



# University of La Verne Facilities and Technology Master Plan Update

Final Environmental Impact Report  
(State Clearinghouse No. 2016071053)

*prepared by*  
**City of La Verne**  
Community Development Department  
3660 "D" Street  
La Verne, California 91750

*prepared with the assistance of*  
**Rincon Consultants, Inc.**  
180 North Ashwood Avenue  
Ventura, California 93001

**February 2017**



# University of La Verne Facilities and Technology Master Plan Update

Final Environmental Impact Report  
(State Clearinghouse No. 2016071053)

*prepared by*

**City of La Verne**

Community Development Department

3660 "D" Street

La Verne, California 91750

*prepared with the assistance of*

**Rincon Consultants, Inc.**

180 North Ashwood Avenue

Ventura, California 93001

**February 2017**

*This page left intentionally blank.*

# Table of Contents

---

1	Introduction .....	1
	1.1. Purpose of the EIR Process .....	1
	1.2. EIR Certification Process and Project Approval .....	1
2	Response to Comments .....	3
	2.1. Summary of Comments Received .....	3
3	Corrections and Additions to the Draft EIR .....	11
	3.1 Corrections and Additions to the Draft EIR .....	11

## Figures

Figure 1	Environmental Review Process .....	2
----------	------------------------------------	---

## Appendices

Appendix A	Mitigation Monitoring and Reporting Program	
------------	---	--

*This page left intentionally blank.*

# 1 Introduction

---

## 1.1. Purpose of the EIR Process

This Final Environmental Impact Report (Final EIR) is an informational document prepared by the City of La Verne to evaluate the potential environmental impacts of the proposed University of La Verne Facilities and Technology Master Plan Update (Project). The primary objectives of the EIR process under the California Environmental Quality Act (CEQA) are to inform decision-makers and the public about a project's potentially significant environmental effects, identify feasible ways to minimize significant effects, and consider a reasonable range of alternatives to the project. This Final EIR has been prepared with assistance from the City of La Verne's planning and environmental consultant, Rincon Consultants, Inc. The Final EIR has been reviewed by City staff for completeness and adequacy in accordance with Public Resources Code (PRC) Sections 21000–21177 and the State CEQA Guidelines.

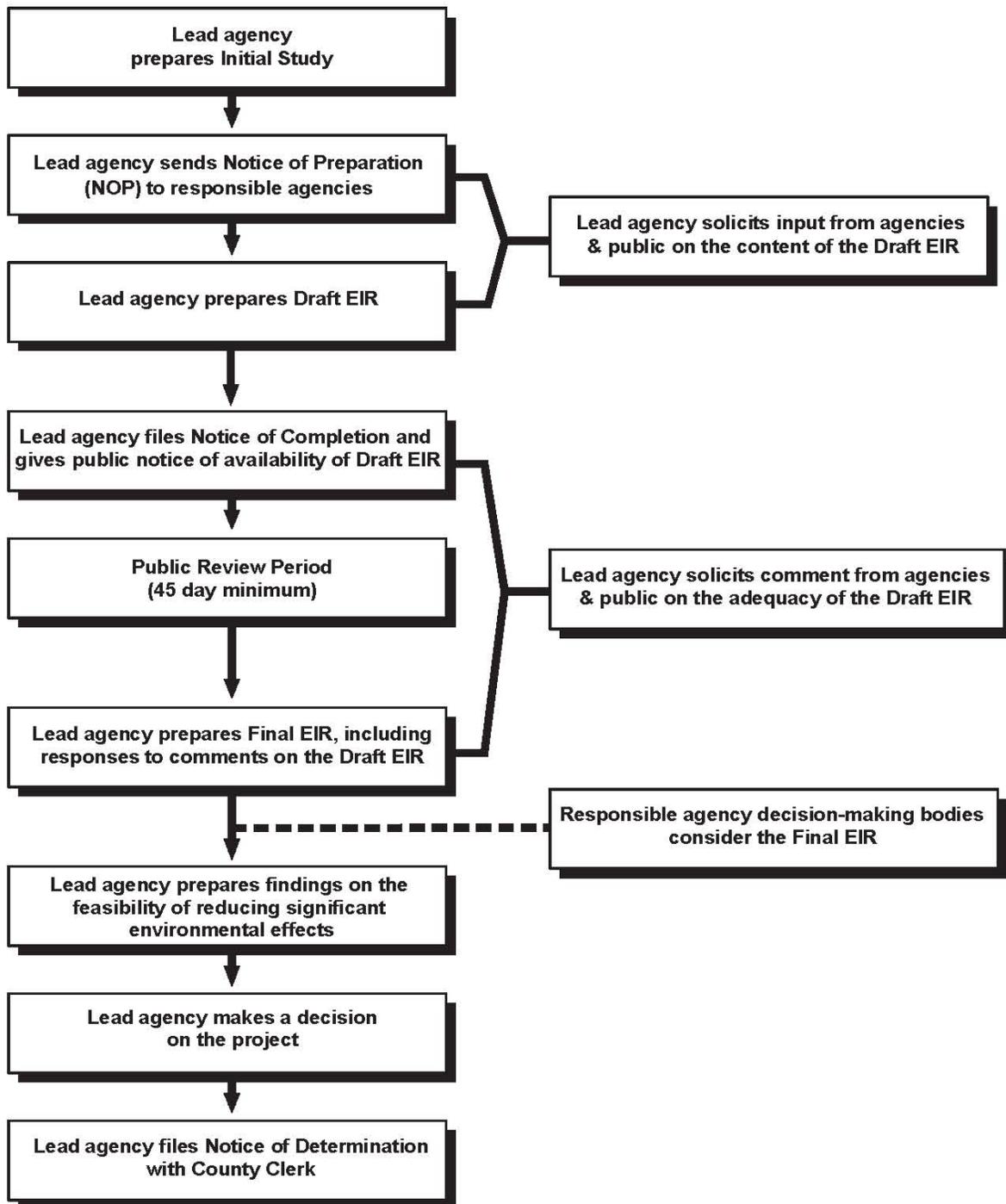
As prescribed by the State CEQA Guidelines Sections 15088 and 15132, the lead agency, the City of La Verne, is required to evaluate comments on significant environmental issues received during the 45-day public comment period from persons who have reviewed the Draft EIR and to prepare written responses to those comments. This Final EIR, together with the Draft EIR (incorporated by reference in accordance with State CEQA Guidelines Section 15150) will comprise the Environmental Impact Report (EIR) for this project. Pursuant to the requirements of CEQA, the City of La Verne must certify the EIR as complete and adequate prior to approval of the project or a project alternative.

This Final EIR contains individual responses to each comment received during the public review period for the Draft EIR. In accordance with State CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised.

## 1.2. EIR Certification Process and Project Approval

In accordance with the requirements of CEQA and the procedures of the City of La Verne, the EIR must be certified as complete and adequate prior to any action on the proposed project. Once the EIR is certified and all information considered, using its independent judgment, the City can take action to go forward with the proposed project, make changes, or select an alternative to the proposed project. While the information in the EIR does not constrain the City's ultimate decision under its land use authority, the City of La Verne must respond to each significant effect and mitigation measure identified in the EIR as required by CEQA by making findings supporting its decision.

Figure 1 Environmental Review Process



## 2 Response to Comments

---

### 2.1. Summary of Comments Received

This section includes the comments received during the 45-day public comment period of the Draft EIR for the proposed University of La Verne Facilities and Technology Master Plan Update and responses to all comments that raise significant environmental issues as required under CEQA. Where a comment resulted in a change to the Draft EIR text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (strikeouts) where text is removed and by underlined font (underline font) where text is added. As indicated more fully below, these changes do not introduce significant new information or otherwise affect the analysis or conclusions of the EIR such that recirculation would be required under State CEQA Guidelines § 15088.5. Rather, this additional information merely clarifies and amplifies the analysis set forth in the Final EIR.

The Draft EIR was circulated for a 45-day public review period that began on December 5, 2016 and ended on January 18, 2017. The City received no written comment letters on the Draft EIR during this 45-day review period. The City received one letter from the State Clearinghouse confirming that no state agencies submitted comments on the Draft EIR and that the City of La Verne has complied with the State Clearinghouse public review requirements pursuant to CEQA. In addition, the City received one comment letter from the City of La Verne Public Works Department on January 30, 2017. Responses to these comments are provided below.

The comment letter and the City's responses follow. Each comment letter has been assigned a number. Each separate issue raised by the commenter has also been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in Comment Letter 1).

# Letter 1

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Edmund G. Brown Jr.  
Governor



Ken Alex  
Director

January 19, 2017

Eric Scherer  
City of La Verne  
3660 D Street  
La Verne, CA 91750

Subject: University of La Verne Facilities and Technology Master Plan EIR  
SCH#: 2016071053

Dear Eric Scherer:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 18, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

1.1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2016071053  
**Project Title** University of La Verne Facilities and Technology Master Plan EIR  
**Lead Agency** La Verne, City of

**Type** EIR Draft EIR

**Description** The proposed Master Plan provides guidance in planning and developing the University of La Verne over a period of 20 years from the date of City approval of the Master Plan. The Master Plan is consistent with the University's 2020 Strategic Vision, and would result in a physical development plan that extends, in three six-year phases, to the year 2035, as well as a policy plan that would guide the University in its facility and technology strategic investments. The project anticipates an increase in enrollment of approx. 782 full time students, a net increase in up to 1,542 beds in student residences, and a net increase of approximately 403,577 sf of on-campus buildings, which would bring the total campus square footage to approximately 1,030,131 sf. A net increase in parking (up to 498 spaces) would also occur.

**Lead Agency Contact**

**Name** Eric Scherer  
**Agency** City of La Verne  
**Phone** 909-596-8706 **Fax**  
**email**  
**Address** 3660 D Street  
**City** La Verne **State** CA **Zip** 91750

**Project Location**

**County** Los Angeles  
**City** La Verne  
**Region**  
**Lat / Long** 34° 05' 59.2" N / 117° 46' 19.9" W  
**Cross Streets** Arrow Hwy, B St., 3rd St., D St., Wheeler Ave., Puddingstone Dr.  
**Parcel No.** 8377-013-015, etc.  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** 210  
**Airports** Brackett Field Airport  
**Railways** Gold Line Transit; Metro  
**Waterways** Live Oak Wash, Puddingstone Reservoir  
**Schools** Damien HS, Bonita HS  
**Land Use** LU: college campus and associated uses; Zoning: Old Town La Verne (OTLVSP), Arrow Corridor (ACSP) GP: Commercial

**Project Issues** Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Schools/Universities; Septic System; Sewer Capacity; Recreation/Parks; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Financial Assistance; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

**Date Received** 12/05/2016 **Start of Review** 12/05/2016 **End of Review** 01/18/2017

## Letter 1

**COMMENTER:** Scott Morgan, Director, State Clearinghouse, Governor's Office of Planning and Research

**DATE:** January 19, 2017

### Response 1.1

The commenter confirmed that the Draft EIR was circulated to selected state agencies for review during the 45-day public review period and that no comment letters from state agencies were received. This letter also acknowledges that the City of La Verne has complied with the State Clearinghouse review requirements pursuant to CEQA. This comment is acknowledged and has been incorporated into the administrative record. No changes to the EIR are necessary to address this comment.

# Letter 2

## Memorandum

CITY OF LA VERNE

*Public Works Department*

**DATE:** January 30, 2017  
**TO:** Community Development Department  
**FROM:** Daniel W. Keeseey, Director of Public Works  
**SUBJECT:** Review of ULV Master Plan EIR

---

I've reviewed the EIR prepared for the ULV master planning effort and offer the following comments:

1. My previous comments on the draft master plan remain valid (copy attached). | 2.1
2. Section 4.7.2 Groundwater, page 214. Discussion is irrelevant as the city cannot produce water from the San Gabriel Basin. | 2.2
3. Impact PS-1 Demands on Fire Services, page 321. The discussion notes "adequate access to firefighting infrastructure, such as fire hydrants." While there indeed may be fire hydrants available, they may not be in sufficient numbers to provide the volumes needed to fight fires with large occupancies proposed. The EIR is somewhat misleading; each specific project will require an evaluation of available fire flows and should be noted as such within the EIR. | 2.3
4. Mitigation Measures T-1, page 370. I am not supportive of mitigations b.i (northbound RT lane D @ Bonita) nor b.iii (eastbound RT lane Bonita @ D) due to resulting impacts to parking. | 2.4
5. I found no discussion or evaluation of proposed street closures, particularly the impacts to Bonita. | 2.5
6. Wastewater Collection, pages 381 and 387. The EIR addresses wastewater treatment capacities, but not collection and conveyance capacities. The EIR should evaluate the collection system for its ability to convey the wastewater flows from the proposed developments. This is a significant concern for facilities draining into the city's B Street line, which is already at capacity. | 2.6

## Letter 2

**COMMENTER:** Daniel W. Keeseey, Director of Public Works, City of La Verne

**DATE:** January 30, 2017

### Response 2.1

The commenter states that his previous comments on the draft master plan remain valid. This comment is acknowledged and has been incorporated into the administrative record. No changes to the EIR are necessary to address this comment.

### Response 2.2

The commenter states that the discussion in Section 4.7.2 (Hydrology and Water Quality) is irrelevant as the City cannot produce water from the San Gabriel Basin. The discussion of the San Gabriel Basin was provided as part of the description of regional hydrologic conditions underlying the Project site and the City of La Verne. This discussion is not part of the discussion of water supply, which is provided in Draft EIR Section 4.14 (Utilities and Service Systems). No changes to the EIR are necessary to address this comment.

### Response 2.3

The commenter acknowledges that the Draft EIR includes a discussion of firefighting infrastructure and also opines that there may not be in sufficient numbers of fire hydrants to provide the volumes needed to fight fires with large occupancies proposed. The commenter also states that each specific project will require an evaluation of available fire flows. Draft EIR Impact PS-1, *Demands on Fire Service* acknowledges that the proposed project may incrementally increase demands on the fire service. The Draft EIR acknowledges that the La Verne Fire Department assesses needs for service and service goals and standards and that the LVFD is part of the development review process to ensure that necessary fire prevention and emergency response features are incorporated into development projects. This development review process would ensure compliance with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants prior to building permit and certificate of occupancy issuance. As part of the development review process, the Public Works Department would also review fire flow facility requirements for each proposed phase of development to ensure that adequate fire flow conveyance infrastructure is in place. Impacts to fire service were considered less than significant. No changes to the EIR are necessary to address this comment.

### Response 2.4

The commenter is not supportive of Mitigation Measure T-1 b(i) and b(ii), as they would impact parking along Bonita Avenue. The Draft EIR acknowledges that the implementation of standard width intersection improvements at the D Street/Bonita Avenue intersection would require the removal of eight parking spaces and that the City of La Verne ultimately determined as part of the OTLVSP EIR that these improvements were not acceptable because of the resulting secondary impacts related to the loss of on-street parking. The Draft EIR proposes an alternative intersection design that consists of the installation of an eastbound right-turn only

lane along Bonita Avenue within the existing 20 ft. width currently occupied with a shared right-turn/through lane. While this does not provide the ideal width for a separate right-turn lane (e.g., 12 feet in width) it is recommended as a way to reduce traffic impacts while minimizing impacts to public parking and existing commercial uses within the Old Town area. Mitigation Measures T-b(i) through T-b(iii) (i.e., providing separate northbound, eastbound, and westbound right-turn only lanes), if approved by the City, would reduce the significant Year 2028 With Phases I & II project p.m. peak hour impact to a less than significant level. However, these measures will not fully reduce the Year 2035 With Project Build-out p.m. peak hour impact to a less than significant level, and therefore impacts would remain significant and unavoidable. The final design of these intersection improvements is an issue that the City will have to consider in approving this proposed Project. No changes to the EIR are necessary to address this comment.

### Response 2.5

The commenter states no discussion or evaluation of proposed street closures was included in the Draft EIR, particularly the impacts to Bonita Avenue. Draft EIR Section 4.13, *Transportation* considered the distribution of project traffic volumes both entering and exiting the Project site based upon a number of design considerations, including:

- The site's proximity to key traffic corridors (i.e., Arrow Highway, Bonita Avenue, Wheeler Avenue, D Street, E Street, etc.)
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals
- Existing intersection traffic volumes
- Shifts in existing trips due to the Phase I project closure of C Street (south of Third Street) and Second Street (one-way eastbound section east of C Street)
- Shifts in existing and future trips due to the Phase II project closure of Third Street (from east of Parking Lot A to C Street)
- Existing site access ingress/egress schemes
- Ingress/egress schemes planned for the proposed project
- Nearby population and employment centers

Full implementation of the Master Plan would increase traffic on the surrounding street network, contributing to increased delay at certain intersections that are projected to operate at unacceptable level of service. These impacts could be mitigated to a less than significant level for all intersections except the intersection of D Street and Bonita Avenue (during Phase II and Phase III peak hour conditions), where no feasible mitigation measure exists that would reduce the identified impact to a less than significant level. The proposed Master Plan would therefore conflict with City of La Verne standards establishing measures of effectiveness for the performance of the circulation system, and this impact would be Class I, significant and unavoidable. No changes to the EIR are necessary to address this comment.

### Response 2.6

The commenter states that the Draft EIR should discuss local wastewater collection and conveyance capacities, specifically the capacity of the B Street Line. Draft EIR Section 4.14, Utilities and Service Systems discusses the proposed Master Plan's potential impacts on utilities, including water supply, wastewater collection and treatment, solid waste, and storm water conveyance facilities based upon the conceptual buildout envisioned as part of the Master Plan. No specific development plans were provided by the University of La Verne for review and consideration of project specific impacts to wastewater conveyance facilities. Nevertheless, the Draft EIR discusses the potential impacts on wastewater treatment facilities. Using the wastewater duty factors provided by the Sanitation Districts of Los Angeles County, the proposed project at full buildout would generate an estimated 112,599 gallons per day or approximately 0.11 million gallons/day, which could be sufficiently treated by the Pomona Water Reclamation Plant without resulting in an expansion of this facility. Furthermore, the Draft EIR also states that individual projects developed under the Master Plan would be reviewed by the City to ensure compliance with all development standards, including Public Works standards for the sizing of wastewater conveyance infrastructure. The following additional text has been added to EIR Section 4.14.3, Impact UTL-2 Increased Demand on Wastewater and Sewer Facilities to clarify the process for project specific review of wastewater conveyance improvement plans.

*“The Master Plan is not expected to require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. However, as projects are incrementally carried out under the Master Plan, it is anticipated that some upgrades to the existing wastewater conveyance infrastructure may be necessary to connect specific projects to the City’s sewer line infrastructure. The precise location and connections would be determined at the time each project is proposed. General physical ground disturbance associated with such activities would be part of construction disturbance associated with individual projects. In addition, should any new connections or upgrades be required to connect to the City’s existing sewer infrastructure, such upgrades would occur within existing utility easements and would not result in new areas of disturbance.”*

## 3 Corrections and Additions to the Draft EIR

---

The following section provides a summary record of all proposed text corrections, changes, and additions to the Draft EIR. These changes are the result of document review during the public review period, as well as a modification by the University to some proposed building sizes. These changes serve to clarify and amplify the content of the EIR. None of the changes would result in alterations to degree of impact or conclusions presented in the Draft EIR, and therefore do not constitute significant new information, in accordance with CEQA Guidelines section 15088.5. Rather, the changes serve to clarify and strengthen the content of the EIR. Accordingly recirculation is not warranted. Revisions to the Draft EIR text are shown using strikethrough to show where text has been deleted and underline font to show where text has been added.

