the State’s mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to classify land in California into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of the land. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their general plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and the need to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials. SMARA was enacted after quarry uses had ceased on the Project site.

Areas subject to California mineral land classification studies are divided by the State Geologist into various Mineral Resource Zone (MRZ) categories that reflect varying degrees of mineral potential. The MRZ nomenclature and criteria adopted by the California State Mining and Geology Board (1983) is as follows:

1. MRZ-1: Areas of No Mineral Resource Significance
2. MRZ-2: Areas of Identified Mineral Resource Significance
3. MRZ-3: Areas of Undetermined Mineral Resource Significance
4. MRZ-4: Areas of Unknown Mineral Resource Significance

The distinction between the MRZ-1 and MRZ-4 categories is important for land use considerations. It must be emphasized that the MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. Further exploration work could well result in the reclassification of land in an MRZ-4 area to another, more definitive category.

Upland General Plan

The Upland General Plan identifies high quality rock, sand, and gravel deposits as the most productive natural resource for the City of Upland. Special Report No. 143 prepared by the Division of Mines and Geology in 1984 for the Claremont-Upland Production-Consumption Region listed total reserves for the region at 55 million tons or a 13-year supply with a projected demand of 245 million tons. The General Plan explains that the Division of Mines and Geology assumes that future demand based on the rate of consumption would remain constant with continued urbanization. This assumption does not account for the diminishing of available vacant land for construction and the concurrent decrease in the need for aggregate resources.

Claremont General Plan

The Claremont General Plan ensures that the City of Claremont recognizes the responsibility to balance the value of mineral resources and to consider the regional and statewide significance of a mineral resource whenever it evaluates a project proposed within a designated mineral zone. The majority of undeveloped land within the City of Claremont that contains mineral resources is owned by the Pomona Valley Protective Association (PVPA) and is used for watershed and groundwater recharge.

3.12.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to mineral resources if it would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (see Impact 3.12-1, below).
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (see Impact 3.12-2, below).

3.12.5 Impact Analysis

Loss of Availability of a Known Mineral Resource

Impact 3.12-1: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Summary of Final EIR Evaluation

Approved Project-Specific

As discussed above, the Project Site operated for 50 years as an aggregate mining operation and is designated MRZ-2, identifying it as being within an area of known mineral resources. Loss of mineral resources such as the aggregate found on the Project site can directly impact the growth of the State and result in a variety of indirect impacts.

As discussed in the Final EIR, although the Project site is classified as an area of known mineral resources, due to the incompatible uses surrounding the Project site with mining activities, it has not been designated by the State as a viable source of aggregate within the Claremont-Upland Production-Consumption area. Therefore, despite the Project site being in an area of known mineral resources, based on the existing surrounding land uses and the State’s methodology for designating mineral deposits of “prime importance,” the Project site is not suitable for extraction of aggregate resources; therefore, impacts related to the loss of aggregate resources of Statewide and regional importance would be less than significant.

Cumulative

As described in the Final EIR, the cumulative context for assessing the loss of mineral resources is the “regionally significant” aggregate resources identified by the State Division of Mines and Geology in the Claremont-Upland Production-Consumption Region. The Upper San Antonio Fan is located directly northeast of the Project site and is identified as containing significant resources that are extracted by the Holliday Rock Company. The incremental use of aggregate resources for development projects in the future would slowly deplete aggregate resources over the long-term. Furthermore, due to the urbanized character of the region, aggregate resources may be lost to other uses and development. Although urbanization and mining activities could result in the eventual loss of mineral resources in the region, the Approved Project would not contribute considerably to this impact because the Project site is not defined as a “regionally significant” source of aggregate materials. The Approved Project would result in a less than cumulatively considerable impact related to losses of important mineral resources.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project does not propose the extraction of mineral resources from the site. As discussed above, the Project site is classified as an area of known mineral resources; however, due to the incompatible uses surrounding the Project site with mining activities, it has not been designated by the State as a viable source of aggregate within

the Claremont-Upland Production-Consumption area. Therefore, despite the Project site being in an area of known mineral resources, based on the existing surrounding land uses and the State's methodology for designating mineral deposits of "prime importance", the Project site is not suitable for extraction of aggregate resources. As a result, the implementation of the Revised Project would result in less than significant impacts related to the loss of aggregate resources of Statewide and regional importance.

Cumulative

As discussed above, implementation of cumulative projects would increase development within the cities of Claremont and Upland and would have the potential to result in the loss of availability of known mineral resources that would be of value to the region and the residents of the state. The cities of Claremont and Upland contain lands that are categorized as MRZ-2. There is potential for cumulative projects to be in or in close proximity to MRZ-2 lands. Therefore, cumulative development within the cities of Upland and Claremont could result in significant cumulative environmental effects due to a loss of known valuable mineral resources. However, because the Project site is not suitable for extraction of aggregate resources and implementation of the proposed Revised Project would not cause the loss of valuable mineral resource, impacts would be less than significant and the proposed Revised Project's contribution to cumulative mineral resource impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

Similar to the Approved Project, the Revised Project would not cause the loss of valuable mineral resources, and impacts would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Loss of Availability of a Locally-Important Mineral Resource Recovery Site

Impact 3.12-2: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Summary of Final EIR Evaluation

Approved Project-Specific

As discussed in the Final EIR, for purposes of analyzing the Approved Project, locally-important mineral resources are defined as any mineral resource identified in a local planning document that

has not already been identified by the State as important. The Upland and Claremont General Plans do not recognize the Project site as an area of locally-important mineral resources (City of Upland, 2015 and City of Claremont, 2006). Furthermore, the San Bernardino County and Los Angeles County General Plans do not recognize the Project site as an area of locally-important mineral resources (County of San Bernardino, 2012 and County of Los Angeles, 2022). Therefore, the Approved Project would not result in any impacts to locally-important mineral resources.

Cumulative

As discussed in the Final EIR, although cumulative growth could result in urbanization and mining activities, this growth could result in the eventual loss of mineral resources in the region. Because the Approved Project would not impact locally-important mineral resources, the Approved Project would not contribute to a cumulative loss of locally-important mineral resources.

Proposed Revised Project Evaluation

Revised Project-Specific

As discussed above, the Upland and Claremont General Plans do not recognize the Project site as an area of locally-important mineral resources. Furthermore, the San Bernardino County and Los Angeles County General Plans do not recognize the Project site as an area of locally-important mineral resources. Therefore, as with the Approved Project, the Revised Project would not result in impacts to locally-important mineral resources.

Cumulative

As discussed above, although cumulative growth could result in urbanization and mining activities, this growth could result in the eventual loss of mineral resources in the region. Because the Revised Project would not impact locally-important mineral resources, the Revised Project would not contribute to a cumulative loss of locally-important mineral resources.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not result in impacts to locally-important mineral resources. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.12.6 References

- City of Claremont, City of Claremont General Plan, Open Space and Conservation Element. 2006. Available at: <https://www.ci.claremont.ca.us/living/general-plan-1708>. Accessed on March 20, 2024.
- City of Upland, City of Upland general Plan. Open Space-Conservation Element. 2015. Available at: <https://www.uplandca.gov/general-plan-map>. Accessed on March 20, 2024.
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- County of San Bernardino. County of San Bernardino General Plan, Natural Resources. 2012. Available at: <https://countywideplan.com/policy-plan/>. Accessed on March 20, 2024.
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3.13 Noise

3.13.1 Introduction

This section summarizes potential noise and vibration impacts associated with construction and operational activities of the Revised Project. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the noise and vibration setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the noise and vibration impacts and mitigation measures addressed in the Final EIR as well as the potential noise and vibration impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to noise and vibration; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to noise and vibration; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to noise and vibration.

An assessment of construction and operational noise and vibration associated with the Revised Project was prepared by Environmental Science Associates in May 2024 and provided in this section. The construction noise evaluation focuses on noise generated from construction equipment. The operational noise evaluation focuses on traffic noise, noise from amplified speakers and crowds, and aircraft noise. The assessment is based on noise assumptions and modeling data located in Appendix I of this Addendum to the Final EIR.

3.13.2 Environmental Setting

Noise Principles and Descriptors

Noise is defined as unwanted sound. Sound becomes unwanted when it creates a nuisance that interferes with normal activities, or when it causes physical harm and adversely affects human health. The standard unit of measurement of the loudness of sound is the decibel (dB). The zero point on the dB scale is based on the lowest sound level that a healthy, unimpaired human ear can detect. Changes of 3 dB or fewer are only perceptible in laboratory environments. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness.¹

¹ M David Egan, *Architectural Acoustics*, Chapter 1, March, 1988.

Numerous methods have been developed to measure sound over a period of time, including: Equivalent Sound Level (L_{eq}) and Maximum Noise event (L_{max}). Noise levels can vary depending on the noise source and duration. Below is description of the units of measure used in this analysis to describe the noise environment.²

- L_{eq} : Time variations in noise exposure are typically expressed as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period (called L_{eq}). For example, the noise levels exceeded on 10 percent of readings is called L_{10} , the median (50th percentile) reading is called L_{50} , etc.
- L_{max} : The maximum noise level recorded during a noise event is typically expressed as L_{max} .
- CNEL: The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of 5 dBA to measured noise levels between the hours of 7:00 pm to 10:00 pm and an addition of 10 dBA to noise levels between the hours of 10:00 pm to 7:00 am the next day to account for noise sensitivity in the evening and nighttime, respectively.

The attenuation of sound is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA for each doubling of distance from the point source is typically observed over soft ground with landscaping, as compared with a 6.0 dBA for each doubling of distance over hard ground such as asphalt, concrete, stone and very hard packed earth.³ This section addresses current noise and vibration conditions and the potential of the Revised Project to result in impacts associated with substantial temporary or permanent increases in ambient noise levels in excess of existing standards, excessive vibration, and exposure of people to excessive aircraft noise.

Existing Conditions

The Project site is bound by Foothill Boulevard to the north, Monte Vista Avenue to the east, West Arrow Route to the south, and Claremont Boulevard to the west. Within the Final EIR, residential land uses were identified to the northwest and to the south. Since certification of the Final EIR, new residential uses are located east of the Project site. The nearest existing residences are located south of the Project site boundary by approximately 110 feet. Institutional land uses are located to the west along with student housing. Existing noise sensitive uses in the vicinity of the Project site include the following:

- Residential Uses (Brighton Park Apartments): Located to the northwest across Foothill Boulevard and to the west across Claremont Boulevard.
- Residential Uses (Condominiums): Located to the east of the Project site, east of Monte Vista Avenue.

² California Department of Transportation, *Technical Noise Supplement* (TeNS), Section 2.2.2.2, September 2013.

³ California Department of Transportation, *Technical Noise Supplement* (TeNS), Section 2.1.4.2, September 2013.

- Residential Uses (College Park Luxury Apartments): Located to the south of the Project site across W. Arrow Route.
- Institutional Dormitories (Claremont McKenna and Pitzer College): Located to the west of the Project site across Claremont Boulevard.

Ambient Noise Levels

The predominant existing noise source surrounding the Project site is traffic noise from Foothill Boulevard to the north, Monte Vista Avenue to the east, West Arrow Route to the south, and Claremont Boulevard to the west. Secondary noise sources include aircraft noise and general residential-related activities such as gardening and refuse service activities.

Ambient noise measurements were conducted at four locations, representing the nearby land uses in the vicinity of the Project site to establish conservative ambient noise levels. The measurement locations along with existing development and nearby future development are shown on **Figure 3.13-1**. Short-term (20-minute) noise measurements were conducted at locations R1, R2, R3, and R4 on May 5, 2023. In addition, two long-term (72-hours) noise measurements were conducted at locations R3 and R4 from May 5, 2023 to May 8, 2023. The ambient sound measurements characterize the existing noise environment in the vicinity of the Project site.

Measurements were conducted with Larson Davis Model 831 Sound Level Meter (SLM) at the four sites. All instrumentation conforms to ANSI (American National Standard Institute) Standard S1.4 for Type 1 precision, the highest level of precision, with current calibrations traceable to the U.S. National Institute of Standards and Technology (NIST). Type 1 precision instrumentation requires constant calibration to meet ANSI standards; calibrations were carried out in the field before and after the measurement period using NIST-certified calibration devices. The microphone was placed at a minimum height of 5 feet above the local grade, at the following locations as shown in Figure 3.13-1:

- **Measurement Location R1:** This measurement location represents the existing noise environment of multi-family residential apartment uses to the northwest of the Project site along Foothill Boulevard and Claremont Boulevard located in the City of Claremont.
- **Measurement Location R2:** This measurement location represents the existing noise environment of institutional dormitories use located to the west across Claremont Boulevard. This sensitive receptor is located within the City of Claremont.
- **Measurement Location R3:** This measurement location represents the existing noise environment of residential uses located to the east across Monte Vista Avenue. This sensitive receptor is located within the City of Upland.
- **Measurement Location R4:** This measurement location represents the existing noise environment of residential uses located to the south across Arrow Route. This sensitive receptor is located within the City of Upland.



SOURCE: Nearmap, 2022; ESA, 2024

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Figure 3.13-1
 Ambient Noise Measurement Locations



As shown in **Table 3.13-1**, the existing ambient daytime noise levels at the nearest noise-sensitive residential receptors (Location R3) in the City of Upland is up to 68.8 dBA L_{eq} . The existing ambient daytime noise level at the noise-sensitive residential receptors in the City of Claremont go up to 66.8 dBA L_{eq} . All athletic events under the Approved Project would occur between the hours of 7:00 am and 10:00 pm. Under the Revised Project, athletic activities and sporting events would also occur between 7:00 am and 10:00 pm, except for weekday practices would begin at 6:00 am. The times above from the long-term measurements include the hours during which various athletic activities and events could occur onsite. The ambient noise levels in the immediate vicinity of the Project site are representative of a noisy urban area. A detailed summary of the noise measurement data can also be found within Appendix I.

**TABLE 3.13-1
SUMMARY OF AMBIENT NOISE MEASUREMENTS**

Location, Duration, Existing Land Uses and, Date of Measurements	Measured Short-Term Ambient Noise Levels (dBA) Hourly L_{eq}
R1 – Residential Uses in Claremont May 5, 2023 (12:52 pm to 1:12 pm)/Friday	66.8
R2 – Institutional Dormitory Uses in Claremont May 5, 2023 (11:41 am to 12:01 pm)/Friday	64.5
R3 – Residential Uses in Upland May 5, 2023, (12:22 pm to 12:42 pm)/Friday	68.8
R4 – Residential Uses in Upland May 5, 2023, (11:11 am to 11:31 am)/ Friday	66.8

SOURCE: ESA, 2024.

Existing Roadway Noise Levels

Existing roadway CNEL noise levels were calculated for ten roadway segments located in the vicinity of the Project site. The roadway segments selected for analysis are considered to be those that are expected to be most directly impacted by Project-related traffic, which, for the purpose of this analysis, includes the roadways that are located near and immediately adjacent to the Project site. These roadways, when compared to roadways located farther away from the Project site, would experience the greatest percentage increase in traffic generated by the Project (as distances are increased from the Project site, traffic is spread out over a greater geographic area, and its effects are reduced).

Existing roadway CNEL noise levels were calculated using the Federal Highway Administration's (FHWA's) Highway Traffic Noise Model (FHWA-TNM) and traffic volumes at the study intersections reported in the Transportation Impact Analysis for the Revised Project prepared by KOA (see Appendix J of this Addendum to the Final EIR)⁴ The model calculates the

⁴ KOA, *Transportation Impact Analysis for Roberts Campus Sports Bowl/Roberts Campus East*, May 2024.

average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions.

The noise levels along these roadway segments are presented in **Table 3.13-2**. As shown, the noise environment of the Project vicinity can be characterized by 24-hour CNEL levels attributable to existing traffic on local roadways. The calculated CNEL (at a distance of 30 feet from the outermost travel lane) from actual existing traffic volumes on the analyzed roadway segments ranged from 46.9 dBA along 1st Street between Claremont Boulevard and Monte Vista Avenue (this current segment does not extend to Monte Vista Avenue but terminates at a cul-de-sac approximately 500 feet east of Claremont Boulevard) to 74.2 dBA along Base Line Road between Monte Vista / Padua Avenue and I-210 Ramps.

**TABLE 3.13-2
 EXISTING VEHICULAR TRAFFIC NOISE LEVELS**

Roadway Segment	CNEL (dBA) at Referenced Distances from Roadway ^a	
	Existing Weekday	Existing Weekend
1st Street e/o Claremont Boulevard	47.7	46.9
1st Street between College Avenue and Claremont Boulevard	61.1	60.1
1st Street between Indian Hill Boulevard and College Avenue	61.8	61.7
1st Street e/o Monte Vista Avenue	63.1	61.1
6th Street between College Avenue and Mills Avenue	61.4	60.9
6th Street between Indian Hill Boulevard and College Avenue	57.5	57.5
6th Street between Mills Avenue and Claremont Boulevard	62.2	61.3
6th Street/Arrow Route between Claremont Boulevard and Monte Vista/Padua Ave	63.7	62.2
Arrow Highway between College Avenue and Claremont Boulevard/Mills Avenue	72.9	73.3
Arrow Highway between Indian Hill Boulevard and College Avenue	70.0	70.3
Arrow Highway e/o Claremont Boulevard/Mills Avenue	72.3	72.9
Base Line Road between Indian Hill Boulevard and Mills Avenue	73.3	71.8
Base Line Road between Mills Avenue and Monte Vista/Padua Ave	72.7	71.6
Base Line Road between Monte Vista/Padua Ave and I-210 Ramps	74.2	73.6
Base Line Road e/o I-210 Ramps	72.9	72.0
Base Line Road w/o Indian Hill Boulevard	72.3	71.7
Central Avenue s/o Foothill Boulevard	68.2	68.2
Claremont Boulevard between 1st Street and Arrow Highway	67.6	66.7
Claremont Boulevard between 6th Street/Arrow Route and 1st Street	69.2	68.0
Claremont Boulevard between 9th Street and 6th Street/Arrow Route	69.0	67.7
Claremont Boulevard between 9th Street and 6th Street/Arrow Route	69.0	67.7
Claremont Boulevard between Foothill Boulevard and 9th Street	68.7	67.5
Claremont Boulevard n/o Foothill Boulevard	68.1	67.2
Claremont Boulevard w/o Monte Vista/Padua Ave	67.4	66.9

Roadway Segment	CNEL (dBA) at Referenced Distances from Roadway ^a	
	Existing Weekday	Existing Weekend
Claremont Boulevard/Mills Avenue s/o Arrow Highway	66.4	65.4
College Avenue between 1st Street and Arrow Highway	62.9	61.8
College Avenue between 6th Street and 1st Street	62.5	62.3
College Avenue between Foothill Boulevard and 6th Street	62.0	60.9
College Avenue s/o Arrow Highway	61.0	59.3
Foothill Boulevard between Claremont Boulevard and Monte Vista/Padua Ave	71.3	70.6
Foothill Boulevard between College Avenue and Dartmouth Avenue	72.1	71.8
Foothill Boulevard between Dartmouth Avenue and Mills Avenue	72.4	71.4
Foothill Boulevard between Indian Hill Boulevard and College Avenue	71.7	71.1
Foothill Boulevard between Mills Avenue and Claremont Boulevard	71.6	71.2
Foothill Boulevard between Monte Vista/Padua Ave and Central Avenue	71.7	71.0
Foothill Boulevard e/o Central Avenue	69.0	68.6
Foothill Boulevard w/o Indian Hill Boulevard	70.1	69.6
Indian Hill Boulevard between 1st Street and Arrow Highway	68.7	68.6
Indian Hill Boulevard between 6th Street and Harrison Avenue/5th Street	68.2	67.7
Indian Hill Boulevard between Base Line Road and Foothill Boulevard	68.4	66.1
Indian Hill Boulevard between Foothill Boulevard and 6th Street	66.3	66.0
Indian Hill Boulevard between Harrison Avenue/5th Street and 1st Street	66.6	66.4
Indian Hill Boulevard n/o Base Line Road	63.2	62.5
Indian Hill Boulevard s/o Arrow Highway	69.4	69.5
Mills Avenue between Base Line Road and Foothill Boulevard	67.6	66.0
Mills Avenue n/o Base Line Road	66.7	66.3
Monte Vista Avenue s/o 1st Street	69.1	71.4
Monte Vista/Padua Ave between Arrow Route and 1st Street	63.0	70.5
Monte Vista/Padua Ave between Base Line Road and Claremont Boulevard	72.3	70.1
Monte Vista/Padua Ave between Claremont Boulevard and Foothill Boulevard	72.3	69.7
Monte Vista/Padua Ave between Foothill Boulevard and Arrow Route	70.0	70.2
Monte Vista/Padua Ave n/o Base Line Road	67.5	66.3

NOTES: Differences may not add up due to rounding.

^a Traffic noise is estimated at a distance of 30 feet from roadway.

^b Differences may not add up due to rounding.

SOURCE: ESA 2024; KOA 2024

3.13.3 Regulatory Setting

Federal

Noise Control Act of 1972

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, USEPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA.⁵ These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Upland Municipal Code and City of Claremont Municipal Code, discussed below.

Federal Transit Administration Vibration Standards

There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use development projects such as the Project. However, the FTA has adopted vibration criteria for use in evaluating vibration impacts from construction activities.⁶ The vibration damage criteria adopted by the FTA are shown in **Table 3.13-3**.

**TABLE 3.13-3
CONSTRUCTION VIBRATION DAMAGE CRITERIA**

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

The FTA has also adopted standards associated with human annoyance for determining the groundborne vibration and noise impacts from groundborne noise on the following three off-site land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional.⁷ The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive

⁵ United States Environmental Protection Agency, EPA Identifies Noise Levels Affecting Health and Welfare, 1974.

⁶ FTA, Transit Noise and Vibration Impact Assessment Manual, Table 7-5, page 186, 2018.

⁷ FTA, Transit Noise and Vibration Impact Assessment Manual, Table 6-1, page 124, 2018.

research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but that still potentially involve activities that could be disturbed by vibration. The vibration thresholds associated with human annoyance for these three land use categories are shown in **Table 3.13-4**. No thresholds have been adopted or recommended for commercial or office uses.

TABLE 3.13-4
GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE IMPACT CRITERIA FOR GENERAL ASSESSMENT

Land Use Category	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ^d	65 VdB ^d	65 VdB ^d
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

NOTES:

- ^a "Frequent Events" is defined as more than 70 vibration events of the same source per day.
- ^b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
- ^c "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
- ^d This criterion is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes.

SOURCE: FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018.

Occupational Safety and Health Act of 1970

Under the Occupational Safety and Health Act of 1970 (29 United States Code [USC] Sections 1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.⁸

State

Office of Planning and Research Guidelines for Noise Compatible Land Use

The State of California has not adopted Statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Figure 3.13-2**.⁹

⁸ United States Department of Labor. OSH Act of 1970.

⁹ State of California, Governor's Office of Planning and Research, General Plan 2017 Guidelines, page 377, 2017.

Community Noise Exposure Level (L_{dn} or CNEL, dBA)

Land Use	Normally Acceptable^a	Conditionally Acceptable^b	Normally Unacceptable^c	Clearly Unacceptable^d
Residential-Low Density Single family, Duplex, Mobile Homes	50 - 60	55 - 70	70 – 75	above 75
Residential-Multi-family, Residential Mixed Use	50 - 65	60 - 70	70 – 75	above 75
Transient Lodging, Motels, Hotels	50 - 65	60 - 70	70 – 80	above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 – 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	above 65	--
Sports Arena, Outdoor Spectator Sports	---	50 - 75	above 70	--
Playgrounds, Parks	50 - 70	---	67 – 75	above 73
Golf Course, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 – 80	above 80
Office Buildings, Business Commercial, and Professional	50 - 70	67 - 77	---	above 75
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	---	above 75

- ^a **Normally Acceptable:** Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- ^b **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environmental will seem noisy.
- ^c **Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with noise insulation features included in the design. Outdoor areas must be shielded.
- ^d **Clearly Unacceptable:** New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

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SOURCE: Governor's Office of Planning and Research, 2003

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Figure 3.13-2
Guidelines for Noise Compatible Land Use



The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable.” The City of Upland and City of Claremont have adopted the State of California Noise Compatibility Guidelines provided in the Office of Planning and Research Noise Element Guidelines. California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The Noise Element must identify and appraise noise problems in the community and analyze and quantify current and projected noise levels. The State has also established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24 of the California Code of Regulations [CCR]). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

Local

City of Upland General Plan Safety Element

The City of Upland has adopted general plan noise guidelines and policies within its Safety Element. Upland adopted guidelines for land use compatibility and community noise environment similar to those currently recommended within the State Office of Planning and Research Noise Element Guidelines. School uses are normally acceptable in areas up to 70 dBA CNEL. For actively used open spaces such as playgrounds and neighborhood parks, the normally acceptable range is also up to 70 dBA CNEL. The noise standard for the proposed outdoor active uses associated with the proposed athletic fields is 70 dBA CNEL.

City of Upland Municipal Code

Chapter 9.40 of the Upland Municipal Code (UMC) serves as the City’s Noise Ordinance, which establishes stationary noise standards to prohibit unnecessary, excessive and annoying noises from all sources. **Table 3.13-5** identifies the Base Ambient Noise Levels should there be no ambient noise measurements for the exterior of various land use properties within the City of Upland. However, if the ambient noise level is measured, the Base Ambient Noise Level is the ambient noise level measured or the Ambient Base Noise Level identified in Table 3.13-5, whichever is higher.

**TABLE 3.13-5
 UPLAND EXTERIOR AMBIENT BASE NOISE LEVEL STANDARDS**

Noise Zone	Exterior Noise Standards	Time Period
All residential properties.	55 dBA 45 dBA	7:00 am – 10:00 pm 10:00 pm – 7:00 am
Uses not specified	65	Anytime
Industrial and Commercial	75	Anytime

Each of the Ambient Base Noise Level limits shall be reduce be five dBA for noise consisting primarily of impact noise, repetitive noise, or simple tone noise.
 SOURCE: City of Upland Municipal Code Section 9.40.040

Exterior noise on the exterior of any residential property shall not exceed the duration periods specified below.

1. The Base Ambient Noise Level (BANL) for a maximum duration period of more than 30 minutes in any hour;
2. The BANL standard plus 5 dBA for a maximum duration period of more than 15 minutes in any hour;
3. The BANL standard plus 10 dBA for a maximum duration period of more than 5 minutes in any hour;
4. The BANL standard plus 15 dBA for a maximum duration period of more than 1 minute in any hour; or
5. The BANL standard plus 20 dBA for any period of time.

Section 9.40.100 limits construction activities to between the hours of 7:00 am and 6:00 pm on weekdays.

City of Claremont General Plan Public Safety and Noise Element

The City of Claremont has adopted general plan noise guidelines and policies within its Public Safety and Noise Element. The Noise/Land Use Noise Compatibility Criteria has established the maximum noise levels for schools as 65 dBA day-night average (Ldn). For other public/institutional uses (including college campuses), the maximum exterior acceptable noise level is up to 70 dBA Ldn. The maximum exterior noise level in active open space is also 70 dBA Ldn. CNEL and Ldn are interchangeable and therefore in this analysis, CNEL is used. The noise standard for the proposed outdoor active uses associated with the proposed athletic fields is 70 dBA CNEL.

City of Claremont Municipal Code

Chapter 16.154 of the Claremont Municipal Code (CMC) serves as the City’s Noise Ordinance, which establishes stationary noise standards to control unnecessary, excessive, and annoying noise levels in the City above ambient. The Base Noise Level is the ambient noise level or the Ambient Base Noise Level, whichever is higher. **Table 3.13-6** identifies the Base Noise Level for land uses.

**TABLE 3.13-6
CLAREMONT EXTERIOR NOISE STANDARDS**

Noise Zone	Maximum Allowable Type of Land Use	Time Interval	Exterior Noise Level
I	Single, double, or multi-family residential (RS, HC, RR, AV, H or RM)	10:00 pm to 7:00 am	55
		7:00 am to 10:00 pm	60
II	Commercial (CP, CN, CL, CH, CV and CF)	10:00 pm to 7:00 am	60
		7:00 am to 10:00 pm	65
III	Industrial (B/IP)	Anytime	70

Each of the Ambient Base Noise Level limits shall be reduced by five dBA for noise consisting of impulse or simple tone noise.