### 3.1 Corrections and Additions to the Draft EIR

#### Acronyms and Abbreviations (Page vii through Page xi)

ALUC	Airport Land Use <del>Committee</del> <u>Commission</u>
APCD	<del>Air Pollution Control District</del>
Cal OSHA	<del>State of California Occupational Safety and Health Administration</del>
CCCC	<del>California Climate Change Commission</del>
CEC	California <del>energy</del> <u>Energy</u> Commission
CESA	<del>California Endangered Species Act</del>
CFC	<del>chlorofluorocarbons</del>
CFGC	<u>California Fish and Game Code</u>
CNDDB	<del>California Natural Diversity Database</del>
CNPS	<del>California Native Plant Society</del>
CO <sub>2</sub>	<del>carbon dioxide</del>
CRPR	<del>California Rare Plant Rank</del>
dBA	A-weighted <del>decibles</del> <u>decibels</u>
DPW	<del>Los Angeles County Department of Public Works</del>
FC	<del>Federally Candidate</del>
FD	<del>Federally Delisted</del>
FE	<del>Federally Endangered</del>

<del>FGC</del>	<del>Fish and Game Code</del>
HCFC	hydrochlorofluorocarbons
HFC	<del>h</del> Hydrofluorocarbons
LARWQCB	Los Angeles Regional Water <u>Quality</u> Control Board
<del>LACFD</del>	<del>County of Los Angeles Fire Department</del>
<del>LACM</del>	<del>Los Angeles County Natural History Museum</del>
<u>LADPW</u>	<u>Los Angeles County Department of Public Works</u>
<del>LAFCC</del>	<del>Los Angeles County Local Agency Formation Commission</del>
<del>LAFCD</del>	<del>Los Angeles County Flood Control District</del>
<del>LSAT</del>	<del>Land Surface Air Temperature</del>
MCL	Maximum Contaminant Levels
<del>MLD</del>	<del>Most likely descendant</del>
Mph	Miles per hour
<del>MSDS</del>	<del>Material Safety Data Sheet</del>
<del>MW</del>	<del>Megawatt, Moment magnitude scale</del>
<u>M<sub>w</sub></u>	<u>Moment Magnitude Scale</u>
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO <sub>2</sub>	<del>Nitrous Oxid</del> <u>Nitrogen Dioxide</u>
NPS	National Park Service
<del>OHP</del>	<del>Office of Historical Preservation (California)</del>
PFC	<del>perfluorocarbons</del> <u>Perfluorocarbons</u>
<del>PV</del>	<del>photovoltaic</del>
QSD	Qualified SWPP Developer
<del>ROG</del>	<del>Reactive organic gas</del>
ROW	Right of Way
<del>RWQCB</del>	<del>Regional Water Quality Control Board</del>
<del>RWQCB</del>	<del>Regional Water Quality Control Board</del>
SDWA	Safe Drinking Water Act
<del>SLF</del>	<del>Sacred Lands File</del>
SMMNRA	Santa Monica Mountain National Recreation Area

<del>SMMZ</del>	<del>Santa Monica Mountains Zone</del>
<del>SO<sub>2</sub></del>	<del>Sulfur Dioxide</del>
<del>sq. ft.</del>	<del>square feet</del>
<del>SQMP</del>	<del>Storm water Quality Management Program</del>
<del>SVP</del>	<del>Society for Vertebrate Paleontology</del>
<del>TIA</del>	<del>Traffic Intersection Analysis</del>
<del>TMDL</del>	<del>Total Maximum Daily Loads</del>
<del>UCMP</del>	<del>University of California Museum of Paleontology</del>
<del>USACE</del>	<del>United States Army Corps of Engineers</del>
<del>USC</del>	<del>United States Code</del>
<del>USDA</del>	<del>United States Department of Agriculture</del>
<del>U.S. EPA</del>	<del>United States Environmental Protection Agency</del>
<del>USFWS</del>	<del>United States Fish and Wildlife Service</del>
<del>USGS</del>	<del>United States Geologic Service</del>
<del>USGS</del>	<del>United States Geology Survey</del>
<del>VHFHSZ</del>	<del>Very High Fire Hazard Severity Zones</del>
<del>WDR</del>	<del>Waste Discharge Requirements</del>
<del>WMO</del>	<del>World Meteorological Organization</del>
<del>WQS</del>	<del>Water Quality Standards</del>

**Executive Summary; Project Description (Page 2)**

*La Verne Campus*

La Verne Campus currently has 40 educational buildings. Ten of these building would be demolished and replaced with newly-configured buildings over the course of the three phases of proposed in the Master Plan. Upon completion of the improvements, there would be a net increase of approximately ~~403,577~~391,225 square feet of La Verne Campus building area, which would bring the total campus square footage to approximately ~~1,030,000~~1,017,779 square feet. The student residence hall capacity would be increased from 874 beds to a maximum of 1,542 beds. Parking capacity would increase ~~by 373 spaces from the existing~~ 2,319 spaces to 2,692 spaces.

*Campus West*

In Phase I, Campus West would be expanded by 20 acres, onto ~~the~~ adjacent vacant land, and would add up to 170 multi-family residential units on the southeast portion of the site. Phase II

would involve the construction of ~~the new~~ a 5,000 square foot University House and associated 60-space parking lot at the terminus of a new east-west access route. The structure would serve as the residence of ~~the current~~ president of the University, and would include modest conference facilities. Phase III would include the construction of a new 67,000 square foot administrative facility northwest of the University House. This building would allow University administrative functions to be housed in a central facility.

**Executive Summary; Project Description (Page 3)**

The California Environmental Quality Act (CEQA) requires that an environmentally superior alternative be identified among those analyzed. It further states that if the No Project Alternative is identified as environmentally superior, the next most environmentally superior alternative must also be identified. For this project, Alternative 1, No Project, is considered environmentally superior because it would have the fewest impacts ~~compared~~ of the three possible alternatives. The next most environmentally superior alternative is Alternative 3.

**Executive Summary; Summary of Impacts and Mitigation Measures; Table 1 Summary of Environmental Impacts and Mitigation Measures (Page 4 through Page 28)**

Impact	Mitigation Measures	Significance After Mitigation
<b>Aesthetics</b>		
<p><b>Impact AES-2: Scenic Resources.</b> The Plan Area contains scenic resources including buildings, open space, and trees. If implementation of the proposed Master Plan adversely affected these resources, it could have a potentially significant impact. The proposed Master Plan is designed to avoid impacts to such resources, Implementation of design guidelines in the Master Plan, applicable Specific Plans, the City of La Verne Design Review Process, and mitigation measures contained in this EIR would further protect these potentially scenic resources. Impacts would be Class III, less than significant.</p>	<p>Compliance with specified guidelines and regulations, including the La Verne Municipal Code tree preservation standards, would mitigate any impacts to scenic resources to a less than significant level; therefore, no further mitigation is necessary.</p>	<p>Less than significant <del>without</del> mitigation <del>incorporated</del></p>

Impact	Mitigation Measures	Significance After Mitigation
<p><b>Impact AES-3: Visual Character and Quality of Plan Area.</b> Development under the proposed master plan would include physical changes to the Plan Area that could degrade its visual character and quality. Future development carried out under the Master Plan would be required to adhere to the guiding principles laid out in the Master Plan, the City’s General Plan design principles, and any development or joint use agreements between the University of La Verne and the City. It would also be required to undergo development review as required by the City’s Municipal Code. Adherence to these policies and requirements, and implementation of Mitigation Measure AES-1 would reduce impacts related to visual character and quality to a Class II, less than significant with mitigation incorporated.</p>	<p><b>Mitigation Measure AES-1: Precise Plan Review of Visual Impacts of Construction.</b> Prior to issuance of grading permits for any construction project carried out under the Master Plan, the City’s Development Review Committee, during its review of the project (as already required under Chapter 18.16, Development Review Committee, of the La Verne Municipal Code), shall review the temporary construction-related impacts of the project on the visual character and quality of the Plan Area and its surroundings, including its potential cumulative impacts with other concurrent construction projects. If the Committee determines that measures are required during construction to avoid significant impacts in this regard, it shall impose conditions of approval on the project in order to protect the visual character and quality of the area. Examples of such measures include the following:</p> <p><u>Location of Materials.</u> Materials and equipment should be minimally visible to the public; the preferred location for materials is onsite or in a construction staging area, with a minimum amount of materials in the public right-of-way of other publicly-accessible areas.</p> <p><u>Temporary Fencing.</u> Install opaque temporary fencing at construction sites and staging areas during construction activities, and ensure that the placement and design of such fencing is sufficient to obstruct views of ground-level construction activities and equipment from the perspective of surrounding streets and publicly-accessible open spaces. Such fencing shall be subject to review by the City’s Development Review Committee for visual character and quality.</p> <p><u>Restoration of Disturbed Areas.</u> Restore and revegetate any areas disturbed by construction activities outside of fenced construction areas as <del>quickly as possible</del> <u>soon as feasible following disturbance.</u></p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measures	Significance After Mitigation
<p><b>Impact AES-4: Light and Glare.</b> Implementation of the proposed Master Plan would lead to development in the Plan Area with the potential to create new sources of light and glare. Any future development within the Plan Area would be required to comply with principles and standards contained in the City’s General Plan and Municipal Code and the proposed Master Plan specifically designed to reduce lighting impacts. Adherence to these policies and standards would reduce light and glare impacts, but mitigation measures are required to reduce these impacts to Class II, less than significant with mitigation incorporated.</p>	<p><b>Mitigation Measure AES-2: Lighting Plan.</b> <del>The site plan development of</del> Prior to the issuance of building permits, any project carried out <del>structure proposed</del> under the Master Plan that abuts offsite residential neighborhoods and that would include outdoor lighting or produce light spillover, <del>will shall produce</del> include a lighting plan that minimizes light spillover and conforms to all applicable regulations, including all applicable standards of the La Verne Municipal Code.</p> <p><b>Mitigation Measure AES-3: Glare.</b> Prior to issuance of building permits, any structure proposed under the Master Plan shall be reviewed during the City of La Verne’s standard review process to ensure that proposed building materials do not impact roadways, affect pilots in nearby airspace, <del>or otherwise create a nuisance for surrounding areas. That is to say, lighting will not,</del> create glare in a manner that could endanger motorists on adjacent roadways, 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 City’s Community Development Director that use of such materials will not cause glare impacts on surrounding properties or roadways.</p>	<p>Less than significant with mitigation incorporated</p>
<b>Air Quality</b>		
<p><b>Impact AQ-1: Construction Emissions.</b> Individual construction projects in the proposed Master Plan would be staggered over the life of the Plan. Average construction emissions over the life span of the Master Plan would not exceed South Coast Air Quality Management District (SCAQMD) thresholds for any criteria pollutants. However, construction of multiple project phases concurrently could exceed SCAQMD thresholds for construction emissions. Therefore, impacts would be Class II, less than</p>	<p><b>Mitigation Measure AQ-1: Construction Scheduling.</b> Construction scheduling for any construction projects carried out under the proposed Master Plan shall be established such that buildout Phase I occurs over the period of 2016 to 2021, Phase II buildout occurs over the period of 2022 to 2028, and Phase III buildout occurs over the period of 2029 to 2035 to ensure that the SCAQMD daily thresholds for emissions of reactive organic gases (ROG) are not exceeded. Prior to issuance of grading permits, the University of La Verne shall submit a construction schedule to the City of La Verne Community Development Director to verify that scheduling of construction activities conforms to this mitigation measure. If more than one phase of development is to be undertaken concurrently, and the City of La Verne determines that an air quality study completed by University of La Verne demonstrates that construction emissions for those activities will not exceed applicable thresholds, then those activities may be carried out concurrently.</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measures	Significance After Mitigation
<p>significant with mitigation incorporated.</p>	<p><b>Mitigation Measure AQ-2: Maximum Vehicle Speed.</b> All vehicle speeds on unpaved roads shall be limited to 15 miles per hour <del>(mph)</del>.</p> <p><b>Mitigation Measure AQ-3: High Wind Construction Suspension.</b> All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 <del>mph</del> <u>miles per hour</u>.</p> <p><b>Mitigation Measure AQ-4: Idling Times.</b> Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p><b>Mitigation Measure AQ-5: Equipment Maintenance.</b> All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p><b>Mitigation Measure AQ-6: NO<sub>x</sub> and PM Reduction.</b> All construction equipment, diesel trucks, and generators must be equipped with Best Available Control Technology for emission reductions of mono-nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM).</p>	
<b>Cultural Resources</b>		
<p><b>Impact CR-1: Archaeological Resources.</b> Implementation of the proposed Master Plan could cause a substantial adverse change in the significance of an archaeological resource. Mitigation Measures are required to reduce impacts to a Class II, less than significant with mitigation incorporated.</p>	<p><b>Mitigation Measure CR-1: Archaeological Resources Assessment.</b> To determine the archaeological sensitivity of a proposed project in the Plan Area, archaeological resources assessments shall be performed under the supervision of an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards <del>(PQS)</del> in either prehistoric or historic archaeology. Assessments shall include a California Historical Research Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) and of the Sacred Lands File <del>(SLF)</del> maintained by the Native American Heritage Commission (NAHC). The records searches will determine if the proposed project area was previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated.</p> <p>A Phase I pedestrian survey shall be undertaken in proposed project areas that are undeveloped or in</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measures	Significance After Mitigation
	<p>areas where previously identified cultural resources exist to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist will be able to classify the project area as having high, medium, or low sensitivity for archaeological resources.</p> <p><b>Mitigation Measure CR-2: Phase II Testing and Evaluation.</b> If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist meeting the <u>Professional Qualification Standards</u> <del>PQS</del> prior to any construction-related ground-disturbing activities to determine significance. If resources are determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures might include a Phase III data recovery program that would be implemented by a qualified archaeologist and shall be performed in accordance with the Office of Historic Preservation’s (OHP) Archaeological Resource Management Reports: Recommended Contents and Format (1990) and Guidelines for Archaeological Research Designs (1991).</p> <p><b>Mitigation Measure CR-3: Monitoring.</b> If the archaeological assessment does not identify potentially significant archaeological resources in the Plan Area but indicates the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. Native American monitoring may also be required. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project’s initial onsite safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the <u>Professional</u></p>	

Impact	Mitigation Measures	Significance After Mitigation
	<p><u>Qualification Standards</u>PQS. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.</p> <p><b>Mitigation Measure CR-4: Training and On-Call Monitoring.</b> If the archaeological assessment does not identify potentially significant archaeological resources in the Plan Area, but indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the <u>Professional Qualification Standards</u>PQS shall be retained on an on-call basis. The archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project’s initial onsite safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the on-call archaeologist is contacted. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.</p> <p><b>Mitigation Measure CR-5: Human Remains Discovery.</b> If human remains are exposed during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In accordance with this code, in the event of an unanticipated discovery of human remains, the county coroner would be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The <del>MLD</del> <u>most likely descendant</u> would complete the inspection of the discovery within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.</p>	

Impact	Mitigation Measures	Significance After Mitigation
<p><b>Impact CR-2: Historic Resources.</b>                      Implementation of the proposed Master Plan could cause a substantial adverse change in the significance of historic resources both directly and indirectly through demolition, alteration of buildings and streetscapes and new construction that result in changes in land use and setting. Impacts resulting from these changes would be Class I, significant and unavoidable.</p>	<p><b>Mitigation Measure CR-6: Construction Activities in Historic Districts.</b> Prior to any construction activities that may affect buildings over 50 years of age or a previously identified historic district, a historical resources assessment shall be performed by an architectural historian or historian who meets the National Parks Service <u>Professional Qualification Standards</u><sup>PQS</sup> in architectural history or history. The assessment shall include a records search at the SCCIC to determine if any resources that may be affected by the project have been previously recorded, evaluated, and/or designated on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Following the records search, the qualified architectural historian or historian shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation guidelines to identify any previously unrecorded potential historical resources within the project site or vicinity that may be potentially affected by the proposed project. California of Department of Parks and Recreation 523 forms shall be prepared for all surveyed properties. Pursuant to the definition of a historical resource under CEQA, potential historical resources shall be evaluated under a developed historic context.</p> <p><b>Mitigation Measure CR-7: Relocation, Rehabilitation, or Alteration of Historic Resources.</b> To ensure that projects requiring the relocation, rehabilitation, or alteration of a historical resource not impair its significance, the Secretary of the Interior’s Standards shall be used to the maximum extent possible. The application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the <u>Professional Qualification Standards</u><sup>PQS</sup>. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character-defining features, the extent of adaptive reuse, and construction activities shall be provided to the City for review and approval.</p> <p><b>Mitigation Measure CR-8: Demolition or Significant Alterations of Historic Resources.</b> If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level and impacts would be significant and unavoidable. However, recordation of the resource prior to construction activities will reduce adverse impacts to the resource</p>	<p>Significant and unavoidable</p>

Impact	Mitigation Measures	Significance After Mitigation
	<p>to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the <u>Professional Qualification Standards</u>. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historic photographs. Documentation shall be reproduced on archival paper and copies of this documentation, photographs, and negatives, along with architectural and historical narrative shall be submitted to the City of La Verne, the Los Angeles County Museum of Natural History, the Los Angeles County Library, the University of La Verne Library, the La Verne Historical Society, and any other appropriate local, state, or federal institutions. The documentation reports shall be completed for each phase of development and shall be approved by the City prior to issuance of demolition permits.</p> <p><b>Mitigation Measure CR-9: Interpretive Plan.</b></p> <p>A qualified architectural historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History shall be selected by the City of La Verne to prepare an onsite interpretive plan, which shall consist of a public display, plaque, or other suitable interpretive approach, as approved by the City of La Verne. It shall focus on the significant historic themes associated with the historic properties to be demolished and shall include any collected research pertaining to the historic property, and images and details from the HABS/HAER/HALS documentation. The interpretive display shall be installed in an appropriate public location in the project area within one year of the date of completion of the proposed project for which the respective historic resource was demolished. If no appropriate <u>onsite</u> public location is available, an appropriate offsite public location for the display shall be identified by the applicant and presented to the City for approval. The interpretive display shall remain in public view for a minimum of five years, and if removed, appropriately archived.</p>	

Impact	Mitigation Measures	Significance After Mitigation
<b>Greenhouse Gas Emissions</b>		
<p><b>Impact GHG-1: Total Emissions.</b> Development under the proposed Specific Plan would generate additional greenhouse gas (GHG) emissions beyond existing conditions due to construction activity and long-term operations. Total estimated GHG emissions would exceed the efficiency threshold. Impacts related to GHG emissions would Class II, less than significant with mitigation incorporated.</p>	<p><b>Mitigation Measure GHG-1: Reduction Plan.</b> Prior to grading permit issuance for each phase of development, projects in the Plan Area shall develop a GHG Reduction Plan to reduce emissions by 2,479 <u>megatons (MT)</u> CO2e per year to ensure that project-related emissions are below the 3,000 MT CO2e per year threshold over the operational life of the project. The plan shall be implemented on site by the project applicant and may include, but is not be limited to, the following components:</p> <p><u>A.</u> Energy Use - Onsite GHG reduction measures shall be implemented during each phase of development and shall be reflected on and incorporated into all applications for development within La Verne Campus, Park Campus, and Campus West. Onsite GHG reduction measures may include, but are not be limited to, the following components:</p> <p><u>1.</u> Exceed adopted 2013 Title 24 energy requirements by a minimum of 10 percent through implementation of energy reduction measures (or meet current CBC if it provides more energy savings), including the following:</p> <ul style="list-style-type: none"> <li><u>a.</u> Use locally made building materials for construction of the Project and associated infrastructure when such materials are available</li> <li><u>b.</u> Use materials that are resource efficient, recyclable, with long life cycles</li> <li><u>c.</u> Install energy-reducing shading mechanisms for windows, porches, patios, walkways, etc.</li> <li><u>d.</u> Install energy reducing day lighting systems (e.g., skylights, light shelves, transom windows)</li> <li><u>e.</u> Use water efficient landscapes</li> <li><u>f.</u> Use tankless water heaters or solar water heaters</li> <li><u>g.</u> Use low-energy interior lighting</li> <li><u>h.</u> Use low-energy street lights and parking lot lights (e.g., sodium)</li> <li><u>i.</u> Use light colored water-based paint and roofing materials</li> </ul> <p><u>2.</u> Onsite renewable energy production, including wind-generated energy or installation of solar photovoltaic (<del>PV</del>) panels or other types that generate a minimum of 30 percent of the project's</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measures	Significance After Mitigation
	<p>total energy demand (based on the individual project being developed, not entire the Master Plan).</p> <p><u>3.</u> Vehicle Trip Reduction (based on SCAQMD Transportation Demand Management measures), including the following:</p> <ul style="list-style-type: none"> <li><u>a.</u> Provide preferential carpool/vanpool parking spaces</li> <li><del>Add a location for tour and shuttle buses to pick up passengers near the amenity center and assisted living facility (e.g., bus duck out for residents living on the project site), or other shuttle/mini bus service</del></li> <li><u>b.</u> Provide bicycle storage/parking facilities for onsite employees</li> <li><u>c.</u> Provide shower/locker facilities for onsite employees</li> <li><u>d.</u> Provide child care centers for onsite employees</li> <li><u>e.</u> Provide an onsite park-and-ride lot</li> <li><u>f.</u> Employ a transportation/rideshare coordinator</li> <li><u>g.</u> Implement a rideshare program for onsite residents and employees</li> <li><u>h.</u> Provide incentives to employees to rideshare or take public transportation</li> <li><u>i.</u> Implement compressed work schedules</li> </ul> <p>The Project applicant shall be responsible for ensuring that the GHG Reduction Plan quantifies emissions reductions achieved by all GHG reduction measures included in the GHG Reduction Plan. The GHG Reduction Plan shall include all necessary evidence to facilitate review and approval of the emissions reductions by the City of La Verne Community Development Department.</p> <p><b>Mitigation Measure GHG-2: Carbon Offsets.</b> The GHG emissions reduction achieved through implementation of onsite GHG reduction measures would depend on the specific mix of measures available for each development application in the Plan Area. Because it is not yet possible to know with certainty which onsite GHG reduction measures would be feasibly incorporated into each future development project, or to quantify the reduction in GHG emissions that these measures would achieve, onsite GHG reduction measures may not be sufficient to reduce Project GHG emissions by the required 2,479 MT CO<sub>2</sub>e per year.</p> <p>If GHG emissions cannot be reduced below threshold levels through compliance with the Project GHG</p>	

Impact	Mitigation Measures	Significance After Mitigation
	<p>Reduction Plan described in Mitigation Measure GHG-1, the University of La Verne shall purchase a fair share of carbon offsets that meet approved offset protocols through the California Cap-and-Trade Program to reduce GHG emissions below threshold levels. Carbon offsets reduce GHG emissions globally through funding offsite projects that eliminate new GHG emissions and/or sequester existing GHGs in the atmosphere.</p> <p>The GHG Reduction Plan shall be approved by the City of La Verne prior to the issuance of initial grading permits. Applicable elements of the GHG Reduction Plan shall be reflected on development plans prior to permit approval. If GHG emissions cannot be reduced through compliance with such a plan, purchased carbon offsets shall be approved by Planning and Building staff prior to building permit approval.</p>	
<b>Hazards and Hazardous Materials</b>		
<p><b>Impact HAZ-1: Potential for Upset Conditions during Construction.</b>  <u>Implementation of Construction under the Master Plan may create the potential for upset conditions involving the release of hazardous materials into the environment. However, compliance with existing regulations and on-campus programs would ensure potential impacts would be Class III, less than significant.</u></p>	<p>None Required</p>	<p>Less than significant without mitigation</p>
<p><b>Impact HAZ-4: Airport Uses Compatibility.</b>  <u>Implementation of the proposed Master Plan within an airport land use plan or within two miles of a public airport or public use airport, would not result in a safety hazard for people residing or working in the project area. Compliance with existing regulations, including the</u></p>	<p>None Required</p>	<p>Less than significant without mitigation</p>