SOURCE: City of Claremont, 2024

The exterior noise levels shown in Table 3.13-6 are meant to be further applied as noise standards based on the duration of the noise, i.e., the louder the noise, the shorter the time it can last. According to Section 16.154.020(d) of the CMC, it is unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on the property line of any other property to exceed the basic noise level as adjusted below.

- Base Noise Level for a cumulative period of more than 15 minutes in any hour;
- Base Noise Level plus 5 dB(A) for a cumulative period of more than 10 minutes in any hour;
- Base Noise Level plus 14 dB(A) for a cumulative period of more than 5 minutes in any hour;
- Base Noise Level plus 15 dB(A) for any period of time.

According to Section 16.154.020 (f) of the CMC, noise sources associated with construction, repair, remodeling, or grading of any real property are exempt from the City Noise Ordinance, provided said activities take place between the hours of 7:00 am and 8:00 pm on weekdays and Saturdays, excluding national holidays and, noise levels when measured on residential properties do not exceed the following.

- 65 dBA for a cumulative period of more than 15 minutes in any one hour
- 70 dBA for a cumulative period of more than 10 minutes in any one hour
- 79 dBA for a cumulative period of more than 5 minutes in any one hour
- 80 dBA at any time.

Additionally, any vibration created does not endanger the public health, welfare, and safety. Only construction that does not exceed the noise levels set by Section 16.154.020 (d) may occur on Sundays and national holidays.

In addition, City approved and/or sponsored activities conducted at public parks, facilities, and/or playgrounds, and on public or private school or college grounds including, but not limited to, athletic and school entertainment events that happen between the hours of 7:00 am and 10:00 pm are exempt from the provisions of CMC Chapter 16.154.

3.13.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to noise if it would:

- Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (see Impact 3.13-1, below).
- Result in the generation of excessive groundborne vibration or groundborne noise levels (see Impact 3.13-2, below).
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels (see Impact 3.13-3, below).

3.13.5 Impact Analysis

Temporary or Permanent Increase in Ambient Noise Levels

Impact 3.13-1: The Approved Project and Revised Project would have less than significant and less than cumulatively considerable short-term construction noise impacts with mitigation incorporated. The Approved Project would have significant and unavoidable and cumulatively considerable long-term operational effects while the Revised Project would result in less than significant and less than cumulatively considerable long-term operational effects.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR evaluated short-term and long-term noise levels associated with the Approved Project. The short-term noise levels were related to construction activities. The long-term noise levels were related to vehicular traffic noise and operational noise.

Short-Term Construction Noise

The Final EIR identified that typical noise levels from construction equipment ranged up to 96 dBA Lmax at 50 feet. The analysis identified that noise levels drop by 6 dBA when the distance from the noise source is doubled. The site preparation phase, which includes excavation and grading of the site, is expected to generate the highest noise levels because the noisiest construction equipment is typically earthmoving equipment.

Within the Final EIR, the closest off-site noise sensitive receptors were identified as the residential condominiums located south of Arrow Route within the City of Upland. Based on the

City of Upland Municipal Code that identifies construction activities that occur between the hours of 7:00 am and 6:00 pm of any workday, except Sundays and federal holidays would be exempt from the City Code. However, the Final EIR identified that construction activities associated with the Approved Project would produce average noise levels that exceed the ambient noise levels by 10 dBA or more at the existing residential condominiums south of Arrow Route. The Final EIR identified this exceedance of the ambient noise level as a significant noise impact. To reduce the construction noise impacts to less than significant, Mitigation Measure 4.9.D-1 was identified to require the contractor to implement noise abatement measures to the extent feasible to minimize construction noise levels at the nearby properties.

Within the Final EIR, the closest off-site noise sensitive receptors identified within the City of Claremont included the Pitzer College dorms and Claremont McKenna College student housing as well as the previously operating children's school southwest of the Project site; however, these adjacent uses within Claremont were determined to not be exposed to construction noise exceeding 80 dBA L_{eq} , which was identified as the maximum construction noise level specified by the City of Claremont, when construction activities occur near the Project site boundary.

The Final EIR identified that construction activities associated with the Approved Project would be expected to increase the ambient noise level by more than 10 dB at the Pitzer College dormitories. Mitigation Measure 4.9.D-1 identified the need to implement noise abatement measures to the extent feasible to minimize construction noise levels at nearby properties. With the implementation of Mitigation Measure 4.9.D-1, construction-related noise impacts would be reduced to less than significant.

Long-Term Operational Noise

For operations of the Approved Project, the Final EIR identified the use of the on-site athletic facilities would result in increases in noise levels. The stationary sources of noise were identified as shouting and yelling by spectators, players, coaches, and other noise-generating activities. Four athletic activity scenarios were evaluated: Weekday Practice Day, Weekday Game Day, Weekend Game Day (Fall), and Weekend Game Day (Spring). Each scenario included assumptions for the number of participants and spectators and the public address (PA) systems at the football, baseball, and softball fields. The Final EIR identified average noise levels associated with the Approved Project at various receptors adjacent to the Project site within the City of Upland as well as within the City of Claremont. West of the Project site within the City of Claremont are the dorms and student housing for Pitzer College and Claremont-McKenna College, respectively. These are the closest sensitive receptors within Claremont to the Project site; however, student housing, unlike traditional residences, is part of the college environment and noise from college activities are expected to be part of the living environment. Therefore, the focus of the noise evaluation within the Final EIR was to assess the impact on the residential condominiums located within Upland and south of Arrow Route. The Final EIR identified the BANL and the highest noise levels at these residents during the four scenarios as follow:

- Weekday Practice Day – BANL of 59.6 dBA; Approved Project noise level of 51 dBA at the Residential Condominiums south of Arrow Route

- Weekday Game Day – BANL of 59.6 dBA; Approved Project noise level of 51 dBA at the Residential Condominiums south of Arrow Route
- Weekend Game Day (Fall) – BANL of 59.0 dBA; Approved Project noise level of 58.0 dBA at the Residential Condominiums south of Arrow Route
- Weekend Game Day (Spring) – BANL of 58.8 dBA; Approved Project noise level of 63.0 dBA at the Residential Condominiums south of Arrow Route

The Final EIR determined that an increase in noise level of 3 dB would be considered a significant impact. The Weekday Practice Day, Weekend Game Day and Weekend Game Day (Fall) would not generate noise levels that increase the ambient level by 3 dB or more at the residential condominiums. However, the Approved Project would increase noise levels by more than 3 dB during the Weekend Game Day (Spring) scenario at the residential condominiums south of Arrow Route. The increase in noise levels by more than 3 dB was identified as a significant impact.

To reduce noise levels, the Final EIR included mitigation measures. Mitigation Measure 4.9.A-1 required the applicant to obtain a building permit from the City of Upland prior to installing the public address systems. Mitigation Measure 4.9.A-2 required games and practices between the hours of 10:00 pm and 7:00 am be prohibited. Mitigation Measure 4.9.A-3 required that site maintenance only be permitted between the hours of 7:00 am and 8:00 pm Monday through Saturday.

Additional mitigation was considered to regulate the schedule and crowd size as well as adjust the sound power of the PA system; however, based on further review of overlapping games during the Weekend Game Day (Spring), the Final EIR determined that it was infeasible to monitor and enforce scheduling or event admittance practices particularly at the all-purpose fields which were for intramural club sports. In addition, at the time of the preparation of the Final EIR, the type and placement of speakers was unknown, and there would be no certainty that the PA system could be designed to both be effective for athletic events while not exposing surrounding uses to excessive noise levels.

Long-Term Traffic Noise

The Final EIR evaluated traffic noise impacts from the addition of Approved Project traffic on the surrounding roadway system. Approved Project traffic impacts at 34 roadway segments during the four scenarios were assessed under existing and future traffic conditions. Under the existing condition, the highest increase in traffic noise with the Approved Project was determined to be 0.7 dBA along Claremont Boulevard south of Foothill Boulevard during the Weekend Game Day (Fall). Under the future (2020) traffic condition, the Final EIR determined that the highest increase in traffic noise with the Approved Project would be 0.4 dBA along Claremont Boulevard south of Foothill Boulevard as well as along Claremont Boulevard north of 9th Street during the Weekend Game Day (Fall). Because traffic noise level increases were less than 3 dBA CNEL, the Final EIR found that long-term traffic noise levels from the Approved Project would be less than significant.

Cumulative

The Final EIR did not directly address cumulative construction noise impacts; however, the Final EIR stated that future development would be subject to development review and would be subject to the Upland and Claremont noise ordinance standards. These standards include limitations related to construction activities. Therefore, cumulative developments could result in significant cumulative construction noise impacts. Because the Approved Project's construction noise impacts would be less than significant with implementation of Mitigation Measure 4.9.D-1, the Approved Project's contribution to cumulative noise impacts would be less than cumulatively considerable.

The Final EIR deemed impacts from on-site operational noise to be significant and unavoidable. Future related projects could result in development that would increase traffic and operational noise levels. For this reason, the Final EIR determined that the Project would result in a cumulatively considerable increase in operational noise levels, and cumulative impacts would be significant and unavoidable.

Proposed Revised Project Evaluation

Revised Project-Specific

Noise is defined as unwanted sound; however, not all unwanted sound rises to the level of a potentially significant noise impact. To differentiate unwanted sound from potentially significant noise impacts, the City of Upland and City of Claremont have established noise regulations that take into account noise-sensitive land uses. The following analysis evaluates potential noise impacts at nearby noise-sensitive land uses in each jurisdiction resulting from construction and operation of the proposed project.

Construction

On-Site Construction Noise

Short-term construction noise impacts are related primarily to the use of heavy construction equipment. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days at a time, with a fixed-power operation. Mobile equipment moves around a construction site with power applied in cyclic fashion (such as bulldozers, graders, and loaders). Individual pieces of construction equipment anticipated during construction of the Revised Project could produce maximum noise levels of 75 dBA to 85 dBA L_{max} at a reference distance of 50 feet from the noise source, as shown in **Table 3.13-7**. These maximum noise levels would occur when equipment is operating at full power. Typical operating cycles for equipment producing the highest noise levels involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. The estimated usage factor for the equipment is also shown in Table 3.13-7. The usage factors are based on the FHWA Roadway Construction Noise Model (RCNM) User's Guide (FHWA, 2006).

**TABLE 3.13-7
 CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS**

Construction Equipment	Noise Level at 50 Feet (dBA, Lmax)	Estimated Usage Factor, %
Compactor (ground)	83	20
Crane	81	16
Dump Truck	76	40
Excavator	81	40
Fork Lift	75	10
Front End Loader	79	40
Gradall	83	40
Man Aerial Lift	75	20
Other Equipment	85	50
Pumps	81	50
Rock Drill	81	20
Roller	80	20
Tractor/Loader/Backhoe	78	40

SOURCE: FHWA, 2006.

Construction equipment would intermittently operate over an 8-hour period. Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are being operated concurrently. The Revised Project’s estimated construction noise levels were calculated for various scenarios including construction equipment operating simultaneously within the Project site. Based on the construction schedule, construction activities are expected to overlap as shown in **Table 3.13-8 and Table 3.13-9**. The estimated noise levels at the off-site sensitive receptors were calculated using the FHWA’s RCNM and were based on the concurrent operation of up to 55 pieces of equipment (this estimated maximum was assumed from the overlapping of five separate construction phases for Phase 1) which is considered a worst-case evaluation because construction activities for each construction phase is not expected to be operating simultaneously, and as such would generate lower noise levels. The nearest sensitive receptors in the City of Upland are residential condominiums (multi-family uses) located approximately 110 feet to the south of the Project site boundary along Arrow Route and in the City of Claremont are the institutional dormitories, located approximately 160 feet to the west of the Project site along Claremont Boulevard.

Construction activities associated with the Revised Project would occur in two separate development phases (Phase 1 and Phase 2). The construction activities of these two development phases would not overlap each other. However, the construction activities within each individual development phase would overlap as discussed above. The highest peak day construction noise would be up to 77 dBA L_{eq} at receiver R2 located to the west of the Project site in the City of Claremont under Phase 1 buildout during the overlap of multiple construction activities as shown below. Table 3.13-8 and Table 3.13-9 as shown below presents the maximum noise levels for buildout of the various individual construction activity phases as well as the maximum possible noise level that would occur from overlapping of the loudest activity phases under site preparation, grading, and building construction for Phase 1 and Phase 2 of the Revised Project.

The construction noise levels are compared to the BANL for Upland which are the ambient noise levels and the BNL for Claremont which are also the ambient noise levels. The existing ambient noise levels are shown in Table 3.13-1. For the purposes of this Addendum, a 5 dBA L_{eq} increase over the BANL for Upland and BNL for Claremont are considered significant increases in ambient noise levels.

**TABLE 3.13-8
MAXIMUM COMBINED CONSTRUCTION NOISE LEVELS L_{eq} REVISED PROJECT PHASE 1**

Construction Phase Number	Construction Activity Phase	Nearest Off-Site Receptors Based on Noise Measurements (dBA L_{eq})			
		R1	R2	R3	R4
Site Preparation					
1	Robert Sports Bowl I	46	64	59	67
2	Street Improvements I	48	68	63	65
Grading					
3	Arcade Rough Grading	49	60	48	59
4	Sports Bowl Rough Grading I	56	68	63	70
5	Sports Bowl Fine Grading I	56	73	68	76
6	Street Improvements Fine Grading	50	71	66	68
7	Arcade Fine Grading/Excavation I	45	55	44	55
Building Construction					
8	8 Structures, Parking Structure, and Sport Seating I	53	66	50	61
9	Street Improvement I	50	71	66	68
10	Roberts Sports Bowl Site Utilities and Wall I	50	58	53	66
11	Pathways and Surface Parking I	47	61	50	56
12	Arcade I	48	58	47	58
Architectural Coating					
13	8 Structures, Seating, and Parking Structure I	39	54	36	48
14	Street Improvement I	49	68	63	65
Maximum Individual Construction Phase dBA Leq		56	73	68	76
Overlapping Phases (Phases 2, 3, 4 & 8) dBA Leq		59	73	66	72
Overlapping Phases (Phases 2, 4, 8, 10 & 12) dBA Leq		59	73	66	73
Overlapping Phases (Phases 3, 4 & 8) dBA Leq		58	71	63	71
Overlapping Phases (Phases 5, 6, 7, 8, 9, 11 & 12) dBA Leq		60	77	72	77
Overlapping Phases (Phases 8, 13 & 14) dBA Leq		55	70	63	67
Measured Ambient Noise Level (dBA Leq)		66.8	64.5	68.8	66.8
Exceeds Ambient by 5 dBA Leq?		No	Yes	No	Yes

NOTE: Calculations performed with the FHWA RCNM software are included in Appendix J.

SOURCE: ESA 2024.

**TABLE 3.13-9
 MAXIMUM COMBINED CONSTRUCTION NOISE LEVELS L_{eq} REVISED PROJECT PHASE 2**

Construction Phase Number	Construction Activity Phase	Nearest Off-Site Receptors Based on Noise Measurements			
		R1	R2	R3	R4
Site Preparation					
15	Robert Sports Bowl II	59	69	64	52
Grading					
16	Sports Bowl Rough Grading II	62	68	63	56
17	Sports Bowl Fine Grading II	63	72	67	56
Building Construction					
18	Roberts Sports Bowl Utilities and Wall II	59	68	63	52
19	Pathways and Surface Parking II	52	52	51	45
Maximum Individual Revised Project Phase dBA L_{eq}		63	72	67	56
Overlapping Phases (Phases 16 & 18) dBA L_{eq}		63	71	71	58
Overlapping Phases (Phases 17 & 18) dBA L_{eq}		64	74	70	58
Overlapping Phases (Phases 17 & 19) dBA L_{eq}		63	73	68	57
Measured Ambient Noise Level (dBA L_{eq})		66.8	64.5	68.8	66.8
Exceeds Ambient by 5 dBA L_{eq}?		No	Yes	No	No

NOTE: Calculations performed with the FHWA RCNM software are included in Appendix J.
 SOURCE: ESA 2024.

The City of Upland in its Municipal Code states that construction, repair, or demolition activities are limited to between the hours of 7:00 am and 6:00 pm of any working day, except Sundays and federal holidays. No specific noise level limits have been adopted by the City of Upland to regulate construction related noise; therefore, for purposes of this analysis, the City of Claremont noise level standard for construction activities will be used. Because Revised Project construction will only occur during the hours permitted by Code, it will not generate noise levels in excess of standards established in the City of Upland Noise Ordinance, and the impact is less than significant. However, Revised Project construction is anticipated to produce average noise levels that exceed the ambient by 5 dBA L_{eq} or more at the condominiums on Arrow Route (R4) during Phase 1 but not Phase 2. Therefore, Revised Project construction will result in a substantial temporary or periodic increase in ambient noise levels at the R4 location; impacts will be significant without implementation of mitigation. The incorporation of Mitigation Measure 4.9.D-1 from the Final EIR would reduce impacts to less than significant.

The City of Claremont’s Municipal Code states that noise associated with construction, repair, remodeling or grading of any real property is exempt from the provisions of the Municipal Code noise ordinance, provided that these activities take place between the hours of 7 am and 8 pm weekdays and Saturdays, excluding national holidays. In addition, the noise levels, as measured on residential properties, do not exceed 65 dBA for a cumulative period of more than 15 minutes in any hour, 70 dBA for a cumulative period of more than 10 minutes in any one hour, 79 dBA

for a cumulative period of more than 5 minutes in any one hour or 80 dBA at any time. Based on the estimated combined construction noise levels which can be found in Appendix I for construction noise modeling, Revised Project construction will not generate noise levels in excess of standards established in the City of Claremont Noise Ordinance, and impacts will be less than significant. Similar to the Final EIR, noise levels from construction of the Revised Project would result in an ambient increase of over 10 dBA for the dormitories at Pitzer (R2) during construction, and impacts would be potentially significant without mitigation during both Phase 1 and Phase 2 of construction. The incorporation of Mitigation Measure 4.9.D-1 from the Final EIR would reduce impacts to less than significant.

Off-Site Construction Noise

Construction truck and worker's trips would occur throughout the construction period. Haul trucks would travel on approved truck routes designated within the City of Claremont and City of Upland. Given the Project site's proximity to State Route 66 (SR-66), haul truck traffic would take the most direct route to the appropriate freeway ramps. Haul trucks would exit the Project site and travel north on Claremont Boulevard towards SR-66. The final haul route will be reviewed and approved by the City of Upland and City of Claremont.

During construction activities, an estimated maximum of approximately 657 one-way vehicle trips to and from the Project site are assumed to occur per day. Based on this maximum volume of construction trips, construction vehicle trip noise levels would be approximately 70.0 dBA L_{eq} along Claremont Boulevard, W Arrow Route, Foothill Boulevard and Monte Vista Avenue. The City of Upland in its Municipal Code states that construction, repair, or demolition activities are limited to between the hours of 7:00 am and 6:00 pm of any working day, except Sundays and federal holidays. All the construction activity would be conducted between these hours. The City of Claremont's Municipal Code states that noise associated with construction, repair, remodeling or grading of any real property is exempt from the provisions of the Municipal Code noise ordinance, provided that these activities take place between the hours of 7 am and 8 pm weekdays and Saturdays, excluding national holidays, and the noise levels, as measured on residential properties, do not exceed 65 dBA for a cumulative period of more than 15 minutes in any hour, 70 dBA for a cumulative period of more than 10 minutes in any one hour, 79 dBA for a cumulative period of more than 5 minutes in any one hour or 80 dBA at any time. As stated above, all the construction activity would be conducted between the hours of 7:00 am and 6:00 pm. Therefore, there would not be any conflict with the noise ordinance, and potential construction noise impacts would be less than significant.

Operations

Off-Site Mobile Noise

The Revised Project would have weekday and weekend games as well as weekday practice, the same as the Approved Project, except for the Revised Project's weekday practices beginning at 6:00 am. Therefore, 25 roadway segments surrounding the Project site were analyzed to determine if the addition of Revised Project traffic would exceed local standards. The Final EIR identified that if a roadway experienced an increase over 3 dB CNEL over the baseline scenario, there would be a potentially significant impact. Therefore, the 3 dBA CNEL increase threshold will also be identified as a significant traffic noise increase under the Revised Project. Caltrans

Technical Noise Supplement (TeNS) method was used to evaluate highway traffic-related noise conditions along the roadway segments in the vicinity of the Project site. Future traffic volumes projected in the Revised Project’s traffic study were used to model the potential future traffic noise impacts. These noise levels represent a “worst case” scenario that assumes that no shielding is provided between the traffic and the location where the noise levels are calculated. Eight future roadway noise modeling scenarios were evaluated which included the following:

- Opening Year (2027) Plus Weekday Practice
- Opening Year (2027) Plus Weekday Game
- Opening Year Weekend (2027) Plus Weekend Game in Fall
- Opening Year Weekend (2027) Plus Weekend Game in Spring
- Horizon Year (2040) Plus Weekday Practice
- Horizon Year (2040) Plus Weekday Game
- Horizon Year Weekend (2040) Plus Weekend Game in Fall
- Horizon Year Weekend (2040) Plus Weekend Game in Spring

The specific assumptions used in developing these noise levels and model printouts are provided in Appendix I.

In general, future roadway noise levels under the Revised Project would not exceed the 3 dBA CNEL increase over baseline as shown in Appendix I. The highest overall increase would occur under the Opening Year Weekend (2027) Plus Weekend Game in Fall along 6th Street between Indian Hill Boulevard and College Avenue, which resulted in a total increase of 1.8 dBA CNEL over ambient due to the addition of Revised Project traffic. The scenario with the worst-case traffic noise increase is provided below in **Table 3.13-10**. An increase of 3 dBA CNEL is barely perceptible and, similar to the Approved Project, the Revised Project would be below the 3 dBA CNEL increase threshold. The impacts under all other traffic noise scenarios listed above would be equal to or less than the impacts disclosed in Table 3.13-10. Therefore, future roadway noise impacts from the Revised Project would be less than significant.

**TABLE 3.13-10
 REVISED PROJECT OPENING YEAR WEEKEND (2027) PLUS WEEKEND GAME IN FALL**

Roadway Segment	CNEL (dBA) at Referenced Distances from Roadway ^a		
	Opening Year (2027) Weekend	Opening Year (2027) with Fall Game	Increase Over Ambient ^b
1st Street between Claremont Boulevard and Monte Vista Avenue	62.3	62.5	0.2
1st Street between College Avenue and Claremont Boulevard	63.8	63.4	-0.4
1st Street between Indian Hill Boulevard and College Avenue	72.9	73.7	0.8
1st Street e/o Monte Vista Avenue	70	70.7	0.7
6th Street between College Avenue and Mills Avenue	72.3	73.2	0.9

Roadway Segment	CNEL (dBA) at Referenced Distances from Roadway ^a		
	Opening Year (2027) Weekend	Opening Year (2027) with Fall Game	Increase Over Ambient ^b
6th Street between Indian Hill Boulevard and College Avenue	73.2	72.1	-1
6th Street between Mills Avenue and Claremont Boulevard	72.6	71.9	-0.7
6th Street/Arrow Route between Claremont Boulevard and Monte Vista/Padua Ave	74.2	74.1	-0.1
Arrow Highway between College Avenue and Claremont Boulevard/Mills Avenue	72.9	72.3	-0.6
Arrow Highway between Indian Hill Boulevard and College Avenue	72.3	71.8	-0.5
Arrow Highway e/o Claremont Boulevard/Mills Avenue	68.9	68.9	0
Base Line Road between Indian Hill Boulevard and Mills Avenue	67.1	67.3	0.2
Base Line Road between Mills Avenue and Monte Vista/Padua Ave	68.3	68.6	0.3
Base Line Road between Monte Vista/Padua Ave and I-210 Ramps	68.1	68.7	0.6
Base Line Road e/o I-210 Ramps	68.1	68.7	0.6
Base Line Road w/o Indian Hill Boulevard	68	68.8	0.8
Central Avenue s/o Foothill Boulevard	67.4	67.5	0.1
Claremont Boulevard between 1st Street and Arrow Highway	67.4	67.1	-0.3
Claremont Boulevard between 6th Street/Arrow Route and 1st Street	65.7	65.9	0.2
Claremont Boulevard between 9th Street and 6th Street/Arrow Route	62	62	0
Claremont Boulevard between 9th Street and 6th Street/Arrow Route	62.6	62.6	0
Claremont Boulevard between Foothill Boulevard and 9th Street	57.6	59.4	1.8
Claremont Boulevard between Foothill Boulevard and 9th Street	61.2	61.2	0
Claremont Boulevard n/o Foothill Boulevard	59.6	59.6	0
Claremont Boulevard w/o Monte Vista/Padua Ave	71.3	71.4	0
Claremont Boulevard/Mills Avenue s/o Arrow Highway	72.1	72.2	0.1
College Avenue between 1st Street and Arrow Highway	72.4	71.8	-0.6
College Avenue between 6th Street and 1st Street	71.7	71.5	-0.1
College Avenue between Foothill Boulevard and 6th Street	61.4	62.1	0.6
College Avenue between Foothill Boulevard and 6th Street	71.6	71.9	0.2
College Avenue s/o Arrow Highway	71.7	71.7	0
Foothill Boulevard between Claremont Boulevard and Monte Vista/Padua Ave	69.1	69.4	0.2
Foothill Boulevard between College Avenue and Dartmouth Avenue	70	69.8	-0.2
Foothill Boulevard between Dartmouth Avenue and Mills Avenue	68.8	68.8	0
Foothill Boulevard between Indian Hill Boulevard and College Avenue	67.9	68	0.1
Foothill Boulevard between Mills Avenue and Claremont Boulevard	66.3	66.3	0
Foothill Boulevard between Monte Vista/Padua Ave and Central Avenue	66.4	66.4	0
Foothill Boulevard e/o Central Avenue	66.7	66.7	0
Foothill Boulevard w/o Indian Hill Boulevard	62.9	63.1	0.2
Indian Hill Boulevard between 1st Street and Arrow Highway	70	70	0
Indian Hill Boulevard between 6th Street and Harrison Avenue/5th Street	66.2	66.7	0.5

Roadway Segment	CNEL (dBA) at Referenced Distances from Roadway ^a		
	Opening Year (2027) Weekend	Opening Year (2027) with Fall Game	Increase Over Ambient ^b
Indian Hill Boulevard between Base Line Road and Foothill Boulevard	47.7	47.3	-0.4
Indian Hill Boulevard between Base Line Road and Foothill Boulevard	66.7	66.7	0
Indian Hill Boulevard between Foothill Boulevard and 6th Street	63	61.2	-1.8
Indian Hill Boulevard between Foothill Boulevard and 6th Street	71.7	71.9	0.2
Indian Hill Boulevard between Harrison Avenue/5th Street and 1st Street	70.9	71.3	0.4
Indian Hill Boulevard n/o Base Line Road	70.4	70.6	0.2
Indian Hill Boulevard s/o Arrow Highway	70.1	70.4	0.2
Mills Avenue between Base Line Road and Foothill Boulevard	61.3	60.8	-0.5
Mills Avenue between Base Line Road and Foothill Boulevard	70.6	70.8	0.2
Mills Avenue n/o Base Line Road	66.5	66.6	0.1
Monte Vista/Padua Ave between Base Line Road and Claremont Boulevard	61.9	62.3	0.4

NOTES: Differences may not add up due to rounding.

^a Traffic noise is estimated at a distance of 30 feet from roadway.

^b Differences may not add up due to rounding.

SOURCE: ESA 2024; KOA 2024

On-Site Stationary Noise

In addition to roadway noise, game events would also result in the possibility of excessive noise from crowd turnout and from the usage of speakers for such events. Therefore, crowd noise and speaker noise are analyzed below to evaluate if a significant impact would occur from these two factors.