Impact	Mitigation Measures	Significance After Mitigation
<p><del>development standards contained in the Airport Land Use Compatibility Plan, would ensure potential impacts would be Class III, less than significant. Implementation of the proposed Master Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Compliance with existing regulations would ensure potential impacts would be Class III, less than significant.</del></p>		
<p><b>Impact HAZ-5: Development Near Hazardous Materials Sites.</b> Implementation of the proposed Master Plan would potentially locate development near hazardous materials sites. Therefore, future development as envisioned in the Master Plan could create a hazard to the public and the environment. Impacts would be Class II, less than significant with mitigation incorporated.</p>	<p><b>Mitigation Measure HAZ-1: Phase I Environmental Site Assessment (ESA) and Agency Review.</b> Prior to development of Campus West, Park Campus or La Verne Campus, a Phase I <del>environmental site assessment (ESA)</del> shall be completed related to the portion of the campus being developed. The Phase I ESA shall be performed per the ASTM International (ASTM)-1527E Standard Practice for Environmental Site Assessments: Phase I ESA Process <del>(ASTM-2013)</del> guidelines and shall include a review of all environmental release case agency records, unless a more stringent standard applies at the time of the assessment.</p> <p><b>Mitigation Measure HAZ-2: Lead-based Paint and Asbestos Containing Material Surveys.</b> A lead-based paint (LBP) and asbestos containing material (ACM) survey shall be completed for structures planned for renovation or demotion. Based on the results of the LBP and ACM surveys, abatement may be required prior to demolition or renovation. All recommendations of the survey shall be followed.</p> <p><b>Mitigation Measure HAZ-3: Soil, Groundwater, and Soil Vapor Remediation.</b> <u>If a release of hazardous materials is suspected on a site, Additional additional soil, groundwater, or soil vapor sampling shall be conducted if a release of hazardous materials is suspected on a site.</u> Samples shall be collected under the supervision of a professional geologist or environmental professional to determine the</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measures	Significance After Mitigation
	<p>presence or absence of contaminated soil, soil vapor, and/or groundwater. The goal of the sampling investigation would be to identify and possibly delineate potential onsite releases of hazardous materials prior to development. If sampling indicates the presence of contaminants exceeding applicable environmental screening levels, a Remediation Action Plan or Soil and Groundwater Management Plan shall be prepared prior to development. Cleanup may include excavation, disposal, bio-remediation, or any other treatment of conditions subject to regulatory action. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the Los Angeles County Department of Public Works (<u>LADPW</u>), the <u>Los Angeles</u> Regional Water Quality Control Board (<u>LARWQCB</u>), or Department of Toxic Substances Control (DTSC). Alternatively, engineering controls may be utilized in some situations to limit the public and environmental exposure to a hazard. This shall be determined on a case by case basis with oversight of an environmental regulatory agency. All recommended remediation shall be followed.</p> <p><b>Mitigation Measure HAZ-4: Receipt of “No Further Action” Letter.</b> Prior to issuance of grading permits, in those locations where environmental regulatory agencies have identified the need for remediation of a known release, the applicant shall obtain a letter of “no further action” from the <u>LARWQCB</u> and any other agency with regulatory authority over the cleanup and the letter(s) shall be submitted to the City. Additionally, the applicant shall contact the regulatory agencies prior to issuance of building permits to confirm no further action is required, as some residual contaminants may remain onsite and the release case may be reopened if there is a change in the proposed land use. Written confirmation of this consultation and determination of no further action shall be submitted to the City.</p>	
<b>Hydrology and Water Quality</b>		
<p><b>Impact HWQ-1: Construction and Operation-Create Runoff.</b>                      Implementation of the Master Plan would involve</p>	<p>None Required</p>	<p>Less than significant without mitigation</p>

Impact	Mitigation Measures	Significance After Mitigation
<p>construction activities and operation of new facilities that would have the potential to create polluted runoff and violate water quality standards. However, <u>adherence to</u> existing regulations would reduce potential adverse effects and impacts would be Class III, less than significant.</p>		
<p><b>Impact HWQ-3: Dam Inundation.</b> Development facilitated by the proposed <del>master</del> <u>Master plan-Plan</u> would place housing, structures, or people within the predicted dam inundation zone of the Live Oak Reservoir, the Live Oak Dam, and the Weymouth Memorial Reservoir, but with implementation of Federal Emergency Management Agency (FEMA) requirements, impacts related to dam inundation would be Class III, less than significant.</p>	<p>None Required</p>	<p>Less than significant without mitigation</p>
<p><b>Land Use and Planning</b></p>		
<p><b>Impact LU-2: Consistency with General Plan.</b> With implementation of existing regulations and incorporation of the mitigation measures identified throughout this EIR, the proposed Master Plan would mostly be consistent with the City’s adopted General Plan. However, the demolition or significant alteration of historical structures, construction noise impacts, and increased traffic congestion at the intersection of D Street and</p>	<p>See Mitigation Measures in Sections 4.1, 4.2, 4.3, 4.9, and 4.13 of this EIR.</p>	<p>Less than significant with mitigation incorporated. with the exception of construction noise, the demolition of significant alteration of historical structures, and traffic impacts at the Bonita/”D” Street intersection which would be significant and unavoidable.</p>

Impact	Mitigation Measures	Significance After Mitigation
<p>Bonita Avenue would remain significant and unavoidable and therefore, be inconsistent with the <del>area Specific Plans</del><u>General Plan</u>. Therefore, land use impacts relating to <del>Specific</del><u>General</u> Plan consistency would be Class I, significant and unavoidable.</p>		
<p><b>Impact LU-3: Consistency with the Old Town La Verne Specific Plan, Arrow Corridor Specific Plan, and the Brackett Field Airport Land Use Compatibility Plan.</b> With implementation of existing regulations and incorporation of the mitigation measures identified throughout this EIR, as well as those below, the proposed Master Plan would be consistent with relevant the Old Town La Verne Specific Plan and Arrow Corridor Specific Plan, as well as the Brackett Field Airport Land Use Compatibility Plan (ALUCP). However, the demolition or significant alteration of historical structures, construction noise impacts, and increased traffic congestion at the intersection of D Street and Bonita Avenue would remain significant and unavoidable and therefore, be inconsistent with the area Specific Plans. Therefore, land use impacts relating to Specific Plan consistency would be Class I, significant and unavoidable.</p>	<p><b>Mitigation Measure LU-1 <u>Compliance with the Old Town La Verne Specific Plan and Arrow Corridor Specific Plan:</u></b> All development projects proposed through implementation of the Master Plan shall be reviewed through the City’s development review process, and CEQA process where warranted, for consistency with applicable adopted Specific Plan. If any proposed development is shown to be inconsistent with the applicable adopted Specific Plan, the applicant shall be required to file for necessary permits and/or a Specific Plan Amendment.</p> <p><b>Mitigation Measure LU-2 <u>Compliance with Brackett Field Airport Land Use Compatibility Plan:</u></b> Until such time that the Airport Land Use <del>Committee</del><u>Commission</u> finds that the City of La Verne General Plan, the Old Town La Verne Specific Plan, and the Arrow Corridor Specific Plan are consistent with the Brackett Field Airport Land Use Compatibility Plan (<u>ALUCP</u>), the following actions shall be referred to the Airport Land Use <del>Committee</del><u>Commission</u> for review:</p> <ul style="list-style-type: none"> <li>▪ Adoption or approval of any new general or specific plan or any amendment thereto that affects lands within the Brackett Field Airport influence area. If it is determined by the Airport Land Use <del>Commissiontee</del> (<u>ALUC</u>)-Administrative Officer that such amendment or plan does not involve in any way the types of airport impact concerns listed in Section 1.3.1 of the ALUCP, then the Administrative Officer can make the consistency determination. Otherwise, the amendment or plan must be referred to the <u>ALUC-Airport Land Use Commission</u> for its determination.</li> <li>▪ Adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulations that affects land with the Brackett</li> </ul>	<p>Less than significant with mitigation incorporated, with the exception of construction noise, the demolition of significant alteration of historical structures, and traffic impacts at the Bonita/”D” Street intersection which would be significant and unavoidable.</p>

Impact	Mitigation Measures	Significance After Mitigation
	<p>Field Airport influence area.</p> <ul style="list-style-type: none"> <li>▪ Projects having the potential to create electrical or visual hazards to aircraft in flight, including electrical interference with radio communications or navigational signals; lighting that could be mistaken for airport lighting; glare in the eyes of pilots or aircraft using the airport; and impaired visibility near the airport.</li> <li>▪ When structures are part of a proposed land use action, evidence that proposed structures will be designed to comply with the criteria in Section 2.2.2 (a) of the ALUCP shall be submitted to the involved local agency as part of the building permit process.</li> </ul>	

Noise		
<p><b>Impact N-4: Operational Noise Levels.</b> Development called for under the Master Plan would increase onsite operational noise levels in and around the Plan Area, thus exposing existing and future land uses to increased noise. The operation of an increased number of University Facilities, including dormitories, student centers, and other stationary sources, could generate noise in excess of applicable local standards at residential receptors. Impacts would be Class II, less than significant with mitigation incorporated.</p>	<p><b>Mitigation Measure N-2: Operation-Related Noise Reduction.</b> <del>The following measure shall be implemented during</del> During operation of all phases of the Master Plan, <del>to mitigate operational noise impacts of new university facilities.</del></p> <p><del>Rooftop Mechanical Equipment Shielding.</del> A noise-attenuating barrier shall be installed around any new rooftop mechanical equipment installed within the new or renovated buildings sufficient to reduce operational noise at the nearest offsite noise-sensitive receptor to less than 55 dBA.</p>	<p>Less than significant with mitigation incorporated</p>

**Section 1 Introduction**

**Section 1.1 Environmental Impact Report Background (Page 35)**

The City prepared a Notice of Preparation (NOP) for an ~~environmental impact report~~ EIR and distributed the NOP for agency and public review for the required 30-day review period from July 18, 2016 to August 18, 2016. During that time, the City received seven comments from public agencies and other commenters. The NOP is provided in Appendix A along with the full text of the comments received.

## Section 1.1 Environmental Impact Report Background Table 2; heading only (Page 35)

Table 2 ~~Notice of Preparation~~NOP Comments and ~~Environmental Impact Report~~EIR Response

### Section 1.6 Environmental Review Process (Page 43)

The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1. The steps are presented in sequential order.

- 1 Notice of Preparation (NOP) Distributed. Immediately after deciding that an EIR is required, the lead agency must file a ~~Notice of Preparation~~NOP soliciting input on the EIR scope to "responsible," "trustee," and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing. The Notice of Preparation must be posted in the County Clerk's office for 30 days. A scoping meeting to solicit public input on the issues to be assessed in the EIR is not required, but may be conducted by the lead agency. The City of La Verne prepared a ~~Notice of Preparation (NOP)~~ for an ~~environmental impact report~~EIR and distributed the NOP for agency and public review for the required 30-day review period from July 18, 2016 to August 18, 2016. A public scoping meeting was held on July 26, 2016, at the City Council Chambers in La Verne.

## Section 2 Project Description

### Section 2.3.2 Surrounding Land Uses (Page 52)

Land uses surrounding the project area in its entirety broadly include Old Town La Verne to the north and northeast, residential neighborhoods (primarily within the Lordsburg Specific Plan (LSP) area) on the west, north, and east. Damien High School is located to the west/northwest and Bonita High School is located to the northeast...

#### *La Verne Campus*

La Verne Campus is in the Old Town La Verne Specific Plan (OTLVSP) area. Along its northwest border, La Verne Campus primarily abuts single-family residential properties. To the north, beyond parking lot P, across Bonita Avenue and east of C Street, there is an automotive tire shop. On its east side, across C Street and north of Third Street, La Verne Campus is bordered by an eclectic mix of commercial land uses that are within the Old Town La Verne Specific Plan area. The City's primary Public Safety Facility abuts the University on the northeast corner of Third and C streets. Sneaky Park is located on the southeast corner of Third and C streets. To the east, across D Street and north of Second Street, La Verne Campus is bordered by commercial retail and restaurant land uses. On its south side, La Verne Campus is bordered by the Atchison, Topeka, and Santa Fe Railroad (AT&SFRR)- freight line and the future Metro Gold Line railroad tracks, the future Gold Line station, and Arrow Highway. A mix of light industrial and commercial land uses are located south of Arrow Highway, with residential properties beyond. The land west of the University is within the ~~Lordsburg Specific Plan~~LSP area and the primary land use is single-family residential.

**Section 2.3.3 Land Use Regulatory Overview (Page 53)**

The City of La Verne regulates the mix of land uses built in its incorporated boundaries through its General Plan, Specific Plans, and Municipal Code. These regulatory documents establish policies that apply citywide, or to specific subareas in the city. The Plan Area has two General Plan land use designations: Commercial Business Park and Community Facilities. The Plan Area zoning regulations were established by three separate Specific Plans: OTLVSP, ~~Lordsburg Specific Plan (LSP)~~, and the ACSP...

**Section 2.3.5 Project Overview; La Verne Campus (Page 54)**

As the University’s primary campus, La Verne Campus currently has 40 educational buildings. Ten of these building are proposed to be demolished and replaced with newly-configured buildings over the course of the three phases of the proposed project. Upon completion of the envisioned improvements, there would be a net increase of approximately ~~403,577~~391,225 square feet of La Verne Campus building area, which would bring the total campus square footage to approximately ~~1,030,000~~1,017,779 square feet. The student residence hall capacity would be increased from 874 beds up to a maximum of 1,542 beds, an increase of up to 668 beds. Parking capacity would increase from 2,319 spaces to 2,692 spaces, an increase of 373 spaces. Section 2.3.5 **Project Overview; La Verne Campus; Table 4 La Verne Campus: Overview of Existing and Proposed Conditions (Page 54)** provides an overview of existing and proposed campus conditions.

**Section 2.3.5 Project Overview; La Verne Campus; Table 5 La Verne Campus: All Buildings plus Demolition and Renovations, All Phases (Page 55)**

\_lists all buildings that are located on La Verne Campus and indicates which would be demolished or restored in each phase of the Master Plan. Section 2.3.5 **Project Overview; La Verne Campus; Table 6 La Verne Campus: New Construction, All Phases (Page 56 and Page 57)** summarizes all proposed new construction throughout each phase of the Master Plan.

**Section 2.3.5 Project Overview; La Verne Campus; Table 4 La Verne Campus: Overview of Existing and Proposed Conditions (Page 54)**

	Existing (2016)	Proposed (2035)	Change
Campus Building Area (GSF) <sup>1</sup>	626,554	<del>1,030,131</del> <u>1,017,779</u>	<del>403,577</del> <u>391,225</u>
Students <sup>2</sup>	4,849	5,631	782

**Section 2.3.5 Project Overview; La Verne Campus; Table 5 La Verne Campus: All Buildings plus Demolition and Renovations, All Phases (Page 55)**

Building	Demolition	Square Footage Removed	Renovation <sup>1</sup>	Square Footage Affected
Studebaker-Hanewalt-Hanawalt (Stu-Han) Residence Hall	Phase I	28,800		

**Section 2.3.5 Project Overview; La Verne Campus; Table 6 La Verne Campus: New Construction, All Phases (Page 56 and Page 57)**

Building	New Square Footage		
	Phase I	Phase II	Phase III
Dining/Event Space	48,800	16,647	
Residence Hall	79,650	99,451	
Total Gross Increase	192,850	180,498	96,000
Total Gross Decrease (Table 4)	33,091	22,092	92,590
Total Net Increase	159,759	147,407	169,910
Total Existing Square Footage (square feet)			626,554
Phase Period Ending	2021	2028	2035
Total Project Square Footage	786,313	773,961	860,221
		847,869	1,030,131
			1,017,779 <sup>1</sup>

**Section 2.3.6 Project Objectives and Goals; Phase I Goals (2015-2021) (Page 64)**

- Construct a new residence hall and dining facility in the area to the south of the Abraham Campus Center. The existing Studebaker-Hanawalt (Stu-Han) Residence Hall will be demolished when the new residence hall opens and a parking lot will be constructed on the site.

**Section 3.0 Environmental Setting**

**Section 3.2 Project Site Setting (Page 68)**

The city of La Verne is mostly urbanized and land use patterns are well established...

**Section 3.3 Cumulative Development; Table 11 Cumulative Projects List (Page 69)**

Project No.	Project Name	Project Location	Description
1	Mr. D’s Retail Project	919 Foothill Boulevard	7,500 square feet (sq. ft.) of retail

**Section 4 Environmental Impact Analysis**

**Section 4.1 Aesthetics**

**Section 4.1.1 Setting; Regulatory Setting (Page 76)**

The City of La Verne regulates the design of the built environment through its General Plan, Zoning Ordinance, and Specific Plans. These documents prescribe and establish policies and design review procedures. The majority of La Verne Campus is in the City’s OTLVSP, and three University properties are in the boundary of the LSP. Park Campus and Campus West areas are in the City’s ACSP.

**Section 4.1.1 Setting; Regulatory Setting (Page 77)**

The Park Campus and Campus West are located in the Industrial and Business Park land use classifications of the Arrow Corridor Specific Plan, respectively. Development standards for the Industrial land use classification are intended to upgrade existing industrial development built under less stringent standards and to provide guidance for more attractive and compatible new developments. Design standards for the Business Park designation are well established and the area is envisioned to include individually designed buildings with a "high-tech" architectural style. No development standards for the Park Campus and Campus West are included in the Master Plan. The design of future facilities in these areas must be consistent with the ~~Arrow Corridor Specific Plan~~ ACSP design standards and the City's Development Review provisions.

#### **Section 4.1.2 Impact Analysis; Impact AES-1 View Corridors (Page 78)**

Full implementation of the proposed Master Plan on La Verne Campus would involve the demolition and replacement of ~~40 ten~~ of the 40 existing buildings, with the newly-designed structures being built over the course of the three phases. During Phase I, four new buildings will be constructed and two existing buildings will be renovated for a net increase of ~~159,759~~ 147,407 square feet. Phase I construction would also include a net loss of 125 parking spaces and new pedestrian promenades/plazas (including the future Gold Line Gateway Plaza near E Street's intersection with the Gold Line)...

#### **Section 4.1.2 Impact Analysis; Impact AES-2 Scenic Resources; Buildings (Page 79)**

... would be required to be consistent with the design standards established in the OTLVSP. As designed, the new buildings proposed to replace the Interfaith Chapel, the Stu-Han Residence Hall, Woody Hall, and the Brandt Residence Hall along the northern boundary of the campus fronting Bonita Avenue would be limited to three stories and would be designed to function as a prominent campus gateway entrance and would be buffered from the street by streetscape landscaping, gardens, and a water feature and the entrance will frame a formal view corridor terminating at the entry to Founders Hall. Generous streetscape landscaping would partially screen the new structures along Bonita Avenue, B Street, and C Street frontages, thus retaining the existing scenic qualities of the existing streetscapes. Section 4.3, Cultural Resources, provides an assessment of impacts to cultural resources and recommends mitigation measures to offset the demolition, renovation, and replacement of the above-described buildings. The implementation of Mitigation Measures CR-6 through CR-~~8~~ 9 would reduce impacts to historic resources as scenic resources to the greatest extent feasible.

#### **Section 4.1.2 Mitigation Measures; Mitigation Measures AES-1 Precise Plan Review of Visual Impacts of Construction (Page 85)**

- **Restoration of Disturbed Areas.** Restore and revegetate any areas disturbed by construction activities outside of fenced-off construction areas as ~~expeditiously as possible~~ as soon as feasible following disturbance.

#### **Section 4.1.2 Mitigation Measures; Mitigation Measures AES-2 Lighting Plan (Page 87)**

Prior to the issuance of building permits, any structure proposed under the Master Plan that abuts offsite residential neighborhoods and that would include outdoor lighting or produce light spillover, shall include a lighting plan ~~In conjunction with site plan development of any project carried out under the Master Plan abutting an offsite residential neighborhood that would include outdoor lighting or produce light spillover, a lighting plan shall be required that~~ minimizes light spillover and conforms to all applicable regulations, including all applicable standards of the La Verne Municipal Code.

#### **Section 4.1.2 Mitigation Measures; Mitigation Measures AES-3 Glare (Page 87)**

Prior to issuance of building permits, any structure proposed under the Master Plan shall be reviewed during the City of La Verne's standard review process to ensure that proposed building materials do not impact roadways or pilots in nearby airspace, create a nuisance for surrounding areas, ~~not~~ create glare in a manner that could endanger motorists on adjacent roadways, or otherwise impact the community...

### **Section 4.2 Air Quality**

#### **Section 4.2.1 Setting; Air Pollution Regulation (Page 89 and 90)**

The federal and state Clean Air Acts regulate the emission of airborne pollutants from various mobile and stationary sources. The United States Environmental Protection Agency (~~USEPA~~) is the federal agency designated to administer air quality regulations, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency. These agencies have established ambient air quality standards for the protection of public health. Local air quality management control and planning is provided through regional Air Pollution Control Districts (~~APCD~~) established by the CARB for the 14 air basins throughout the state. The CARB is responsible for control of mobile emission sources, while the local Air Pollution Control Districts ~~APCDs~~ are responsible for control of stationary sources and enforcing regulations. La Verne is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD.