Stationary point-source noise levels were evaluated by identifying the noise levels generated by outdoor stationary noise sources such as the use of the amplified sound system at the outdoor game event and speech from attendees, calculating the hourly L_{eq} noise level from each noise source at sensitive receiver property lines, and comparing such noise levels to existing ambient noise levels. More specifically, the following steps were undertaken to calculate outdoor stationary point-source noise impacts:

- Existing noise levels at surrounding sensitive receptor locations were estimated based on field measurement data (see Table 3.13-1);
- Typical noise levels generated by stationary point-source noise, such as the amplified sound system, were obtained from measured noise levels for similar equipment/activities, noise levels published in environmental noise assessment documents for land use development projects or scientific journals, or noise levels from equipment manufacturer specifications or other noise references;
- Distances between stationary point-source noise generators and surrounding sensitive receptor locations were measured using aerial imagery and site plans;

- Stationary point-source noise levels were then calculated for each sensitive receptor location based on the standard point source noise-distance attenuation factor of 6 dBA for each doubling of distance; and
- Noise level increases, if any, were compared to the stationary point-source noise significance thresholds identified above in the UMC and CMC.

The baseball field and softball fields will each be National Collegiate Athletic Association (NCAA) regulation size fields, with bleacher seating and open-air press box, team dugouts, and batting cages. The baseball field and softball field will each accommodate a maximum of 250 spectators. The soccer/rugby field will provide seating for a maximum of 500 spectators, with all spectator seating located on the northern side of the field. The football/track/lacrosse field will provide seating for a maximum of 1,800 spectators, with a maximum seating capacity of 900 on each side of the field. Attendee noise was calculated based on noise from people talking within the respective athletic field sitting area. Noise from adults talking in raised voices can reach up to 65 dBA, at a distance of 3 feet.¹⁰ Of the attendees, half would be talking simultaneously (assuming approximately half of the occupants talking and the other half listening). Participant and spectator values were pulled from the Transportation Impact Analysis for the Revised Project prepared by KOA¹¹ (see Appendix J of this Addendum to the Final EIR). The participant and spectator values included four event scenarios that were analyzed which included weekday practice, weekday game, weekend game in spring, and weekend game in fall. The Final EIR assumed weekday games and practices would occur from 3:30 pm to 6:30 pm, fall games would occur during 1:00 pm to 4:00 pm on weekends, and spring games would occur from 7:00 am to 7:00 pm on weekends. In addition to the previously analyzed scenarios, the Revised Project includes weekday practices beginning at 6:00 AM. Therefore, ambient noise levels vary for the same receptor amongst the different scenarios to account for when a game or practice would occur if a long-term noise measurement was taken.

In addition to the crowd noise, speakers would be present as well at the football, baseball, and softball, and soccer fields to project announcer speech from the press box or on the field itself. Speakers in a concert or large festival setting have typically been shown to produce a noise level of 100 dBA L_{eq} at 5 feet. The reference noise level for a concert is conservatively used to assess impacts from speaker noise. It is assumed that a total of 4 speakers will be placed alongside the bleachers for the football field and 1 each for the baseball and softball field. One would also be placed along the northern side of the soccer field as the audience seating would be located to the north of the soccer field. These speakers would only be of use during an actual game where spectators would be watching the participants.

Table 3.13-11 presents the estimated noise levels at off-site sensitive receptors, which presents the noise from the participant, spectator, and speaker noise (if applicable) under practices and event games throughout the year. Participant and spectator numbers were pulled from the assumptions provided in the Transportation Impact Analysis for the Revised Project. Based on the VMT Memorandum, the worst-case scenario for noise is in Fall as it would have the greatest

¹⁰ American Journal of Audiology Vol.7 21–25, October 1998, doi:10.1044/1059-0889(1998/012).

¹¹ KOA, *Transportation Impact Analysis for Roberts Campus Sports Bowl/Roberts Campus East*, 2024.

number of spectators compared to any other scenario analyzed and would have the most speakers active as well. As presented in Table 3.13-11, the estimated noise levels from an active fall game which includes soccer and the football/track field with amplified sound and crowd noise would reach a maximum noise level of 62.2 dBA (L_{eq}) at receptor R4 to the south of the Project site in the City of Upland. This assumes that 5 speakers are placed at various distances for each of the fields based on where event goers would be seated. A 5 dB L_{eq} reduction was applied to the speakers as the elevation difference between where the stadiums/fields are located in respect to the surrounding sensitive receptors would attenuate some noise from the amplified speakers. Noise measurement R4 shows that the surrounding ambient environment is approximately 60.1 L_{eq} to 63.0 dBA L_{eq} during the proposed hours of a fall game event. The Revised Project, in addition to ambient noise levels, would be below the significance threshold of 5.0 dBA (L_{eq}) as set forth by the City of Upland. The result of the Revised Project under this scenario would result in a 2.1 dBA L_{eq} increase. This would be the highest noise level increase compared to any other scenario and receptor analyzed as shown in Table 3.13-11. As such, the Revised Project would not result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project site in excess of standards established by the City of Upland. However, for the scenario where practice would occur from 6:00 am to 7:00 am, those hours occur during what the City of Upland and the City of Claremont consider to be nighttime hours. While the UMC and CMC both allow the lowest increase over ambient to be 5.0 dBA L_{eq} , that threshold was not used for the practice that would occur during nighttime. Instead, a 1.0 dBA L_{eq} increase over ambient was considered as a significant threshold to be more conservative to account for noise or any change to noise being more perceptible during nighttime hours. As shown in Table 3.13-11, practice from 6:00 am to 7:00 am would not result in an increase over the proposed 1.0 dBA L_{eq} increase threshold during nighttime hours. The anticipated increase would be approximately 0.1 dBA L_{eq} which even during nighttime hours, would not be perceptible to the human ear. Additionally, the City of Claremont deems events on school grounds to be exempt from the noise standards stated above in Section 3.13.3 of this Addendum. Therefore, impacts to the surrounding sensitive receptors from the event goers and speakers from an athletic event(s) or practice would be less than significant.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont, which could have the potential to increase noise during construction activities. Because the Revised Project would result in less than significant impacts with implementation of Mitigation Measure 4.9.D-1, the Revised Project's contribution to cumulative impacts from construction noise would be less than cumulatively considerable.

Future related projects could result in development that could increase traffic and operational noise levels. This increase could result in significant cumulative noise increases. With the operation of the Revised Project, on- and off-site operational noise impacts would be less than significant. Therefore, the Revised Project's operational noise impacts would be less than cumulatively significant.

**TABLE 3.13-11
REVISED PROJECT OUTDOOR EVENT NOISE**

Receptor Location	Existing Ambient Noise Levels, dBA (L _{eq}) ^a	Speaker Noise Only dBA (L _{eq}) ^{b,c}	Participant/Crowd Noise Only, dBA (L _{eq}) ^d	Combined Speaker + Crowd Sound, dBA (L _{eq}) ^{b,c}	Ambient +Project Noise Levels, dBA (L _{eq})	Significance Threshold (Over Ambient) dBA (L _{eq})	Exceedance over Ambient dBA (L _{eq})	Significant Impact?
Weekday Practice Scenario from 6:00 AM to 7:00 AM								
R1	55	NA	30.1	NA	55.0	1.0	0.0	No
R2	55	NA	38.6	NA	55.1	1.0	0.1	No
R3	68.4	NA	42.2	NA	68.4	1.0	0.0	No
R4	57.8	NA	37.9	NA	57.8	1.0	0.0	No
Weekday Practice Scenario from 3:30 PM to 6:30 PM								
R1	66.8	NA	30.1	NA	66.8	5.0	0	No
R2	64.5	NA	38.6	NA	64.5	5.0	0	No
R3	70.6-72.0	NA	42.2	NA	70.6	5.0	0	No
R4	61.2-63.6	NA	37.9	NA	61.2	5.0	0	No
Weekday Game from 3:30 PM to 6:30 PM								
R1	66.8	45.7	34.3	46.0	66.9	5.0	0.1	No
R2	64.5	55.4	42.9	55.7	65.0	5.0	0.5	No
R3	70.6-72.0	57.1	46.1	57.4	70.8	5.0	0.2	No
R4	61.2-63.6	52.1	41.2	52.5	61.7	5.0	0.5	No
Weekend Game in Fall Scenario from 1:00 PM to 4:00 PM								
R1	66.8	48.7	36.4	49.0	66.9	5.0	0.1	No
R2	64.5	56.2	45.9	56.6	65.2	5.0	0.7	No
R3	70.2-70.7	57.5	47.1	57.9	70.4	5.0	0.2	No
R4	60.1-63.0	57.7	46.5	58.0	62.2	5.0	2.1	No

Receptor Location	Existing Ambient Noise Levels, dBA (L _{eq}) ^a	Speaker Noise Only dBA (L _{eq}) ^{b,c}	Participant/Crowd Noise Only, dBA (L _{eq}) ^d	Combined Speaker + Crowd Sound, dBA (L _{eq}) ^{b,c}	Ambient +Project Noise Levels, dBA (L _{eq})	Significance Threshold (Over Ambient) dBA (L _{eq})	Exceedance over Ambient dBA (L _{eq})	Significant Impact?
Weekend Game in Spring Scenario from 7:00 AM to 7:00 PM								
R1	66.8	48.2	34.2	48.4	66.9	5.0	0.1	No
R2	64.5	57.1	42.7	57.3	65.3	5.0	0.7	No
R3	67.8-71.2	58.8	45.2	58.9	68.3	5.0	0.5	No
R4	56.0-63.7	52.8	45.2	53.5	57.9	5.0	1.9	No

NOTES:

- ^a See Appendix I for ambient noise measurements.
- ^b World Health Organization recommends a limit of 100 dB for outdoor concerts and festivals. A reference noise level of 100 dBA at 5 feet was used. Available: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5187664/>
- ^c A 5 dBA attenuation factor was applied to account for elevation loss to the speakers.
- ^d Crowd noise assumes that half of the spectators would talk simultaneously while the other half would be listening.

SOURCE: ESA, 2024

Applicable Mitigation Measures

As with the Approved Project, the Revised Project will result in significant construction noise impacts; however, with the implementation of Mitigation Measures 4.9.D-1 (Revised), impacts would be reduced to less than significant. Mitigation Measure 4.9.D-1 (j) was updated to refer to the current Project Applicant, Claremont McKenna College. Although the Revised Project would not result in significant noise impacts from operational activities, the Revised Project, as with the Approved Project, would implement Mitigation Measures 4.9.A-1, 4.9.A-2 (Revised), and 4.9.A-3 to further reduce the less than significant operational noise impacts associated with the Revised Project. The Revised Project's revision to Mitigation Measure 4.9.A-2 would allow weekday practices to begin at 6:00 am. As described above, this revision would result in less than significant operational noise impacts. The following mitigation measures that are identified for the Revised Project are generally the same as those identified in the Final EIR for the Approved Project.

4.9.A-1: Prior to issuance of occupancy permits for the baseball field and/or 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 (Revised): 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 Project site by 10:00 pm. Participants and spectators of the scheduled games and practices shall not be permitted to be on the Project 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.

4.9.D-1 (Revised): 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.

- 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.
- 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 McKenna College 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.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant construction noise impacts with the implementation of Mitigation Measure 4.9.D-1. In addition, unlike the Approved Project, the Revised Project would result in less than significant operational noise impacts while the Approved Project identified a significant and unavoidable operational impact. Furthermore, as with the Approved Project, the Revised Project would result in less than significant traffic noise impacts on the surrounding roadway system. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Excessive Groundborne Vibration or Noise Levels

Impact 3.13-2: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to the generation of excessive groundborne vibration or groundborne noise levels.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR evaluated the potential for construction and operational vibration impacts associated with the Approved Project. The analysis identified that buildings that are constructed with reinforced concrete with no plaster would be considered safe and would not result in any construction vibration damage from being exposed to a vibration level of up to 102 velocity decibels (VdB) which is equivalent to 0.5 in/sec in root mean square (RMS). This threshold was identified by the Federal Transit Authority (FTA). Bulldozers and other heavy-tracked construction equipment generate approximately 92 VdB (0.2 in/sec) of ground-borne vibration when measured at 50 feet. The Final EIR identified that the existing structures are at least 100 feet from the Project site and would be exposed to vibration levels below 86 VdB. These structures would be exposed to vibration levels below the 102 VdB threshold considered by the FTA to be safe for buildings constructed with current building standards and below 92 VdB (0.2 in/sec) which is the threshold for non-engineered timber and masonry buildings. Therefore, vibration impacts were determined to be less than significant.

Cumulative

The Final EIR did not address cumulative vibration impacts. However, since the evaluation of the Approved Project's vibration impact was determined to be less than significant, groundborne vibration characteristics include rapid attenuation with distance, and there were no immediate construction projects directly adjacent to the Project site to contribute vibration, the potential for cumulative vibration impacts would not occur. Therefore, the Approved Project's vibration impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Common sources of vibration impacts from construction activities include; blasting, pile-driving and operation of heavy earth-moving equipment; however, the Revised Project will not include blasting or pile driving equipment as part of construction activities. Sensitive receptors for vibration include structures (especially older masonry structures), people and vibration sensitive equipment. Presently, the State of California, City of Upland and City of Claremont do not quantify the level at which excessive groundborne vibration occurs. Groundborne vibration levels resulting from construction activities have been estimated by the FTA in its Transit Noise and Vibration Impact Assessment (FTA, 2018). The manual provides practical guidance to evaluating vibration impacts from construction activities. The manual establishes numeric thresholds for construction-related and transportation-related vibration impacts. There are several different methods that used to quantify vibration impacts. The peak particle velocity (PPV) is defined to describe vibration impacts to buildings. The current FTA Guidance Manual determines that potential damage to non-engineered timber and masonry buildings could occur at 0.2 in/sec PPV

for construction vibration sources. The Peak Particle Velocity levels of vibration impacts are shown in **Table 3.13-12**.

**TABLE 3.13-12
 VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Approximate PPV (in/sec)			
	25 Feet	50 Feet	100 Feet	110 Feet
Large Bulldozer	0.089	0.031	0.010	0.010
Loaded Trucks	0.076	0.027	0.008	0.008
Jackhammer	0.035	0.012	0.004	0.004
Small Bulldozer	0.003	0.001	0.0003	0.0003

SOURCE: FTA, 2018.

Vibration can result from the use of heavy construction equipment such as a dozer and a loaded truck. As shown in Table 3.13-12, the groundborne vibration levels from the heavy construction equipment would be below the significance threshold of 0.2 in/sec PPV at 25 feet and beyond for large and small dozers, loaded trucks, and jackhammers. The closest residential use is approximately 110 feet south across West Arrow Route from the Project site at Measurement Location R4, where construction grading activities would occur. At this distance, the residential uses would be exposed to up to 0.01 in/sec PPV to the south of the Project site, where the nearest off-site buildings are located. As described, vibration levels at the sensitive receptor locations would not exceed the vibration impact significance threshold of 0.2 in/sec PPV. Since the nearest building(s) in relation to the Project site is below the FTA threshold, the other buildings that surround the Project site would also be below the threshold as they are located at greater distances than 110 feet. Therefore, potential vibration impacts associated with the Revised Project to building damage would be less than significant.

In addition to evaluating vibration damage, the FTA also provides standards to evaluate for vibration annoyance. Groundborne vibration is rarely annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. For annoyance, vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Since construction activities are typically distributed throughout the Project site, vibration annoyance impacts are typically based on average vibration levels (levels that would be experienced by sensitive receptors most of the time). For vibration annoyance, the FTA vibration level limit of 75 VdB applies to the surrounding residential receptors. However, to represent the worst-case scenario of vibration levels, distances to the nearest sensitive receptor buildings are measured from the Project site boundary. The nearest receptor to the Project site boundary includes the residences to the south across West Arrow Route by approximately 110 feet. At 110 feet, the highest VdB faced by the residences to the south would be just below 75 VdB. Thus, Revised Project construction would not exceed the FTA’s 75 VdB threshold for occasional events at the nearest noise-sensitive receiver locations during daytime hours. In addition, construction vibration-generation activities would not occur during the nighttime hours when people normally

sleep. Therefore, vibration impacts associated with the Revised Project construction activities would be less than significant.

Cumulative

Due to rapid attenuation characteristics of groundborne vibration, only related projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts. Vibration attenuates at high rates with distance. Therefore, construction vibration would only affect sensitive uses located directly adjacent to the Project site. Therefore, construction of the Revised Project would contribute groundborne vibration; however, the Revised Project's vibration impact related to structural damage and human annoyance would be less than cumulatively considerable.

Applicable Mitigation Measures

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant vibration impacts during construction activities. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Airport Noise

Impact 3.13-3: The Approved Project and Revised Project would result in less than significant impacts related to exposing people residing or working in the Project area to excessive airport noise levels.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that the Approved Project athletic facilities would accommodate students and staff, and they would be exposed to noise levels of 60 dBA to 65 dBA from aircraft associated with Cable Airport. Student and staff would be exposed to single-event noise increase caused by aircraft departures from the airport, particularly because most activities associated with the proposed athletic facilities would occur outside. A 65 dBA noise level exposure to institutional uses is within the noise level standards established in the Upland and Claremont General Plan Noise Elements and the Upland noise ordinance (the Claremont Municipal Code does not establish an enforcement standard for the Project site's zoning district); therefore, future use of the proposed athletic facilities would not expose persons to excessive noise levels associated with operation of Cable Airport, and impacts would be less than significant

Proposed Revised Project Evaluation

Revised Project Specific

As with the Approved Project, the proposed athletic facilities associated with the Revised Project would accommodate students and staff on the Project site that is located within the 60 to 65 dBA noise contour of Cable Airport. As with the Approved Project, students and staff associated with the Revised Project could be exposed to single-event noise increases caused by aircraft departures from the airport, particularly because most activities associated with the proposed athletic facilities would occur outside. A 65 dBA noise level exposure to institutional uses is within the noise level standards established in the Upland and Claremont General Plan Noise Elements and the Upland noise ordinance (the Claremont Municipal Code does not establish an enforcement standard for the Project site's zoning district); therefore, future use of the Revised Project athletic facilities would not expose persons to excessive noise levels associated with operation of Cable Airport, and impacts would be less than significant.

Applicable Mitigation Measures

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not expose persons to excessive noise levels associated with operation of Cable Airport, and impacts would be less than significant. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.13.6 References

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3.14 Population and Housing

3.14.1 Introduction

This section addresses population and housing, specifically related to unplanned population growth and displacement of existing people/housing, and the potential of the proposed Revised Project to cause impacts. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the direct and indirect population and housing setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the impacts to existing people or housing, and mitigation measures addressed in the Final EIR. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to population and housing; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to population and housing; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to population and housing.

3.14.2 Environmental Setting

The Project site was originally used as an aggregate quarry from the 1920's until approximately 1972. After 1972, the Project site was used as an inert debris landfill. There are no buildings, residential, industrial or otherwise, onsite. The inert debris landfill no longer receives inert debris, but landfill maintenance activities still occur on the site.

3.14.3 Regulatory Setting

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

Southern California Association of Governments' (SCAGs') 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also referred to as Connect SoCal) is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with economic, environmental, and public health goals of the region. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Regional forecasts of population, household and employment growth were based on most recent land use plans, policies and planning assumptions from local governments within the SCAG region.

City of Upland Zoning

The existing zoning for the portion of the Project site in the City of Upland is Public/Institutional, which conditionally permits private institutional facilities (City of Upland, 2024). No residential uses are allowed to be developed on the site.

City of Claremont Zoning

The existing zoning for the portion of the Project site in the City of Claremont is Institutional Education which allows the development of athletic facilities (City of Claremont, 2024). No residential uses are allowed on the site to be developed on the site.

3.14.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to population and housing if it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (see Impact 3.14-1, below).
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (see Impact 3.14-2, below).

3.14.5 Impact Analysis

Induce Substantial Unplanned Population Growth

Impact 3.14-1: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to inducing substantial unplanned population growth in an area, either directly or indirectly.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would result in no impacts related to inducement of substantial unplanned population growth because the Approved Project does not include housing and would provide up to five new job opportunities associated with the athletic facilities. The addition of up to five new job opportunities would not represent a substantial population growth. Furthermore, the Approved Project included extension of existing utilities such as sewer, gas, water and electrical to accommodate the needs of the Approved Project. No additional capacities of the utilities beyond the needs of the Approved Project were included. As a result, the Approved Project would not induce substantial unplanned population growth.

Cumulative

The Final EIR did not address this cumulative population and housing impacts since the Approved Project would result in no impacts related to inducing substantial unplanned growth.

Therefore, the Approved Project would not contribute to cumulative impacts of inducing substantial unplanned growth.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would create up to five new jobs and no residential population. These new job opportunities would not result in an inducement of substantial unplanned population growth. As with the Approved Project, the Revised Project would also extend utility service to the site to accommodate the sewer, water, electricity and communication needs of the proposed uses. No additional capacities of the utilities beyond the needs of the Revised Project are included. As a result, the Revised Project would not induce substantial unplanned population growth.

Cumulative

Future growth associated with cumulative development would increase population and housing within the cities of Claremont and Upland. Because the Revised Project, like the Approved Project, would create up to five new jobs and no residential population, and thus would not contribute to cumulative impacts of inducing substantial unplanned growth.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not induce substantial unplanned population growth. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Displace Substantial Numbers of Existing People or Housing

Impact 3.14-2: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that no structures were located on the site including homes or businesses. Because the site did not have any homes or business, the implementation of the Approved Project would not displace any existing people or housing that would necessitate the construction of housing elsewhere, and therefore, no impacts would occur.

Cumulative

The Final EIR and Initial Study did not address cumulative impacts associated with displacing existing people or housing since the Approved Project would not contribute to any cumulative effect on displacement of people or housing.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project would provide athletic facilities on a site that does not include any homes or businesses. Because no homes or businesses exist on the site, the Revised Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. As such, implementation of the Revised Project would result in no impacts related to displacing people or housing.

Cumulative

Because the Revised Project would not displace existing people or housing, the Revised Project would not contribute to potential cumulative impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.14.6 References

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City of Upland. City of Upland Zoning Ordinance. Available at:

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3.15 Public Services

3.15.1 Introduction

This section addresses public services and discusses response times for fire and police protection services, schools, parks, and other public facilities, as well as the potential of the proposed Revised Project to impact those resources. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the public service setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of new or physically altered governmental facilities impacts and mitigation measures addressed in the Final EIR as well as the potential impacts associated with the proposed Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to public services; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to public services; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to public services.

3.15.2 Environmental Setting

San Bernardino County Fire Protection Services

In July 2017, the Upland Fire Department was annexed into the San Bernardino County Fire Department (SBCFD). Fire protection and emergency medical services are provided to the City of Upland by the SBCFD. There are three fire stations that are located within the City of Upland. The nearest fire station that will provide first response to the Project site is the Benson Fire Station (No. 163) located at 1350 North Benson Avenue, approximately two miles northeast of the Project site. Fire Station 163 is staffed 24 hours a day by three personnel and one engine. Fire Station 161 is located at 475 N. 2nd Avenue, approximately 3.5 miles east of the Project site and is staffed by 6 personnel, one engine, and one truck. Fire Station 12 is located at 2413 North Euclid Avenue, approximately 6 miles northeast of the Project site and is staffed by 3 personnel and one engine (San Bernardino County Firefighters Local 935, ND).

The SBCFD is a participant in the California Master Mutual Aid Agreement that includes all counties and almost all cities in the state. All parties to the agreement are required to provide resources and facilities to any other party to combat the impacts of disasters such as floods, fires, and earthquakes. The SBCFD has not established a service response goal; however, they generally use the National Fire Protection Agency (NFPA) 1710 Standards which is four minutes for first engine arrival on the scene for 90 percent of all emergency calls and eight minutes for 90 percent of any full alarm fires (NFPA, 2020).

Upland Police Protection Services

Police protection services are provided to the City of Upland by the Upland Police Department. The Upland Police Department is located at 1499 West 13th Street, approximately two miles northeast of the Project Site. In 2023, the Department included 79 sworn officers, for an officer to 1,000 residents ratio of approximately 1.0 based on a population of 78,376. (Upland Police Department, 2022 and DOF, 2023). The Department categorizes calls for service by priority level. There are six levels with the first level including calls that have in-progress emergencies where there is an immediate need for assistance. The target response goal for this first priority level is five minutes (City of Upland, 2015).

Claremont Fire Protection Services

Fire protection and emergency medical services are provided to the City of Claremont by the Los Angeles County Fire Department (LACFD). 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 2 miles west of the Project Site. Station 101 includes one engine company and one rescue squad company (LACFM, 2019). The service goal for Station 101 is to arrive at the furthest point in the Station's district within seven minutes; however, average response times are between three and five minutes. Under an existing automatic aid agreement, the SBCFD 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.

Claremont Police Protection Services

The Claremont Police Department provides police protection services to the City of Claremont. The Claremont Police Station is located at 570 West Bonita Avenue, approximately two miles west of the Project Site. The Department consists of 42 sworn officers and 3 sworn reserve police officers for an officer to 1,000 residents ratio of 1.21 based on a population of 37,266 (City of Claremont, 2024 and DOF, 2023). The Department has established a desired service goal of 1.21 officers per 1,000 residents. In addition to the City of Claremont Police Department services, the Claremont Colleges have a Campus Safety Department. The Campus Safety Department adds staff as demand requires and as considered by the Council of Presidents of The Claremont Colleges.

Public School Districts

The Upland Unified School District (UUSD) provides public education within the City of Upland. UUSD provides nine elementary schools, two junior high schools, and two high schools. The Claremont Unified School District (CUSD) provides public education within the City of Claremont. CUSD provides seven elementary schools, one intermediate school and two high schools.

Parks

The City of Upland Recreation and Community Services maintains City parks within the City of Upland. Within the vicinity of the site, Cabrillo Park is approximately 1.3 miles east of the site and Greenbelt Park is approximately 2 miles northeast of the site. The City of Claremont Parks

Department maintains City parks within the City of Claremont. Within the vicinity of the site, El Barrio Park is approximately 1,000 feet to the south, College Park is located approximately 0.6 miles to the southwest, Shelton Park is located approximately 0.8 mile to the southwest, and Mallow and Memorial parks are located approximately one mile to the west.

Other Public Facilities

The City of Upland and City of Claremont have one public library each. Within the City of Upland, the Upland City Library is located at 450 N. Euclid Avenue and within the City of Claremont, the Claremont Helen Renwick Library is located at 208 N. Harvard Avenue. Students at The Claremont Colleges have on-campus libraries.

3.15.3 Regulatory Setting

No applicable regulations were identified in the Final EIR for public services. No additions or changes to public service regulations have occurred since the certification of the Final EIR.

3.15.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection (see Impact 3.15-1, below).
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection (see Impact 3.15-2, below).
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools (see Impact 3.15-3, below).
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks (see Impact 3.15-4, below).
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities (see Impact 3.15-5, below).

3.15.5 Impact Analysis

Fire Protection

Impact 3.15-1: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Summary of Final EIR Evaluation

Approved Project-Specific

As discussed in the Final EIR, the Approved Project would not contain any housing component and thus, would not result in residential population growth. The Approved Project would primarily replace existing athletic facilities located west of the site and would add three to five additional jobs on site. However, without a substantial population or employment increasing component, the Approved Project would not have a direct effect on the service goals of either fire protection agency (i.e., City of Upland and LACFD for the City of Claremont). The Approved Project would not include a use that would utilize distinctly hazardous materials or include any other special feature that would require either jurisdiction's fire department to purchase specialized equipment to respond to potential accidents.

Because the Approved Project would primarily replace existing facilities and both fire protection agencies have a fire station within two miles of the Project site, no new fire service facilities would be needed to maintain current service levels. Therefore, the Approved Project would result in less than significant impacts on fire protection services. Although the Approved Project would result in less than significant impacts on fire protection services, the entitlements for the Approved Project included conditions of approval requiring the preparation of a "Public Safety Plan" to ensure that fire, police, and emergency services are provided in a logical and efficient manner in coordination with both fire protection agencies that serve the site.

Cumulative

The Final EIR identified that cumulative impacts would occur if growth within the service areas of the fire protection agencies requires expansion of servicing facilities such as construction or expansion of a new fire station. The implementation of cumulative projects could increase the residential population that could require the construction or expansion of a fire facility. However, since the Approved Project would not add a residential population and would add three to five additional jobs on site, the Approved Project's contribution to fire service impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the proposed Revised Project would replace existing athletic facilities from west of the site onto the Project site. The LACFD continues to serve the City of

Claremont. Subsequent to the certification of the Final EIR, the fire protection services for the City of Upland were transitioned from the City of Upland to the SBCFD. The SBCFD and LACFD still operate the two fire stations that are in proximity to the Project site. They include Stations 163 and 101. SBCFD Station 163, located approximately 2 miles northeast of the Project site at 1350 North Benson Avenue, serves the Upland portion of the site (SBCFD, 2023), and LACFD Station 101, located approximately 2 miles west of the Project site at 606 West Bonita Avenue, serves the Claremont portion of the site (Los Angeles County, 2023). Although the Revised Project does not include the construction of residential uses, the Revised Project, as with the Approved Project, would introduce up to five new employees to the Project site as well as relocate existing participants and spectators along with the replaced athletic facilities from west of the site onto the Project site. An increase in the potential for fire service calls associated with the athletic facilities are not expected to be substantial. Similar to the findings in Final EIR for the Approved Project, the Revised Project would be located within the service boundaries of existing fire protection agencies and would not have a direct effect on the service goals of either fire protection agency currently serving the site (i.e., SBCFD for City of Upland and LACFD for the City of Claremont).

Because the Approved Project would primarily replace existing facilities and both fire protection agencies have a fire station within two miles of the Project site, no new fire service facilities would be needed to maintain current service levels. Therefore, the Revised Project would result in less than significant impacts on fire protection services. Although the Revised Project would result in less than significant impacts on fire protection services, as with the Approved Project, it would comply with the conditions of approval requiring that a “Public Safety Plan” be prepared and implemented, to ensure that fire, police, and emergency services are provided to the Revised Project in a logical and efficient manner in coordination with both police protection agencies that serve the site.

Cumulative

Similar to findings in the Final EIR, cumulative impacts would occur if growth within the service areas of the fire protection agencies requires expansion of servicing facilities such as construction or expansion of a new fire station. The implementation of cumulative projects could increase the residential population that could require the construction or expansion of a fire facility. However, since the Revised Project would not add a residential population and would add three to five additional jobs on site, the Revised Project’s contribution to fire service impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would have less than significant impacts to fire services. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new

information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Police Protection

Impact 3.15-2: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to the provision of new or physically altered police protection facilities, or the 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.

Summary of Final EIR Evaluation

Approved Project-Specific

As discussed in the Final EIR, the Approved Project would not contain any housing component and thus, would not result in residential population growth. The Approved Project would primarily replace existing athletic facilities located west of the site and would add three to five additional jobs on site. However, without a substantial population or employment increasing component, the Approved Project would not have a direct effect on the service goals of either police protection agency (i.e., City of Upland and City of Claremont). The Approved Project would not include a use that would utilize distinctly hazardous materials or include any other special feature that would require either jurisdiction's police department to purchase specialized equipment to respond to potential accidents.

Because the Approved Project would primarily replace existing facilities and both police protection agencies have a police station within two miles of the Project site, no new police service facilities would be needed to maintain current service levels. Therefore, the Approved Project would result in less than significant impacts on police protection services. The entitlements for the Approved Project included conditions of approval requiring the preparation of a "Public Safety Plan" to ensure that fire, police, and emergency services are provided in a logical and efficient manner in coordination with both police protection agencies that serve the site.

Cumulative

The Final EIR identified that cumulative impacts could occur if growth within the service areas of the police protection agencies requires expansion of servicing facilities such as construction or expansion of a new police station. The implementation of cumulative projects could increase the residential population that could require the construction or expansion of a police facility. However, since the Approved Project would not add a residential population and would add three to five additional jobs on site, the Approved Project's contribution to police protection service impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would provide athletic facilities for CMC on the Roberts East Campus site. Police protection services are provided by the Upland Police Department for the Upland portion of the site and by Claremont Police Department for the Claremont portion of the site. Upland Police Department is located approximately two miles northeast of the Project Site at 1499 West 13th Street and Claremont Police Department is located approximately two miles southwest of the Project site at 570 West Bonita Avenue. Although the Revised Project does not include the construction of residential uses, the Revised Project, as with the Approved Project, would introduce up to five new employees to the Project site as well as relocate existing participants and spectators along with the replaced athletic facilities from west of the site onto the Project site. An increase in the potential for police service calls associated with the athletic facilities are not expected to be substantial. Similar to the findings in the Final EIR, the Revised Project would be located within the service boundaries of existing police protection services and would not include any component that would require specialized emergency responses. In addition, the Revised Project would construct fewer sports facilities than the Approved Project that would result in less demand for police services to the Project Site.

Because the Approved Project would primarily replace existing facilities and both police protection agencies have a police station within two miles of the Project site, no new police service facilities would be needed to maintain current service levels. Therefore, as with the Approved Project, the Revised Project would result in less than significant impacts on police protection services. Although the Revised Project would result in less than significant impacts on police protection services, like the Approved Project, the Revised Project would comply with the conditions of approval requiring that a “Public Safety Plan” be prepared and implemented to ensure that fire, police, and emergency services are provided to the Revised Project in a logical and efficient manner in coordination with both police protection agencies that serve the site.

Cumulative

Similar to findings in the Final EIR, cumulative impacts would occur if growth within the service areas of the police protection agencies requires expansion of servicing facilities such as construction or expansion of a new police station. The implementation of cumulative projects could increase the residential population that could require the construction or expansion of a police facility. However, since the Revised Project would not add a residential population and would add three to five additional jobs on site, the Revised Project’s contribution to police service impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would have less than significant impacts to police services. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new

significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Schools

Impact 3.15-3: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would have no impact on public schools because the Project is located on private land owned by the Claremont University Consortium with land sales restricted to The Claremont Colleges and would not include any housing. As such, it was concluded that the Approved Project would have no impacts on the provision or need for new or physically altered public schools.

Cumulative

The Final EIR did not address the cumulative impact on public schools because the Approved Project would have no impact related to the provision of new or physically altered public schools as it would not provide housing and would not directly induce population growth. Therefore, the Approved Project would not contribute to a cumulative impact related to public schools.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approve Project, the Revised Project includes athletic facilities and does not propose development of residential uses. The Revised Project would not have a direct increase in student population for public schools. Therefore, the Revised Project would have no effect on public schools.

Cumulative

Implementation of cumulative projects includes the development of residential uses that would increase public school students within the cities of Claremont and Upland. This increase could result in the need for expanded or new public schools. However, because the Revised Project would not include residential uses and would not directly induce student population growth, it would not contribute to impacts related to the provision of public school facilities. Therefore, since the Revised Project would result in no impact related to public school facilities, there would be no contribution to cumulative impacts on public school facilities.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Proposed Project, the Revised Project would have no effect on public schools. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Parks

Impact 3.15-4: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would have no impact on public park facilities because the Project is located on private land owned by the Claremont University Consortium with land sales restricted to The Claremont Colleges and would not include any housing. As such, it was concluded that the Approved Project would have no impact on the provision or need for new or physically altered public parks.

Cumulative

The Final EIR did not address the cumulative impact on public parks because the Approved Project would have no impact related to the provision of new or physically altered public parks as it would not provide housing and would not directly induce population growth. Therefore, the Approved Project would not contribute to a cumulative impact related to public parks.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would provide athletic facilities and does not propose development of residential uses. The Revised Project would not create a substantial number of jobs or have a direct increase in residential population that would create a demand for public parks. Therefore, the Revised Project would have no impact on the provision or need for new or physically altered public parks.

Cumulative

Implementation of cumulative projects would increase residential development within the cities of Claremont and Upland and would increase the demand on public parks. However, the Revised Project would not directly induce population growth and would not increase the demand on public parks. As a result, the Revised Project would not increase the demand for the provision of new or physically altered public parks. Therefore, since the Revised Project would result in no impact related to public parks, there would be no contribution to cumulative public park impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not create a demand for public parks, and thus would have no impact on public parks. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Other Public Facilities

Impact 3.15-5: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to the provision of new or physically altered other public facilities, or the need for new or physically altered other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would have no impact on other public facilities because no residential uses that would create a residential population would occur. As such, it was concluded that the Approved Project would have no impact on the provision or need for new or physically altered other public facilities.

Cumulative

The Final EIR did not address the cumulative impact on other public facilities because the Approved Project did not include residential uses that would increase the demand for other public facilities. As a result, the Approved project would not require the provision of new or physically altered other public facilities. Therefore, the Approved Project would not contribute to a cumulative impact related to other public facilities.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would provide athletic facilities and does not propose development of residential uses. The Revised Project would not create a substantial number of jobs or have a direct increase in residential population that would create a demand for other public facilities. Therefore, the Revised Project would have no impact on the provision or need for new or physically altered other public facilities.

Cumulative

Implementation of cumulative projects would increase residential development within the cities of Claremont and Upland and would increase the demand for other public facilities. However, the Revised Project would not directly induce population growth and would not increase the demand for other public facilities. As a result, the Revised Project would not increase the demand for the provision of new or physically altered other public facilities. Therefore, since the Revised Project would result in no impact related to other public facilities, there would be no contribution to cumulative impacts on other public facilities.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not create a demand for other public facilities, and thus would have no impact on other public facilities. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.15.6 References

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3.16 Recreation

3.16.1 Introduction

This section addresses recreation facilities related to physical deterioration, construction, or expansion, and the potential of the Revised Project to result in environmental impacts. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the recreational setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the recreational impacts and mitigation measures addressed in the Final EIR, as well as the potential for recreational impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to recreation; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to recreation; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to recreation.

3.16.2 Environmental Setting

At the time of the certification of the Final EIR, the Project site was owned by the Claremont University Consortium (CUC), with the expectation that portions would be subsequently sold to Claremont McKenna College (CMC), Pitzer College and potentially other member colleges. Since certification of the Final EIR, CMC has acquired ownership of the entire Project site. As with the Approved Project, the intent for the Revised Project is to provide facilities to support collegiate athletic needs. However, the Revised Project is intended for the programs of one college, CMC, rather than multiple colleges. Currently, there are various athletic facilities on the main CMC campus. These facilities include a football/track field, baseball field, softball field, soccer competition field, golf practice facilities and open space areas used for various athletic activities. There are additional public park facilities within the vicinity of CMC that provide public recreational facilities. These additional park facilities include Cabrillo Park, Citrus Park, Baldy View Dog Park, Greenbelt Park and Magnolia Park in the City of Upland. El Barrio Park, College Park, Memorial Park, Shelton Park and Mallow's Park are within the City of Claremont. Although existing park and recreational facilities are in the vicinity, CMC provides on-campus athletic facilities to support existing athletic activities of its students. Apart from ownership of the Project site, the environmental setting conditions with respect to recreation facilities have not changed.

3.16.3 Regulatory Setting

Both the cities of Upland and Claremont have established development impact fees to increase the amount of parkland and/or public recreational uses. These fees are for new residential developments (City of Upland, 2024, City of Claremont, 2024). Because the Project does not include any new residential development, parkland fees are not applicable. No other regulations established by the City of Upland or City of Claremont related to recreation facilities are applicable to the Project.

3.16.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to recreation if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (see Impact 3.16-1, below).
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (see Impact 3.16-2, below).

3.16.5 Impact Analysis

Deterioration of Existing Recreational Facilities

Impact 3.16-1: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts on increasing the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project included the development of athletic facilities on the site, and no residential uses would be provided. Because there were no residential units proposed, the Approved Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, the Approved Project would have no impact on any existing or planned public recreation facilities.

Cumulative

The Final EIR did not address cumulative impacts associated with impacts on existing neighborhood and regional parks or other recreational facilities because the Approved Project did not include the development of residential uses and would not contribute to any cumulative effect on any existing or planned public recreation facilities.

Proposed Revised Project Evaluation

Revised Project-Specific

As with the Approved Project, the Revised Project includes the development of collegiate athletic facilities on the site, and no residential uses would be provided. As a result, the Revised Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, as with the Approved Project, the Revised Project would have no impact on any existing or planned public recreation facilities.

Cumulative

Implementation of cumulative projects would increase the number of residential units and residential population within the cities of Upland and Claremont. This cumulative increase in residential population would increase the use of existing and regional parks and other recreational facilities. Each cumulative project would be required to provide park development fees to reduce their potential effect on existing and planned public recreational facilities. As with the Approved Project, the Revised Project would not increase the residential population, and therefore, would not contribute to the cumulative impact from the increased use of existing neighborhood and regional parks or other recreational facilities.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would have no impact on any existing or planned public recreation facilities. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Require Construction or Expansion of Recreational Facilities

Impact 3.16-2: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to including recreational facilities or requiring the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project included the development of athletic facilities on the site. The purpose of the Approved Project was to relocate these facilities to make space available for other future facilities, to replace athletic facilities that have already been removed and increase athletic facilities to reduce overuse and scheduling

limitations. The potential environmental impacts of the provision of these athletic facilities on the site were evaluated throughout the Final EIR. Because there were no residential units proposed, the Approved Project would not require the construction or expansion of existing public recreational facilities that could result in adverse physical effects on the environment. Therefore, because there was no requirement to provide public recreational facilities, the Approved Project would have no impacts associated with the provision of required public recreational facilities.

Cumulative

The implementation of cumulative projects could require the construction or expansion of public recreational facilities that could have an adverse physical effect on the environment. However, because the Approved Project would not include residential units that would increase the demand for public recreational facilities, the Approved Project would not require the construction or expansion of public recreational facilities that could have an adverse physical effect on the environment. As a result, the Approved Project would not contribute to potential cumulative impacts associated with requiring recreational facilities.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project includes the development of athletic facilities on the site. The purpose of the Revised Project is to relocate these facilities to make on-campus space available for other future facilities, to replace athletic facilities that have already been removed and to increase athletic facilities to reduce overuse and scheduling limitations. The Revised Project includes six fewer fields as compared to the Approved Project (e.g., the Revised Project does not include basketball, tennis, paddle tennis or sand volleyball courts as did the Approved Project). The potential environmental impacts of the provision of the proposed athletic facilities on the site are evaluated throughout this Addendum to the Final EIR. Because there are no residential units proposed, the Revised Project would not require the construction or expansion of existing public recreational facilities that could result in adverse physical effects on the environment. Therefore, because there is no requirement to provide public recreational facilities, the Revised Project would have no impacts associated with the provision of required public recreational facilities.

Cumulative

The implementation of cumulative projects could require the construction or expansion of public recreational facilities that could have an adverse physical effect on the environment. However, because the Revised Project would not include residential units that would increase the demand for public recreational facilities, the Approved Project would not require the construction or expansion of public recreational facilities that could have an adverse physical effect on the environment. As a result, the Revised Project would not contribute to potential cumulative impacts associated with required public recreational facilities.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would have no impact associated with the provision of required public recreational facilities. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.16.6 References

City of Claremont. City of Claremont Municipal Code. Available at:

https://library.qcode.us/lib/claremont_ca/pub/municipal_code/item/title_17-chapter_17_159-17_159_000. Accessed on March 22, 2024.

City of Upland. City of Upland Zoning Ordinance. Available at:

https://library.qcode.us/lib/upland_ca/pub/municipal_code/item/title_3-chapter_3_44-3_44_020. Accessed on March 22, 2024.

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3.17 Transportation and Traffic

3.17.1 Introduction

This section addresses transportation and traffic related to a conflict with a program, plan, ordinance, or policy, increase hazards due to geometric design features, and inadequate emergency access, and the potential of the Revised Project to result in environmental impacts. The Final EIR did not include an evaluation of vehicle miles traveled because this issue was first included as a transportation issue in the CEQA Guidelines Appendix G thresholds subsequent to the certification of the Final EIR. However, a vehicle miles traveled evaluation has been conducted for the Revised Project. This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the transportation and traffic setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the transportation and traffic impacts, and mitigation measures addressed in the Final EIR, as well as the potential for transportation and traffic impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to transportation and traffic; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to transportation and traffic; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to transportation and traffic.

The transportation analysis for the Revised Project that includes the vehicle miles traveled (VMT) analysis is provided in the Claremont McKenna College Roberts Campus Sports Bowl/Roberts Campus East: Transportation Impact Analysis (TIA) prepared by KOA in May 2024. The TIA report is located in Appendix J of this Addendum to the Final EIR. A Queuing Analysis for the Revised Project is provided in the Queuing Analysis for Claremont McKenna College Roberts Campus Sports Bowl/Roberts Campus East: Base Line Road at SR-210 (Caltrans intersection), and at Project driveways prepared by KOA in June 2024. The Queuing Analysis is also located in Appendix J of this Addendum to the Final EIR.

3.17.2 Environmental Setting

Regional Circulation

Interstate 10 (I-10), also known as the San Bernardino Freeway in the vicinity of the Project site, is a west-east oriented freeway. During the certification of the Final EIR, the I-10 section near the cities of Claremont and Upland provided four mainline lanes and one high occupancy vehicle (HOV) lane in each direction. In 2021, the California Department of Transportation (Caltrans) in

collaboration with the San Bernardino County Transportation Authority (SBCTA) began the I-10 Express Lanes Project providing upgrades to the I-10 between the Los Angeles and San Bernardino County lines and Interstate 15 (I-15) (SBCTA 2024). The I-10 upgrades near the cities of Claremont and Upland provide four mainline lanes and two tolled express lanes in each direction to enhance trip reliability and ease congestion (SBCTA 2024). Eastbound and westbound ramps are located at Indian Hill Boulevard, Monte Vista Avenue and Central Avenue approximately 1.25 miles south of the Project site. The San Bernardino Freeway is a designated Congestion Management Program (CMP) facility in both San Bernardino and Los Angeles Counties.

State Route 210 (SR-210) is a west-east oriented freeway running from the Sylmar district of Los Angeles east to Redlands. The SR-210 provides four eastbound mainline travel lanes, three westbound mainline travel lanes, and a high occupancy vehicle (HOV) lane in each direction. Eastbound and westbound ramps are located at Baseline Road (east of Monte Vista Avenue/Padua Avenue) and Towne Avenue approximately 1 mile northeast and 3 miles northwest of the Project site, respectively. The SR-210 is a designated CMP facility in both San Bernardino and Los Angeles Counties.

Local Circulation

Claremont Boulevard is a four-lane, divided roadway oriented in the north/south direction. According to the City of Claremont's General Plan, Claremont Boulevard is classified as a secondary arterial. Parking is generally permitted on both sides of Claremont Boulevard. Claremont Boulevard is posted with a speed limit of 45 miles per hour in the Project vicinity. Claremont Boulevard provides Class II bicycle facilities. On-street parking is permitted within or adjoining bike lanes, depending on the location along Claremont Boulevard. It should be noted that in the future the City of Claremont may remove the on-street parking that is currently located within the bike lanes along Claremont Boulevard since the street lacks the sufficient right of way for separate parking and bike lanes, particularly north of Ninth Street.

Monte Vista Avenue is a six-lane public roadway, divided by a raised median, which extends in the north/south direction. According to the City of Upland's General Plan, Monte Vista Avenue is classified as a secondary arterial. Parking is not permitted on either side of this roadway. North of Arrow Route, the posted speed limit is 45 miles per hour. South of Arrow Route, the speed limit is 35 miles per hour. Monte Vista Avenue provides Class II bicycle facilities.

Foothill Boulevard is a four-lane, divided public roadway, oriented in the east/west direction. It is located north of the Project site. According to the City of Claremont's General Plan, Foothill Boulevard is classified as a major arterial. Parking is typically restricted on either side of this roadway within the vicinity of the Project but is permitted adjoining Harvey Mudd College. West of Monte Vista Avenue, the posted speed limit on Foothill Boulevard is 40 mph. East of Monte Vista Avenue, the speed limit is 45 mph. It should be noted that with a unanimous vote of approval by the Claremont City Council in May 2012, Foothill Boulevard, from Towne Avenue to the County line (near Monte Vista Avenue), has been acquired from Caltrans and is now under the jurisdiction of the City of Claremont.

After the certification of the Final EIR, Foothill Boulevard within the City of Claremont included improvements to Foothill Boulevard north of the Project site including the provision of bicycle lanes on both side of Claremont Boulevard and a pedestrian path on the south and north sides of Foothill Boulevard as well as an extension of the existing raised median to the Claremont/Upland jurisdictional boundary. A pedestrian path was provided on the north side of Foothill Boulevard within the City of Upland after certification of the Final EIR. However, no improvements on the south side of Foothill Boulevard north of the Project site within the City of Upland have occurred.

Ninth Street in the Project area extends westward from Claremont Boulevard to Mills Avenue as a two-lane public roadway. It primarily serves the eastern campuses of Claremont Colleges. The Project will construct and align an east intersection leg (Driveway 3) to the Claremont Boulevard at Ninth Street intersection as its Project access and install a traffic signal at this location as part of the Project's development.

Sixth Street west of Claremont Boulevard and within the City of Claremont is a public two-lane, undivided roadway oriented in the east/west direction. East of Claremont Boulevard, Sixth Street is known as Arrow Route, a four-lane roadway divided by a raised median. According to the City of Claremont's General Plan, Sixth Street is classified as a collector roadway. West of College Avenue, parking is permitted on both sides of the roadway. East of College Avenue, parking is not permitted on either side of the roadway and Class II (on-street) bike lanes are provided instead. The speed limit is 35 miles per hour between Mills Avenue and Claremont Boulevard, and 30 miles per hour between College Avenue and Mills Avenue.

Arrow Route is oriented in an east/west direction. West of Monte Vista Avenue, Arrow Route has been improved to a four-lane section by the adjoining College Park commercial center along the roadway's south edge, and a signal installed at the center's access intersection (College Park Drive). A westbound left-turn pocket provides entry to the College Park project. The College Park project also implemented intersection improvements at the Claremont Boulevard and Monte Vista Avenue intersections with Arrow Route. Those improvements are reflected in the inventories and analyses of this study. The posted speed limit on Arrow Route is 45 mph. West of Claremont Boulevard, Arrow Route becomes Sixth Street. The Upland General Plan Circulation Element and the Upland Bicycle and Pedestrian Facilities Master Plan designate Arrow Route as a Class II/III bike route.

First Street is oriented in an east/west direction. First Street, east of College Avenue, consists of two travel lanes with Class II bike lanes, which are part of the Citrus Regional Bikeway, and a two-way left-turn lane. Parking is permitted on the north side of First Street, east of College Avenue, and on the south side of First Street east of Columbia Avenue. Parking is not permitted on the south side of First Street, between College Avenue and Columbia Avenue. According to the City of Claremont's General Plan, First Street is classified as a secondary arterial roadway east of Indian Hill Boulevard. The posted speed limit on First Street is 40 mph.

Indian Hill Boulevard is a two-lane, divided public roadway oriented in the north/south direction. According to the City of Claremont's General Plan, Indian Hill Boulevard is classified as a secondary arterial. Indian Hill Boulevard provides Class II bicycle facilities between

Baseline Road and Butler Court. Class II bicycle facilities include a striped bike lane within the roadway cross-section. Parking is prohibited on both sides of Indian Hill Boulevard at the Foothill Boulevard intersection. Indian Hill Boulevard is posted for a speed limit of 30 miles per hour in the Project vicinity.

College Avenue is a two-lane, undivided public roadway oriented in a north/south direction. Parking is typically permitted on both the sides of College Avenue. The posted speed limit on College Avenue is 30 miles per hour north of Sixth Street and 25 miles per hour south of Sixth Street. With the exception of a Class III “sharrow” (indicating a shared lane for vehicles and bikes) between Sixth Street and Bonita Avenue, College Avenue provides Class II bicycle facilities. According to the City of Claremont’s General Plan College Avenue is classified as a collector roadway.

Mills Avenue is a two-lane, divided roadway oriented in the north/south direction. It extends from Foothill Boulevard northward, where the City of Claremont’s General Plan designates it as a secondary arterial. On-street parking is permitted on both sides, and the posted speed limit is 40 miles per hour. Mills Avenue provides Class II bicycle facilities. Parallel parking is provided at both curbs in that segment.

Central Avenue is a four-lane, divided roadway, which extends in the north/south direction. It is located east of the Project site in the City of Upland. Parking is not permitted on either side of this roadway within the vicinity of the Project. The posted speed limit is 40 miles per hour.

Baseline Road is a four-lane public roadway which extends in an east/west direction. It is located north of the Project site. According to the City of Claremont’s General Plan, Baseline Road is classified as a major arterial. Parking is not permitted on either side of this roadway within the vicinity of the Project. The posted speed limit on Baseline Road is 40 mph. Baseline Road provides Class II bicycle facilities.

Harrison Avenue/Fifth (5th) Street is a two-lane, undivided public roadway oriented in the west/east direction. According to the City of Claremont’s General Plan, Harrison Avenue/Fifth Street is classified as a collector roadway. Parking is generally permitted on both sides of this roadway within the vicinity of the Project. The prima facie speed limit on Harrison Avenue/Fifth Street is 25 mph.

Arrow Highway is oriented in the east/west direction. According to the City of Claremont’s General Plan, Arrow Highway is classified as a secondary arterial roadway. Parking is generally permitted on both sides of this roadway within the vicinity of the Project. The posted speed limit on Arrow Highway is 40 mph.

Dartmouth Avenue is a two-lane, undivided public roadway oriented in the north/south direction. According to the City of Claremont’s General Plan, Dartmouth Avenue is classified as a local roadway. Parking is not permitted on both side of Dartmouth Avenue within the vicinity of the Project. The prima facie speed limit on Dartmouth Avenue is 25 mph.

Public Transit

Foothill Transit provides bus service to the Project vicinity. Existing bus stops are located adjacent to the Project site at the intersection of Claremont Boulevard at Sixth Street, Ninth Street, and Foothill Boulevard. The Foothill Transit Line 188 provides service from Azusa to the Montclair Transit Center via Claremont Boulevard. The Foothill Transit Line 292 provides service from Claremont Transit Center to Pomona Transit Center via Foothill Boulevard and Claremont Boulevard. The Montclair Transit Station that provides commuter rail and bus service from multiple transit agencies is located 0.5-mile south of the Project site. The Foothill Transit Silver Streak bus line operates with weekday peak-hour headways of 15 minutes with a stop provided at the transit center. The route provides connections to Pomona, El Monte, and Downtown Los Angeles. The transit center is also served by the Metrolink San Bernardino Line, connecting Redlands to Los Angeles.

Bicycle Facilities

According to the Los Angeles County Bikeways Map and San Bernardino County Active Transportation Plan (2020), there are limited bicycle facilities provided in both counties. Bike paths are provided along Thompson Creek and towards Mt. Baldy. Baseline Road and Foothill Boulevard provide various bike facilities east-west through Claremont and Upland. Bike lanes that travel north-south along Towne Avenue connect Baseline Road and Foothill Boulevard to a network of bike routes and bike lanes around Claremont Colleges. North-south bicycle connection through Upland is provided by bike lanes along Euclid Avenue and a bike route along N. Campus Avenue. The Pacific Electric Inland Empire Trail is a 20-mile-long Class I bike path that starts along Claremont Boulevard in Upland and extends east to Rialto. Adjacent to the Project site, Class II (on-street marked) bike lanes are provided along Claremont Boulevard, Foothill Boulevard, and Monte Vista Avenue.

The City of Upland provides Metrolink Bicycle Locker Rentals at the Upland Metrolink Station. The City of Claremont in partnership with San Gabriel Valley Council of Governments (SGVCOG) and ActiveSGV offers an E-Bike Share Program for residents of the City of Upland.