#### **Section 4.2.2 Impact Analysis; Impact AQ-1 Construction Emissions (Page 99)**

As shown in Table 15, average daily construction emissions over the 20 year life of the Master Plan would range from approximately 3.61 pounds per day (ROG) to 8.1 lbs/day (CO). The LST thresholds only apply to those emissions generated by onsite construction activities, such as emissions from onsite grading, and do not apply to offsite mobile emissions. The LST thresholds for sensitive receptors 82 feet from the Plan Area were used to illustrate the closest receptors, which are student residents within the La Verne Campus and single family residential units (located around the perimeter of La Verne Campus and Campus West)...

#### **Section 4.2.2 Impact Analysis; Mitigation Measure AQ-1 Construction Scheduling (Page 101)**

Construction scheduling for any construction projects carried out under the proposed Master Plan shall be established such that buildout Phase I occurs over the period of 2016- to 2021, Phase II buildout occurs over the period of 2022 to 2028, and Phase III buildout occurs over the period of 2029 to 2035 to ensure that the SCAQMD daily thresholds for emissions of reactive organic gases (ROG) are not exceeded...

**Section 4.2.2 Impact Analysis; Mitigation Measure AQ-2 Maximum Vehicle Speed (Page 101)**

All vehicle speeds on unpaved roads shall be limited to 15 miles per hour ~~(mph)~~.

**Section 4.2.2 Impact Analysis; Mitigation Measure AQ-3 High Wind Construction Suspension (Page 101)**

All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour ~~mph~~.

**Section 4.2.2 Impact Analysis; Impact AQ-3 Traffic Emissions, Phases I and II (Page 104)**

A detailed CO analysis was conducted during the preparation of SCAQMD’s 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high ~~average daily traffic~~ ~~(ADT)~~ intersections in the Basin that would be expected to experience the highest CO concentrations...

**Section 4.2.2 Impact Analysis; Impact AQ-4 Population Growth (Page 106)**

As discussed in Section 4.10, Population and Housing, the proposed Master Plan would allow an expansion of enrollment at University of La Verne of 782 ~~full time equivalent (FTE)~~ students over an approximate 20-year time frame from the date of City approval of the Master Plan...

**Section 4.3 Cultural Resources**

**Section 4.3.1 Regulatory Setting (Page 109)**

Cultural resources, including built environment and archaeological resources, may be designated as historic by National, State or local authorities. In order for a resource to qualify for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) or as a locally significant resource in the city of La Verne, it must meet one or more identified criteria of significance. The resource must also retain sufficient historic integrity, defined in *National Register Bulletin 15* as the “ability of a property to convey its significance” (National Park Service ~~[NPS]~~1990)...

**Section 4.3.1 Regulatory Setting; Federal (Page 109)**

Cultural resources are considered during federal undertakings chiefly under Section 106 of the National Historic Preservation Act (NHPA) through one of its implementing regulations, 36 Code of Federal Regulations 800 (Protection of Historic Properties), as well as the National Environmental Policy Act ~~(NEPA)~~. Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA...

**Section 4.3.1 Regulatory Setting; Local (Page 112)**

The City has also created several specific plan areas that provide development standards and design guidelines. These are the LSP, the OTLVSP, and the ACSP. The Lordsburg Specific Plan ~~Area~~ area has been designated by the City as a historic district...

**Section 4.3.1 Regulatory Setting; Local (Page 112)**

Old Town La Verne Specific Plan (OTLVSP)

**Section 4.3.1 Regulatory Setting; Local (Page 113)**

Lordsburg Specific Plan (LSP)

**Section 4.3.1 Regulatory Setting; Local; Lordsburg Specific Plan; Heritage University Buildings (Page 113)**

According to the ~~Lordsburg Specific Plan~~LSP, most of the University of La Verne’s major buildings are considered contributing buildings to the historic district, including several built after 1960. To be considered as a Heritage University Building in the LSP, a structure must meet at least one of the following conditions:

**Section 4.3.1 Regulatory Setting; Local; Arrow Corridor Specific Plan (Page 113)**

The ACSP is contiguous with the ~~Old Town La Verne Specific Plan~~OTLVSP area to the southwest and the east. The University’s Park Campus and Campus West are located completely within the boundary of the ACSP. The ACSP provides development standards for...

**Section 4.3.3 Previously Identified Cultural and Paleontological Resources; Cultural Resources; Additional Resource Data (Page 121)**

The 2007 ~~Environmental Impact Report~~EIR prepared for the University of La Verne 2006 Master Plan identified 10 existing University buildings that could potentially be historic resources...

**Section 4.3.3 Previously Identified Cultural and Paleontological Resources; Cultural Resources; Native American Consultation Assistance (Page 121)**

As part of the process of identifying cultural resources issues in or near the Plan area, and to assist the University of La Verne with Native American government-to-government consultation in accordance with California Government Code 65352 (Senate Bill 18 of 2004; SB 18) and Assembly Bill 52 of 2014 (AB 52), Rincon contacted the NAHC on July 15, 2016. Rincon requested a review of the Sacred Lands File~~SLF~~, a list of Native American individuals and tribal organizations for tribal consultation per SB 18, and a list of Native American individuals and tribal organizations for tribal consultation per AB52. Rincon received a response via email on July 21, 2016 stating that the search of the ~~SLF~~ Sacred Lands File came back with negative results...

**Section 4.3.3 Previously Identified Cultural and Paleontological Resources; Paleontological Resources; Quaternary Geologic Units; Table 18 Geologic Units in Project Site (Page 123)**

Geologic Unit*	Age*	Notes	Paleontological Sensitivity ( <del>SVP</del> )
----------------	------	-------	--

**Section 4.3.3 Previously Identified Cultural and Paleontological Resources; Paleontological Resources; Paleontological Sensitivity (Page 125)**

The Society of Vertebrate Paleontology (SVP) outlines in their Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. The SVP (~~2010~~) describes sedimentary rock units as having a high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources...

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-1  
Archaeological Resources Assessment (Page 129)**

To determine the archaeological sensitivity of a proposed project in the Plan area, archaeological resources assessments shall be performed under the supervision of an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in either prehistoric or historic archaeology. Assessments shall include a California Historical Research Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC) and of the Sacred Lands File (SLF) maintained by...

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-2 Phase II  
Testing and Evaluation (Page 130)**

If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist meeting the Professional Qualification Standards PQS prior to any construction-related ground-disturbing activities to determine significance...

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-3  
Monitoring (Page 130)**

If the archaeological assessment does not identify potentially significant archaeological resources in the Plan Area but indicates the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. Native American monitoring may also be required. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial onsite safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the Professional Qualification Standards PQS. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-4 Training  
and On-Call Monitoring (Page 130)**

If the archaeological assessment does not identify potentially significant archaeological resources in the Plan Area, but indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the Professional Qualification Standards PQS shall be retained on an on-call basis...

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-5 Human  
Remains Discovery (Page 131)**

If human remains are exposed during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county

coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In accordance with this code, in the event of an unanticipated discovery of human remains, the county coroner would be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (~~MLD~~). The most likely descendant~~MLD~~ would complete the inspection of the discovery within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Impact CR-2 Historic Resources (Page 131)**

The Master Plan would result in the alteration and demolition of various buildings on campus (Table 19). In addition an increase of ~~475,577~~463,225 square feet of additional campus construction is proposed.

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-6 Construction Activities in Historic Districts (Page 135)**

Prior to any construction activities that may affect buildings over 50 years of age or a previously identified historic district, a historical resources assessment shall be performed by an architectural historian or historian who meets the National Parks Service ~~PQS~~ Professional Qualification Standards in architectural history or history...

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-7 Relocation, Rehabilitation, or Alteration of Historic Resources (Page 135)**

To ensure that projects requiring the relocation, rehabilitation, or alteration of a historical resource not impair its significance, the Secretary of the Interior's Standards shall be used to the maximum extent possible. The application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the Professional Qualification Standards~~PQS~~. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character-defining features, the extent of adaptive reuse, and construction activities shall be provided to the City for review and approval.

**Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-8 Demolition or Significant Alteration of Historic Resources (Page 135)**

If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level and impacts would be significant and unavoidable. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the Professional Qualification Standards~~PQS~~. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and....

### **Section 4.3.4 Cultural and Paleontological Impact Analysis; Mitigation Measure CR-9 Interpretive Plan (Page 136)**

A qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History shall be selected by the City of La Verne to prepare an onsite interpretive plan, which shall consist of a public display, plaque, or other suitable interpretive approach, as approved by the City of La Verne. It shall focus on the significant historic themes associated with the historic properties to be demolished and shall include any collected research pertaining to the historic property, and images and details from the HABS/HAER/HALS documentation. The interpretive display shall be installed in an appropriate public location in the project area within one year of the date of completion of the proposed project for which the respective historic resource was demolished. If no appropriate onsite public location is available, an appropriate offsite public location for the display shall be identified by the applicant and presented to the City for approval. The interpretive display shall remain in public view for a minimum of five years, and if removed, appropriately archived.

### **Section 4.4 Geology and Soils**

#### **Section 4.4.1 Setting; Regional Geology and Soils (Page 141)**

The ~~city~~City of La Verne is located in the Pomona Valley, approximately 27.8 miles northeast of downtown Los Angeles. The proposed project lies entirely within the Peninsular Ranges geomorphic province. This geomorphic province occupies the southwestern corner of California and contains the Laguna Mountains, the San Jacinto Mountains, the Santa Ana Mountains, and the Santa Rosa Mountains. The northern portion of the province includes the Los Angeles Basin and is bounded on the east by the Colorado Desert and on the north by the transverse ranges, including the San Gabriel Mountains (California Geological Survey [CGS] 2002)...

#### **Section 4.4.1 Setting; Seismic Hazards; Faults (Page 143)**

The intensity of earthquakes is measured/expressed in terms of two scales. The Modified Mercalli Index, which describes the intensity of earthquakes in terms of observable impacts and the Moment Magnitude ~~scale~~ Scale ( $M_w$ ), developed in the 1970s for measuring the size of an earthquake in terms of the energy released.

#### **Section 4.4.1 Setting; Seismic Hazards; Faults (Page 143)**

##### *Sierra Madre Fault*

The Sierra Madre fault is located approximately 2.0 miles north of the Plan Area. As part of the San Gabriel Mountain frontal fault system, this fault zone has been responsible for uplift of mountains by reverse faulting in response to north-south compression. During the 1971 San Fernando earthquake, approximately seven feet of uplift occurred along the San Fernando and Tujunga Faults (westward extensions of the Sierra Madre Fault Zone). The recurrence interval for large (6.0 to 7.0  $M_w$ ) earthquakes is estimated at 100 to 5,000 years. The Sierra Madre Fault Zone encompasses essentially all major faults in the foothill area of La Verne, including major surface traces in bedrock as well as sub-parallel faults in alluvial areas immediately to the south. (City of La Verne 2012: 6-10).

### *San Jacinto Fault*

The San Jacinto fault is approximately 22.0 miles northeast of the Plan Area. This active fault is a large strike-slip fault that has been active for several million years, similar to the San Andreas. It has been the principal focus of historical release of strain in southern California between the North American continental plate and Pacific Ocean plate. Surface rupture has been associated with several historic earthquakes on the fault. A maximum probable earthquake for the San Jacinto of  $M_w$  7.5 is estimated, based on historic seismicity and rupture length (City of La Verne 2012: 6-10).

### *Whittier-Elsinore Fault*

This active fault is approximately 12.4 miles southwest of the Plan Area and parallels the San Jacinto Fault. In 1987, a  $M_w$  5.9 earthquake occurred along a previously unknown thrust fault attached to this system. A maximum probable earthquake of  $M_w$  7.4 is assigned to the combined Whittier-Elsinore Fault (City of La Verne 2012: 6-10).

### *San Jose Fault*

This active fault is approximately two miles south of the Plan Area. It is a left-lateral strike-slip fault with minor reverse component possible. It is approximately 11.2 miles in length and is nearby the Cities of La Verne, Claremont, and Pomona. The last significant earthquake along this fault was a  $M_w$  5.4 in 1990. It is a Late Quaternary fault with activity between present day and 700,000 years ago. The maximum probable magnitude of this fault is  $M_w$  6.5 (Southern California Earthquake Data Center 2013).

## **Section 4.4.4 Project Impacts and Mitigation Measures; Impact GEO-1. Exposure to Seismic Hazards (Page 154)**

Full implementation of the proposed Master Plan would lead to a net increase of ~~403,577~~391,225 gross square feet (GSF) over the life of the Master Plan (2035). This...

## **Section 4.5 Greenhouse Gas Emissions**

### **Section 4.5.1 Setting; Climate Change and Greenhouse Gases (Page 157)**

Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and SF<sub>6</sub> (California Environmental Protection Agency [CalEPA] 2006). Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane-CH<sub>4</sub> has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC 2007).

### **Section 4.5.1 Setting; Climate Change and Greenhouse Gases; Fluorinated Gases (HFC, PFC, and SF<sub>6</sub>) (Page 159)**

Fluorinated gases, such as HFC, PFCs, and SF<sub>6</sub>, are powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances such as chlorofluorocarbons (CFC), hydrochlorofluorocarbons (HCFC), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the Montreal Protocol (1987) and Clean Air Act Amendments of 1990...

#### **Section 4.5.1 Setting; Climate Change and Greenhouse Gases; Hydrology and Sea Level Rise (Page 161)**

As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (CCCC 2009), climate change has the potential to induce substantial...

#### **Section 4.5.2 Regulatory Setting; International; Paris Agreement (Page 163 and 164)**

In December 2015, the 21<sup>st</sup> session of the Conference of the Parties (COP21) adopted the Paris Agreement. The deal requires all countries that ratify it to commit to cutting greenhouse gas GHG emissions, with the goal of peaking greenhouse gas GHG emissions “as soon as possible” (Worland 2015). The agreement includes commitments to (1) achieve a balance between sources and sinks of greenhouse gases GHGs in the second half of this century; (2) to keep global temperature increase “well below” 2 degrees Celsius (C) or 3.6 degrees Fahrenheit (F) and to pursue efforts to limit it to 1.5 C; (3) to review progress every five years; and (4) to spend \$100 billion a year in climate finance for developing countries by 2020 (UNFCCC 2015)...

#### **Section 4.5.3 Impact Analysis; Study Methodology (Page 168)**

Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these make up 98.9 percent of all GHG emissions by volume (IPCC 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, were also considered for the analysis. However, because the project is a Master Plan for a predominantly educational development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent GWP in terms of CO<sub>2</sub> (CO<sub>2</sub>e). Minimal amounts of other GHGs (such as chlorofluorocarbons (CFCs)) would be emitted; however, these other GHG emissions would not substantially add to the total calculated CO<sub>2</sub>e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

#### **Section 4.5.4 Project Impacts and Mitigation Measures; Impact GHG-1 Total Emissions; Construction Emissions (Page 171)**

As discussed above under Methodology and Significance Thresholds, CalEEMod calculations represent a “worst case” scenario assuming all projects would occur concurrently. However, planned construction and demolition activities would be spread out throughout the 20 year lifespan of the proposed Master Plan. Therefore CalEEMod model results present a conservative estimate for construction activity emissions. Construction activity occurring under the proposed Master Plan would generate an estimated 2,323 MT of ~~CO<sub>2</sub>E~~ CO<sub>2</sub>e (as shown in Table 20). Amortized over a 30-year period as per SCAQMD recommendations, construction facilitated by the proposed Master Plan would generate an estimated 77 MT of ~~CO<sub>2</sub>E~~ CO<sub>2</sub>e per year.

#### **Section 4.5.4 Project Impacts and Mitigation Measures; Impact GHG-1 Total Emissions; Energy Use (Page 172)**

As shown in Table 20, electricity consumption associated with the proposed Master Plan would generate approximately 1,818 MT CO<sub>2</sub>E per year.

#### **Section 4.5.4 Project Impacts and Mitigation Measures; Impact GHG-1 Total Emissions (Page 173)**

*Transportation Emissions~~xxx~~*

#### **Section 4.5.4 Project Impacts and Mitigation Measures; Mitigation Measure GHG-1 Reduction Plan (Page 175)**

2. Onsite renewable energy production, including wind-generated energy or installation of solar photovoltaic (~~PV~~) panels or other onsite renewable energy that generates a minimum of 30 percent of the Project’s total energy demand (based on the individual projects being developed, not entire Master Plan)
3. Vehicle Trip Reduction (based on SCAQMD Transportation Demand Management measures), including the following:
  - a. Provide preferential carpool/vanpool parking spaces
  - ~~a. Add a location for tour and shuttle buses to pick up passengers near the amenity center and assisted living facility (e.g., bus duck out for residents living on the Project Site), or other shuttle/mini bus service~~
  - b. Provide bicycle storage/parking facilities for onsite employees
  - c. Provide shower/locker facilities for onsite employees
  - d. Provide child care centers for onsite employees
  - e. Provide an onsite park-and-ride lot
  - f. Employ a transportation/rideshare coordinator
  - g. Implement a rideshare program for onsite residents and employees
  - h. Provide incentives to employees to rideshare or take public transportation
  - i. Implement compressed work schedules

#### **Section 4.5.4 Project Impacts and Mitigation Measures; Impact GHG-2 GHG Reduction Measures; Table 27 Master Plan Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies (Page 182)**

Strategy	Master Plan Consistency
<b>Business, Transportation and Housing</b>	
<p>Smart Land Use and Intelligent Transportation Systems (ITS)</p> <p>Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p> <p>ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.</p> <p>The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment.</p> <p>Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.</p>	<p>Consistent</p> <p>At buildout of the proposed Master Plan, approximately 40% <u>percent</u> of students would be able to live on campus. Thus pedestrian connectivity is vital to the campus. In addition, bicycles are an important part of life on the campus. The benign climate and compact, bike-friendly community encourages the year-round usage of bikes by students, faculty and staff.</p> <p>Class II bike paths linking to the larger community are accessible from the campus. Bike parking/racks are provided at points of destination around campus and rental bikes are available for free as well as a fleet of free folding bikes for use on public transit.</p> <p>The campus is linked to the larger community by public transportation via bus service provided by Foothill Transit and rail service provided by Metrolink and Amtrak. Bus stops are provided on the north side of campus on Bonita Avenue. Bus access to the Ontario International Airport provides global connectivity.</p> <p>Metrolink and Amtrak stations may be reached by bus, bike or foot. Metrolink connects the campus through a commuter rail system to metropolitan Los Angeles while Amtrak connects riders to a national rail system. The planned expansion of the Metro Gold Line will provide added rider access.</p>
<b>Public Utilities Commission (PUC)</b>	
<p>California Solar Initiative</p> <p>The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 <del>MW</del> <u>megawatts</u> by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>	<p>Consistent</p> <p>The University of La Verne’s Climate Action Plan identifies solar electricity as one of the primary sources of renewable energy available to the campus. Currently, active proposals for solar energy installations include the Arts and Communication Building, the Campus Center and the School of Law. Further, the Climate Action Plan recommends that all new construction include renewable energy elements as appropriate to the nature of the facility.</p>

**Section 4.5.4 Project Impacts and Mitigation Measures; Impact GHG-2 GHG Reduction Measures; Table 28 Master Plan Consistency with Applicable Attorney General Greenhouse Gas Emission Reduction Strategies (Page 182)**

Strategy	Master Plan Consistency
<b>Land Use Measures, Smart Growth Strategies and Carbon Offsets</b>	
<p>Smart Land Use and Intelligent Transportation Systems</p> <p>Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking or bicycling.</p>	<p>Consistent</p> <p>At full buildout of the proposed Master Plan, approximately 40% <u>percent</u> of University of La Verne Students would be able to live on campus. Thus pedestrian connectivity is vital to the campus. In addition, bicycles are an important part of life on the campus. The benign climate and compact, bike-friendly community encourages the year-round usage of bikes by students, faculty and staff.</p> <p>Class II bike paths linking to the larger community are accessible from the campus. Bike parking/racks are provided at points of destination around campus and rental bikes are available for free as well as a fleet of free folding bikes for use on public transit.</p> <p>The campus is linked to the larger community by public transportation via bus service provided by Foothill Transit and rail service provided by Metrolink and Amtrak. Bus stops are provided on the north side of campus on Bonita Avenue. Bus access to the Ontario International Airport provides global connectivity.</p> <p>Metrolink and Amtrak stations may be reached by bus, bike or foot. Metrolink connects the campus through a commuter rail system to metropolitan Los Angeles while Amtrak connects riders to a national rail system. The planned expansion of the Metro Gold Line will provide added rider access.</p>

**Section 4.5.4 Project Impacts and Mitigation Measures; Impact GHG-2 GHG Reduction Measures (Page 182)**

As indicated in Tables ~~25~~ 27 and ~~26~~ 28, the proposed Master Plan would be consistent with the CAT strategies and 2008 Attorney General Greenhouse Gas Reduction Measures...

**Section 4.6 Hazards and Hazardous Materials**

**Section 4.6.3 Regulatory Setting; Regulatory Environment; Federal; Lead-Based Paint Elimination Final Rule 24 Code of Federal Regulations (CFR) (Page 190)**

Regulations for ~~lead-based paint (LBP)~~ are contained in the Lead-Based Paint Elimination Final Rule 24 Code of Federal Regulations (CFR) 33, governed by the U.S. Housing and Urban Development (HUD), which requires sellers and lessors to disclose known LBP and LBP hazards to perspective purchasers and lessees...

**Section 4.6.3 Regulatory Setting; Regulatory Environment; State; Department of Toxic Substances Control (DTSC) (Page 191)**

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the State Water Resources Control Board (SWRCB), and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state...

**Section 4.6.3 Regulatory Setting; Regulatory Environment; Local; Los Angeles County Department of Public Works (Page 191)**

- The Los Angeles County Fire Department ~~Health Hazardous Materials Division (HHMD)~~ provides underground storage tank (UST), aboveground storage tank, hazardous waste generator, and unauthorized release assessment and reporting services. The HHMD also provides emergency response services to the City of La Verne.

**Section 4.6.3 Regulatory Setting; Regulatory Environment; Local; Los Angeles County Brackett Field Airport Land Use Plan (ALUCP) (Page 192)**

The ALUCP sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to airport safety hazards and noise impacts are minimized. The ALUCP provides the basis by which the Airport Land Use Commission (ALUC) and local agencies located within the Airport Influence Areas carry out land use development review responsibilities in accordance with State Law...

**Section 4.6.4 Records Research; Known Onsite Hazardous Material Sites (Page 192)**

The following databases were searched in September 2016 for records relating to any known hazardous materials contamination within the San Luis Ranch Specific Plan Area:

- The State Water Resources Control Board (~~SWRCB~~) GeoTracker database
- Department of Toxic Substances Control's (~~DTSC~~) EnviroStor database
- The Cortese List

The online Cortese List and the online DTSC EnviroStor database did not identify any release sites in the Plan Area. The search of the online SWRCB GeoTracker database identified two sites within the project's Campus West site that are listed as open Spills, Leaks, Investigation and Cleanup (SLIC) cases. The two cases include Former Victor Graphics at 1330 Arrow Highway and United Production Service/Occidental Petroleum at 1855 Carrion Road, as shown in Figure 15.

**Section 4.6.4 Records Research; Known Onsite Hazardous Material Sites; Former Victor Graphics, 1330 Arrow Highway, La Verne – Open SLIC Case (Page 193)**

In April 2010, a site investigation was conducted by Langan at the Occidental Research Facility, which included an investigation at the Victor Graphics property. Four cone penetrometer test/membrane interface probes (CPT/MIP) were installed, two soil borings were drilled, and one groundwater monitoring well, MW-5, was installed at the Victor Graphics facility, and one well, MW-6, was installed in the ~~LACMTA~~ Los Angeles CMTA/SCRRA right-of-way (CDM 2014).

#### **Section 4.6.4 Records Research; Known Onsite Hazardous Material Sites; United Production Service (Occidental Petroleum), 1855 Carrion Road, La Verne – Open SLIC Case (Page 196)**

In November, 2013, GeoSyntec Consultants (GeoSyntec) conducted additional site assessment activities, including soil and soil gas sampling. Soil samples were analyzed for one or more of the following: VOCs, semi-volatile organic compounds (SVOC), polyaromatic hydrocarbons (PAH), Title 22 metals, and/or chromium VI (CR VI). Concentrations detected in soil were generally below regulatory screening levels, with the exception of one sample containing CR VI and one sample containing arsenic, both above Regional Screening Levels set forth by the United States Environmental Protection Agency ~~USEPA~~, Region 9. Soil vapor analytical results indicated the presence of VOCs in soil vapor above regulatory screening levels for residential properties (GeoSyntec 2014a).

#### **Section 4.6.4 Records Research; Known Adjacent Hazardous Material Sites (Page 197)**

The Cortese list did not identify any release sites in the vicinity of the Project. The search of the SWRCB GeoTracker database identified seven release sites located adjacent to the Project. All of these release sites are shown on Figure 15 and discussed below.

Four are located adjacent to Campus West: DPI Labs (Adjacent SLIC facility), Synthane Taylor, (Adjacent Open Leaking Underground Storage Tank [LUST] Case), Brackett Field – Pomona Police Heliport (Open LUST Case), and Brackett Field, (Closed LUST Case). Three are located adjacent to the La Vern Campus: La Verne Public Safety Facility (Closed LUST Case), Paper Pak/ Private Residence (Closed LUST Case), and Shell Oil gas station (Adjacent Open LUST Case).

La Verne Public Safety Facility, 2061 Third Street, La Verne - Closed LUST Case

The ~~leaking underground storage tank~~ LUST case for the facility was closed in 1999. GeoTracker indicates that the facility had a release of gasoline affecting groundwater. No files are available on GeoTracker.

#### **Section 4.6.4 Records Research; Known Adjacent Hazardous Material Sites (Page 197)**

Brackett Field Airport, 1615 McKinley Avenue - Closed LUST Case

Following four quarters of groundwater monitoring, it was determined that groundwater beneath the facility had not been impacted by aviation fuel, therefore, case closure was requested (LADPW, 1997). According to GeoTracker, closure was granted in August 1997.

#### **Section 4.6.4 Records Research; Known Adjacent Hazardous Material Sites (Page 199)**

Paper Pak/ Private Residence (mapped adjacent to subject property on GeoTracker), 2321 Arrow Highway and 1943 White Avenue, La Verne - Closed LUST Case

Feasibility testing was conducted in June 2007, and remediation was conducted from April 2008 until March 2009. Approximately 5,957 pounds of hydrocarbons were removed. Three confirmation borings were subsequently advanced. Although diesel fuel remained in soil, analytical results indicated that concentrations had been significantly reduced. Groundwater monitoring results indicated no impact to groundwater. Therefore, case closure was requested (PIC 2009). According to GeoTracker, closure was granted in November 2009.

#### **Section 4.6.4 Records Research; Known Adjacent Hazardous Material Sites (Page 200)**

##### **DPI Labs, 1350 Arrow Highway - Adjacent SLIC facility**

The facility is mentioned in a 2010 Langan site assessment report for the ORC property as an open SLIC case, however, the facility does not appear on GeoTracker or EnviroStor. The facility manufactured switches, switch panels, lighting and air distribution systems, and entertainment systems for aircraft. Photochemicals and photoprocessing waste were identified as waste streams.

#### **Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Impact HAZ-1 Potential for Upset Conditions during Construction (Page 201 and Page 202)**

The protocols established for current and future campus operational and maintenance activities adhere to applicable local, state, and federal laws regulating the use and transport of hazardous materials. For example, the Los Angeles County Fire Department and the State of California Occupational Safety and Health Administration (~~Cal-OSHA~~) regulate the use, storage, and handling of hazardous materials within the University of La Verne campuses. The Los Angeles County Fire Department is also responsible for the enforcement of all local, state, and federal codes related to the safe occupancy of buildings. These codes inherently safeguard life and property from the hazards of fire, the fire/explosion hazards arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. The California Occupational Safety and Health Administration ~~Cal-OSHA~~ protects workers and the public from occupational safety hazards through its Occupational Safety and Health program and provides consultative assistance to employers to help ensure a safe working environment.

Chemical safety training is required for all students who work with chemicals, in order to minimize the occurrence of accidental chemical releases and ensure that, when one does occur, it is handled in a safe manner. ~~Material~~ Safety Data Sheets (MSDS), which outline procedures to address spills and leaks for individual chemicals, are reviewed during training conducted under the federal Hazard Communication Standard (29 CFR 1910.1200) and the Laboratory Standard (29 CFR 1910.1450). Copies of MSDSs are received with shipments of new materials and are maintained in each applicable work location. The University of La Verne website (<http://sites.laverne.edu/risk-management/emergency-procedures/>) also publicizes procedures to follow in the event of an emergency, including hazardous material spills or release of chemicals and solvents.

#### **Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Impact HAZ-4 Airport Uses Compatibility (Page 204)**

*Implementation of the proposed Master Plan within an airport land use plan or within two miles of a public airport or public use airport, would not ~~emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school~~ result in a safety hazard for people residing or working in the project area. Compliance with existing regulations would ensure potential impacts would be Class III, less than significant.*

The Project is located within the Brackett Field Airport Influence Area (AIA). Therefore, the Project is subject to the Los Angeles County Brackett Field Airport Land Use Compatibility Plan (ALUCP). The primary hazard associated with land uses near the airport is the risk of aircraft incidents on approach and take-off. The ALUCP identifies Brackett Field Airport as a County-owned and operated airport located to the south of the Project at 1615 McKinley Avenue, La Verne in Los Angeles County.

The ALUCP allows for development in Zones D and E, including residential development, educational facilities, athletic fields, and conference facilities; however, certain restrictions for development in these areas would apply (i.e., height of structures). Therefore, the Project does not introduce incompatible uses within safety zones established in the Airport Land Use Compatibility Plan. However, the Project would be required to comply with applicable ALUCP requirements. For additional analysis of the Master Plan's consistency with applicable ALUCP policies, refer to Section 4.8, Land Use and Planning. Impacts would be less than significant.

#### **Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Impact HAZ-5 Development near Hazardous Material Sites (Page 204)**

Although there are no Cortese-listed sites within the project boundaries or in the vicinity of the Project, two hazardous material release sites have been identified on Campus West. Both of these releases cases remain open and under investigation by LARWQCB. There are known soil and groundwater releases at these facilities and Remedial Plans have been prepared for both facilities (Geosyntec, 2016a; CDM Smith, 2015). Additionally, there are numerous groundwater monitoring wells present on Campus West that are utilized as part of the site monitoring that is required by LARWQCB. In addition, the former use of a portion of Campus West for wastewater sludge basins for over 30 years may have resulted in an accumulation of heavy metals, polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), and pesticide contaminants in the onsite soils...

#### **Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Mitigation Measure HAZ-1 Phase I Environmental Site Assessment (ESA) and Agency Review (Page 205)**

Prior to development of Campus West, Park Campus or La Verne Campus, a Phase I ~~environmental site assessment (ESA)~~ shall be completed related to the portion of the campus being developed...

#### **Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Mitigation Measure HAZ-3 Soil, Groundwater, and Soil Vapor Remediation (Page 206)**

~~Additional~~ If a release of hazardous materials is suspected on a site, additional soil, groundwater, or soil vapor sampling shall be conducted if a release of hazardous materials is suspected on a site. Samples shall be collected under the supervision of a professional geologist or environmental professional to determine the presence or absence of contaminated soil, soil vapor, and/or groundwater. The goal of the sampling investigation would be to identify and possibly delineate potential onsite releases of hazardous materials prior to development. If sampling indicates the presence of contaminants exceeding applicable environmental screening levels, a Remediation Action Plan or Soil and Groundwater Management Plan shall be prepared prior to development. Cleanup may include excavation, disposal, bio-remediation, or any other

treatment of conditions subject to regulatory action. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the ~~Los Angeles County~~ LADPW, the ~~Regional Water Quality Control Board (LARWQCB)~~, or DTSC. Alternatively, engineering controls may be utilized in some situations to limit the public and environmental exposure to a hazard. This shall be determined on a case by case basis with oversight of an environmental regulatory agency. All recommended remediation shall be followed.

**Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Mitigation Measure HAZ-4 Receipt of “No Further Action” Letter (Page 206)**

Prior to the issuance of grading permits, in those locations where environmental regulatory agencies have identified the need for remediation of a known release, the applicant shall obtain a letter of “no further action” from the LARWQCB and any other agency with regulatory authority over the cleanup and the letter(s) shall be submitted to the City...

**Section 4.6.5 Impact Analysis; Project Impacts and Mitigation Measures; Mitigation Measure HAZ-6 Consistency with Airport Land Use Compatibility Plan (Page 207)**

The Brackett Field Airport, a general aviation airport, is located immediately south of Campus West. However, the take-off and landing flight paths for the airport are located considerably south and east of the site and the Plan Area is not in a designated fly zone. The Master Plan does propose to locate residential uses within 100 feet of the airport. However, the maximum building height for the residential units would be up to 35 feet above the finished floor elevation. This range in building height would be similar to the existing industrial uses located immediately north and east ~~and of~~ the project site and would therefore not create a structural hazard with respect to airport operations. Consequently, potential hazard impacts to airports and/or airstrips resulting from either project option would be less than significant. For further discussion, see Section 4.8, Land Use and Planning and Section 4.9, Noise.

**Section 4.7 Hydrology and Water Quality**

~~Section 4.7.2~~ Groundwater (page 214)

~~4.7.3~~ 4.7.2 Regulatory Setting (page 222)

~~4.7.4~~ 4.7.3 Impact Analysis (page 225)

~~4.7.5~~ 4.7.4 Cumulative Impacts (page 230)

**Section 4.7.2 Groundwater; Water Quality; Storm Water and Urban Runoff (Page 217)**

The Master Plan proposes development on previously developed land; therefore, long-term impacts to surface water quality are not anticipated. Future Master Plan development would be required by the City to demonstrate adequate drainage systems, and would be conditioned to comply with applicable National Pollution Discharge Elimination System (NPDES) (~~National Pollution Discharge Elimination System~~) and Standard Urban Storm Water Mitigation Plan (SUSMP) (~~Standard Urban Storm Water Mitigation Plan for Municipal Storm Water and Urban Runoff Management Programs In Los Angeles County~~) requirements to ensure that water

quality is maintained to federal, state and local standards, including temporary and long-term impacts.

#### **Section 4.7.3 Regulatory Setting; Federal; Clean Water Act (Page 222)**

##### Clean Water Act (CWA)

Congress enacted the ~~Clean Water Act (CWA)~~, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. NPDES permit process regulates those discharges (CWA Section 402). NPDES permitting authority is administered by the ~~California State Water Resources Control Board (SWRCB)~~ and its nine Regional Water Quality Control Boards (RWQCB). The Plan Area is in a watershed administered by the LARWQCB.

Section 401 of the CWA requires that any activity that would result in a discharge into waters of the U.S. be certified by the LARWQCB...

#### **Section 4.7.3 Regulatory Setting; State; California Porter Cologne Water Quality Control Act (Page 223)**

The Porter Cologne Water Quality Control Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative and numerical water quality standards, and implementation procedures. The criteria for State waters within the City are contained in the Water Quality Control Plan for the Los Angeles Region (LARWQCB 1994: 7-3). The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of Waste Discharge Requirements (~~WDR~~) and through the development of TMDL...

#### **Section 4.7.3 Regulatory Setting; Local (Page 223)**

Erosion protection measures, as described in Section 13.50.090, *Urban Storm Water Runoff Mitigation for Construction Activity*, of the La Verne Municipal Code, are required during all construction activities and/or as part of the applicant's legal requirements to obtain coverage under the applicable NPDES General Construction Activities Storm Water Permit and State Water Board 401 Water Quality Certification. The NPDES permit requires the preparation and implementation of a ~~Storm Water Pollution Prevention Plan (SWPPP)~~ SWPPP identifying BMPs to control surface runoff, erosion, and sedimentation...

#### **Section 4.7.4 Impact Analysis; Project Impacts and Mitigation Measures; Impact HWQ-1 Construction and Operation-created Runoff (Page 226)**

Implementation of the proposed Master Plan would involve demolition and construction of several buildings and facilities including residential halls, dining facilities, and lecture halls. A total of approximately 150,282 gross square feet (GSF) of building removal, as shown in Table 5 and 6, show that implementation of the proposed Master Plan would involve construction of up to ~~475,577~~463,225 net square feet of facilities for academic, campus life, athletic, open space, and residential growth over the life of the Master Plan...

**Section 4.8 Land Use and Planning**

**Section 4.8.1 Setting; Site and Surrounding Land Uses; La Verne Campus (Page 231)**

La Verne Campus is the primary campus of the University and primarily within the boundaries of the Old Town La Verne Specific Plan ~~(OTLVSP)~~ area...

**Section 4.8.1 Setting; Site and Surrounding Land Uses; Park Campus (Page 232)**

Park Campus is located approximately 0.3 miles southwest of La Verne Campus and is bounded by the Metrolink Rail Line on the south, Park Avenue on the west, Arrow Highway on the north, and A Street on the east. It is part of the ~~Arrow Corridor Specific Plan (ACSP)~~ area.

**Section 4.8.1 Setting; Regulatory Setting; Specific Plans (Page 237)**

*Old Town La Verne Specific Plan (OTLVSP) (March 2013)*

The ~~Old Town La Verne Specific Plan (OTLVSP)~~ area includes the University of La Verne, Old Town La Verne, and existing industrial and service uses located along First Street and Arrow Highway. A new Gold Line Station is planned in the center of the OTLVSP area...

**Section 4.8.1 Setting; Regulatory Setting; Specific Plans (Page 239 and Page 240)**

*Arrow Corridor Specific Plan (ACSP)*

The ~~Arrow Corridor Specific Plan (ACSP)~~ is contiguous with the ~~Old Town La Verne Specific Plan~~ OTLVSP area to the southwest and the east...

*Lordsburg Specific Plan (LSP) (September 1992; Chapter 5 updated March 2004)*

The ~~Lordsburg Specific Plan (LSP)~~ surrounds the ~~Old Town La Verne Specific Plan~~ OTLVSP area to the west, north, and east. The Lordsburg neighborhood exhibits a straightforward division of land uses largely contained within three distinct sections of the area: single family neighborhoods; the Old Town local commercial area, and the University of La Verne (private institutional land use). The general goal of the LSP is to structure land use, circulation and urban design in a manner that captures a coherent whole, to ensure that all development is consistent with the general plan, and to revitalize and preserve the unique character of Old Town La Verne. It is important to note that although the Plan Area generally falls with the boundaries of the ~~Lordsburg Specific Plan~~ LSP, only a small number of University properties are within that boundary and no change is proposed to those properties under the Master Plan.

**Section 4.8.1 Setting; Regulatory Setting; Brackett Field Airport Land Use Compatibility Plan (ALUCP) (Page 240)**

Brackett Field Airport is a County owned and operated airport located at 1615 McKinley Avenue, in the City of La Verne. On December 9, 2015, the Airport Land Use Commission (ALUC) adopted the Brackett Field ~~Airport Land Use Compatibility Plan (ALUCP)~~. The ALUCP sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public’s exposure to airport safety hazards and noise impacts are minimized...

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-1 Compatibility with Existing Land Uses (Page 242)**

Implementation of the proposed Master Plan would primarily affect existing campus facilities within the Plan Area, and would maintain the use of the Plan Area as a college campus. The number of people on campus would increase by 914 full time students, faculty and staff, or approximately 16 percent above 2016 totals (see Section 4.10 Population and Housing), and the structural square footage would increase by ~~475,577~~463,225 square feet, or approximately ~~64~~74 percent above 2016 University building area (see Section 2.4 Project Characteristics) ...

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-1 Compatibility with Existing Land Uses (Page 243)**

As discussed in Section 4.1, Aesthetics, development under the proposed Master Plan would include physical changes to the Plan Area that would alter its visual character and quality, and increase overall massing and intensity within the La Verne and Park Campuses. Future development carried out under the Master Plan would be required to adhere to the design and planning principles laid out in the Master Plan, the ~~Old Town La Verne Specific Plan~~OTLVSP, the ~~Arrow Corridor Specific Plan~~ACSP, the Brackett Field Airport Land Use Compatibility Plan, and the City’s General Plan....

As discussed in Section 4.3, Cultural Resources, future development in the Plan Area has the potential to impact built environment resources both directly and indirectly through demolition, alteration of buildings and streetscapes, and new construction that results in changes in land use and setting. These improvements would impact historic buildings and structures and related features and cause significant adverse impacts to historical resources. While there is the potential for significant cumulative impacts to cultural resources within the University of La Verne Master Plan Area, Mitigation Measures CR-1 through CR-5 as well as CR-~~9-10~~11 and CR-~~10~~11 would help to reduce the potential impacts to archaeological and paleontological resources to less than significant levels. Mitigation Measures CR-6 through CR-~~8~~9 are required to avoid and/or reduce potential historic resource impacts from future projects in the Master Plan area to the greatest extent feasible. However, impacts related to the demolition or significant alteration of historic structures would remain significant and unavoidable.