Pedestrian Facilities

An inventory was conducted of the pedestrian infrastructure within an approximate one-half mile radius of the site. ADA-compliant curb ramps are provided at most intersections in the Project vicinity, with numerous ramps featuring tactile warning strips. Marked crosswalks are provided at major intersections along Foothill Boulevard, Claremont Boulevard, Monte Vista Avenue, E. 6th Street, and W. Arrow Highway. A majority of these crosswalks have continental markings to improve crosswalk visibility for motorists. Pedestrian pushbuttons are provided at most signalized marked crosswalks.

The Project site is located central to the Claremont Colleges, several commercial areas, and four of the eleven City of Upland Specific Plans (College Park, College Commerce Center, Harvest at Upland, and The Enclave). These attractors are located within reasonable walking distance of the Project site, and implementation of the Project could increase connectivity between attractors.

3.17.3 Regulatory Setting

Federal

There are no federal laws or regulations related to transportation which would apply to the Project.

State

Senate Bill 743

The Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA in 2018. SB 743 (Steinberg, 2013) updated the way transportation impacts are measured in California for new development projects. It required changes to the guidelines implementing CEQA regarding the analysis of transportation impacts in that the criteria for determining the significance of impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

To that end, the California Natural Resources Agency has implemented changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. Automobile delay, as measured by "level of service" and other similar metrics of vehicular capacity or traffic congestion, no longer constitutes a significant environmental effect under CEQA.

State CEQA Guidelines Section 15064.3, Subdivision (b).

In January 2018, the OPR submitted a proposal for comprehensive updates to the State CEQA Guidelines to the California Natural Resources Agency. The submittal included proposed updates related to the analysis of greenhouse gas (GHG) emissions, energy, transportation impacts pursuant to SB 743, and wildfires, as well as revisions to Section 15126.2(a) in response to the California Supreme Court's decision in California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369. On December 28, 2018, the updated State CEQA Guidelines went into effect.

As part of the update to the State CEQA Guidelines, Section 15064.3 was added and codifies that project-related transportation impacts are typically best measured by evaluating the project's VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis and is divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. Subdivision (b)(1) provides guidance on determining the significance of transportation impacts of land use projects using VMT; projects located within 0.5 mile of high-quality transit should be considered to have a less than significant impact. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. Subdivision (b)(4) stipulates that Lead Agencies have the discretion to formulate a

methodology that would appropriately analyze a project's VMT. Although an agency may elect to be governed by the provisions of this section immediately, it was not required until July 1, 2020.

Regional Regulations

Southern California Association of Governments (SCAG)

The Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Connect SoCal provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern (SCAG, 2020). The SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan that are laid out for the period from 2020-2045.

Local Regulations

City of Upland

Upland General Plan Circulation Element

The Circulation Element designates Monte Vista Avenue, the roadway boarding the Project to the east, as a secondary arterial. This designation entails traffic volumes ranging between 10,000 and 30,000 vehicles per day and a typical 35- to 85-foot curb to curb roadway width. The segment of Monte Vista Avenue adjacent to the Project site presently has 110-foot curb to curb roadway width exceeding the roadway's classified dimensions. Monte Vista Avenue has existing Class II bike lanes. Monte Vista Avenue, adjacent to the Project site, is classified as a Pedestrian Needs Priority Area identified by the City of Upland as an area not conducive to pedestrian use.

The Circulation Element designates W. Arrow Route, the roadway boarding the Project site to the south, as a secondary arterial. This designation entails traffic volumes ranging between 10,000 and 30,000 vehicles per day and a typical 35- to 85-foot curb to curb roadway width. The segment of W. Arrow Route adjacent to the Project site presently has 64-foot curb to curb roadway width meeting the roadway's classified dimensions. Arrow Route, adjacent to the Project site, is classified as a Pedestrian Needs Priority Area identified by the City of Upland as an area not conducive to pedestrian use.

City of Upland Healthy Community Element

The Healthy Community Element is meant to prioritize health in the City of Upland's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Goal HC-1, promotes incorporating and prioritizing health and wellness principles in City planning decisions affecting transportation. Policies relating to this goal involve the creation of multi-modal corridors and accessible services as features of a safe and healthy city. Goal HC-2, promotes an active living environment that offers ample parks, community facilities, recreation activities, multiuse pedestrian and bicycle trails, and development types that encourage a healthy and active lifestyle.

City of Upland Municipal Code

The Upland Municipal Code § 17.11.030 requires the provision on-site vehicle parking spaces at a rate of 5 to 8 spaces per acre depending on spectator seating accommodations for athletic field land uses. The Project would meet the on-site vehicle parking requirements by providing 790 vehicle parking spaces in the various parking facilities. Per Upland Municipal Code § 17.11.030 requires the provision of short-term bicycle parking spaces at 10 percent of the number of required automobile parking spaces and long-term bicycle parking spaces at a rate of at least one space per 20 vehicle spaces.

City of Upland VMT Guidelines

In July 2020, the City of Upland published the Traffic Impact Analysis Guidelines that included the VMT analysis guidelines for projects within its city. Upland’s screening criteria to determine if a VMT analysis would be required for a development project included (1) Transit Priority Area (TPA) Screening, (2) Low VMT Area Screening, and (3) Project Type Screening. The San Bernardino County Transportation Authority (SBCTA) has developed an online mapping tool which can be used to determine whether projects can be screened from further VMT analysis. This tool (the SBCTA VMT Screening Tool) was used to determine whether the Project can be presumed to result in a less than significant VMT impact based on its location.

Transit Priority Screening

Projects located within a TPA may be presumed to have a less than significant VMT impact based on their access to transit options. A TPA is defined as within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor which are defined by the California Public Resources Code:

- Public Resources Code Section 21064.3: A “major transit stop” means a site containing any of the following: (a) an existing rail or bus rapid transit station, (b) a ferry terminal served by either a bus or rail transit service, (C) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- Public Resources Code Section 21155: For the purposes of this section, a high-quality transit corridor means a corridor with fixed-route bus service with service intervals of no longer than 15 minutes during peak commute hours.

The City of Upland’s Guidelines state that the TPA screening criteria is not applicable for projects that meet any of the following criteria:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the City;
- Is inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Low VMT Area Screening

The second screening criterion presented in the City of Upland’s Guidelines allows residential and office projects located in low-VMT generating areas to be presumed to have a less than significant VMT impact if the proposed uses are expected to generate VMT at a similar rate to the existing uses in the area. Since the proposed Project land uses are not residential or office in nature, this screening criterion does not apply.

Project Type Screening

The City of Upland’s Guidelines provide a list of project types that can be considered local serving, and therefore can be presumed to reduce VMT. The land use types below are those identified in the City of Upland Guidelines as being local serving in nature:

- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet (e.g., gas stations, banks, restaurants, shopping centers, etc.)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (e.g., places of worship, community organizations)
- Community institutions (e.g., public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Hotels (non-destination or resort; no banquet or special event space)
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 250 daily vehicle trips

As shown above, the City of Upland established trip-based screening criteria to determine when a project can be considered small enough to not result in a significant VMT impact. As shown, the City of Upland established the screening threshold at less than 250 daily vehicle trips.

City of Claremont

City of Claremont General Plan Community Mobility Element

The Community Mobility Element designates Claremont Boulevard, the roadway boarding the Project to the west, as a secondary arterial. This designation entails a 40- to 60-foot-wide roadway or 28- to 36-foot half-widths of the roadway with a 10-foot median. The segment of Claremont Boulevard adjacent to the Project site presently has 46-foot half-widths and an approximately 13-foot median within the roadway exceeding the roadway’s classified dimensions.

The Community Mobility Element designates Foothill Boulevard, the roadway boarding the Project to the north, as a major arterial. This designation entails a 72- to 88-foot-wide roadway or

36- to 44-foot half-widths of the roadway with a 12-foot median. The segment of Foothill Boulevard adjacent to the Project site presently has approximately 30-foot half-width and an approximately 13-foot median within the roadway exceeding the roadway's classified dimensions.

City of Claremont Municipal Code

The Claremont Municipal Code Section 16.136.080 outlines travel demand measures (TDM) that a development must implement and comply with which includes displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. The Municipal Code requires new driveways to meet specifications and requirements identified in Section 12.16.060. Vehicle parking rates for the Project site's current entitled land use, athletic facility use, are not specified in the Claremont Municipal Code. However, the parking requirements for Claremont McKenna College are addressed in the college's Master Plan.

City of Claremont VMT Guidelines

In August 2020, the City published Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment that included the VMT analysis guidelines for projects within its city. Claremont's screening criteria is the same as the City of Upland's criteria to determine if a VMT analysis would be required for a development project. These criteria included (1) Transit Priority Area (TPA) Screening, (2) Low VMT Area Screening, and (3) Project Type Screening. The San Bernardino County Transportation Authority (SBCTA) has developed an online mapping tool which can be used to determine whether projects can be screened from further VMT analysis. This tool (the SGVCOG VMT Evaluation Tool) was used to determine whether the Project can be presumed to result in a less than significant VMT impact based on its location.

Transit Priority Screening

As with the City of Upland, the City of Claremont identifies projects located within a TPA may be presumed to have a less than significant VMT impact based on their access to transit options as discussed above.

The City of Claremont's Guidelines state that the TPA screening criteria is applicable for projects that meet the same criteria as identified above for the City of Upland. These criteria state that projects that meet any of the following criteria are not presumed to have a less than significant VMT impact:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the City;
- Is inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Low VMT Area Screening

The second screening criterion presented in the City of Claremont's Guidelines is the same as the City of Upland's second criterion. This criterion allows residential and office projects located in low-VMT generating areas to be presumed to have a less than significant VMT impact if the proposed uses are expected to generate VMT at a similar rate to the existing uses in the area. Since the proposed Project land uses are not residential or office in nature, this screening criterion does not apply.

Project Type Screening

The City of Claremont's Guidelines provide a list of project types that can be considered local serving, and therefore can be presumed to reduce VMT. The land use types below are those identified in the City of Claremont Guidelines as being local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet (e.g., gas stations, banks, restaurants, shopping centers, etc.)
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (e.g., places of worship, community organizations)
- Community institutions (e.g., public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Student housing projects on or adjacent to a college campus
- Other local serving uses as approved by the City Traffic Engineer
- Projects generating less than 110 daily vehicle trips

As shown above, the City of Claremont established trip-based screening criteria to determine when a project can be considered small enough to not result in a significant VMT impact. As shown, the City of Claremont established the screening threshold at less than 110 daily vehicle trips.

3.17.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to transportation and traffic if it would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (see Impact 3.17-1, below).

- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (see Impact 3.17-2, below).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (See Impact 3.17-3, below).
- Result in inadequate emergency access (See Impact 3.17-4, below).

3.17.5 Impact Analysis

As discussed above, the metric to evaluate transportation impacts has changed from level of service, or similar measures of the level of vehicular capacity or congestion, to vehicle miles traveled. Because Mitigation Measures 4.11.A-1 through 4.11.A-3 were included in the Final EIR for the Approved Project to reduce congestion and potential impacts to level of service, these measures have been removed for the Revised Project as shown below.

4.11.A-1(Removed): ~~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 route, the applicant shall be fully responsible for repairs.~~

4.11.A-2(Removed): ~~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.~~

~~4.11.A-3 (Removed): 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.~~

Conflict with Adopted Circulation Program, Plan, Ordinance, or Policy

Impact 3.17-1: The Approved Project and Revised Project would have less than significant and less than cumulatively considerable effects related to conflict with a program plan, ordinance or policy addressing the circulation system.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that the Approved Project included off-site improvements to the four streets that surround the Project site. These improvements included sidewalks, landscaping, utilities undergrounding, and street lights. This would improve pedestrian mobility in the vicinity of the Approved Project where currently there are no sidewalks along the surrounding streets on the side of the Project site. The Approved Project also includes striping of a Class II bike lane along Foothill Boulevard and Claremont Boulevard and installation of signage for a Class III bike route on Arrow Route as part of the proposed off-site improvements that would improve bicycle mobility in the area. Existing off-site parking may be prohibited in the future on Claremont Boulevard north of Sixth Street, to avoid conflicts caused by parking located within bike lanes. Arrow Route would include a Class III bikeway that would provide signage installed on the sidewalk indicating that travel lanes are shared by both motorists and bicyclists pursuant to the Upland Bicycle and Pedestrian Facilities Master Plan. These improvements support the goals of the Upland and Claremont General Plan policies that seek to improve non-motorized transportation in both cities. These improvements would be a benefit to the community. There are two existing Foothill Transit bus stops located on the west side of Claremont Boulevard, one at the intersection with 9th Street and one at the intersection with 6th Street/Arrow Route. There are two additional bus stops located on the north side of Foothill Boulevard west of Claremont Boulevard and on the west side of Claremont Boulevard south of Foothill Boulevard. These bus stops are demarcated with a sign but are not improved with a shelter or bench. The Approved Project included a bus stop with a shelter and bench on the east side of Claremont Boulevard near 9th Street. The Approved Project would not conflict with an existing program, plan, ordinance or policy of either the City of Upland or City of Claremont and the Final EIR determined impacts would be less than significant.

Cumulative

The Final EIR did not address cumulative impacts associated with conflicts with alternative transportation plans because the Approved Project would result in less than significant impacts related to the alternative transportation and with existing programs, plans, ordinances, or policies of either the City of Upland or City of Claremont. Therefore, because the Approved Project

would not result in conflicts with alternative transportation facilities, impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project has been evaluated for its consistency with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

City of Upland General Plan

According to the Circulation Element, the segment of Monte Vista Avenue adjacent to the Project site presently has 110-foot curb to curb roadway width exceeding the roadway's classified dimensions. Therefore, no additional roadway width improvements to Monte Vista Avenue adjacent to the Project site are necessary. Monte Vista Avenue has existing Class II bike lanes, and adjacent to the Project site, is classified as a Pedestrian Needs Priority Area identified by the City of Upland as an area not conducive to pedestrian use. The existing Development Agreement between CMC and the City of Upland provides for improvements along the west side of Monte Vista Avenue adjacent to the Project site, and these improvements will be constructed within the existing rights-of-way as part of the Revised Project.

Similar to Monte Vista Avenue, Arrow Route adjacent to the Project site has an existing curb to curb roadway width that meets the roadway's classified dimensions. Therefore, no additional roadway width improvements to Arrow Route adjacent to the Project site are necessary. Arrow Route, adjacent to the Project site, is classified as a Pedestrian Needs Priority Area identified by the City of Upland as an area not conducive to pedestrian use. The existing Development Agreement between CMC and the City of Upland provides for improvements along the north side of Arrow Route adjacent to the Project site, and these improvements will be constructed within the existing rights-of-way as part of the Revised Project.

In addition, as part of the existing Development Agreement between CMC and the City of Upland, the bike lane and a pedestrian path along Foothill Boulevard, within the City of Claremont, and adjacent to the Project site will be extended to Monte Vista Avenue.

There are two applicable City of Upland goals from the Healthy Community Element. These two goals include Goal HC-1, promotes incorporating and prioritizing health and wellness principles in City planning decisions affecting transportation. Policies relating to this goal involve the creation of multi-modal corridors and accessible services as features of a safe and healthy city. Goal HC-2, promotes an active living environment that offers ample parks, community facilities, recreation activities, multiuse pedestrian and bicycle trails, and development types that encourage a healthy and active lifestyle. The development of the Project will not preclude the Plan's goals of promoting active transportation and a healthy city. As a collegiate athletic development that will substantially improve the streetscape and general aesthetics of the existing site, the Revised Project will be conducive to promoting active living and travel for residents, employees, and guests alike.

There are currently no transit stops immediately adjacent to the Project site in the City of Upland and therefore, the Revised Project would not conflict with existing alternative transportation policies.

Based on the above evaluation, the Revised Project is consistent with the Upland General Plan for the development of pedestrian facilities, bicycle facilities, public right-of-way classification standards/dedications, and transit facilities.

City of Claremont General Plan

According to the Mobility Element, the segment of Claremont Boulevard adjacent to the Project site presently has 46-foot half-widths and an approximately 13-foot median within the roadway exceeding the roadway's classified dimensions. The Project, therefore, is not required to make additional improvements to Claremont Boulevard through a dedication to meet these standards as the roadway meets the roadway's ultimate right-of-way. Claremont Boulevard has existing Class II bike lanes. The existing Development Agreement between CMC and the City of Claremont provides for improvements along the east side of Claremont Boulevard adjacent to the Project site, and at the intersection with Ninth Street, and these improvements will be constructed as part of the proposed Project.

The portion of Foothill Boulevard adjacent to the Project site presently has approximately 30-foot half-width and an approximately 13-foot median within the roadway that exceeds the roadway's classified dimensions. Foothill Boulevard includes Class II bike lanes adjacent to the Project site. The implementation of the Revised Project would be consistent with the City's bicycle facilities and public rights of way classification standards.

Marked crosswalks are provided along Claremont Boulevard at 6th Street as well as at Foothill Boulevard. Later in 2024, an improvement at the 9th Street intersection will be completed that will include marked crosswalks. In addition, the Revised Project includes the construction of a pedestrian arcade to provide students, faculty, staff, and visitors with pedestrian passage from the Claremont McKenna College main campus to the Project site. Furthermore, the Revised Project would not impact the existing transit stops along the west side of Claremont Boulevard south of Foothill Boulevard, north of 9th Street, and south of Arrow Route/6th Street.

The implementation of the Revised Project would be consistent with the City of Claremont's programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Cumulative

As with the Approved Project, the Revised Project would result in less than significant impacts to existing alternative transportation programs, plans, ordinances and policies of the City of Upland and City of Claremont. Therefore, the Revised Project's contribution to potential impacts associated with conflicts with alternative transportation plans would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant impacts to existing alternative transportation programs, plans, ordinances and policies of the City of Upland and City of Claremont. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Conflict with CEQA Guideline Section 15064.3, Subdivision (b)

Impact 3.17-2: The Approved Project was not evaluated for its conflict or consistency with CEQA Guidelines Section 15064.3, subdivision (b).

The Revised Project would result in a less than significant and less than cumulatively considerable impact related to its conflict or consistency with CEQA Guidelines Section 15064.3, subdivision (b).

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR did not include an evaluation of the Approved Project's consistency with CEQA Guidelines Section 15064.3(b) that includes a vehicle miles traveled evaluation because this issue was first included as a transportation issue in the CEQA Guidelines Appendix G thresholds subsequent to the certification of the Final EIR.

Cumulative

The Final EIR did not address cumulative impacts related to vehicle miles traveled because this issue was first included as a transportation issue in the CEQA Guidelines Appendix G thresholds subsequent to the certification of the Final EIR

Proposed Revised Project Evaluation

Revised Project-Specific

A VMT analysis was prepared for the Revised Project using both the City of Upland and City of Claremont guidelines. As discussed above, both cities use the same three screening criteria to determine if a VMT analysis would be required for a proposed development project. These three screening criteria and a quantitative VMT evaluation of the Revised Project are discussed below.

Transit Priority Screening

Projects within a transit priority area (TPA) may be presumed to have a less than significant VMT impact based on their access to transit options. A TPA is defined as within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor. Based on the SGVCOG VMT Evaluation Tool, the portion of the Revised Project located in the City of

Claremont is not located within 0.5-mile of a major transit stop or a stop along high-quality transit corridor and therefore do not qualify for screening per the TPA criteria.

However, per the SBCTA VMT Screening Tool, the southeastern portion of the Project site in the City of Upland is located within 0.5-mile from the Montclair Transit Station, which provides commuter rail and bus service from multiple transit agencies. The Foothill Transit Silver Streak bus line operates with weekday peak-hour headways of 15 minutes with a stop provided at the transit station. This route provides connections to Pomona, El Monte, and Downtown Los Angeles. The transit center is also served by the Metrolink San Bernardino Line, connecting Redlands to Los Angeles.

In addition, the Revised Project is not eligible for TPA screening because it falls within one or more of the following:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the City;
- Is inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Because the Revised Project consists of athletic facilities with up to eight support structures, it has a FAR of less than 0.75 and thus does not meet the FAR screening criteria.

Thus, despite the Project's location near high-quality transit options, the Project is conservatively assumed to not be screened from further VMT analysis based on the TPA screening criterion.

Low VMT Area Screening

The second screening criterion presented in both the City of Upland's and the City of Claremont's Guidelines allows residential and office projects located in low-VMT generating areas to be presumed to have a less than significant VMT impact if the proposed uses are expected to generate VMT at a similar rate to the existing uses in the area. Since the Revised Project land uses are not residential or office in nature, this screening criterion does not apply.

However, to be comprehensive, the SGVCOG VMT Evaluation Tool and the SBCTA VMT Screening Tool were used to determine whether the Project is located in a low-VMT area. The SBCTA VMT Screening Tool outputs show that the Revised Project parcels located in the City of Upland have existing uses that generate VMT at a rate above the threshold of the citywide average. In addition, the Revised Project parcels within the City of Claremont have existing uses that generate VMT above the City's threshold of 15 percent below the SGVCOG Northeast subarea average. Therefore, per both the City of Upland's and City of Claremont's low VMT area screening criteria, the Revised Project is not located in a low-VMT area and cannot be screened from further VMT analysis based on this criterion.

Project Type Screening

As discussed above, the City of Upland and City of Claremont provide list of project types that can be considered local serving, and therefore can be presumed to reduce VMT.

Both the City of Upland and the City of Claremont established trip-based screening criteria to determine when a project can be considered small enough to not result in a significant VMT impact. The City of Upland established this threshold at 250 daily trips while the City of Claremont established this threshold at 110 daily trips. Based on the trip generation forecast provided for the Revised Project in the Transportation Impact Analysis provided in Appendix J of this Addendum, the Revised Project is estimated to have approximately 559 two-way daily trips during the weekday and 947 two-way daily trips during the weekend. Therefore, the Revised Project is expected to exceed the daily trips threshold and not meet the trip-based screening criteria for determining when further VMT analysis is required.

However, while the City of Upland's and City of Claremont's Guidelines do not list the Project's proposed collegiate athletic facilities land use as one of the project types that can screen from further VMT analysis, similar recreational and/or collegiate uses are included in the list of local-serving project types (e.g., local parks, local-serving community colleges, local-serving assembly uses, and student housing). Like these uses, the Revised Project's proposed facilities would cater primarily to the students and faculty of the adjacent colleges and provide them with proximate facilities for athletic practices and games which would not require the use of an automobile to access.

Since the proposed athletic facilities will be utilized by students/staff at the college, a high proportion of trips to and from the site will not occur by private automobile. As shown in the trip generation notes in Attachment C of Appendix J, approximately 50 percent of all trips are expected to be walk-in trips. This accounts for both the student athletes and faculty walking to the Project site for games and practice, as well as spectators walking from the college on game days.

As the proposed athletic facilities will service the CMC population, the Revised Project's proposed land use is expected to be local serving and can be considered to meet the project type VMT screening criteria for both the City of Upland and the City of Claremont. Thus, the Revised Project can be presumed to result in a less than significant VMT impact.

VMT Screening Analysis Conclusion

Given that the Revised Project will primarily serve the student and faculty population of the adjacent CMC main campus, the Revised Project uses can be considered to be local-serving and will reduce VMT within the surrounding community. Thus, based on the project type of the Revised Project, the Revised Project meets the City of Upland's and City of Claremont's VMT screening requirements and is not required to prepare additional VMT analysis. It should also be noted that most of the Revised Project athletic facilities will replace existing facilities at other locations on the CMC campus, and the trips generated by the proposed Project facilities will primarily shift from these existing facilities. Nonetheless, to provide a comprehensive VMT analysis for the Revised Project, a quantitative VMT analysis has been prepared for the Revised Project uses to demonstrate that the Revised Project will generate VMT below the region average.

Quantitative VMT Analysis

Both the City of Claremont and the City of Upland have developed VMT analysis guidelines for their respective jurisdictions. The City of Claremont published the *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* in August 2020, while the City of Upland published the *Traffic Impact Analysis Guidelines* in July 2020. Both sets of guidelines recommend the use of the local travel demand model (the Southern California Association of Governments [SCAG] Travel Model or the San Bernardino Transportation Analysis Model [SBTAM]) for analyzing VMT impacts. However, the athletic facilities proposed by the Project cannot be easily input into the model socioeconomic data assumptions. Thus, an alternative methodology was developed to estimate the VMT generated by the Revised Project land uses.

This VMT Analysis assumes an Opening Year of 2027. However, some uses on the Project site will activate prior to 2027. This analysis takes a conservative approach by analyzing 2027 in order to evaluate the impacts of a fully operational site; it can be assumed that, if the fully operational site is below VMT thresholds, and trip generation closely correlates with service population (as it does in this case), then a partially operational site will be below VMT thresholds as well.

The total VMT generated by the Revised Project land uses was calculated based on the number and average length of vehicle trips arriving to and departing from the Project site. The number of daily vehicle trips was calculated using rates from the ITE *Trip Generation Manual* (11th Edition, 2021) and based on estimates of daily athletic team participants and spectators expected on the Project site. The trip generation rates and assumptions used to estimate the number of trips traveling to and from the Project site are presented in the Transportation Impact Analysis provided in Appendix J.

Average trip lengths for the Project site were calculated using local travel demand models. Since the Project site spans parcels in both the City of Claremont and the City of Upland, two travel demand models are applicable for the Project site: the SCAG Travel Model (Los Angeles County) and the SBTAM (San Bernardino County). Using the person trip matrices and the skim length matrices, weighted average trip lengths were calculated using data from each model for the Project site for the home-based college/university trip type. This trip type was selected as the most appropriate trip type for determining an average trip length for the site, as participants and spectators at the athletic facilities are expected to be drawn from a similar area as the students at the CMC campus.

To determine the average trip lengths for the Revised Project, the VMT associated with the Project TAZ was calculated for the home-based college/university trip purpose and divided by the total daily home-based college/university trips. The Production-Attraction (PA) methodology was used to calculate the VMT as it allows for the calculation of the VMT associated with specific trip types. This methodology consists of converting the peak (PK) and off-peak (OP) PA matrices from person trips to vehicles trips using average vehicle occupancy rates. This process replicated the model process of converting PA matrices to origin-destination (OD) matrices; however, it was conducted only for the home-based college/university trip type while keeping departure and

return trips distinct. The PK and OP skim length matrices were then multiplied by the custom-calculated home-based college/university vehicle trip matrices to estimate VMT. The custom-calculated trip matrices and VMT matrices were then summed to combine PK and OP VMT estimates for departure and return trips to determine the daily home-based college/university trips and VMT for the Project TAZ. This process was repeated for the base and future model files for both the SCAG Travel Model and the SBTAM. **Table 3.17-1** presents a summary of the trip and VMT estimates calculated for the Project site from the two models.

**TABLE 3.17-1
 SCAG TRAVEL MODEL AND SBTAM DAILY VMT AND TRIPS METRICS**

Model Year	Daily VMT	Daily Trips	Average Trip Length (miles)
SCAG Travel Model			
Base Year (2016)	14,606	2,461	5.94
Future Year (2040)	17,323	2,299	7.53
SBTAM			
Base Year (2016)	26,840	3,038	8.83
Future Year (2040)	17,833	3,298	5.41

SOURCE: KOA, 2024

Using this data, average Revised Project trip lengths for the anticipated opening year of 2027 were estimated by interpolating between the trip lengths calculated from the model base year (2016) and future year (2040) data. This interpolation is performed by assuming a linear growth between 2016 and 2040 and calculating a value for 2027 along this slope. The results shown below in **Table 3.17-2** are the assumed trip lengths for the Revised Project upon completion and were used to determine the total VMT associated with the Revised Project uses.

**TABLE 3.17-2
 PROJECT OPENING YEAR AVERAGE TRIP LENGTH**

Model	Average Trip Length (Miles)
SCAG Travel Model	6.67
SBTAM	7.26

SOURCE: KOA, 2024

The average trip lengths calculated from the travel demand models were then multiplied by the total number of daily trips for the Project site to determine the total daily VMT associated with the site. The same trip length was applied to all trips. Daily VMT estimates were calculated for the four scenarios outlined in the trip generation table (Weekday Practice Day, Weekday Game Day, Weekend Game Day [Fall], and Weekend Game Day [Spring]). The total VMT for the site was then divided by the total number of daily users (service population) for the corresponding scenario to determine the daily VMT per service population metric for the Revised Project.