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-2 Consistency with the General Plan; Table 31 City of La Verne General Plan Policy Consistencies (Page 247 and Page 250)**

General Plan Goal and Policy	Discussion
<b>Cultural Resources</b>	
<p><b>Cultural Resource Goal 1:</b> Take inventory of our past.</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1. Identify and document our cultural resources.</li> <li>▪ Policy 1.2. Maintain and update our record of local cultural resources.</li> </ul>	<p><b>Potentially Consistent.</b> The records search results indicate that the University of La Verne Master Plan area contains archaeological resources. While portions of the Plan Area have been previously studied, future development or improvements related to changes in land use could potentially impact and cause significant adverse impacts to archaeological resources.</p>

General Plan Goal and Policy	Discussion
<p><b>Cultural Resources Goal 2:</b> Act now to preserve and protect our cultural resources</p> <ul style="list-style-type: none"> <li>▪ Policy 2.1. Ensure compliance with our preservation program.</li> <li>▪ Policy 2.2. Provide innovative means of preservation.</li> <li>▪ Policy 2.3. Bolster our proven programs.</li> <li>▪ Policy 2.5. Pursue preservation of archeological resources.</li> <li>▪ Policy 2.6. Protect cultural resources through strategic use of California Environmental Quality Act provisions.</li> <li>▪ Policy 2.9. Abide by adopted demolition policies to protect cultural resources from premature demolition.</li> <li>▪ Policy 2.10. Protect and preserve cultural landscapes.</li> <li>▪ Policy 2.11. Preserve and protect resources that are not only individually noteworthy but also collectively important.</li> </ul> <p><b>Community Design Element Goal 1:</b> Preserve our small town character.</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1 Preserve our historically and architecturally significant sites and buildings.</li> <li>▪ Policy 1.5. Promote neighborhood conservation.</li> </ul>	<p>Construction of the proposed project would involve surface excavation. Although unlikely, these activities have the potential to unearth and/or impact paleontological resources. Mitigation Measures CR-1 through CR-5 and CR-<del>9</del> <u>10</u> and <del>10</del> <u>11</u> will help to reduce the potential impacts to archaeological and paleontological resources to less than significant levels, therefore protecting the cultural resources of the City of La Verne.</p> <p><b>Potentially Inconsistent.</b> Twenty-five existing buildings within the University of La Verne campus would be directly impacted as a result of the proposed Master Plan, either as a result of demolition or renovation. Future development in the Plan Area has the potential to impact built environment resources both directly and indirectly through demolition, alteration of buildings and streetscapes and new construction that results in changes in land use and setting. These improvements could potentially impact historic buildings and structures and related features and cause significant adverse impacts to historical resources.</p> <p>There are also buildings in the Plan Area that are over 45 years old that have not been evaluated, and there also are buildings that will become over 45 years of age over the 20 year period of the University La Verne Master Plan. It is possible that additional buildings may be considered historically significant after they become 50 years of age. Future development or improvements related to changes in land use could potentially impact historic buildings and structures and cause significant adverse impacts to historical resources.</p> <p>If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the PQS. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historic photographs. Documentation shall be reproduced on archival paper and placed in appropriated in appropriate local, state, or federal institutions. The specific scope and details of documentation would be developed at the project level.</p> <p>Mitigation Measures CR-6 through CR-<del>8</del> <u>9</u> will help to reduce the impacts to historical resources to the extent possible; however, impacts to historical resources proposed to be demolished will remain significant and unavoidable.</p>

General Plan Goal and Policy	Discussion
Hydrology and Water Quality	
<p><b>Community Facilities Element Goal 2:</b> Have a clean and ample water supply.</p> <ul style="list-style-type: none"> <li>▪ Policy 2.1. Contain our demand for water.</li> <li>▪ Policy 2.2. Protect our groundwater quality.</li> </ul> <p><b>Community Facilities Goal 3:</b> Prevent flooding and water conservation.</p> <ul style="list-style-type: none"> <li>▪ Policy 3.1. Provide an efficient, attractive, environmentally sound storm drain system.</li> </ul>	<p><b>Potentially Consistent.</b> Substantial changes to the local and regional drainage systems are not anticipated given the level of urban development and associated extent of drainage improvements (including curb and gutter inlets, storm drains, retention and recharge basins, and formal flood control channels) in the Plan Area and its vicinity.</p> <p>Since proposed development under the Master Plan would be located in areas already mostly developed, implementation would not substantially alter drainage patterns or degrade water quality. The Plan Area is located in Los Angeles County and is under the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB establishes requirements prescribing discharge limits and establishes water quality objectives pursuant to the NPDES and the Porter-Cologne Act. The City of La Verne is required to implement procedures with respect to the entry of non-storm water discharges into its municipal storm water system. All future development on the campus would be subject to NPDES requirements and applicable water quality management programs, with new facilities requiring a SUSMP, Storm Water Pollution Prevention Plans (SWPPPs), and BMPs.</p> <p>In addition, the University of La Verne’s Green Building Standards require that post-development peak runoff be equal to or less than pre-development runoff. These standards, as well as existing regulations, ensure that new buildings would be designed such that they would not substantially impede or redirect runoff in a manner that would result in flooding on- or offsite. The design would also include construction of new storm water infiltration or drainage systems, as necessary to comply with existing regulations, such that they would not substantially impede or redirect runoff.</p>

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-3 Consistency with the Old Town La Verne Specific Plan, Arrow Corridor Specific Plan, and the Brackett Field Airport Land Use Compatibility Plan (Page 257)**

Consistent with the scope and purpose of this EIR, this discussion primarily focuses on the goals and policies within the ~~Old Town La Verne Specific Plan~~ OTLVSP and the ~~Arrow Corridor Specific Plan~~ ACSP that relate to avoiding or mitigating environmental impacts resulting from the proposed Master Plan, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. The ultimate determination of whether the proposed Master Plan is consistent with the Specific Plans lies with the decision-making bodies (Planning Commission and City Council). Only policies relevant and applicable to the proposed Master Plan are included.

Future development pursuant to the proposed Master Plan would be reviewed through the City’s development review process for consistency with applicable adopted City policies.

Development of future projects not analyzed in the Master Plan that would require entitlements from the City of La Verne would require CEQA review at the time of application for these entitlements.

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-3 Consistency with the Old Town La Verne Specific Plan, Arrow Corridor Specific Plan, and the Brackett Field Airport Land Use Compatibility Plan; Table 32 Old Town La Verne Specific Plan Consistency (Page 258, Page 259, and Page 262)** contains a discussion of the proposed Master Plan’s consistency with applicable goals and policies of the ~~Old Town La Verne Specific Plan~~ OTLVSP.

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-3 Consistency with the Old Town La Verne Specific Plan, Arrow Corridor Specific Plan, and the Brackett Field Airport Land Use Compatibility Plan; Table 33 Arrow Corridor Specific Plan Consistency (Page 264 through Page 267)** contains a discussion of the proposed Master Plan’s consistency with applicable goals and policies of the ~~Arrow Corridor Specific Plan~~ ACSP. Table 33 contains a discussion of the proposed Master Plan’s consistency with applicable goals and policies of the Brackett Field Airport Land Use Compatibility Plan.

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-3 Consistency with the Old Town La Verne Specific Plan, Arrow Corridor Specific Plan, and the Brackett Field Airport Land Use Compatibility Plan; Table 32 Old Town La Verne Specific Plan Consistency (Page 258, Page 259, and Page 262)**

Specific Plans Goals and Policies	Discussion
<b>Cultural Resources</b>	
<p>OTLVSP Section 10.16 Design Standards and Guidelines for Historic Structures</p> <p>Demolition of any building in the Specific Plan Area that is 50 years old or older, unless it is demonstrated that it is not a significant resource or unless has been previously approved by a master plan, is prohibited.</p>	<p>Potentially Consistent. Mitigation Measures CR-1 through CR-5 and CR-9 <del>10</del> and CR-<del>10</del> <u>11</u> will help to reduce the potential impacts to archaeological and paleontological resources to less than significant levels, therefore protecting the cultural resources of the City of La Verne. See Section 4.3 Cultural Resources.</p>
<p>OTLVSP Section 10.17 Protection of Archaeological and Paleontological Resources</p> <p>Should prehistoric or historic subsurface cultural resources be discovered during construction, a qualified archaeologist will be contact to assess the significance of the find.</p>	<p>Potentially Inconsistent. If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and shall be performed by an architectural historian or historian who meets the PQS. The specific scope and details of documentation would be developed at the project level.</p> <p>Mitigation Measures CR-6 through CR-<del>8</del> <u>9</u> will help to reduce the impacts to historical resources to the extent possible; however, impacts to historical resources proposed to be demolished will</p>

Specific Plans Goals and Policies	Discussion
-----------------------------------	------------

remain significant and unavoidable.

Land Use and Planning
-----------------------

OTLVSP Section 10.5/6 Development Standards

Figure 10.1 of the OTLVSP details the development standards for the Old Town Mixed-Use and University of La Verne Districts.

Figure 10.2 contains the development standards for the Historic Fabric Mixed-Use District

Potentially Consistent. The portion of the Plan Area that falls within the boundaries of the University of La Verne District shall be regulated by the City-approved Master Plan.

Potentially Inconsistent. The portions of the Plan Area that fall within the Old Town Mixed-Use and Historic Fabric Mixed-Use District shall be regulated by the OTLVSP development standards. Inconsistencies between the proposed Master Plan’s building height and the OTLVSP development standard for building height are as follows:

Mixed-Use District	Standard Max. Height	Proposed
Old Town	32 feet	<del>60</del> <u>55</u> feet
Historic Fabric	30 feet	

There are also setback and lot coverage requirements pursuant to OTLVSP Figure 10.2 that would apply to the project. However, the Master Plan does not provide detailed development standards for either of those standards. Upon adoption of a Specific Plan Amendment to allow for building heights up to ~~60~~55 feet within the Old Town and Historic Fabric land use districts, the building heights envisioned within the Master Plan would be consistent with the OTLVSP building height standards.

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Impact LU-3 Consistency with the Old Town La Verne Specific Plan, Arrow Corridor Specific Plan, and the Brackett Field Airport Land Use Compatibility Plan; Table 33 Arrow Corridor Specific Plan Consistency (Page 264 through Page 267)**

Specific Plans Goals and Policies		Discussion
<b>Cultural Resources</b>		
<p><b>Objective 7:</b> To practice sound principles of development through guidelines that protect ...and, where possible, preserve archaeological and historical resources.</p>		<p><b>Potentially Inconsistent.</b> Mitigation Measures CR-1 through CR-5 and CR-<del>9</del> <u>10</u> and CR-<del>10</del> <u>11</u> will help to reduce the potential impacts to archaeological and paleontological resources to less than significant levels, therefore protecting the cultural resources of the City of La Verne. However, if a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. Recordation of the resource prior to construction activities can assist in reducing adverse impacts to the resource to the greatest extent possible. The specific scope and details of documentation would be developed at the project level. Mitigation Measures CR-6 through CR-<del>8</del> <u>9</u> would help to reduce the impacts to historical resources to the extent possible; however, impacts to historical resources proposed to be demolished would remain significant and unavoidable. See Section 4.3 Cultural Resources.</p>
<b>Land Use and Planning</b>		
<i>ACSP Section IV Permitted and Conditional Uses</i>		<p><b>Potentially Inconsistent.</b> The land uses proposed for Campus West include conceptual multi-family residences, a University House (residence and conference facility), and a University administrative facility. <u>Residential and Related Uses, including Single Family homes and the University House,</u> are not permitted in the ACSP. <u>However, but</u> the proposed University House could also be classified by the Community Development Director as a University Facility <u>and be permitted with the issuance of a Conditional Use Permit.</u> <del>However, t</del>The conceptual multi-family units to the south of the existing Athletic Complex are not listed as a permitted use within the ACSP area. All proposed land uses must meet the requirements of the ACSP and thus, the applicant shall be required to file for necessary permits and/or a Specific Plan Amendment.</p>
Administrative/Professional Office use	Permitted	
Educational Use College and University Facilities	Conditional Use Permit	
Residential & Related Uses Single Family & accessory uses	Not Permitted	

**Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Mitigation Measures (Page 270)**

The proposed Master Plan, with adherence to the mitigation measures identified in this EIR and below, would be consistent with the ~~Old Town La Verne Specific Plan~~ OTLVSP, the ~~Arrow Corridor Specific Plan~~ ACSP, and the Brackett Field Airport Land Use Compatibility Plan. However, the demolition or significant alteration of historical structures and increased traffic congestion at the intersection of D Street and Bonita Avenue would remain significant and unavoidable and, therefore, inconsistent with the Specific Plans. Implementation of Mitigation

Measure LU-1 and LU-~~12~~(a-d) would contribute towards reducing land use impacts to less than significant, to the extent possible.

#### **Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Mitigation Measure LU-2 Compliance with Brackett Field Airport Land Use Compatibility Plan (Page 270)**

Until such time that the Airport Land Use ~~Committee~~Commission finds that the City of La Verne General Plan, the Old Town La Verne Specific Plan, and the Arrow Corridor Specific Plan are consistent with the Brackett Field Airport Land Use Compatibility Plan (ALUCP), the following actions shall be referred to the Airport Land Use ~~Committee~~Commission for review:

- a. Adoption or approval of any new general or specific plan or any amendment thereto that affects lands within the Brackett Field Airport influence area. If it is determined by the ALUC Airport Land Use Commission Administrative Officer that such amendment or plan does not involve in any way the types of airport impact concerns listed in Section 1.3.1 of the ALUCP, then the Administrative Officer can make the consistency determination. Otherwise, the amendment or plan must be referred to the Airport Land Use Commission~~ALUC~~ for its determination.

#### **Section 4.8.2 Impact Analysis; Project Impacts and Mitigation; Significance after Mitigation (Page 271)**

With implementation of Mitigation Measures LU-1 and LU-2(a-d), as well as the mitigation measures identified in Sections 4.1, 4.2, 4.3, 4.9, and 4.13 of this EIR, and with adherence to the design and planning principles laid out in the proposed Master Plan, most potentially significant impacts to aesthetic, air quality, cultural resources, noise, and transportation would be reduced to less than significant levels. After mitigation, the proposed Master Plan would be consistent with the policies and standards contained within the ~~Old Town La Verne Specific Plan~~OTLVSP, the ~~Arrow Corridor Specific Plan~~ACSP, and the Brackett Field Airport Land Use Compatibility Plan...

### **Section 4.9 Noise**

#### **Section 4.9.1 Setting; Overview of Noise and Vibration Measurement (Page 273 and Page 274)**

**Noise.** Noise level (or volume) is generally measured in decibels (~~dB~~) using the A-weighted sound pressure level (dBA)...

**Vibration.** Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Groundborne vibration related to human annoyance is generally related to root mean square (RMS) velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, 2006). Based on the ~~Federal Transit Administration's (FTA's)~~ *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's (Cal Trans) *1992 Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

#### **Section 4.9.1 Setting; Regulatory Setting; Federal Noise Policies (Page 276)**

There are no federal noise requirements or regulations that apply directly to the implementation of the Master Plan. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, the FHWA requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the ~~Federal Transit Administration (FTA)~~, and Federal Railroad Administration (FRA)...

#### **Section 4.9.1 Setting; Regulatory Setting; State Vibration Policies (Page 279)**

There are no state standards for traffic-related vibrations. California Department of Transportation's (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous, frequent, and intermittent vibrations however, Caltrans considers the architectural damage risk level to be somewhere between 0.08 and 0.5 inches per second (in/sec) ~~peak particle velocity (PPV)~~ depending on the type of building that is affected, as shown in Table 37.

#### **Section 4.9.1 Setting; Regulatory Setting; Brackett Field Airport Land Use Compatibility Plan (ALUCP) (Page 284)**

Brackett Field Airport is a County owned and operated airport located at 1615 McKinley Avenue, in La Verne. On December 9, 2015, the Airport Land Use Commission (ALUC) adopted the Brackett Field ~~Airport Land Use Compatibility Plan (ALUCP)~~. The ALUCP sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to airport safety hazards and noise impacts are minimized...

#### **Section 4.9.2 Impact Analysis; Methodology and Significance Thresholds (Page 287 and Page 288)**

The ~~Federal Transit Administration's (FTA)~~ FTA's Transit Noise and Vibration Impact Assessment (FTA 2006) was used to determine whether or not groundborne vibration would cause damage to nearby structures...

The May 2006 Transit Noise and Vibration Impact Assessment recommendations created by the ~~Federal Transit Administration (FTA)~~ were used to determine whether or not increases in roadway noise would be considered significant....

#### **Section 4.9.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact N-2 Vibration Levels During Construction (Page 294)**

With regard to the potential for damaging buildings, groundborne vibration from construction is measured in terms of ~~inches per second (in/sec) peak particle velocity (PPV)~~. Table 45 shows the typical PPV for construction equipment.

#### **Section 4.9.2 Impact Analysis; Project Impacts and Mitigation Measures; Mitigation Measure N-2 Operation-Related Noise Reduction Measures (Page 301)**

~~The following measure shall be implemented during~~ During operation of all phases of the Master Plan, ~~to mitigate operational noise impacts of new University facilities.~~

**Rooftop Mechanical Equipment Shielding.** A noise-attenuating barrier shall be installed around any new rooftop mechanical equipment installed within the new or renovated sufficiently to reduce operational noise at the nearest offsite noise-sensitive receptor to less than 55 dBA.

**Section 4.9.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact N-5 Exposure of Sensitive Receptors to Airport Noise (Page 301)**

Additionally, the Brackett Field Airport Land Use Compatibility Plan (ALUCP) sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with noise associated with aircraft activities at the airport, and to ensure that any noise impacts are minimized...

**Section 4.10 Population and Housing**

**Section 4.10.1 Setting; Regional (Page 303)**

The City of La Verne’s estimated 2016 population is 33,200 people (California Department of Finance [DOF] 2016). Table 48 provides the State’s 2016 estimates of population and housing units for the city of La Verne and Los Angeles County as a whole.

**Section 4.10.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact PH-2 Displacement of People or Elimination of Existing Housing (Page 309)**

The proposed Master Plan includes the demolition of Stu-Han Residence Hall and “The Oaks” Residence Hall and the development of three new student residential complexes with higher density housing. Two of the new residential halls would be mixed-use buildings with retail amenities on the first floors. There would also be the potential for renovations to Brandt Residence Hall, depending on future University needs. As shown in Table 54,, the three new residence halls are expected to increase the number of on-campus beds to 1,091 beds at double occupancy (approximately 27.6 percent of current bed occupancy) or 1,561 beds at triple occupancy (approximately 82.6 percent of current bed occupancy), and create a net increase of ~~85,446~~105,247 gross square feet (GSF) of built space devoted to residence halls.

**Section 4.10.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact PH-2 Displacement of People or Elimination of Existing Housing; Table 54 Residential Development under Master Plan (Page 310)**

Name	Proposed GSF	Demolished GSF	GSF Net Change	Current Bed Occupancy	Proposed Beds at Double Occupancy	Proposed Beds at Triple Occupancy
Residence Hall I	<del>99,451</del> <u>79,650</u>	0	<del>99,451</del> <u>79,650</u>	-	350	400
Residence Hall II	70,200	0	<del>108,000</del> <u>70,200</u>	-	480	720
Residence Hall III	35,000	0	<del>47,000</del> <u>35,000</u>	-	360	540
Vista La Verne Residence Hall	N/A	0	0	378	378	378

Name	Proposed GSF	Demolished GSF	GSF Net Change	Current Bed Occupancy	Proposed Beds at Double Occupancy	Proposed Beds at Triple Occupancy
Brandt Residence Hall Renovation	-	-22,500	-22,500	95	-95	-95
Stu-Han Residence Hall	-	-28,800	-28,800	132	-132	-132
“The Oaks” Residence Hall	-	-48,104	-48,104	269	-269	-269
Totals	<u>184,850</u> <u>20</u> <u>4,651</u>	-99,404	<u>85,446</u> <u>10</u> <u>5,247</u>	874	1,072	1,542

Source: University of La Verne Facilities and Technology Master Plan, September 2016  
 University of La Verne Website, Housing & Residential Life: Housing Options

**Section 4.11 Public Services**

**Section 4.11.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact PS-1 Demands on Fire Services (Page 321)**

The proposed University of La Verne Master Plan would provide for the addition of up to 1,542 student beds on campus and a total increase of 782 ~~total~~ FTE students and up to 132 new faculty and staff.

**Section 4.11.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact PS-2 Demands on Police Protection (Page 322)**

The addition of up to 782 ~~full-time equivalent~~ FTE students and up to 132 new faculty and staff from implementation of the proposed Master Plan would incrementally increase demand for police service. However, the Plan Area is already served by both the La Verne Police Department (La Verne PD) and the University Campus Safety Department (Campus Safety).

**Section 4.11.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact PS-3 Demands on Public School (Page 323)**

The Plan Area is located in the Bonita Unified School District (BUSD). Implementation of the proposed Master Plan would accommodate 782 new full time students and 132 new faculty and staff members. The University of La Verne offers both undergraduate and graduate programs and some University students may have children. On average in the United States, in 2014, 40 percent of college students were between 18 and 25 years old, with the remaining 60 percent over 25 years of age (Mathews and Hamilton 2016)...

**Section 4.12 Recreation**

**Section 4.12.1 Setting (Page 327)**

The closest parks to the Plan Area are Wheeler Avenue Park (located at 1499 Palomares Avenue), Lordsburg Park (located at 1922 Walnut Street) and Kuns Park (located at 1600 Bonita Avenue). Wheeler Avenue Park is a 5.7-acre neighborhood park. The land on which Wheeler

Avenue Park is located was purchased by the City from Ethelyn Edith Willhite in 1978 and was opened to the public in 1979. The park was formerly known as the La Verne Recreation Park. The park was designed as an active sports park. Lordsburg Park is a .09-acre mini park with a half-court basketball court, and open turf area. Kuns Park is the oldest park in the ~~city~~City, purchased in 1939. The 2.5-acre neighborhood park includes green open space areas, a tot lot and shelter areas.

### **Section 4.13 Transportation**

#### **Section 4.13.1 Setting; Roadway Descriptions (Page 335)**

There are no existing Class I or Class II bicycle facilities in the project vicinity. Based on the City of La Verne General Plan, Wheeler Avenue between Foothill Boulevard and Bonita Avenue is identified as a bicycle route. The General Plan has also identified Bonita Avenue, 1st Street, D Street and White Avenue in the project vicinity as future/proposed bicycle routes. In addition, the ~~Old Town La Verne Specific Plan~~OTLVSP has proposed future bicycle connectors (Class I and/or Class III) in the project vicinity in an effort to connect Old Town and the University of La Verne with the proposed Gold Line station and the Fairplex.

#### **Section 4.13.1 Setting; Existing Intersection Levels of Service; SB 743 (Page 340)**

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change analysis of transportation impacts under ~~the California Environmental Quality Act~~CEQA (Public Resources Code section 21000 and following) (~~CEQA~~), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service...

#### **Section 4.13.2 Impact Analysis; Methodology and Thresholds of Significance (Page 341)**

...analysis section below. The methodology used in the ~~TIA~~Traffic Impact Analysis to analyze the potential traffic impact characteristics of the project is explained below.

#### **Section 4.13.2 Impact Analysis; Methodology and Thresholds of Significance; Master Plan Traffic Distribution and Assignment (Page 347)**

The general, directional traffic distribution patterns for the three project phases are presented in Appendix B of the Traffic Impact ~~Study~~(TIA)Analysis, which is included as Appendix E of this EIR. Separate traffic distribution patterns are provided for the La Verne Campus and Campus West sites. In addition, the traffic volume shifts due to the proposed segment closure of C Street and Second Street in Phase I and Third Street in Phase II are also presented in Appendix B of the TIA.

The forecast weekday a.m. and p.m. peak hour traffic volumes associated with Phase I of the proposed project are presented in Figure 24 and Figure 25, respectively. The traffic volume assignments presented in these figures reflect the corresponding traffic distribution characteristics shown in Appendix B of the ~~TIA~~Traffic Impact Analysis and the project traffic generation forecasts presented in Table 63.

The forecast weekday a.m. and p.m. peak hour traffic volumes associated with Phases I & II of the proposed project are presented in Figure 26 and Figure 27 respectively. The traffic volume

assignments presented in these figures reflect the corresponding traffic distribution characteristics shown in Appendix B of the ~~TIA~~Traffic Impact Analysis and the project traffic generation forecasts presented in Table 63.

The forecast weekday a.m. and p.m. peak hour traffic volumes associated with project build-out (Phases I, II, & III) are presented in Figure 28 and Figure 29, respectively. The traffic volume assignments presented in these figures reflect the corresponding traffic distribution characteristics shown in Appendix B of the ~~TIA~~Traffic Impact Analysis and the project traffic generation forecasts presented in Table 64.

#### **Section 4.13.2 Impact Analysis; Methodology and Thresholds of Significance; Traffic Impact Analysis Methodology (Page 354)**

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). Further description of the ICU method and corresponding Level of Service is provided in Appendix C of the ~~TIA~~Traffic Impact Analysis.

The *Highway Capacity Manual 2010* (HCM2010) methodology outlined in Chapter 19 of the HCM for unsignalized/two-way stop-controlled (TWSC) and Chapter 20 of the HCM for unsignalized/all-way stop-controlled (AWSC) study intersections was utilized for the analysis of unsignalized intersections. The TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns and determines the LOS for each constrained movement. It should be noted that LOS is not defined for the overall TWSC intersection because major-street movements with no delays typically result in a weighted average delay that is extremely low. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed. Further description of the HCM method and corresponding LOS also is provided in Appendix C of the Traffic Impact Analysis~~TIA~~.

#### **Section 4.13.2 Impact Analysis; Methodology and Thresholds of Significance; City of La Verne Impact Criteria (Page 355)**

It should be noted that the above thresholds of significance for both signalized and unsignalized intersections are consistent with those utilized in the approved ~~Old Town La Verne Specific Plan~~OTLVSP EIR project in which La Verne Campus is located.

#### **Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-1 Circulation System Performance (Page 359)**

The results of the ~~traffic impact analysis~~Traffic Impact Analysis (carried out by using the ICU methodology for signalized intersections, the HCM methodology for unsignalized intersections,

and application of the City of La Verne significant traffic impact criteria) are summarized in Table 66 for the Phase I project condition, Table 67 for the Phases I & II project condition, and Table 68 for the project build-out (Phases I, II & III) condition...

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-1 Circulation System Performance (Page 368)**

Traffic signal warrants were prepared for the A Street/Arrow Highway and C Street/Bonita Avenue intersections. Specifically, Warrant No. 3 (Peak Hour Volume) traffic signal warrants were prepared for both intersections. The traffic signal warrant calculations were based on existing and future a.m. and p.m. peak hour volumes. The traffic signal warrant worksheets are provided in Appendix D of the Traffic Impact AnalysisTIA.

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-1 Circulation System Performance (Page 369)**

Section 10.0 of the ~~TIA~~Traffic Impact Analysis includes a supplemental analysis for the three study intersections located wholly or partially in the city of San Dimas, using the ICU methodology and application of the City of San Dimas significant traffic impact criteria...

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-1 Circulation System Performance; Intersection No.5: A Street/Arrow Highway (Page 369)**

This intersection is expected to be significantly impacted by the proposed project under the Year 2035 Project Build-out (Phases I, II & III) condition (a.m. peak hour impact). No significant project impacts were identified under the first two phases of project development. As stated in the traffic signal warrant guidelines (refer to the traffic signal warrant analysis worksheets in *Appendix D* of the Traffic Impact AnalysisTIA), the minimum traffic volume threshold to meet the peak hour volume warrant for a minor street approach with one travel lane is 100 vehicles per hour (vph)...

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-1 Circulation System Performance; Intersection No.11: D Street/Bonita Avenue (Page 371)**

It should be noted that the traffic study prepared for the ~~Old Town La Verne Specific Plan~~OTLVSP EIR project also identified a significant impact at this location. The mitigation measures previously considered included restriping the northbound D Street approach to provide a northbound right-turn lane and restriping the westbound Bonita Avenue approach to provide a westbound right-turn lane. As described in the ~~Old Town La Verne Specific Plan~~OTLVSP EIR traffic study, these measures would require the removal of approximately eight on-street parking spaces. Therefore, the City of La Verne ultimately determined that these measures were not acceptable because of the resulting secondary impacts related to the loss of on-street parking. These will be issues that the City will have to consider in approving this proposed Project.

While it has been determined from a calculation standpoint that the combination of all three measures (i.e., providing separate northbound, eastbound, and westbound right-turn only lanes), if approved by the City, would reduce the significant Year 2028 With Phases I & II project p.m. peak hour impact to a less than significant level, these measures did not fully reduce the

Year 2035 With Project Build-out p.m. peak hour impact to a less than significant level. No other mitigation measures have been determined to be feasible without the acquisition of additional right-of-way which currently does not exist. Therefore, for the above reasons, the project's significant p.m. peak hour impacts in the Year 2028 and Year 2035 conditions will remain significant and unavoidable. It is noted that the ~~Old Town La Verne Specific Plan~~ OTLVSP traffic study also concluded a significant and unavoidable traffic impact at this intersection.

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-1 Circulation System Performance; Intersection No.17: E Street-Fairplex Drive/Arrow Highway (Page 371)**

It should be noted that the traffic study prepared for the ~~Old Town La Verne Specific Plan~~ OTLVSP EIR project also identified a significant impact at this location. The mitigation....

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-2 Congestion Management Plan Consistency (Page 372)**

The CMP Traffic Impact Analysis ~~TIA~~ guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday a.m. or p.m. peak hours. As shown in Table 69, the proposed project build-out is anticipated to add more than 50 trips at the identified CMP intersections during the a.m. and/or p.m. peak hours. A review of potential impacts at the two CMP monitoring intersections has been prepared.

Review of potential impacts at the two CMP monitoring intersections is based on the overall analysis prepared for the proposed project and application of the CMP threshold criteria. As shown in the ~~traffic impact analysis~~ Traffic Impact Analysis summarized in Tables 66-68, CMP Station No. 29: E Street/Arrow Highway (also referred to as study intersection No. 17) is forecast to operate at LOS D during the a.m. peak hour and LOS E during the p.m. peak hour under the Year 2035 With Project Build-out conditions...

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-2 Congestion Management Plan Consistency; Freeways (Page 373)**

The CMP ~~TIA~~ Traffic Impact Analysis guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday a.m. or p.m. peak hours...

**Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-4 Traffic-Related Hazards and Emergency Access (Page 374)**

The proposed site access scheme for La Verne Campus site for all project phases is displayed in Figures 2-2, 2-4, and 2-6 of the Traffic Impact Analysis ~~TIA~~, found in Appendix E of this EIR...

The proposed site access scheme for Campus West for all project phases is displayed in Figures 2-3, 2-5, and 2-7 of the Traffic Impact Analysis ~~TIA~~. Under Phase I project conditions, vehicular access to the multi-family residential project component is proposed to be provided on the west side of Wheeler Avenue and the south side of the new east-west access roadway...

Development carried out under the proposed Master Plan would be required to comply with applicable City codes and regulations governing traffic-related design features and uses, driveways and site access. Applicable codes and regulations that may be required include the ~~Uniform Building Code (UBC)~~, CBC, and California Fire Code as adopted by the City of La Verne, and final plan check by the City of La Verne Implementation of standard conditions and regulations which would ensure that adequate design features, uses and sufficient access would be provided in the Plan Area...

#### **Section 4.13.2 Impact Analysis; Project Impacts and Mitigation Measures; Impact T-5 Alternative Transportation (Page 375)**

The proposed project is designed to encourage pedestrian activity and walking as a transportation mode<sup>1</sup>. La Verne Campus site is planned to provide many facilities and amenities to encourage pedestrian activities, including the Second and C Street pedestrian promenades (which would create a pedestrian “super block” in the interior portions of campus), an outdoor student dining plaza a student life quad, and pedestrian circulation in Phase I; the Third Street pedestrian promenade and a student plaza in Phase II; and additional pedestrian connection, a gateway plaza, and a student court in Phase III. As indicated in Figures 2-2, 2-4, and 2-6 of the Traffic Impact Analysis~~TIA~~, the walkways planned within La Verne Campus would connect to adjacent sidewalks in a manner that promotes walkability.

#### **Section 4.14 Utilities and Service Systems**

##### **Section 4.14.1 Setting; Water Supply (Page 378)**

La Verne purchases its water from Three Valleys Water Company and the Metropolitan Water District~~MWD (MWD)~~. The City has a long history with MWD and continues to partner with the District today...

##### **Section 4.14.1 Setting; Waste Water Collection and Treatment (Page 381 and Page 382)**

The City of La Verne Public Works Department (Sewer Division) maintains main sewers within the City, including the Plan Area. In addition, the City is located in the County Los Angeles County Sanitation District of Los Angeles County (LACSD) and in the District No. 21 service boundary. Wastewater generated by the proposed project would be collected in City sewers and discharged to a regional trunk sewer pipeline owned by the Los Angeles County Sanitation Districts (LACSD) where it flows by gravity to either the Pomona Water Reclamation Plant or the San Jose Creek Water Reclamation Plant.

##### **Section 4.14.1 Setting; Solid Waste (Page 385)**

~~The City of La Verne is part of the Los Angeles County Sanitation District.~~ The City has a contract with Waste Management to provide refuse and recycling collection services to the City of La Verne’s local residents and businesses. Waste Management San Gabriel/Pomona Valley office is located at 13940 E. Live Oak Avenue in the City of Baldwin Park. Waste Management reports diverting over 4,900 tons of recyclable material from the waste stream in the first half of 2016. According to Waste Management’s projects, the company could manage up to 20 million tons of material by 2020 (Waste Management website, 2016)

Based on a per employee commercial solid waste generation rate of approximately 10.53 pounds per day (City of Los Angeles Thresholds Guide, 2006), solid waste from the Los Angeles County Sanitation District LACSD can be taken to Mesquite Landfill, located in Imperial County...

**Section 4.14.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-1 Increased Water Usage (Page 385)**

The City’s 2015 Urban Water Master Plan indicates that water deliveries to the University of La Verne Campus and other government uses totaled 1,112 acre-feet in 2015. Projected water deliveries to the University of La Verne and other government uses would be 1,279 acre-feet in 2020 and up to 1,429 acre-feet in 2035. The University of La Verne Master Plan would provide for up to 668 additional student beds on campus and a total increase of 782 total students. Therefore, full implementation of the proposed Master Plan would result in a net increase of 475,577 square feet of facilities to the Plan Area, including 240,927 square feet of academic facilities, non-residential development, 204,651 square feet of residential halls, plus and up to 170 multi-family housing units. As shown in Section 4.14.3 **Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-1 Increased Water Usage; Table 77 Estimated Master Plan Water Demand (Page 385)**, the Master Plan would result in a net increase in water demand of ~~212.2~~ 203.8 AFY.

As shown in Table 71, MWD has a surplus of 1.78 million AFY in 2035 during average years, a surplus of 745,000 AFY in 2035 during single dry year conditions and a surplus of 26,000 AFY in 2035 under multiple dry year conditions. Therefore, the net increase in water demand associated with full buildout of the Master Plan would be approximately 0.1201 percent of the MWD surplus during average years, 0.2827 percent of the MWD surplus during single dry year conditions, and 0.78 percent of the MWD surplus during multiple dry year conditions. As discussed above, in the event that additional water supplies would be needed, Three Valleys Water District can purchase water from MWD, whose surplus is substantially beyond the demand anticipated for the Master Plan.

**Section 4.14.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-1 Increased Water Usage; Table 77 Estimated Master Plan Water Demand (Page 385)**

Use	Units	Water Demand Factor		Water Demand (AFY)
		Quantity	Unit	
<b>Increase in Proposed Facilities</b>				
<u>Academic-Non-Residential Facilities</u>	240,927 sf	0.46 <sup>1</sup>	AFY/ksf	110.8
Residence Halls	<u>204,651</u> <del>234,650</del> sf	0.28 <sup>1</sup>	AFY/ksf	<u>65.757.3</u>
Campus West Residential	170	0.21 <sup>2</sup>	AFY/Unit	35.7
<b>Total Net Increase (AFY)</b>				<b><u>212.2</u> <del>203.8</del></b>

<sup>1</sup> Water duty factors are based on 2011 water demand factors (which in turn are based on actual on-campus water usage) of a similar private university, Claremont McKenna College, located in the City of Claremont.

<sup>2</sup> Multi-family residential water duty factors assume 120 percent of wastewater demand factors presented in Table ~~xx~~ 78 below. Source: Table 1, Loadings for Each Class of Land Use, of the LACSDs’ Will Serve Program Instructions.

Note: Parking lot space was not included in these calculations as this use does not generate water demand. Water-consuming uses that would replace parking lot space are reflected in the above calculations.

sf = square feet  
 ksf = thousand square feet

**Section 4.14.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-2 Increased Demand on Wastewater and Sewer Facilities (Page 386)**

The University of La Verne Master Plan would increase the student residence hall capacity from 874 beds up to a maximum of 1,542 beds (668 new beds) and account for a total increase of 782 full time students. Full implementation of the proposed Master Plan would result in a net increase 475,577 463,225 square feet of facilities to the Plan Area, including 240,927 square feet of non-residential development, 204,651 square feet of residential halls, plus and up to 170 multi-family housing units...

Individual projects to be developed under the Master Plan would be reviewed by the City to ensure compliance with all development standards, including Public Works standards for the sizing of wastewater conveyance infrastructure. Therefore, the implementation of the proposed Master Plan would not have a significant impact on wastewater or sewer facilities.

The Master Plan is not expected to require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. However, as projects are incrementally carried out under the Master Plan, it is anticipated that some upgrades to the existing wastewater conveyance infrastructure may be necessary to connect specific projects to the City’s sewer line infrastructure. The precise location and connections would be determined at the time each project is proposed. General physical ground disturbance associated with such activities would be part of construction disturbance associated with individual projects. In addition, should any new connections or upgrades be required to connect to the City’s existing sewer infrastructure, such upgrades would occur within existing utility easements and would not result in new areas of disturbance.

**Section 4.14.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-2 Increased Demand on Wastewater and Sewer Facilities; Table 78 Estimate Master Plan Wastewater (Page 387)**

Use	Units	Water Demand Factor <sup>1</sup>		Water Demand (AFY)
		Quantity	Unit	
<b>Increase in Proposed Facilities</b>				
<u>Academic-Non-Residential Facilities</u>	240,927 sf	200	GPD/ksf	48,185

**Section 4.14.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-3 Increased Solid Waste Generation (Page 388)**

Full implementation of the proposed Master Plan would result in an enrollment increase of 782 full-time students; up to 668 new student beds on campus; a net increase 463,225 square feet of facilities to the Plan Area, including 240,927 square feet of non-residential development,

~~204,651 square feet of residential halls, plus up to 170 multi-family housing units. 403,577 square feet of facilities to La Verne Campus and 72,000 square feet to Campus west, for a total of 475,577 square feet to the Plan Area.~~

**Section 4.14.3 Impact Analysis; Project Impacts and Mitigation Measures; Impact UTL-3 Increased Solid Waste Generation; Table 79 Estimated Solid Waste Generation (Page 388)**

Solid Waste Generator	Solid Waste Generation Rate	Tons Generated per Year
240,927 sf square feet of <del>academic</del> non-residential facilities	0.0013 tons/year/sf	313

**Section 5 Effects Found Not to Be Significant**

**Section 5.2.1 Special Status Species (Page 395)**

All future development on the campus would be subject to NPDES requirements and applicable water quality management programs, with new facilities requiring a SUSMP, ~~Storm Water Pollution Prevention Plans (SWPPPs)~~, and BMPs. Furthermore, because the parts of the Plan Area slated for development under the proposed Master Plan are already mostly developed, implementation of the proposed Master Plan would not substantially alter drainage patterns or degrade water quality. Compliance with the requirements of applicable NPDES permits would reduce potential impacts from erosion and pollutant laden storm water discharges during construction and operational activities to a less than significant level. Future development under the Master Plan may result in increased lighting associated with residential units and pathways. The Campus West site and the adjacent Critical Habitat are currently surrounded by many sources of light including residential development, street lighting, and lighting for the Bracket Field Airport. New sources of lighting would be required to comply with Chapter 18.76.090 of the La Verne Municipal Code regulates exterior lighting on private property as well as the standards and design guidelines in the ~~Arrow Corridor Specific Plan~~ ACSP designed to prevent light and glare impacts...

**Section 6 Other CEQA Required Discussions**

**Section 6.1.1 Economic and Population Growth (Page 399 and Page 400)**

As discussed in Section 2.0, Project Description, full implementation of the proposed Master Plan over its life (20 years from the date of City approval of the Master Plan) would involve an enrollment increase of approximately 782 full-time equivalent students, 132 additional faculty and a net increase of up to 668 additional beds in student residences. Compared to existing levels, this would increase enrollment by 16 percent and student beds by 74 percent. Full implementation of the proposed Master Plan would lead to a net increase of ~~475,577~~ 463,225 gross square feet (gsf) of built facilities on campus, a ~~76~~ 74 percent increase compared to the existing structural square footage of 626,554 gsf.

As described in Section 4.10, Population and Housing, for the proposed Master Plan, housing and population growth created or facilitated by implementation of the proposed Master Plan would be consistent with the forecasts contained in the RCP of the Southern California Association of Governments (SCAG). The proposed Master Plan’s consistency with the goals and

policies of the City of La Verne General Plan, the ~~Old Town La Verne Specific Plan~~ OTLVSP, and the ~~Arrow Corridor Specific Plan~~ ACSP is analyzed in Section 4.8, Land Use and Planning. As determined under impact discussion LU-2 and LU-3 in Section 4.8.3, with implementation of the mitigation measures identified throughout this EIR, the proposed Master Plan would be consistent with these goals and policies. It is the specific purpose of the La Verne General Plan to accommodate the orderly development of La Verne, including within the Plan Area. Moreover, the ~~Old Town La Verne Specific Plan~~ OTLVSP and the ~~Arrow Corridor Specific Plan~~ ACSP provide further guidance on how development should occur within the Plan Area. Therefore, by their nature, the General Plan, the ~~Old Town La Verne Specific Plan~~ OTLVSP, and the ~~Arrow Corridor Specific Plan~~ ACSP are intended to reduce the potential for uncontrolled growth and associated environmental impacts, including within the Plan Area.

## **Section 6.2 Irreversible Environmental Effects (Page 401)**

Additional vehicle trips generated by implementation of the proposed Master Plan would incrementally increase local traffic, noise levels and regional air pollutant emissions. As discussed in Section 4.2, Air Quality, emissions associated with proposed Master Plan implementation would be below applicable significance thresholds. As discussed in Section 4.9, Noise, increased noise levels from traffic associated with implementation of the proposed Master Plan would not expose sensitive receptors to noise levels exceeding applicable standards, and this impact would be less than significant. Construction noise impacts would be significant and unavoidable, but would be temporary and therefore reversible. Finally, as discussed in Section 4.13, Transportation, implementation of the proposed Master Plan would have significant traffic-related impacts at certain local intersections which currently operate, or are projected to operate in the future, at an unacceptable level of service. Implementation of Mitigation Measure T-1, would reduce the impact of project-related traffic on the performance of the circulation system to a less than significant level, except at the intersection of D Street and Bonita Avenue, where impacts would remain significant and unavoidable under the Year 2035 With Project Build-out scenario. Development carried out under the proposed Master Plan would be required to comply with applicable City codes and regulations governing traffic-related design features and uses, driveways and site access. Applicable codes and regulations that may be required include the ~~Uniform Building Code~~ (UBC), CBC, Uniform Fire Code, and final plan check by the City of La Verne. Implementation of standard conditions and regulations would ensure that adequate design features, uses and sufficient access would be provided within the Plan Area...

### **Section 6.2.1 Energy; California Energy Commission (CEC) (Page 403)**

Established in 1974 by the Warren-Alquist Act (Public Resources Code Section 25000 et seq.), CEC is the state's primary energy policy and planning agency. The CEC has five major responsibilities: forecasting future energy needs and keeping historical energy data, licensing thermal power plants 50 megawatt (~~MW~~) or larger, promoting energy efficiency through appliance and building standards, developing energy technologies and supporting renewable energy, and planning for and directing the state response to an energy emergency...

## **Section 7 Alternatives**

### **Section 7.1 Alternative 1: No Project; Section 7.1.1 Description (Page 412)**

The No Project Alternative assumes that the proposed Master Plan would not proceed. If the Master Plan does not proceed, the University properties that fall outside of the main campus (i.e. the University of La Verne District under OTLVSP) could still be developed with buildings that simply meet the underlying development standards, despite being associated with the University, and technically without the Master Plan. In addition, the portions of the La Verne Campus that do fall within the University of La Verne District, as well as Campus West, would still be regulated by the existing University Master Plan (adopted March 2007, updated May 2011), which may still allow for development. ~~the University of La Verne may eventually pursue projects described in the Master Plan individually, and some of those projects could be approved by the City and built by the University.~~ However, it is not known what projects would be pursued or approved on an individual basis; therefore, for the purposes of analyzing a No Project alternative under the requirements of CEQA, it is assumed that enrollment at University of La Verne would not increase, and that the proposed demolition and renovation of existing facilities and construction of new facilities would not occur on either La Verne Campus or Campus West.