Because the Project site is located partially in both the City of Upland and the City of Claremont, with both cities in different counties, the Project’s VMT metrics were compared against the VMT impact criteria for both jurisdictions.

Per the City of Claremont *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* a significant VMT impact is determined if a Project meets one of the following conditions:

- The baseline project generated VMT per service population exceeds 15% below the San Gabriel Valley Council of Governments (SGVCOG) Northeast Subarea baseline VMT per service population;
- The cumulative project generated VMT per service population exceeds 15% below the SGVCOG Northeast Subarea baseline VMT per service population;

Per the City of Upland Traffic Impact Analysis Guidelines, a significant VMT impact is determined if a Project meets one of the following conditions:

- The baseline project-generated VMT per service population exceeds the City of Upland General Plan Buildout VMT per service population;
- The cumulative project-generated VMT per service population exceeds the City of Upland General Plan Buildout VMT per service population;

Using the methodology and approach described above, estimates for daily VMT and VMT per service population were calculated for the Revised Project uses based on SCAG Travel Model and SBTAM average trip length data. The VMT calculations are provided in **Table 3.17-3**.

**TABLE 3.17-3
 PROJECT VMT PER SERVICE POPULATION SUMMARY**

Scenario	Daily Project Trips	Average Trip Length (mi)	Project Daily VMT	Service Population (SP)	VMT Per Service Population	VMT Threshold	Significant?
SCAG Travel Model							
Weekday Practice Day	179	6.67	1,194	251	4.76	30.61	No
Weekday Game Day	379	6.67	2,528	876	2.89	30.61	No
Weekend Game Day (Fall)	764	6.67	5,095	2,236	2.28	30.61	No
Weekend Game Day (Spring)	381	6.67	2,541	861	2.95	30.61	No
SBTAM							
Weekday Practice Day	179	7.26	1,300	251	5.18	24.60	No
Weekday Game Day	379	7.26	2,753	876	3.14	24.60	No
Weekend Game Day (Fall)	764	7.26	5,549	2,236	2.48	24.60	No
Weekend Game Day (Spring)	381	7.26	2,767	861	3.21	24.60	No

SOURCE: KOA, 2024

As shown in Table 3.17-3, the Revised Project would not exceed the VMT threshold using the SCAG Travel Model or the SBTAM. Therefore, the Revised Project would result in a less than significant impact in accordance with both the City of Claremont *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* and the City of Upland *Traffic Impact Analysis Guidelines*.

Cumulative

Based on the City of Claremont and City of Upland guidelines, a project would result in no cumulative VMT impact if it is consistent with the local RTP/SCS. The Revised Project is an infill project that reduces the urban heat island effect and is in close proximity to most of its users on the adjacent college campus. As a result, the Revised Project's contribution to cumulative VMT impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

The Approved Project was not evaluated for vehicle miles traveled and therefore no mitigation measures were identified for the Approved Project. As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

Although the Approved Project was not evaluated for its conflict or inconsistency with CEQA Guidelines Section 15064.3(b), the Revised Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Substantially Increase Hazards Due to Geometric Design Feature or Introduce Incompatible Uses

Impact 3.17-3: The Approved Project and Revised Project would have less than significant and less than cumulatively considerable effects on substantially increasing hazards due to a geometric design feature or incompatible uses with mitigation incorporated.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that the Approved Project would not include any roadway design features, such as sharp curves, that could result in a safety hazard, and a use that utilized vehicles that could cause a safety hazard due to incompatibility with on-road traffic such as tractors. However, since the existing colleges are located directly west of the Project site, it was anticipated that students would walk from the campuses to the proposed sports facilities and vice-versa. Crosswalks available to access the Project site are provided only from Foothill Boulevard and Arrow Route, as no crosswalk was provided at 9th Street. The City of Claremont determined

that students crossing Claremont Boulevard without using crosswalks was a traffic safety issue for the Approved Project. Because the implementation of the Approved Project would include the installation of a traffic signal and crosswalk and pedestrian signals at the Claremont Boulevard/9th Street intersection, pedestrian safety would improve. In addition, the Approved Project included fencing and landscaping along the entire site perimeter along Claremont Boulevard to discourage students from illegally crossing the street since entrances to the Project site would be provided at crosswalks. The implementation of these Approved Project design features would reduce pedestrian safety impacts to less than significant. Although these Approved Project design features would be implemented, the Final EIR included the design features of fencing and landscaping along the entire site perimeter along Claremont Boulevard within Mitigation Measure 4.11.C-1 to further comply with the Approved Project's design features.

Cumulative

The Final EIR did not address cumulative pedestrian safety impacts associated with students illegally crossing Claremont Boulevard because there were no cumulative projects that would contribute to safety impacts associated with students crossing Claremont Boulevard illegally. Because the Approved Project would result in less than significant pedestrian safety impacts with the implementation of project design features, including reinforcement of these features within Mitigation Measure 4.11.C-1, the Approved Project's pedestrian safety impact would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project includes improvements to the surrounding roadway system in accordance with the existing Development Agreements between CMC and the City of Upland as well as CMC and the City of Claremont. These improvements do not include roadway design features, such as sharp curves and a use that would utilize vehicles that could cause a safety hazard due to incompatible uses. In addition, the Revised Project includes a pedestrian arcade extending from the main campus of Claremont McKenna College to the Roberts Campus Sports Bowl. The proposed arcade would provide pedestrian, utility and emergency/maintenance access to the Roberts Campus Sports Bowl and is expected to provide primary pedestrian access to the Project site for the majority of the students, faculty, staff and visitors. In addition to providing access via the arcade, the Claremont Boulevard/9th Street intersection is currently going through the City development review process to construct a traffic signal, crosswalk, and pedestrian and crosswalk signals. Furthermore, as with the Approved Project, the Revised Project includes fencing and/or landscaping along the entire site perimeter along Claremont Boulevard to further discourage students from illegally crossing Claremont Boulevard. Although the fencing and/or landscaping along Claremont Boulevard are part of the Revised Project and potential safety impacts would be less than significant, CMC will implement Mitigation Measure 4.11.C-1 to document compliance with the design features that are part of the Revised Project.

The Revised Project includes four driveways to access the Project site (three driveways for entering and exiting and one driveway for exiting). Both the City of Upland and City of Claremont include standard driveway design requirements that will ensure appropriate queuing

for vehicles entering each of the three driveways and parking areas as well as appropriate sight distance for exiting vehicles at all four driveways are provided so that less than significant traffic safety impacts would occur.

A queuing analysis at the proposed driveways was prepared for the Revised Project by KOA in June 2024 and included within Appendix J of this Addendum to the Final EIR. The queuing analysis assessed whether the inbound traffic movements entering the site driveways would result in traffic queuing that could interfere with adjacent traffic on the public roadway. The analysis also evaluated queues for turning movements exiting the project driveways to determine if any substantial vehicle queuing could occur onsite. The vehicle queuing analysis was conducted using traffic volume data for the Opening Year with Project and Horizon Year with Project scenarios during the four event scenarios: Weekday Practice Day, Weekday Game Day, Weekend Game Day (Fall), and Weekend Game Day (Spring) for both a.m. and p.m. peak hours.

The queuing analysis determined that the Revised Project left turn queuing for the westbound left turns existing the Project's proposed driveway at Claremont Boulevard/9th Street would require a maximum of 121 feet during the Weekend Game Day (Fall) scenario. The current proposed design for the Claremont Boulevard and 9th Street intersection would include a left turn storage capacity of 125 feet, which will provide sufficient storage space for the Revised Project. Thus, no substantial queuing would occur onsite.

The analysis also determined that the Revised Project would require a maximum of 106 feet capacity for the southbound left turn pocket at the Claremont Boulevard and 9th Street intersection. The current proposed design for the Claremont Boulevard and 9th Street intersection would include a left turn storage capacity of 125 feet. Thus, the inbound traffic movements entering the parking structure would not interfere with southbound traffic along Claremont Boulevard. Accordingly, no safety impacts are anticipated at the Claremont Boulevard and 9th Street intersection as a result of the Revised Project.

The queuing analysis for the remaining turning movements at each of the Revised Project driveways (i.e., right-turn inbound and right-turn outbound movements) would be shorter than the vehicle queuing capacities at these movements and would not result in any significant queuing. Because each of the right turn inbound movements into a parking area on the Project site would be adjacent to an existing bike lane, the lane marking would be modified from a solid lane line to a dashed lane line which is a common marking when there are vehicles that need to encroach upon bicycle lanes prior to entering a driveway. These dashed lane line marking would be implemented at each of the entrances to the Project site. Thus, no safety impacts are anticipated in connection with any of the Revised Project driveways.

Vehicular access to each onsite parking area will be restricted through the use of gates or similar improvements adjacent to each street (i.e., Claremont Boulevard, Monte Vista Avenue and Foothill Boulevard) during nighttime hours after activities within the Roberts Campus Sports Bowl have ended. During operating hours, the primary access at the Claremont Boulevard/9th Street intersection will have the internal parking areas controlled with the use of card activated gate or similar improvements. This gate will be located within the interior of the Revised Project

drive aisles, which will restrict entry to authorized users. The design and location of this internal access gate will ensure an appropriate turn-around area to allow drivers without access to exit the entry area and ensure appropriate queuing would be provided so that less than significant traffic safety impacts on Claremont Boulevard would occur. During games or events on weekends and evenings, the interior access gate will be disabled, allowing unrestricted access. No interior gates within the proposed parking areas off of Monte Vista Avenue and Foothill Boulevard are proposed.

In addition to the queuing analysis at the proposed driveways, a queuing analysis was conducted for the State Route 210 ramps at Base Line Road for the Horizon Year (2045) with Project condition during the four event scenarios: Weekday Practice Day, Weekday Game Day, Weekend Game Day (Fall), and Weekend Game Day (Spring) for both a.m. and p.m. peak hours. The queuing analysis is provided in Appendix J of this Addendum to the Final EIR. Due to the configuration of the existing eastbound and westbound offramps, there is a substantial amount of queuing storage capacity (i.e., ranges from 1,365 feet to 1,890 feet). During the Horizon Year (2045) with the Revised Project, the maximum required storage would occur during the Weekend game Day (Fall) during the p.m. peak hour. The required storage capacity would be 344 feet at the southbound right turn movement which would be substantially less than the existing storage capacity of 1,600 feet. Therefore, the implementation of the Revised Project would not result in traffic queuing at the eastbound or westbound State Route 210 off ramps at Base Line Road that could interfere with freeway mainline traffic.

Cumulative

Cumulative projects within the City of Upland and City of Claremont would not contribute to pedestrian safety impacts along Claremont Boulevard. However, the proposed improvement at the Claremont Boulevard/9th Street intersection is currently going through the City development review process to construct a traffic signal, crosswalk, and pedestrian and crosswalk signals. These improvements are expected to be completed prior to the completion of the athletic facilities associated with the Revised Project. After completion of these improvements at the Claremont Boulevard/9th Street intersection and the implementation of the Revised Project's design features including fencing and landscaping along the entire east side of Claremont Boulevard, less than significant cumulative impacts would occur. In addition, vehicle queuing at the project driveways as well as the State Route 210 off ramps would not interfere with adjacent traffic on the public roadways or the freeway main line traffic. The Revised Project also includes a revision to the lane marking at the locations where vehicles need to encroach upon bicycle lanes prior to entering a driveway. Furthermore, the Revised Project would include a design so that no substantial queuing exiting the proposed onsite driveways would occur. Therefore, the Revised Project's contribution to cumulative pedestrian, bicycle, and vehicular safety impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

Although fencing and landscaping along Claremont Boulevard are part of the Revised Project and potential safety impacts would be less than significant, CMC will implement Mitigation Measure 4.11.C-1 to document compliance with the design features that are part of the Revised Project.

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.

Conclusion

As with the Approved Project, the Revised Project would not result in safety impacts due to a geometric design feature or incompatible uses. In addition, as with the Approved Project, the Revised Project would result in less than significant pedestrian safety impacts with the implementation of fencing and/or landscaping design features along the entire east side of Claremont Boulevard. Furthermore, the Revised Project would result in less than significant traffic safety impacts related to design of the proposed driveways and provision of restricted access within parking areas. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Result in Inadequate Emergency Access

Impact 3.17-4: The Approved Project and Revised Project would not impact and would not contribute to cumulative impacts related to inadequate emergency access.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would not result in inadequate emergency access. The Approved Project included a sufficient range of access options for emergency vehicles including three accesses off of Claremont Boulevard, one access off of Foothill Boulevard and one access off of Arrow Route.

Cumulative

The Final EIR did not address cumulative impacts related to emergency access, because the Approved Project included a sufficient range of access options onto the Project site for emergency access. Therefore, the Approved Project would not contribute to cumulative emergency access impacts.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project also includes a sufficient range of access options onto the Project site for emergency vehicles. The main entrance for the site will be located at the Claremont Boulevard/9th Street intersection; however, an additional access onto the

site for emergency vehicles will be provided at a driveway located along Claremont Boulevard south of the main entrance. In addition, access will be provided at the southeast corner of the site and the northeast corner of the site. Furthermore, the Revised Project includes pathways surrounding each of the proposed facilities that can be used by emergency vehicles. As with the Approved Project, the Revised Project would not result in inadequate emergency access.

Cumulative

As discussed, the Revised Project would not result in inadequate emergency access. Therefore, the Revised Project would not contribute to cumulative emergency access impacts.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would not result in inadequate emergency access. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.17.6 References

- KOA. 2024. Claremont McKenna College Roberts Campus Sports Bowl/Roberts Campus East: Transportation Impact Analysis. May.
- KOA. 2024. Queuing Analysis for Claremont McKenna College Roberts Campus Sports Bowl/Roberts Campus East: Base Line Road at SR-210 (Caltrans intersection), and at Project driveways. June.
- San Bernardino County Transportation Authority (SBCTA). 2024. I-10 Express Lanes Project Overview. Available at: <https://www.gosbcta.com/project/i-10-corridor-project-phase-i/>, accessed April 2024.
- Southern California Association of Governments (SCAG). 2020. Connect SoCal: The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy of the Southern California Association of Governments (RTP/SCS). Available at: <https://scag.ca.gov/connect-socal>, accessed April 2024.

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3.18 Tribal Cultural Resources

3.18.1 Introduction

This section addresses tribal cultural resources, and the potential of the Revised Project to impact those resources. This section includes a summary of the environmental setting and the identification of any applicable changes to the environmental setting that may have occurred since the certification of the Final EIR. In addition, a summary of the applicable regulatory setting for tribal cultural resources is provided. This section also includes the thresholds of significance and a brief summary of the potential for impacts to tribal cultural resources. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to tribal cultural resources; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to tribal cultural resources; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to tribal cultural resources.

3.18.2 Environmental Setting

The Final EIR identified the Project site as a former aggregate quarry. It was mined for aggregate materials to a maximum depth of approximately 100 feet. There are no buildings or distinctive natural landscape features, such as trees, streams, or rock outcroppings, on site. A Historical/Archaeological Resources Survey Report was prepared by CRM Tech (July 2007). Based on a records search including a Sacred Lands File Search through the California Native American Heritage Commission (NAHC) and a field survey of the Project site, CRM Tech did not encounter any historical or archaeological resources as defined by the California Environmental Quality Act (CEQA), within or immediately adjacent to the Project area. The field survey was conducted by walking parallel north-south transects spaced 25 meters apart, and systematically examined the entire Project site for any evidence of human activities dating to prehistoric or historic periods. The records search resulted in a total of 14 cultural resources recorded within one mile of the Project site; none of which were located within the Project site.

Since the certification of the Final EIR, inert landfill activities continued on the site until the fourth quarter of 2023, although landfill maintenance activities continue to occur on the site, along with construction staging and parking. The site is still heavily disturbed with the lowest elevation on the site as low as 65 feet below the elevation of Arrow Route and approximately 75 feet lower than the elevation of Monte Vista Avenue. During the operation of the former aggregate quarry, the maximum excavation of approximately 100 feet extended below the original surface of the Project site.

A Cultural Resources Assessment was prepared by Environmental Science Associates in April 2024 (Appendix C to this Addendum) to determine the potential impacts of the Revised Project on cultural resources pursuant to CEQA. The Cultural Resources Assessment included a cultural

resources records search through the South-Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) search through the California Native American Heritage Commission (NAHC), and an archaeological sensitivity assessment. The Cultural Resources Assessment determined that a total of 10 cultural resources were recorded within the 0.5-mile radius, none of which are located within the Project site.

3.18.3 Regulatory Setting

In accordance with Public Resources Code Section 21074, tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant (State of California, 2024a).

Since the certification of the Final EIR for the Approved Project in 2016, the tribal cultural resources category was added to the California Environmental Quality Act (CEQA) Guidelines Appendix G (Initial Study). Assembly Bill (AB) 52 added new requirements regarding tribal cultural resources, including a process for consultation with California Native American tribes prior to the release of certain CEQA documents. The Final EIR stated that because the Notice of Preparation for the Approved Project was circulated in the year 2010 and prior to the AB 52 effective date of July 1, 2015, AB 52 consultation was not required for the EIR for the Approved Project. Because the environmental documentation being prepared for the Revised Project is an Addendum to a Final EIR, AB 52 consultation is not required. (Public Resources Code Section 21080.3.1(b) [State of California, 2024b]; State of California Governor's Office of Planning and Research, 2017).

3.18.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to tribal cultural resources if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (see Impact 3.18-1, below).
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (see Impact 3.18-2, below).

3.18.5 Impact Analysis

Listed Tribal Cultural Resource

Impact 3.18-1: The Approved Project and Revised Project would not impact or contribute to a cumulative impact on a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Summary of Final EIR Evaluation

Approved Project-Specific

Although the tribal cultural resources category was added to Appendix G after 2016, the Final EIR did contain discussion of tribal cultural resources. The Final EIR identified that according to letters received from the Native American Heritage Commission (NAHC) dated February 18, 2010 and November 1, 2011 and the Historical/Archaeological Resources Survey Report prepared for the Approved Project in 2007, Native American cultural resources were not identified on the Project site. Therefore, the Approved Project would not impact a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources.

Cumulative

The Final EIR did not address cumulative impacts to tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources because no tribal cultural resources were identified during record searches and a site survey. Therefore, the Approved Project would result in no impacts to tribal cultural resources listed or eligible for listing.

Proposed Revised Project Evaluation

Revised Project- Specific

No tribal cultural resources were identified on the Project site during an updated Sacred Lands File Search through the NAHC and a records search through the SCCIC as part of the Cultural Resources Assessment conducted in April 2024 (Appendix C to this Addendum). Therefore, like the Approved Project, the Revised Project would not impact a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources.

Cumulative

Although there is a potential for cumulative projects to impact tribal cultural resources that are listed or eligible for listing, the Project site does not have any tribal cultural resources that are listed or eligible for listing. Therefore, as with the Approved Project, the implementation of the Revised Project would not impact tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the implementation of the Revised Project would not impact tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Non-Listed Tribal Cultural Resource

Impact 3.18-2: The Approved Project would not impact or contribute to a cumulative impact on a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

The Revised Project would result in a less than significant and less than cumulatively considerable impact on a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that according to letters received from the Native American Heritage Commission (NAHC) dated February 18, 2010 and November 1, 2011 and the Historical/Archaeological Resources Survey Report prepared for the Approved Project in 2007, Native American cultural resources were not identified within the Project area. The Final EIR stated that the Project site had been significantly disturbed from past aggregate extraction and construction of the Approved Project would not result in excavation into native surface materials, and therefore, the Approved Project would not impact Native American cultural resources.

Cumulative

The Final EIR did not address cumulative impacts to tribal cultural resources since the Approved Project would not include excavation into native surface soils. Therefore, the Approved Project would not contribute to any potential cumulative impact on tribal cultural resources.

Proposed Revised Project Evaluation

Revised Project-Specific

No tribal cultural resources were identified during an updated Sacred Lands File Search for the Project site through the NAHC conducted in June 2023. In addition, there were no tribal cultural resources identified on the Project site within the Cultural Resources Assessment conducted in April 2024.

A Native American village site (*Tooypinga*) is known to exist in the general vicinity of the Project site (within 0.75 miles). A California Historical Landmark #781 known as the National Old Trails Highway/US Route 66 is also located immediately north of the Roberts Campus East. The landmark has been described as an old Native American trail and as a route followed by early explorers Francisco Garcés and Jedediah Smith. These results would suggest that the Roberts Campus East has at least a moderate potential for yielding historic archaeological resources that could include tribal cultural resources. Nevertheless, review of the geotechnical report indicates that the majority of Roberts Campus East is underlain by documented fill materials, undocumented inert landfill debris, and older alluvial fan deposits. These soils are not conducive to the preservation of historic archaeological materials including tribal cultural resources, as they are either man-made or too old. Only the periphery and an area in the northeastern portion of the Roberts Campus East are underlain by younger alluvial fan deposits, which are contemporaneous with the period for which there is widely accepted evidence for human occupation of Southern California (Byrd and Raab, 2007).

However, based on a review of historic maps, Roberts Campus East is known to have been located within an alluvial fan that was likely subject to periodic flood events. Additionally, Roberts Campus East served as a gravel pit facility that was graded from the 1920s until the 1970s and covered approximately 90 percent of the Project area. Therefore, if resources once existed within the Roberts Campus East, it is likely that either the flood events and/or the gravel pit operation have disturbed or displaced historic archaeological resources including any tribal cultural resources that may have existed. As a result, Roberts Campus East has a low potential for yielding buried historic archaeological resources. This low potential would also apply to tribal cultural resources.

A review of the portion of the proposed arcade area located outside of and west of Roberts Campus East was also conducted. Based on a review of historic maps, the proposed arcade area is known to have been located within an alluvial fan that was likely subject to periodic flood events. Additionally, the proposed arcade area has been subject to previous ground disturbance. For instance, by 1972, Claremont Boulevard and a baseball field had been constructed. Later, between 2022 and 2024, aerial photographs show that a portion of the proposed arcade area (west of Claremont Boulevard) is graded and under construction for the Robert Day Science Center. As a result, if resources once existed within the proposed arcade area, it is likely that the flood events and/or previous grading for Claremont Boulevard and the area west of Claremont Boulevard may have disturbed or displaced historic archaeological resources including tribal cultural resources that may have existed. As a result, the proposed arcade area has a low potential for yielding buried historic archaeological resources including tribal cultural resources.

The historic archaeological (including tribal cultural) sensitivity assessment identified above for the Roberts Campus East and proposed arcade areas concluded that there is a low potential for yielding buried historic archaeological resources including tribal cultural resources based on the previous flood events and/or ground disturbance which have likely disturbed or displaced historic archaeological resources including tribal cultural resources that may have existed. Based on the areas having a low potential for yielding buried historic and prehistoric resources, development of the Revised Project would result in less than significant impacts to tribal cultural resources.

However, as a typical precaution (i.e., best management practices) for construction contractors, the Revised Project proposes that the project contractor will retain a Qualified Archaeologist in the event that archaeological resources are encountered during construction. As part of construction mobilization activities, the Qualified Archaeologist will conduct a cultural resources sensitivity training for construction personnel so that the personnel can be informed during construction activities of the types of resources that may be encountered. If resources are encountered, the construction personnel will halt construction activities in the vicinity of the find and notify the Qualified Archaeologist to assess and treat, if necessary, the resource in accordance with the Public Resources Codes 5024.1 and 21083.

Although the Revised Project would result in less than significant impact to cultural resources including tribal cultural resources, PDF-1 and PDF-2 as detailed in Section 3.5, have been incorporated into the Revised Project to provide more detailed information on the process of the typical precaution practice in the event that unknown resources are discovered. PDF-2 specifies a process for the city to consult with appropriate Native American representatives in determining treatment for any Native American resources to ensure cultural values ascribed to the resource are considered.

Cumulative

The implementation of cumulative projects has the potential to result in cumulative significant impacts to a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. Because the implementation of the Revised Project would have a low potential for yielding buried historic or prehistoric resources, including tribal cultural resources, the Revised Project's impact on tribal cultural resources would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

The Final EIR identified that Native American cultural resources were not identified within the Project area, the Project site had been significantly disturbed, and the Approved Project would not excavate native soils and therefore, would have no impacts on tribal cultural resources.

With the Revised Project, there will be some native soils that would be excavated, however, based on research and a previous pedestrian survey, the Roberts Campus East and the area of the proposed arcade have a low potential for yielding buried historic or prehistoric resources, including tribal cultural resources. As a result, development of the Revised Project, like the Approved Project, would result in less than significant impacts to tribal cultural resources. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.18.6 References

State of California. 2024a. Public Resources Code Section 21074. Available at:
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21074.&lawCode=PRC. Accessed on May 9, 2024.

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https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21080.3.1.&lawCode=PRC. Accessed on May 9, 2024.

State of California Governor's Office of Planning and Research. 2017. Technical Advisory AB 52 and Tribal Cultural Resources in CEQA. Available at:
https://opr.ca.gov/ceqa/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf.
Accessed on April 27, 2024.

Environmental Science Associates (ESA). 2024. Cultural Resources Assessment for the Claremont McKenna Roberts Campus Sports Bowl. April 17, 2024.

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3.19 Utilities and Service Systems

3.19.1 Introduction

This section addresses utility and service systems related to new or expanded utility systems, water supplies, wastewater treatment capacity, landfill capacity, and compliance with regulatory agency solid waste reduction statutes and regulations, and the potential of the proposed Revised Project to impact the existing systems.

This section includes a brief summary of the environmental setting included in the Final EIR, and the identification of any applicable changes to the utilities and service systems' setting that may have occurred since the certification of the Final EIR. In addition, a brief summary of the regulatory setting included in the Final EIR and any substantive revisions to the regulatory setting that has occurred since the certification of the Final EIR. This section also includes the thresholds of significance and a brief summary of the utilities and service system impacts and mitigation measures addressed in the Final EIR as well as the potential utilities and service systems associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to utilities and service systems; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to utilities and service systems; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to utilities and service systems.

3.19.2 Environmental Setting

Water Services

The Project site is located within the water service area for both the City of Upland and City of Claremont. Currently, the City of Upland provides water services within its own jurisdiction, and the City of Claremont obtains services from Golden State Water Company (GSWC). Upland's water supply generally consists of approximately 70 percent local groundwater, that is sourced from Cucamonga, Six, and Chino Basins, surface water, and recycled water, and approximately 30 percent imported water (City of Upland, 2021). The Claremont System includes groundwater, sourced from the Six and Chino Basins, treated water from the City of Upland, and imported water from the Metropolitan Water District through Three Valleys Municipal Water District (GSWC, 2021). Both the City of Upland and GSWC maintain water mains close to the Project site. Upland maintains a 10-inch main under Arrow Route, and GSWC maintains an 8-inch main under Claremont Boulevard. Currently, there is no access to recycled water to the Project site.

Wastewater Services

The City of Upland maintains sewer mains within its jurisdiction under the Public Works Department. The City of Upland maintains an 8-inch sewer line under Monte Vista Avenue and an 8-inch sewer line under College Park Drive. The Inland Empire Utilities Agency (IEUA) provides wastewater treatment to Upland. The Project site is served by the IEUA Regional Plant No. 5 (RP-5), the Carbon Canyon Water Reclamation Facility (CCWRF), and Regional Plant No. 2 (RP-2).

The City of Claremont maintains sewer mains within its jurisdiction, with two currently within the Project vicinity. The first is located to the west of the Project site on the Pitzer College campus, and the other is located southwest of the Project site under Sixth Street. The Los Angeles County Sanitation District (LASD) No. 21 provides wastewater treatment, with the Pomona Water Reclamation Plant (WRP) providing service treatment.

Storm Drains

The Project site is located within an urbanized vicinity with a developed storm drain system. The perimeter of the Project site has constructed curb and gutters on all streets to convey drainage to multiple side inlets. A 30-inch storm drain under College Park Drive is maintained by the City of Upland. The City of Claremont has storm drains located on Foothill Boulevard, Claremont Boulevard, and Mills Avenue at Sixth Street.

Solid Waste Services

The City of Upland contracts with Burrtec Waste Industries for commercial and residential solid waste disposal. The majority of the solid waste is disposed of at Mid-Valley Sanitary Landfill (SLF). Mid-Valley SLF encompasses 498 acres, 408 of which is permitted for disposal activities. Currently, the landfill is permitted to receive 7,500 daily tons of waste and has a remaining capacity date of April 2045 (CalRecycle, 2023). Upland is also served by Colton SLF, Puente Hills SLF, San Timoteo SLF, and Victorville SLF. The City of Claremont Community Services Department currently provides trash collection and recycling services to all residents and businesses in Claremont. Municipal solid waste is disposed of at the Mid-Valley SLF (CalRecycle 2020). Claremont has been served by other landfills, including Puente Hills SLF, Colton SLF, Lancaster Landfill and Recycling Center and Victorville SLF.

Electric Power Services

Southern California Edison (SCE) currently serves the City of Upland and City of Claremont. Existing electrical lines are located along Claremont Boulevard, Foothill Boulevard, and Arrow Route adjacent to the site and along Monte Vista Avenue on the east side of the street. Since 1987, the Claremont Colleges have contracted with SCE to provide electrical service to The Claremont Colleges Services (TCCS) own substation.

Natural Gas Service

Southern California Gas Company currently serves the City of Upland and City of Claremont. An existing natural gas line is located along Arrow Highway.

Telecommunication Services

Telecommunication services are provided in the City of Claremont and City of Upland by various providers. In addition, TCCS supplies its own communication services throughout all of the Claremont Colleges campuses and will be providing service to the Project site.

3.19.3 Regulatory Setting

The following are the utility and service system regulations applicable to the Revised Project.

Upland Municipal Code

The Upland Municipal Code includes regulations for the provision, maintenance, and financing of the services and systems related to water, sewer, storm drainage, and solid waste:

- Section 3.44.040 (Storm Drain Development Impact Fee) establishes the need and requirement of storm drain impact fees upon issuance of building permits for all new development.
- Chapter 13.04 (Municipal Water System – Connections to Mains) identifies when a project proponent is required to pay fees for the previous construction of existing water mains for any permit required to connect to the municipal water service.
- Chapter 13.08 (Municipal Water System – Connection Fees) establishes the need and requirement for payment of connection fees for acquiring water, water rights, water stock, and constructing or improving any part of the water system for any request to connect to the municipal water system.
- Chapter 13.16 (Water Conservation) establishes mandatory year-round water conservation provisions and emergency moderate-, high-, and severe shortage stage conservation.
- Section 13.20.070 (Landscape Guidelines) promotes use of water conservation features in landscaping and irrigation techniques.
- Chapter 13.22 (Regulations for the Availability and Use of Recycled Water) establishes regulations for the connection and use of recycled water, requiring that the Public Works Department make a determination on the economic and technical feasibility of providing recycled water to any subdivision, development, or redevelopment proposal.
- Chapter 13.24 (Sewers) establishes impact fees for new development for the construction of wastewater interceptor, treatment, and disposal facilities, which are utilized for improvements of regional wastewater treatment facilities.
- Chapter 13.28 (Solid Waste and Recyclables Collection Services) establishes the requirement that the City of Upland franchise solid waste hauler (Burrtec Waste Industries) must provide disposal and recycling services to any commercial entity within Upland jurisdiction upon payment of service fees.
- Chapter 13.32, Article II (Use of the Community Sewer System) establishes the need for collections of sewer utility rates for users of the system for the acquisition, construction, reconstruction, maintenance, and operation of sewage facilities.
- Chapter 15.36 (Water Facilities Acquisition and Expansion Fee) establishes the need and requirement for payment of impact fees for acquiring water, acquiring water rights,

acquiring water stock, and constructing or improving any part of the City of Upland water system upon issuance of building permits for any new development, addition, or redevelopment.

- Section 16.16.030 (Improvements) identifies required improvements for any subdivision, including requirements for adequate water, sanitary sewer, and storm drain prior to approval of final tract or parcel map.

Claremont Municipal Code

The Claremont Municipal Code includes regulations for the provision, maintenance, and financing of water, sewer, storm drain, and solid waste services and systems:

- Chapter 3.29 (Utility Users' Tax) the City of Claremont has the authority to collect taxes for the use of telephone, electricity, natural gas, cable, and water within the city limits. Low-income families are exempt from the users' tax.
- Chapter 8.08 (Garbage and Solid Waste) regulations for the collection, storage, and transport of solid waste within the City of Claremont.
- Title 13 (Sewers) sewer regulations for the City of Claremont, including requirements for connection, collection of connection fees, collection of service fees, and prohibition on discharges.
- Chapter 17.016 (Required Subdivision Improvements) requirements for adequate water, sanitary sewer, storm drain, and fire flow prior to approval of final tract or parcel map.
- Chapter 17.162 (Storm Drainage Fees) requires payment of fees to the City of Claremont in conjunction with subdivision or development for the cost of off-site improvements to storm drain system.

The Claremont Municipal Code includes Chapter 8.30 (Water Conservation) that establishes a water conservation and supply shortage program. Water conservation and shortage measures include limiting watering hours and days, duration, and surface washing.

Water Conservation in Landscaping Act

Section 65591 et al of the Government Code requires all local jurisdictions to adopt a water efficient landscape ordinance to address water conservation based on environmental conditions, water budgeting, retention, and irrigation systems. Failure to adopt requires local jurisdictions to enforce the State's model water efficiency ordinance. The amended Act is applicable to any new commercial, multi-family, industrial, or tract home project containing 2,500 square feet (SF) or more of landscaping. The City of Upland has adopted Chapter 17.12 of the Upland Municipal Code, a water efficient landscape ordinance pursuant to the latest requirements of the State and also has irrigation conservation guidelines. The City of Claremont has adopted its water efficiency in landscaping ordinance pursuant to State requirements.

3.19.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to utilities and service systems if it would:

- Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects (see Impact 3.19-1, below).
- Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years (see Impact 3.19-2, below).
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (See Impact 3.19-3, below).
- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (See Impact 3.19-4, below).
- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste (See Impact 3.19-5, below).

The impact analysis of construction activities associated with wastewater (sewer) lines is addressed in Impact 3.19-1 while the impact on the available capacity of the wastewater treatment facility is provided in Impact 3.19-3.

3.19.5 Impact Analysis

New or Expanded Water, Wastewater Treatment, Stormwater Drainage, Electric Power, Natural Gas, or Telecommunications Facilities

Impact 3.19-1: The Approved Project and the Revised Project would result in less than significant and less than cumulatively considerable impacts on the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.

Summary of Final EIR Evaluation

Approved Project-Specific

Water and Wastewater Facilities

The Final EIR identified, that within the City of Upland, the existing water and sewer lines located in Arrow Route were constructed with a stub for the future connection to the Project site. The Approved Project included limited uses that would require water and sewer service.

Upland Water

The Approved Project required water for irrigation of the proposed athletic fields, landscaping within the proposed parking lot and existing slopes, and in other portions of the east side of the

Project site. Irrigation would also be required in the parkways along Monte Vista Avenue and portions of Foothill Boulevard and Arrow Route. In addition, water use would occur with the proposed restroom facilities, team rooms, coaches' offices, locker rooms, and drinking fountains. Because the existing water line in Arrow Route was designed to accommodate the athletic uses of the Project site, no expansion of the existing offsite water facilities was determined to be required. The Approved Project included an extension of the existing water line onto the Project site to serve the proposed uses. The Final EIR identified that a development fee subject to the Upland Municipal Code would provide the connection to the existing water lines and the maintenance of the water facilities. Because there was not a need to expand the water facilities to serve the Approved Project within Upland, the Final EIR identified that the Approved Project would result in no environmental impacts associated with construction of expanded water lines.

Claremont Water

The Final EIR identified that within the City of Claremont, the Approved Project would require water to irrigate the athletic fields. Water would also be needed to irrigate landscaping in the proposed parking lots and other on-site landscaping as well as the off-site landscaping in the parkway of Claremont Boulevard and portions of Arrow Route and Foothill Boulevard. In addition, water use would occur with the proposed restrooms and drinking fountains proposed within the portion of the Project site located in the City of Claremont. Based on a review by the water purveyor, GSWC, the uses proposed on the site that were within the City of Claremont could be adequately accommodated by the existing water line on Foothill Boulevard. Therefore, the Approved Project would result in a less than significant impact from the expansion of water facilities to serve the proposed uses.

Upland Sewer

The Approved Project included uses within the City of Upland that would involve wastewater discharges. These uses included restroom facilities located near the proposed parking lot, team rooms, coach's offices, locker rooms, janitor's closet, and drinking fountains. Because the existing sewer line in Arrow Route was designed to accommodate the athletic uses of the Project site, no expansion of the existing offsite sewer facilities was determined to be required. The Approved Project included an extension of the existing sewer line onto the Project site to serve the proposed uses. Similar to water facilities, the Final EIR identified that a development fee subject to the Upland Municipal Code would provide the connection to the existing sewer line and the maintenance of the sewer facilities. Because there was not a need to expand the sewer facilities within Upland to serve the Approved Project, the Final EIR identified that the Approved Project would result in no environmental impacts associated with construction of expanded sewer lines.

Claremont Sewer

The proposed uses under the Approved Project that would result in wastewater discharges include restrooms and water faucets. The Final EIR identified that the demand from these uses is not expected to be substantial; however, sewer flow data at manhole locations selected by the City of Claremont would be required. If the sewer flow data indicated that there was a need to upgrade the sewer facilities, the construction activities associated with the upgrades would result in temporary lane closures along Claremont Boulevard to remove the existing sewer main and

install a new sewer main. The construction activities would include excavation, trenching, removal of the existing sewer main, backfilling the trench, and paving. The Final EIR identified that the sewer upgrade could occur simultaneously with the improvements along Claremont Boulevard. The proposed construction activities associated with the sewer upgrade were determined to result in less than significant environmental impacts.

Stormwater Drainage Facilities

The Final EIR determined that implementation of the Approved Project would result in less than significant impacts as the Project site was found to be outside of the 0.2 percent annual chance (i.e., 100-year) floodplain, and no expansion or improvement to the Upland or Claremont storm drain systems would be required based on the Approved Project design. The retention basin proposed within the southwest portion of the site and football field area was proposed to hold approximately 125,000 cubic yards of stormwater, which would be sufficient in retaining the 100-year, 24-hour flood. All stormwater was designed to percolate into the soil and eventually into the groundwater system. Because all stormwater that would be conveyed onto the site from the north or stormwater originating from the site would be retained onsite and not conveyed offsite, the Approved Project would not require expanded drainage facilities in either the City of Upland or City of Claremont.

Electric Power, Natural Gas, or Telecommunications Facilities

The Final EIR stated that the proposed uses under the Approved Project that would demand electricity and/or natural gas included indoor and outdoor lighting, office equipment, building cooling and heating, and water heating. The estimated demand of the Approved Project was approximately 33.2 million kilowatt hours per year (kwh/yr) of electricity and approximately 51.5 thousand British Thermal Units per year (BTU/yr). The Final EIR did not discuss telecommunication facilities. In addition, the Final EIR did not address whether the installation of electric power, natural gas or telecommunication facilities would result in impacts to the environment.

Cumulative

The Final EIR stated that as future cumulative projects are implemented, there may need to be expansion of water, wastewater and stormwater drainage facilities to ensure adequate services are provided. Future development in the Project vicinity and throughout the region would be subject to development impact fees, connection fees, and service fees in accordance with applicable ordinances to maintain and incrementally expand infrastructure to meet existing and growing demand. The Final EIR stated that there is adequate water, wastewater, and drainage facilities in the vicinity of the Project site, and potential impacts from the provision of these utilities during construction would be less than significant. As a result, the Approved Project's contribution to potential cumulative construction impacts on the environment during the provision of water, wastewater, and drainage facilities would be less than cumulatively considerable.

In addition to not addressing the Approved Project's impact on the environment from the installation of electrical, natural gas and telecommunication facilities, the Final EIR did not address the Approved Project's contribution to cumulative impacts on the environmental from the installation of these facilities.

Proposed Revised Project Evaluation

Revised Project-Specific

Water Facilities

Similar to the Approved Project, the Revised Project would require water to irrigate the athletic fields in the City of Upland. Water would also be needed to irrigate landscaping in the proposed parking lots and other on-site landscaping as well as the off-site landscaping in the parkways along Monte Vista Avenue and portions of Foothill Boulevard and Arrow Route in the City of Upland. In addition, water use would occur with the proposed restroom facilities, team rooms, coaches' offices, locker rooms, and drinking fountains. Within the City of Claremont, water would be needed to irrigate the athletic fields, landscaping in the proposed parking lots and other on-site landscaping as well as the off-site landscaping in the parkway of Claremont Boulevard and portions of Arrow Route and Foothill Boulevard. In addition, water use would occur with the proposed restrooms and drinking fountains. As with the Approved Project, the existing water line along Arrow Route was designed to accommodate the athletic uses of the Project site. Therefore, no expansion of the existing offsite water facilities within the City of Upland would be required. In addition, as with the Approved Project, the Revised Project is subject to a development fee in accordance with the Upland Municipal Code that would provide the connection to the existing water lines along Arrow Route, Monte Vista Avenue and Foothill Boulevard and the maintenance of the water facilities. Within the City of Claremont, the Revised Project includes a proposed water line that would connect to the existing GSWC line along Claremont Boulevard. As with the Approved Project, the Revised Project is also subject to a development fee in accordance with the Claremont Municipal Code that would provide the connection to the existing water lines along Claremont Boulevard and portions of Foothill Boulevard and Arrow Route. Because the Revised Project is similar to the Approved Project, the existing GSWC water lines would be adequate to serve the proposed uses.

Construction activities associated with extensions of the City of Upland and GSWC water lines onto the site would include excavation, trenching, backfilling the trench, and potentially paving. When considering impacts resulting from the installation of any required water lines, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new water lines would be limited to on-site water distribution and minor off-site work associated with connections to the existing system. Therefore, the Revised Project would not require or result in the relocation or construction of new or expanded water lines, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Wastewater Facilities

Similar to the Approved Project, the Revised Project would include uses that would involve wastewater discharges. The Revised Project uses that would involve wastewater discharges in the City of Upland include restroom facilities, team rooms, coaches' offices, locker rooms, and drinking fountains. Within the City of Claremont, wastewater from restrooms and drinking fountains would be generated. As with the Approved Project, the existing sewer line along Arrow Route was designed to accommodate the athletic uses of the Project site. Therefore, no expansion of the existing offsite sewer facilities within the City of Upland would be required. In addition, as

with the Approved Project, the Revised Project is subject to a development fee in accordance with the Upland Municipal Code that would provide the connection to the existing sewer line along Arrow Route and the maintenance of the sewer facilities. As with the Approved Project, the Revised Project is not expected to be substantial; however, sewer flow data at manhole locations selected by the City of Claremont would be required. If the sewer flow data indicated that there was a need to upgrade the sewer facilities, the construction activities associated with the upgrades would result in temporary lane closures along Claremont Boulevard to remove the existing sewer main and install a new sewer main. The construction activities would include excavation, trenching, removal of the existing sewer main, backfilling the trench, and paving. These construction activities associated with the provision of sewer facilities within both the City of Upland and City of Claremont are expected to be limited. Therefore, the Revised Project would not require or result in the relocation or construction of new or expanded sewer lines, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Stormwater Drainage Facilities

Similar to the Approved Project, the Revised Project includes uses that would be located outside the 0.2 percent annual chance floodplain (i.e., 100-year floodplain). The Revised Project includes stormwater facilities associated with Phase 1 development and additional facilities associated with Phase 2 development. Phase 1 development would include the construction of a sediment pond immediately north of the Phase 1 development area. The sediment pond will capture storm flows in the northern portion of the Project site prior to development of Phase 2. The stormwater facilities under Phase 1 and Phase 2 would convey stormwater received on the site from north of the Project site as well as convey stormwater originating on the site to drainage pipes, sediment pond (under Phase 1 only), dry ponds, bioswales and eventually to the proposed underground retention basin that is designed to be located under the football/track/lacrosse field. Stormwater from the retention basin is proposed to be conveyed by gravity to the proposed dry wells located near the football/track/lacrosse field. Once stormwater is conveyed to the drywells, the stormwater is directed to the native soils and eventually infiltrates to the groundwater system. The proposed stormwater system would retain all stormwater from the Project site during a 100-year storm event, and no stormwater would be conveyed offsite. Therefore, as with the Approved Project, the Revised Project would not require the relocation or construction of new or expanded drainage facilities in either city, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Electric Power Facilities

Similar to the Approved Project, the Revised Project would demand electricity associated with indoor and outdoor lighting, office equipment, building cooling and heating, and water heating. Electrical lines are proposed to be extended onto the site from TCCS's existing electrical lines on the CMC Campus across Claremont Boulevard. Construction activities associated with extensions of the line onto the site would include excavation, trenching, backfilling the trench, and potentially paving. It is anticipated that the electrical lines would be included within the arcade extending from the CMC campus west of Claremont Boulevard and would be constructed concurrently with the arcade. When considering impacts resulting from the installation of any required electrical infrastructure, all impacts are of a relatively short duration and would cease to

occur when installation is complete. Installation of new electrical infrastructure would be limited to on-site electrical distribution and minor off-site work associated with connections to the existing system. Because TCCS already delivers services to its member institutions, including CMC, it is anticipated that TCCS existing electrical facilities would be sufficient to support the Revised Project's needs for electrical services. As such, no upgrades to off-site electrical facilities are anticipated. Therefore, the Revised Project would not require or result in the relocation or construction of new or expanded electrical facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Natural Gas Facilities

The Revised Project may require the installation of underground natural gas utility infrastructure and connect to existing Southern California Gas company (SCGC) natural gas lines. Construction impacts associated with the installation of new natural gas infrastructure would primarily involve trenching to place the lines below ground surface. When considering impacts resulting from the installation of any required natural gas infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new natural gas infrastructure would be limited to on-site natural gas distribution and minor off-site work associated with connections to the existing system. Because SCGC already delivers their services to a large number of homes and businesses in the vicinity of the Project site, it is anticipated that existing natural gas facilities would be sufficient to support the Revised Project's needs for natural gas services. As such, no upgrades to off-site natural gas facilities are anticipated. Therefore, the Revised Project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Telecommunications Facilities

The Project site is located in an urbanized area of Claremont and Upland that is served by existing telecommunication services. The Revised Project would require the installation of new underground telecommunication lines (for internet, telephone, and other services) to serve the Sports Bowl. Construction impacts associated with the installation of new telecommunication infrastructure would primarily involve trenching to place the lines below ground surface. It is anticipated that the telecommunication lines would be included within the arcade extending from the CMC campus west of Claremont Boulevard and would be constructed concurrently with the arcade. When considering impacts resulting from the installation of any required telecommunication, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunication infrastructure would be limited to on-site telecommunication distribution and minor off-site work associated with connections to the existing system. As TCCS already delivers services to its member institutions CMC, it is anticipated that TCCS's existing telecommunications facilities would be sufficient to support the Revised Project's needs for telecommunication services. As such, no upgrades to off-site telecommunications facilities are anticipated. Therefore, the Revised Project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Cumulative

Implementation of cumulative projects would increase development within the cities of Claremont and Upland, which would increase the demand for water, wastewater, drainage, electricity, natural gas, and telecommunication utilities that may result in installation impacts to the environment. Future development in the Project vicinity and throughout the region would be subject to development impact fees, connection fees, and service fees in accordance with applicable ordinances to maintain and incrementally expand infrastructure to meet existing and growing demand. Because the Revised Project would result in less than significant effects on the environment during the installation of utilities, the Revised Project's contribution to potential cumulative construction impacts on the environment would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

There are no substantial changes in circumstances, and as with the Approved Project, the Revised Project would not require or result in the relocation or construction of new or expanded water, wastewater, drainage, electrical, natural gas, and telecommunication facilities, the construction or relocation of which could cause significant environmental effects, and potential impacts would be less than significant. Therefore, the Revised Project would not result in any new significant impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Water Supplies

Impact 3.19-2: The Approved Project and the Revised Project would result in less than significant and less than cumulatively considerable impacts related to sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR determined that implementation of the Approved Project would generate a water demand from landscaping and turf fields, restrooms, team rooms, coach's offices, locker rooms, janitor's closet, and drinking fountains of approximately 138 acre-feet per year (AFY) that included approximately 5 AFY for non-landscaping uses and approximately 133 AFY for landscaping. Based on a review of the City of Upland Urban Water Management Plan (UWMP) and the Golden State Water Company Urban Water Management Plan for Claremont, there was adequate water supply to accommodate the estimated water demand of the Approved Project. Therefore, the Final EIR concluded that the implementation of the Approved Project would result in a less than significant impact on existing water supplies.

Cumulative

The Final EIR determined that water supply for cumulative development would be adequate based on a review of the City of Upland UWMP and the GSWC UWMP for Claremont. Because the water demand from the Approved Project could be accommodated by existing water supplies, the Approved Project's impact on available water supplies would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project includes a water demand for the proposed landscaping and turf fields and support facilities (i.e., restrooms, showers, faucets, and drinking fountains within team rooms, coaches' offices, and locker rooms, as well as outdoor drinking fountains). The landscape irrigation demand would be for natural turf (approximately 62 AFY), riparian areas (approximately 7 AFY), and low water use areas (approximately 58 AFY) for a total of 127 AFY. The water demand from the support facilities is anticipated to be approximately 5 AFY which is similar to the water demand associated with the support facilities of the Approved Project. The highest water use areas include the athletic facilities that have turf landscape. Since the Revised Project includes fewer turf fields, it would result in less water use compared to the Approved Project. As a result, the Revised Project is estimated to generate a water demand of approximately 132 AFY which is less than the Approved Project's estimated water demand of approximately 138 AFY. The implementation of the Revised Project could be accommodated by the existing water supplies provided by City of Upland and GSWC, and impacts would be less than significant.

Cumulative

Implementation of cumulative projects would increase development within the cities of Claremont and Upland, which would increase the demand for water supply. Based on a review of the City of Upland UWMP and the GSWC UWMP for Claremont, water supplies would be adequate to accommodate projected water demand that takes into account anticipated growth within each service area. If water service providers experience a shortage of supply during a drought, State, County, and local water conservation requirements and water efficiency measures would be implemented. All cumulative projects would be subject to local, State, and federal permit requirements and would be required to comply with local ordinances and General Plan policies, as well as other regulations that address water supply. As a result, cumulative impacts related to water supply would be less than significant. Because the Revised Project could be accommodated by the existing water supplies provided by City of Upland and GSWC, impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

There are no substantial changes in circumstances, and as with the Approved Project, the Revised Project could be accommodated by the existing water supplies provided by City of Upland and

GSWC. Therefore, the Revised Project would not result in any new significant impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Wastewater Treatment

Impact 3.19-3: The Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts on adequate wastewater treatment capacity to serve the Project's projected demand in addition to the wastewater treatment provider's existing commitments.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that wastewater generated within the City of Upland portion of the site would be conveyed to the Inland Empire Utility Agency's Reclamation Plant No. 5 (RP-5) and Carbon Canyon Water Recycling Facility (CCWRF) with biosolids treated at Regional Plant 2. Wastewater generated in the City of Claremont portion of the site would be conveyed to the Los Angeles County Sanitation Districts' Pomona Water Reclamation Plant (WRP). The treatment capacity at RP-5 and CCWRF is approximately 27.7 million gallons per day (mgd). IEUA is currently expanding the treatment capacity of RP-5 to 21 mgd and eventually to 60 mgd. The treatment capacity at Pomona WRP is 15 mgd. Wastewater from the portion of the Approved Project that is within the IEUA service would be generated from the proposed restrooms, team rooms, coach's offices, locker rooms, janitor's closet, and drinking fountains while the portion of the Approved Project within the LACSD's service area would be generated from the proposed restrooms and drinking fountains. The estimated wastewater generated by the Approved Project would be approximately 5,500 gpd within Upland and approximately 700 gpd within Claremont. The Final EIR identified that the total estimated generation of wastewater (approximately 6,200 gpd) was not substantial and would not require expansion of the existing treatment facilities serving the Project site, and therefore, less than significant impacts would occur related to wastewater treatment capacity.

Cumulative

The Final EIR determined that wastewater treatment capacities to serve cumulative development would be adequate based on a review of the treatment capacities of IEUA's RP-5 and CCWRF as well as LACSD's Pomona WRP. As future development occurs within the IEUA and LACSD's service areas, the future development would be subject to development impact fees, connection fees, and service fees in accordance with applicable ordinances and incrementally expand wastewater treatment facilities to meet existing and growing demand. Because the water demand from the Approved Project could be accommodated by existing treatment capacities, the Approved Project's impact on wastewater treatment facilities would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project includes the generation of wastewater from the proposed support facilities (i.e., restrooms, showers, faucets, and drinking fountains within team rooms, coaches' offices, and locker rooms). The wastewater generation from the support facilities is anticipated to be approximately 6,200 gpd which is similar to the generation of wastewater associated with the support facilities of the Approved Project. Wastewater would be conveyed to the IEUA or LACSD treatment facilities depending on the location of the onsite uses generating the wastewater. The treatment capacity at RP-5 and CCWRF is currently approximately 27.7 million gallons per day (mgd) (IEUA, 2024a and 2024b). IEUA is currently expanding the treatment capacity of RP-5 to 21 mgd and eventually to 60 mgd (IEUA, 2024a). The treatment capacity at Pomona WRP is currently 15 mgd. As with the Approved Project, the Revised Project's anticipated generation of wastewater is not substantial and would not require expansion of the existing treatment facilities serving the Project site, and therefore, less than significant impacts would occur related to wastewater treatment capacity.

Cumulative

Implementation of cumulative projects would increase development within the cities of Claremont and Upland, which would increase the generation of wastewater that is conveyed to either IEUA or LACSD wastewater treatment facilities. Based on a review of the current capacities of the treatment facilities as well as the anticipated expansion of the IEUA RP-5 facility, the treatment capacities would be adequate to accommodate projected wastewater to be generated from future growth within each agency's service area. As future development occurs within the IEUA and LACSD's service areas, the future development would be subject to development impact fees, connection fees, and service fees in accordance with applicable ordinances and incrementally expand wastewater treatment facilities to meet existing and growing demand. As a result, cumulative impacts related to wastewater treatment would be less than significant. Because the Revised Project could be accommodated by the existing treatment capacities provided by IEUA and LACSD, impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

There are no substantial changes in circumstances, and as with the Approved Project, the Revised Project could be accommodated by the existing wastewater treatment facilities that serve the cities of Upland and Claremont). These facilities include IEUA's RP-5 and CCWRF as well as LACSD's Pomona WRP. Therefore, the Revised Project would not result in any new significant impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Solid Waste

Impact 3.19-4: The Approved Project and the Revised Project would result in less than significant and less than cumulatively considerable impacts related to generating solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impairing the attainment of solid waste reduction goals.

Summary of Final EIR Evaluation

Approved Project-Specific

The Final EIR identified that solid waste disposal services for the Approved Project would be provided by the City of Claremont because they provide service to The Claremont Colleges. The Approved Project would generate solid waste from the future athletic fields that would be generated from students, staff, coaches, and spectators. The Final EIR identified that the solid waste would primarily consist of drinks and snacks. The Approved Project did not include a snack bar or concessions stands; however, there may be vending machines at various locations throughout the site. Therefore, the majority of the food and drink consumed during athletic events would be brought from off-site. Other waste includes green waste from on-field and landscape maintenance. The Final EIR also identified the construction activities associated with the Approved Project would result in construction debris that would need to be hauled offsite. At the time of preparing the Final EIR, CALGreen standards required a minimum of 50 percent recycling of construction and demolition debris and solid waste.

The Final EIR identified numerous landfills that served the residents, businesses and construction contractors within the City of Claremont as well as the City of Upland. The primary landfill serving the disposal needs for the City of Claremont as well as the City of Upland was Mid-Valley Landfill in the City of Rialto that had a remaining capacity to accept waste through the year 2045. Additional landfills serving both the City of Claremont and Upland had remaining capacities to accept waste through the years 2031 to 2052. Based on available capacities, the Final EIR determined that adequate capacity remained to serve the solid waste needs of the Approved Project. Therefore, the Approved Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant.

Cumulative

The Final EIR determined cumulative development would increase the generation of solid waste; however, compliance with existing diversion regulations would be required to reduce the amount of waste that would be directed to landfills. Based on a review of remaining capacities of landfills serving the Project area, the existing landfills are adequate to serve cumulative development. Therefore, it is anticipated that cumulative development would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant. Because the solid waste anticipated to be generated by the Approved Project would be within the remaining capacities of existing landfills serving the site, the Approved Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would generate solid waste from the proposed athletic fields that would be generated from students, staff, coaches, and spectators. Other waste includes green waste from on-field and landscape maintenance. In addition, construction activities associated with the Revised Project would result in construction debris that would need to be hauled offsite. Currently, CALGreen standards required a minimum of 75 percent recycling of construction and demolition debris and solid waste. Because the City of Claremont provides waste services to Claremont McKenna College, the City would provide service to the Revised Project. As identified for the Approved Project, the primary landfill serving the disposal needs for the City of Claremont is Mid-Valley Landfill in the City of Rialto that currently has a remaining capacity to accept waste through the year 2045 (CalRecycle, 2024). The primary landfills serving the City of Upland include the Badlands Sanitary Landfill and El Sobrante Landfill that have capacities to accept waste through the years 2059 and 2051, respectively (CalRecycle, 2024). Based on available capacities of existing landfills, adequate capacity is available to serve the solid waste needs of the Revised Project. Therefore, similar to the findings for the Approved Project in the Final EIR, the proposed Revised Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant.

Cumulative

Implementation of cumulative projects would increase the amount of solid waste generated in the region and delivered to landfills; however, compliance with existing diversion regulations would be required to reduce the amount of waste that would be directed to landfills. Based on remaining capacities of landfills serving the Project area, adequate capacity is available. Therefore, it is anticipated that cumulative development would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant. Because the solid waste anticipated to be generated by the Revised Project, similar to the Approved Project, would be within the remaining capacities of existing landfills serving the site, the Revised Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

There are no substantial changes in circumstances, and as with the Approved Project, the Revised Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant. Therefore, the Revised Project would not result in any new significant impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have

been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Solid Waste Regulations

Impact 3.19-5: The Approved Project and Revised Project would result in no impacts and would not contribute to cumulative impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) identified that the Approved Project would have no impact on compliance with federal, state, and local solid waste management reduction statutes and regulations. The Final EIR identified that construction and operational activities associated with the Approved Project would be subject to the provisions of the California Building Code and the CALGreen regulations that mandate recycling and/or salvage for reuse of the non-hazardous construction and demolition debris.

Cumulative

The Final EIR and Initial Study did not address cumulative impacts associated with solid waste regulations because the Approved Project would comply with the solid waste regulations during construction and operational activities.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project would be required to comply with the applicable provisions of the CBC and CALGreen standards. Additionally, the California Integrated Waste Management Act of 1989 (AB 939) primarily guides solid waste management in the state and emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): 1) source reduction; 2) recycling and composting; and 3) environmentally safe transformation and land disposal. In addition to AB 939, SB 1374 requires that the Revised Project implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. The Revised Project would comply with the applicable regulations associated with solid waste, including AB 939 and SB 1374. Therefore, similar to the findings for the Approved Project, the Revised Project would result in no impacts related to solid waste regulations.

Cumulative

Cumulative development is required to comply with the applicable provisions of the CBC and CALGreen standards for solid waste reduction. Therefore, cumulative development would result in no impact related to solid waste regulations. Because the Revised Project would comply with the applicable regulations associated with solid waste, the Revised Project would not contribute to any cumulative impacts related to solid waste regulations.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

There are no substantial changes in circumstances, and as with the Approved Project, the Revised Project would result in no impacts related to solid waste regulations. Therefore, the Revised Project would not result in any new significant impacts or substantially more severe environmental impacts than were identified for the Approved Project in the Final EIR. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

3.19.6 References

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3.20 Wildfire

3.20.1 Introduction

This section addresses wildfires and the Revised Project's potential impacts with respect to wildfires. The Final EIR did not include a section dedicated to the issue of wildfires because this issue was first included as a category in the CEQA Guidelines Appendix G thresholds subsequent to the certification of the Final EIR. However, the issue of wildland fire was addressed in the Final EIR. This section includes a brief summary of the environmental setting that was provided for wildland fires in the Final EIR, and the identification of any applicable changes to the wildfire setting that may have occurred since the certification of the Final EIR. Although the Final EIR did not provide a summary of the regulatory setting, the relevant regulatory setting is provided below. This section also sets forth the thresholds of significance, reviews the Final EIR's discussion of issues related to the Approved Project and wildfire and includes an evaluation of the wildfire impacts associated with the Revised Project. Finally, this section provides a conclusion of whether (1) the Revised Project includes substantial changes that would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to wildfires; (2) substantial changes in the circumstances under which the Revised Project is undertaken would require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact related to wildfires; or (3) new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3) exist related to wildfires.

3.20.2 Environmental Setting

The Project site is generally located within an urban area. Land uses surrounding the Project site include Claremont McKenna College and Pitzer College to the west. These college uses include the Robert Day Science Center construction area, golf practice area, softball field, student housing and the football/track/lacrosse field south of 9th Street and surface parking, administration office, and dorms north of 9th Street. Immediately south of Foothill Boulevard and west of Claremont Boulevard is the Pitzer College arboretum. To the northwest is a commercial center and a multiple-family residential community further to the northwest. Immediately to the north is an additional commercial center as well as open space that includes disturbed vegetation. Northeast of the Project site is an office complex, open space, San Antonio Creek Channel and further to the northwest is Cable Airport. East of the Project site includes commercial and office uses, a residential condominium complex that was constructed after certification of the Final EIR, and a water recharge basin located immediately east of Monte Vista Avenue. Southeast of the Project site is a multiple family residential complex. South of the Project site is a commercial center and College Park Condominium Complex. Southeast of the Project site was previously the Children's School at Claremont McKenna College; however, this use was discontinued after the certification of the Final EIR (i.e., 2020). Currently, the buildings house some limited campus administrative uses.

There are two designations for fire hazard severity zones (FHSZs): first is State Responsibility Area (SRA) where a state agency is responsible for fire protection and the second is a Local Responsibility Area (LRA) where the local agency (or agencies) are responsible. The Project site is not located within a SRA designated as a FHSZ. The nearest location of a SRA designated Very High Fire Hazard Severity Zone (VHFHSZ) is located approximately 3 miles to the north and 2.3 miles to the northwest within the foothills of the San Gabriel Mountains (CalFire, 2024). CalFire recommended areas within Local Responsibility Areas (LRAs) to be designated as VHFHSZ. These recommendations were provided between 2007 and 2011 and included the Project site, undeveloped land north of the site that includes sand and gravel activities, and recharge areas located east of the site. Current developed areas west of Claremont Boulevard (Claremont McKenna College and Pitzer College) and south of Arrow Route were also identified as VHFHSZs (CalFire, 2011). The areas south of Arrow Route and south of the VHFHSZ were undeveloped in 2007 (CalFire, 2008).

The agencies who provide fire protection within the LRAs designated within the City of Upland and City of Claremont are the San Bernardino County Fire Department (SBCFD) for the City of Upland and the Los Angeles County Fire Department (LACFD) for the City of Claremont. As discussed in Section 3.15 of this Addendum to the Final EIR, the nearest SBCFD station is located approximately two miles northeast of the Project site while the nearest LACFD station is located approximately two miles west of the Project site.

Emergency access to the site is currently provided by Arrow Route immediately east of Claremont Boulevard. There is an additional driveway onto the site along Claremont Boulevard approximately 650 feet north of Arrow Route. Arrow Route and Claremont Boulevard are four-lane roadways. The City of Claremont has an adopted Local Hazard Mitigation Plan that is intended to help reduce or eliminate losses of life and property in the event of an emergency or disaster such as a wildfire (City of Claremont, 2022). The City of Upland does not have an adopted Local Hazard Mitigation Plan (Federal Emergency Management Agency, 2024). However, the San Bernardino Fire Department serves the City of Upland and provides assistance during emergencies and disasters. The City of Claremont and the San Bernardino County Fire Department for the City of Upland have established emergency preparedness procedures, and the plans are designed as part of the California Standardized Emergency Management System.

3.20.3 Regulatory Setting

Federal

The Project site is located within a Local Responsibility Area (LRA) for purposes of fire protection (i.e., an area where the local government is responsible for wildfire protection), and therefore, the federal wildfire regulations do not apply to the Project site or in the immediate area. National Incident Management System (NIMS) provides a shared vocabulary, systems, and processes to prevent, protect against, mitigate, respond to and recover from disaster, and would be relevant should a wildfire event become extraordinary and require federal support. NIMS streamlines response to emergencies involving multiple jurisdictions or multiple agencies and is complementary to the state Standardize Emergency Management System (SEMS).

State

California Governor's Office of Emergency Services

The Governor's Office of Emergency Services (OES) oversees and coordinates emergency response preparedness of other state agencies and produces the State of California State Hazard Mitigation Plan. The 2023 State Hazard Mitigation Plan represents the state's primary hazard mitigation guidance document that includes discussions on wildfire and structural fire hazards and provides mitigations for effective wildfire suppression planning. The Hazard Mitigation Plan also includes goals and objectives related to reducing risks associated with wildfire. The OES also regulates the SEMS (discussed above) which creates the statewide framework within which the State, counties, and local governments coordinate responses during emergency events.

California Department of Forestry and Fire Protection

CalFire is the California Department of Forestry and Fire Protection. It is dedicated to the fire protection and stewardship of over 31 million acres of the state's wildlands. Sections 51175 – 51189 of the California Government Code define CalFire's responsibility for identifying FHSZ throughout California. The FHSZs on CalFire maps are based on fuel loading, slope, fire history, weather, and other factors as directed by California Public Resources Code, Sections 4201 – 4204, and California Government Code, Sections 51175 – 51189. FHSZs are ranked from Moderate to Very High and are designated within a Federal Responsibility Area, State Responsibility Area (SRA), or LRA, which indicate the jurisdiction as belonging to a federal agency, CalFire, or local agency, respectively. The agency that performs firefighting activities can be different from the responsible agency if there is a contract agreement in place. Local agencies have the responsibility to designate, by ordinance, VHFHSZ within their jurisdictions, per sections 51178.5 and 51179 of the Government Code. The Project site is located within a VHFHSZ within an LRA.

California Building Code

The CBC contains three chapters that address fire safety.

Chapter 7, Fire and Smoke Protection Features

Chapter 7 regulates materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings. Chapter 7 applies to all permitted structures.

Chapter 7A, Materials and Construction Methods for Exterior Wildfire Exposure

Chapter 7A establishes minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone (FHSZ) to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. Chapter 7A applies to all new buildings located within a FHSZ and wherever local regulation may require. The Approved Project and Revised Project are subject to Chapter 7A requirements and project structures will, therefore, meet all ignition-resistant construction standards of the chapter.

Chapter 9, Fire Protection Systems

Chapter 9 is known as the California Fire Code (CFC), which incorporates by adoption the International Fire Code with California amendments. The CFC specifies when fire protection systems are required, and specifies the design, installation, and operation of those systems. It addresses requirements for buildings, facilities, storage, and processes, and addresses safe storage, and use of hazardous materials, as well. Fire sprinkler requirements, fire flow standards, and emergency access roads standards are components of the CFC. Chapter 9 requirements are applicable throughout the state.

Local

City of Upland Municipal Code

Chapter 8.28.010 of the City of Upland Municipal Code states that the Fire Code of the San Bernardino County Fire Department (SBCFD) applies to the City of Upland (City of Upland, 2024).

San Bernardino County Code of Ordinances

Section 82.13.040 requires projects located within the Fire Safety Overlay to submit a fuel modification plan. The fuel modification plan addresses natural ungraded slopes, fuel loading, access, availability of water, maintenance, soil erosion and sediment control measures, and a list of landscape plant species (County of San Bernardino, 2024). The fuel modification plans identify specific zones within a property that are subject to fuel modification. The plans are required for development projects within areas designated as a FHSZ. A fuel modification zone is an area of land where combustible native or ornamental vegetation has been modified and/or replaced with drought-tolerant, low-fuel-volume plants. A minimum of 100 feet of defensible space around all sides of a structure is required.

City of Claremont Municipal Code

Section 15.20.010 of the City of Claremont Municipal Code states that the City of Claremont adopts the Los Angeles County Fire Code (City of Claremont, 2024).

County of Los Angeles

Section 4908.1 of the Los Angeles County Code of Ordinances requires a fuel modification plan to be submitted by projects that are located within fire hazard severity zones within State Responsible Areas or VHFHSZ within the Local Responsible Areas (County of Los Angeles, 2024). The fuel modification requirements for proposed structures include a setback zone of 30 feet from structures, an irrigated zone up to 100 feet from structures, and a native brush thinning zone up to 200 feet from proposed structures or to the property line. (County of Los Angeles Fire Department, 2024).

3.20.4 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project could have a significant impact related to wildfire if it is:

- Located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would substantially impair an adopted emergency response plan or emergency evacuation plan (see Impact 3.20-1, below).
- Located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would exacerbate wildfire risks due to slope, prevailing winds, and other factors, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (see Impact 3.20-2, below).
- Located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment (see Impact 3.20-3, below).
- Located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (see Impact 3.20-4, below).

3.20.5 Impact Analysis

Emergency Response or Evacuation Plans

Impact 3.20-1: The Approved Project and Revised Project is in an area classified as a very high fire hazard severity zone; however, the Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts on substantially impairing an adopted emergency response or evacuation plan.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) did not include a section dedicated to the issue of wildfires because at the time the Final EIR was prepared this issue was not included as an issue to be addressed within the CEQA Guidelines Appendix G. However, the Initial Study/Notice of Preparation identified that the Project area is urbanized, and the Project site is designated as a VHFHSZ. In addition, the Initial Study/Notice of Preparation identified that the Approved Project included five access points (Arrow Route in Upland, Foothill Boulevard and three access points along Claremont Boulevard in Claremont). All access points would be designed to accommodate emergency response vehicles. The Initial Study/Notice of Preparation concluded that the Approved Project would not be expected to negatively impact the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Therefore, the Approved Project impacts on adopted emergency plans and evacuation plans related to wildfires would be less than significant.

Cumulative

The Final EIR stated that cumulative impacts related to wildfires could include future development projects located within a VHFHSZ as mapped by the CalFire. These future development projects would be required to meet local fire codes and therefore, implementation of these future cumulative projects are expected to result in less than significant impacts related to emergency plans and evacuation plans. Because the Approved Project would include access points that would be designed to accommodate emergency response vehicles, convert the Project site to irrigated and maintained athletic facilities that would reduce the risk of wildfire on the Project site, and be located on a site that is surrounded by existing roadways, the Approved Project's impact on emergency plans and evacuation plans related to wildfires would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project is located on the same site as the Approved Project and is within an urban setting. The Project site is outside a State Responsibility Area (CalFire, 2024). However, the Project site is designated as a VHFHSZ within a LRA (CalFire 2024). The Revised Project includes a primary access onto the Project site from Claremont Boulevard at the intersection with Ninth Street and includes secondary accesses from Claremont Boulevard (south of Ninth Street), Foothill Boulevard and Monte Vista Avenue. The accesses are proposed to be designed to accommodate emergency vehicles. In addition, the Revised Project includes pathways that surround the proposed athletic fields. These pathways are planned to provide adequate access for fire personnel and emergency vehicles. The Revised Project also includes the placement of fire hydrants at 300 feet apart from each of the proposed support structures within Phase 1 development area. Because the Revised Project does not include support structures in Phase 2 development area, fire hydrants are proposed at 600 feet along the perimeter of the Phase 2 development area. In addition to providing adequate access and fire flow, the Revised Project includes the conversion of the existing undeveloped Project site to irrigated and maintained athletic facilities. This conversion would also reduce the risk of wildfire on the Project site and the spreading of wildfires to adjacent properties. Therefore, the Revised Project would not substantially impair an adopted emergency response or evacuation plan and thus, the Revised Project impacts on emergency plans and evacuation plans related to wildfires would be less than significant.

Cumulative

Development of cumulative projects could increase the risk of impairing an adopted emergency response plan or emergency evacuation plan. However, future projects would be required to meet local fire codes and therefore, implementation of these future cumulative projects are expected to result in less than significant impacts related to substantial impairment of emergency plans and evacuation plans. The Revised Project, as with the Approved Project, would convert the Project site to irrigated and maintained athletic facilities. This conversion would reduce the risk of wildfire on the Project site. In addition, because the Project site is surrounded by existing roadways, the Approved Project's impact would be less than cumulatively considerable with respect to a substantial impairment of emergency plans and evacuation plans.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project's impact with respect to substantial impairment of emergency plans and evacuation plans related to wildfires would be less than cumulatively considerable. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Exacerbate Wildfire Risks

Impact 3.20-2: The Approved Project and Revised Project site is in an area classified as a very high fire hazard severity zone; however, the Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to exacerbating wildfire risks and exposing Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) did not include a section dedicated to the issue of wildfires because this issue was not included as an issue to be addressed within the CEQA Guidelines Appendix G at the time the Final EIR was prepared. However, the Initial Study/Notice of Preparation identified that the Project area is urbanized and the Project site is designated as a VHFHSZ. The specific issue of the Approved Project exacerbating wildfire risk was not addressed. However, the Final EIR stated that the Approved Project would be required to comply with the California Building Codes that are designed to reduce impacts to structures within fire hazard zones. In addition, the Approved Project includes the conversion of the existing undeveloped Project site to irrigated and maintained athletic facilities. This conversion would also reduce the risk of wildfire on the Project site and the spreading of wildfires to adjacent properties. Furthermore, the athletic activities would cease if wildfire occurs in the Project vicinity due to safety concerns. The participants and spectators would leave the Project site and not be exposed to pollutant concentrations. The athletic activities would not resume until Claremont McKenna College determines that the air quality improves to a healthy level based on review of the air quality index for the Project area. Therefore, the Approved Project would result in a less than significant impact related to exacerbating wildfire risks.

Cumulative

Cumulative impacts related to wildfires could include future development projects located within a VHFHSZ as mapped by the California Department of Forestry and Fire Protection. However, these future development projects would be required to meet local fire codes and subject to the California Building Codes that are designed to reduce impacts within wildfire hazard zones. Therefore, implementation of these future cumulative projects is expected to result in less than significant cumulative impacts related to exacerbating wildfire risk. The Approved Project would also be required to meet fire codes and comply with the California Building Codes. In addition, the Approved Project includes the conversion of the existing undeveloped Project site to irrigated and maintained athletic facilities. This conversion would also reduce the risk of wildfire on the Project site and the spreading of wildfires to adjacent properties. Therefore, the Approved Project's impact related to exacerbating wildfire risks would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project is located on the same site as the Approved Project which is located within an urban setting and is designated as a VHFHSZ (CalFire 2024). As discussed previously, urban land uses primarily surround the Project site. Like the Approved Project, the Revised Project includes the conversion of the existing undeveloped Project site to irrigated and maintained athletic facilities. This conversion would reduce the risk of wildfire on the Project site and the spreading of wildfires to adjacent properties. The Revised Project also includes the placement of fire hydrants to provide adequate fire flow at 300 feet apart from each of the proposed support structures within the Phase 1 development area. Because the Revised Project does not include support structures in Phase 2 development area, fire hydrants are proposed at 600 feet along the perimeter of the Phase 2 development area. The proposed support structures will be required to comply with the California Building Codes to reduce fire impacts to structures within a fire hazard zone. Both the City of Upland and City of Claremont require the preparation and implementation of a fuel modification plan to ensure that wildfire impacts on the proposed structures are minimized as well as minimizing the spread of wildfire on adjacent properties. In addition, the athletic activities would cease if wildfire occurs in the Project vicinity due to safety concerns. The participants and spectators would leave the Project site and not be exposed to pollutant concentrations. The athletic activities would not resume until Claremont McKenna College determines that the air quality improves to a healthy level based on review of the air quality index for the Project area. The implementation of the Revised Project that includes compliance with existing regulations such as the placement of fire hydrants to ensure adequate fire flow, conversion of the undeveloped Project site to irrigated areas, compliance with the California Building Codes, and the implementation of a fuel modification plan would result in a less than significant impact related to exacerbating wildfire risks.

Cumulative

Implementation of cumulative projects would increase development within the cities of Upland and Claremont, which could increase the risk of exacerbating wildfire risks. However, as with the Approved Project, future development projects in both jurisdictions would be required to meet

local fire codes and subject to applicable sections of the California Building Codes that are designed to reduce impacts within wildfire hazard zones. Cumulative projects that are located within fire hazard zones would be required to prepare and implement a fuel modification plan to comply with regulations applicable to both cities. Cumulative projects' compliance with these codes and regulations would result in less than significant cumulative impacts related to the exacerbating wildfire risks. Because the Revised Project would also comply with these codes and regulations including the preparation and implementation of a fuel modification plan as well as converting the existing undeveloped Project site to irrigated and maintained athletic facilities, the Revised Project's impact related to exacerbating wildfire risks would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant impacts related to exacerbating wildfire risks. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Installation or Maintenance of Associated Infrastructure Which Exacerbate Fire Risk

Impact 3.20-3: The Approved Project and Revised Project site is in an area classified as a very high fire hazard severity zone; however, the Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to the installation or maintenance of associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) did not include a section dedicated to the issue of wildfires because this issue was not included as an issue to be addressed within the CEQA Guidelines Appendix G at the time the Final EIR was prepared. However, the Initial Study/Notice of Preparation identified that the Project area is urbanized and within a designated VHFHSZ. The specific issue of the Approved Project installing infrastructure that could exacerbate fire risk was not addressed; however, the Approved Project is an urban infill project that only required the extensions of infrastructure onto the Project site. These extensions of infrastructure such as water, sewer, storm drain, electricity, and telecommunications would be underground. The Approved Project does not require the installation of additional roadways, fuel breaks, power lines, or other

utilities within proximity of a natural open space area, and therefore, impacts from installation or maintenance of infrastructure resulting in exacerbating fire risk would be less than significant.

Cumulative

Cumulative impacts related to wildfires could include future development projects located within a VHFHSZ as mapped by the CalFire. These future development projects could include the installation of additional roadways, fuel breaks, power lines, or other utilities within proximity of a natural open space area and thus potentially exacerbate wildfire risks. These potential cumulative impacts could be significant. However, because the Approved Project does not require the installation of infrastructure within proximity of a natural open space, the Approved Project's impact related to exacerbating fire risk would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

Similar to the Approved Project, the Revised Project is an urban infill project that only requires the extensions of infrastructure onto the Project site. As with the Approved Project, these extensions of infrastructure such as water, sewer, storm drain, electricity, and telecommunications would be underground. Like the Approved Project, the Revised Project does not require the installation of additional roadways, fuel breaks, power lines, or other utilities within proximity of a natural open space area. Therefore, impacts from installation or maintenance of infrastructure resulting in exacerbating fire risk would be less than significant.

Cumulative

Cumulative development projects could result in cumulative impacts related to wildfires. These future development projects could include the installation of additional roadways, fuel breaks, power lines, or other utilities within proximity of a natural open space area and thus potentially exacerbate wildfire risks. These potential cumulative impacts could be significant. However, because the Revised Project does not require the installation of infrastructure within proximity of a natural open space, the Revised Project's impact related to exacerbating fire risk would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant impacts related to the installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

Expose People or Structures to Significant Risks

Impact 3.20-4: The Approved Project and Revised Project site is in an area classified as a very high fire hazard severity zone; however, the Approved Project and Revised Project would result in less than significant and less than cumulatively considerable impacts related to exposing people or structures to significant risks as a result of run-off, post-fire slope instability, or drainage changes.

Summary of Final EIR Evaluation

Approved Project-Specific

The Initial Study/Notice of Preparation prepared for the Final EIR (Appendix A of the Claremont Colleges East Campus Final EIR) did not include a section dedicated to the issue of wildfires because this issue was not included as an issue to be addressed within the CEQA Guidelines Appendix G at the time the Final EIR was prepared. However, the Initial Study/Notice of Preparation identified that the Project area is urbanized and within a designated VHFHSZ. Although the specific issue of the Approved Project exposing people or structures to flooding or landslides as a result of post-fire instability was not addressed, the Final EIR identified that the Project site is not located within a flood zone and storm water conveyed onto the Project site by way of two existing culverts under Foothill Boulevard from areas north of the Project site as well as stormwater originating on the Project site would be contained on-site and not conveyed to offsite properties. Because the Approved Project included an above-ground retention basin that would accommodate a 100-year storm flow, flood impacts onto adjacent properties would not occur. In addition, the proposed support structures would not be located within a 100-year flood zone and therefore, would experience less than significant flood impacts.

During construction of the Approved Project, Mitigation Measure 4.4.A-6 would be implemented to ensure that onsite slopes are appropriately graded and stabilized to avoid and/or minimize impacts related to slope failure. Because the support structures included within the Approved Project would be located on relatively flat terrain, the proposed structures would not result in slope instability impacts. In addition, slope instability due to post-fire conditions are not expected to impact people occupying the Project site during athletic activities after construction activities are completed because slopes on the site would be designed to comply with existing regulations. Therefore, the Approved Project would result in less than significant impacts related to exposing people or structures on the Project site and on adjacent properties to floods and slope instability.

Cumulative

Cumulative impacts related to wildfires could include future development projects located within a VHFHSZ as mapped by the CalFire. These future development projects could include development adjacent to natural open space that includes slopes that could be prone to landslides. These cumulative projects could expose people or structures to post fire flood and slope instability impacts. However, because the Project site is not located adjacent to natural open space and surrounded by urban development, the Approved Project's impacts related to exposing people or structures from post-fire flood and slope instability conditions would be less than cumulatively considerable.

Proposed Revised Project Evaluation

Revised Project-Specific

The Revised Project includes the development of athletic facilities on the project site within a bowl setting where the perimeter of the site includes slopes down to the facilities. Between each facility from north to south, slopes are proposed due to the elevation change from the northern boundary to the southern boundary of the Project site. However, each of the proposed fields would be located on relatively flat terrain. The Revised Project includes a drainage design that includes the retention of up to a 100-year flood event under the football/track/lacrosse field. Like the Approved Project, the proposed design would not convey stormwater to adjacent properties. This design would result in less than significant flood impacts of implementing the Revised Project on people and structures on adjacent properties. The proposed support structures on the Project site would be located in areas of relatively flat terrain, and/or within slopes designed and constructed on the Project site. The design would comply with applicable regulations, and Mitigation Measure 4.4.A-6 would ensure that onsite slopes are appropriately graded and stabilized and thus would avoid and/or minimize impacts related to slope failure, and post-fire slope instability impacts on structures and people would be less than significant.

Cumulative

Development of cumulative projects could include development adjacent to natural open space that includes slopes that could be prone to landslides. These cumulative projects could expose people or structures to post-fire flood and slope instability impacts. However, because the Project site is not located adjacent to natural open space, is surrounded by urban development, and includes onsite slope designs in compliance with applicable regulations, the Revised Project's impacts related to exposing people or structures from post-fire flood and slope instability conditions would be less than cumulatively considerable.

Applicable Mitigation Measures for Revised Project

As with the Approved Project, no mitigation measures are required for the Revised Project.

Conclusion

As with the Approved Project, the Revised Project would result in less than significant impacts related to exposing people or structures on the Project site and on adjacent properties to floods and slope instability. Therefore, the Revised Project would not result in any new substantial project changes or substantial changes with respect to the circumstances under which the project is undertaken that require major revisions to the Final EIR due to the involvement of a new significant impact or a substantial increase in the severity of an impact. Further, there is no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, showing any of the conditions identified in CEQA Guidelines Section 15162(a)(3).

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