### **Section 7.1 Alternative 1: No Project; Section 7.1.2 Impact Analysis; Aesthetics (Page 413)**

This alternative would preserve the Plan Area's existing scenic resources, such as mature trees and the three identified historical/visual landmarks located within or adjacent to the Plan Area – the Hanawalt House, Miller Hall, and the Carrion Adobe, to a greater extent than under the proposed Master Plan. The proposed Master Plan would include a Heritage Tree Plan in compliance with City of La Verne Municipal Code Chapter 18.78 Preservation, Protection and Removal of Trees to mitigate for impacts to mature or heritage trees; however, the No Project Alternative would eliminate the need to replace removed mature trees. Additionally, Mitigation Measures CR-6 through CR-~~88~~9 would not be required to mitigate the effects of potential alterations to or demolition of historic buildings.

### **Section 7.1 Alternative 1: No Project; Section 7.1.2 Impact Analysis; Cultural Resources (Page 414)**

Because the No Project Alternative would not include any of the physical development proposed in the Master Plan, it would have no impact on any of the on-campus locations or buildings that have been identified as cultural resources in this EIR, and would thus avoid the mitigation measures that would be required under the Master Plan to protect these resources. It would also avoid the proposed Master Plan's significant and unavoidable impact related to the twenty-five existing buildings within the University of La Verne campus that would be directly impacted either as a result of demolition or renovation, including eight buildings that have previously been found to be historical resources in accordance with CEQA. Thus, it would eliminate the requirement for Mitigation Measures CR-6 through CR-~~89~~9. Overall, the No Project Alternative would have less impact on cultural resources than the proposed Master Plan because it would avoid one of the proposed Master Plan's significant unavoidable impacts.

### **Section 7.1 Alternative 1: No Project; Section 7.1.2 Impact Analysis; Population and Housing (Page 416)**

Because the No Project Alternative would not include any of the physical development or enrollment increase proposed in the Master Plan, it would not contribute direct impacts to population and housing, as opposed to the less than significant impacts of the proposed Master Plan. The No Project Alternative would not add to population growth and would create less demand for housing because it would not allow for the increase in enrollment, faculty, and staff at University of La Verne. However, regionally, it is anticipated that the area will see a pattern of population growth and housing needs whether or not development under the Master Plan occurs due to the underlying plans for development established by the ~~Old Town Specific Plan~~ OTLVSP and the ~~Arrow Corridor Specific Plan~~ ACSP. Allowing the proposed development of new student housing and multi-family residential units would increase the amount of housing available on-campus, which in turn could...

**Section 7.1 Alternative 1: No Project; Section 7.1.2 Impact Analysis; Recreation (Page 417)**

Because the No Project Alternative would not include any of the physical development or enrollment proposed in the Master Plan, it would have no impact on recreation, as opposed to the less than significant impact of the proposed Master Plan...

**Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.1 Description (Page 418)**

This alternative was chosen to avoid or reduce the proposed Master Plan’s potential inconsistency with the ~~Old Town La Verne Specific Plan~~ OTLVSP resulting from the construction of buildings up to ~~60-55~~ feet in height, where the applicable ~~Old Town La Verne Specific Plan~~ OTLVSP land use districts (Old Town Mixed Use and Historic Fabric Mixed Use Districts) only permits building heights up to 32 feet and 30 feet, respectively. In addition, it would avoid the potential inconsistency resulting from the development of up to 170 multi-family residential units within Campus West, which is not a permitted use within the ~~Arrow Corridor Specific Plan~~ ACSP.

The Increased Specific Plan Consistency Alternative assumes that the proposed Master Plan would reduce the height of the buildings within the Old Town Mixed Use and Historic Fabric Mixed Use land use districts to 32 feet and 30 feet, respectively. Four structures as proposed in the Master Plan would be reduced in height, and therefore, size and potential capacity, in order to comply with the ~~Old Town La Verne Specific Plan~~ OTLVSP. The differences are detailed in Section 7.2 below. In addition, the proposed multi-family housing land use would be removed from Campus West to achieve consistency with uses permitted in the ~~Arrow Corridor Specific Plan~~ ACSP. This alternative also assumes any development proposed under the Master Plan that is currently designed in conformance with the land use and design standards of the Specific Plans would proceed as outlined in the Master Plan and assessed under this EIR.

**Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.1 Description; Table 86 Building Changes: Proposed Master Plan vs. Increased Old Town La Verne Specific Plan Consistency (Page 418)**

Building	Proposed Height	Alternative Building Height	Proposed Square Footage	Alternative Building Square Footage
Residence Hall	50 feet max.	30 feet max.	Max. 108,000 sf	81,000sf

---

II/ <u>Mixed Use</u>	4 stories	3 stories
----------------------	-----------	-----------

---

### **Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.2 Impact Analysis; Aesthetics (Page 419)**

This alternative would impact the Plan Area’s existing scenic resources, such as mature trees and the identified historical/visual landmarks located within or adjacent to the Plan Area – Brandt Residence Hall, Interfaith Chapel, Stu-Han Residence Hall, Maniero/La Fetra Building, Davenport Dining, Miller Hall, Woody Hall and the Arts and Communications Building. Similar to the proposed project, this alternative would require a Heritage Tree Plan in order to comply with City of La Verne Municipal Code Chapter 18.78 Preservation, Protection and Removal of Trees to mitigate for impacts to mature or heritage trees. Additionally, Mitigation Measures CR-6 through CR-~~8-9~~ would be required to mitigate the effects of potential alterations to or demolition of historic buildings.

Without the construction of the 170 multi-family residential units within the ~~Arrow Corridor Specific Plan~~ ACSP area and the reduced height of proposed buildings within the Old Town Mixed Use and Historic Fabric Mixed Use land use districts, the Plan Area would retain more of its current visual character and quality...

### **Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.2 Impact Analysis; Cultural Resources (Page 420)**

The Increased Specific Plan Consistency Alternative would eliminate the physical development of 170 multi-family dwellings and reduce the height of the buildings proposed within the superblock located south of Second Street, between D Street and E Street in the Master Plan. However, it would have equal impact on the on-campus buildings that have been identified as significant cultural resources in this EIR, and would thus require the same mitigation measures required for the Master Plan to reduce impacts on these resources. Similar to the proposed Master Plan, impacts to historic resources would remain significant and unavoidable after mitigation due to the potential demolition or renovation of twenty-five buildings within La Verne Campus, including eight buildings that have been identified as potentially historical resources. Thus, the requirement for Mitigation Measures CR-6 through CR-~~8-9~~ would remain. Overall, cultural resource impacts associated with the Increased Specific Plan Consistency Alternative would be similar to impacts of the proposed Master Plan, and would remain significant and unavoidable.

### **Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.2 Impact Analysis; Geology and Soils (Page 420)**

...~~Arrow Corridor Specific Plan~~ ACSP. This could result in a higher concentration of buildings than proposed in the Master Plan...

### **Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.2 Impact Analysis; Land Use and Planning (Page 422)**

The Increased Specific Plan Consistency Alternative would eliminate the physical development of 170 multi-family dwellings and reduce the height of the buildings proposed within the

superblock located south of Second Street, between D Street and E Street in the Master Plan and eliminate the need for land use mitigation measures requiring the adoption of amendments to the Arrow Corridor and Old Town La Verne Specific Plans. Therefore, this alternative would reduce land use and planning compatibility impacts. The Increased Specific Plan Consistency Alternative, like the proposed Master Plan, would be generally compatible with existing adjacent institutional, commercial and residential land uses. This alternative would require the incorporation of similar mitigation measures to address impacts related to aesthetics, air quality, cultural resources, greenhouse gas emissions, and traffic. These impacts have been determined to be less than significant in this EIR through implementation of existing regulations, project elements, and mitigation measures (except for impacts to cultural resources, construction noise, and traffic, which were determined to be significant and unavoidable after mitigation). The Increased Specific Plan Consistency Alternative would have less impact on land use and planning impacts than the proposed Master Plan due to its increased consistency with building height standards within the ~~Old Town La Verne Specific Plan~~OTLVSP and permitted land use limitations within the ~~Arrow Corridor Specific Plan~~ACSP.

**Section 7.2 Alternative 2: Increased Specific Plan Consistency; Section 7.2.2 Impact Analysis; Population and Housing (Page 423)**

In addition, it is anticipated that the area regionally will see a pattern of population growth and housing needs whether or not development under the Master Plan occurs due to the underlying plans for development established by the ~~Old Town Specific Plan~~OTLVSP and the ~~Arrow Corridor Specific Plan~~ACSP. Allowing the proposed development of new student housing and multi-family residential units would increase the amount of housing available on-campus, which in turn could potentially create new housing opportunities for non-students in the greater City of La Verne by freeing up off-campus housing previously occupied by students....

**Section 7.3 Alternative 3: Preservation, Reuse, or Relocation of Historic Structures; Section 7.3.2 Impact Analysis; Aesthetics (Page 426)**

This Alternative would minimize impacts on the Plan Area's existing scenic resources, such as mature trees and the identified historical/visual landmarks located within or adjacent to the Plan Area – Brandt Residence Hall, Interfaith Chapel, Stu-Han Residence Hall, Maniero/La Fetra Building, Davenport Dining, Miller Hall, Woody Hall and the Arts and Communications Building, when compared to the proposed Master Plan because less demolition and new construction of larger facilities would occur. In addition, Mitigation Measures CR-6 through CR-~~8~~9 would still be required to mitigate the effects of potential alterations to historic buildings.

**Section 7.3 Alternative 3: Preservation, Reuse, or Relocation of Historic Structures; Section 7.3.2 Impact Analysis; Cultural Resources (Page 427)**

Because the Preservation, Reuse, or Relocation of Historic Structures Alternative would not involve the demolition of buildings considered eligible for listing by the State Historic Preservation Office or locally designated as a Heritage University Building as proposed in the Master Plan, it would have less direct and indirect impacts on cultural resources, and would thus avoid the mitigation measures that would be required under the Master Plan to protect these resources. It would also avoid the proposed Master Plan's significant and unavoidable

impact on historic resources as a result of the demolition of up to the historical/visual landmarks within La Verne Campus. However, Mitigation Measures CR-6 through CR-~~8-9~~ would still be required to ensure that impacts would be less than significant....

**Section 7.3 Alternative 3: Preservation, Reuse, or Relocation of Historic Structures; Section 7.3.2 Impact Analysis; Land Use and Planning (Page 429)**

The Preservation, Reuse, or Relocation of Historic Structures Alternative would limit the physical development in the Master Plan. This alternative would be generally compatible with existing adjacent institutional, commercial and residential land uses, as it is currently. This alternative would still require the incorporation of mitigation measures to address impacts related to aesthetics, air quality, cultural resources, greenhouse gas emissions, and traffic. Under the proposed Master Plan, these impacts have been determined to be less than significant in this EIR through implementation of existing regulations, project elements, and mitigation measures (except for impacts from construction noise and traffic which were determined to be significant and unavoidable even with incorporated mitigation), and these same requirements would apply to the Preservation, Reuse, or Relocation of Historic Structures Alternative. This alternative would still require an amendment to the ~~Old Town La Verne Specific Plan~~ OTLVSP to allow for additional building height in the Old Town Mixed use and Historic Fabric Mixed Use land use districts, as well as an amendment to the ~~Arrow Corridor Specific Plan~~ ACSP in order to allow for the...

**Section 7.3 Alternative 3: Preservation, Reuse, or Relocation of Historic Structures; Section 7.3.2 Impact Analysis; Population and Housing (Page 430)**

In addition, it is anticipated that the area regionally will see a pattern of population growth and housing needs whether or not development under the Master Plan occurs due to the underlying plans for development established by the ~~Old Town La Verne Specific Plan~~ OTLVSP and the ~~Arrow Corridor Specific Plan~~ ACSP. Allowing the proposed development of new multi-family residential units would increase the amount of housing available on-campus...

**Section 7.5 Alternatives Considered but Rejected; No Street Closure Alternative (Page 437 and 433)**

A ~~traffic impact study~~ Traffic Impact Analysis was prepared to identify and evaluate the potential impacts of traffic generated by the proposed Master Plan (LLG, 2016)...

As discussed in Section 4.13, Traffic and Circulation, it was determined that, at full build out, the proposed project would be expected to result in traffic impacts at seven La Verne intersections, including two nearest the proposed Third Street closure: B Street/Bonita Avenue and D Street/Bonita Avenue. As no significant project impacts at this intersection were identified under any of the future year 2021, 2028, and 2035 with project conditions, no additional mitigation measures would be required or recommended at the B Street/Bonita Avenue intersection. However, the D Street/Bonita Avenue intersection would be significantly impacted by the proposed project during the p.m. peak hour under the Year 2028 With Phases I & II Project and Year 2035 With Project Build-out (Phases I, II & III) conditions. It should be noted that the traffic study prepared for the ~~Old Town La Verne Specific Plan~~ OTLVSP EIR project also identified a significant impact at this location (LLG, 2016) without the proposed street closure.

**Section 7.5 Alternatives Considered but Rejected; No Street Closure Alternative (Page 4374)**

Mitigation measures previously considered in the ~~Old Town La Verne Specific Plan~~ OTLVSP EIR included providing northbound and westbound right-turn lanes...

**REFERENCES; Utilities (Page 451)**

~~Regional Urban Water Management Plan, Metropolitan Water District of Southern California, June 2015.~~

# Appendix A

---

**Mitigation Monitoring and Reporting Program**

# Mitigation Monitoring and Reporting Program

---

The California Environmental Quality Act requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each applicable mitigation measure recommended in this Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program (MMRP).

In order to implement this MMRP, the City of La Verne shall designate a Project Mitigation Monitoring and Reporting Coordinator (“Coordinator”). The coordinator shall be responsible for ensuring that the mitigation measures incorporated into the project are complied with during project implementation.

The following table shall be used as the coordinator’s checklist to determine compliance with required mitigation measures.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>AESTHETICS</b>							
<b>AES-1 Precise Plan Review of Visual Impacts of Construction</b>							
<p>Prior to issuance of grading permits for any construction project carried out under the Master Plan, the City’s Development Review Committee, during its review of the project (as already required under Chapter 18.16, Development Review Committee, of the La Verne Municipal Code), shall review the temporary construction-related impacts of the project on the visual character and quality of the Plan Area and its surroundings, including its potential cumulative impacts with other concurrent construction projects. If the Committee determines that measures are required during construction to avoid significant impacts in this regard, it shall impose conditions of approval on the project in order to protect the visual character and quality of the area. Examples of such measures include the following:</p> <p><b>Location of Materials.</b> Materials and equipment should be minimally visible to the public; the preferred location for materials is onsite or in a construction staging area, with a minimum amount of materials in the public right-of-way of other publicly-accessible areas.</p> <p><b>Temporary Fencing.</b> Install opaque temporary fencing at construction sites and staging areas during construction activities, and ensure that the placement and design of such fencing is sufficient to obstruct views of ground-level construction activities and equipment from the perspective of surrounding streets and publicly-accessible open spaces. Such fencing shall be</p>	<p>Development Review Committee Review and approval of the construction plans and documents prior to issuance of any permits.</p>	<p>Prior to issuance of any construction and related grading permits.</p>	<p>Once; prior to approval of each individual project.</p>	<p>City of La Verne Development Review Committee</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<p>subject to review by the City’s Development Review Committee for visual character and quality.</p> <p><b>Restoration of Disturbed Areas.</b> Restore and revegetate any areas disturbed by construction activities outside of fenced construction areas as soon as feasible following disturbance.</p>							
<b>AES-2 Lighting Plan</b>							
<p>Prior to the issuance of building permits, any structure proposed under the Master Plan that abuts offsite residential neighborhoods and that would include outdoor lighting or produce light spillover, shall include a lighting plan that minimizes light spillover and conforms to all applicable regulations, including all applicable standards of the La Verne Municipal Code.</p>	<p>Review and approval of a project specific lighting plan</p>	<p>Prior to the issuance of building permits</p>	<p>Once; prior to approval of each individual project</p>	<p>City of La Verne Development Review Committee</p>			
<b>AES-3 Glare</b>							
<p>Prior to issuance of building permits, any structure proposed under the Master Plan shall be reviewed during the City of La Verne’s standard review process to ensure that proposed building materials do not impact roadways, affect pilots in nearby airspace, create a nuisance for surrounding areas, create glare in a manner that could endanger motorists on adjacent roadways, 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 City’s Community Development Director that use of such materials will not cause glare impacts on surrounding properties or roadways.</p>	<p>Review and approval of construction documents and proposed building materials</p>	<p>Prior to the issuance of building permits</p>	<p>Once; prior to approval of each individual project</p>	<p>City of La Verne Community Development Department</p>			

Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>AIR QUALITY</b>							
<b>AQ-1 Construction Scheduling</b>							
Construction scheduling for any construction projects carried out under the proposed Master Plan shall be established such that buildout Phase I occurs over the period of 2016 to 2021, Phase II buildout occurs over the period of 2022 to 2028, and Phase III buildout occurs over the period of 2029 to 2035 to ensure that the SCAQMD daily thresholds for emissions of reactive organic gases (ROG) are not exceeded. Prior to issuance of grading permits, the University of La Verne shall submit a construction schedule to the City of La Verne Community Development Director to verify that scheduling of construction activities conforms to this mitigation measure. If more than one phase of development is to be undertaken concurrently, and the City of La Verne determines that an air quality study completed by University of La Verne demonstrates that construction emissions for those activities will not exceed applicable thresholds, then those activities may be carried out concurrently.	Review and approval of construction schedule	Prior to issuance of grading permits	Once; prior to approval of each individual project	City of La Verne Community Development Department			
<b>AQ-2 Maximum Vehicle Speed</b>							
All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.	Monitor vehicle speeds during construction	During grading and construction	Periodically during grading and construction	City of La Verne Building and Safety Department			
<b>AQ-3 High Wind Construction</b>							
All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour.	Monitor wind speeds during grading activities	During grading and construction	Periodically during grading and construction	City of La Verne Building and Safety Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>AQ-4 Idling Times</b>							
Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.	Monitor construction equipment use during construction and inspect construction site to verify that the applicant has provided signage at all access points that clearly states that idling vehicles must be shut off or limited to 5 minutes	During grading and construction	Periodically during grading and construction	City of La Verne Building and Safety Department			
<b>AQ-5 Equipment Maintenance</b>							
All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Monitor construction equipment use during construction and verify that the applicant has had a certified mechanic check all construction equipment	During grading and construction	Periodically during grading and construction	City of La Verne Building and Safety Department			
<b>AQ-6 NO<sub>x</sub> and PM Reduction</b>							
All construction equipment, diesel trucks, and generators must be equipped with Best Available Control Technology for emission reductions of mono-nitrogen oxides (NO <sub>x</sub> ) and particulate matter (PM).	Monitor construction equipment use and verify that all construction equipment is equipped with Best Available Control Technology.	During grading and construction	Periodically during grading and construction	City of La Verne Building and Safety Department			
<b>CULTURAL RESOURCES</b>							
<b>CR-1 Archaeological Resources Assessment</b>							
To determine the archaeological sensitivity of a proposed project in the Plan Area, archaeological resources assessments shall be performed under the supervision of an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards in either prehistoric or historic archaeology. Assessments shall include a California Historical Research Information System	Update cultural resources assessment for master plan area	During individual project review	Once; prior to issuance of grading permits for each proposed project	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<p>(CHRIS) records search at the South Central Coastal Information Center (SCCIC) and of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC). The records searches will determine if the proposed project area was previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated.</p> <p>A Phase I pedestrian survey shall be undertaken in proposed project areas that are undeveloped or in areas where previously identified cultural resources exist to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist will be able to classify the project area as having high, medium, or low sensitivity for archaeological resources.</p>							
<b>CR-2 Unanticipated Discovery of Cultural Resources</b>							
<p>If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist meeting the Professional Qualification Standards prior to any construction-related ground-disturbing activities to determine significance. If resources are determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures might include a Phase III data recovery program that would be implemented by a qualified archaeologist and shall be</p>	<p>If impacts on cultural resources cannot be avoided, prepare Phase II and Phase III cultural resources assessment</p>	<p>During individual project review</p>	<p>Once, prior to each proposed project if cultural resources cannot be avoided</p>	<p>City of La Verne Community Development Department</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
performed in accordance with the Office of Historic Preservation's (OHP) Archaeological Resource Management Reports: Recommended Contents and Format (1990) and Guidelines for Archaeological Research Designs (1991).							
<b>CR-3 Monitoring</b>							
If the archaeological assessment does not identify potentially significant archaeological resources in the Plan Area but indicates the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. Native American monitoring may also be required. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial onsite safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the Professional Qualification Standards. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.	Monitor construction activity in areas where highly sensitive cultural resources have been identified	During grading and construction	Continuous during grading and construction for each project if highly sensitive cultural resources are present	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>CR-4 Training and On-Call Monitoring</b>							
If the archaeological assessment does not identify potentially significant archaeological resources in the Plan Area, but indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the Professional Qualification Standards shall be retained on an on-call basis. The archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project’s initial onsite safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the on-call archaeologist is contacted. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.	Monitor construction in areas where moderately sensitive cultural resources have been identified	During grading and construction	Periodic during grading and construction for each project if moderately sensitive cultural resources are present	City of La Verne Community Development Department			
<b>CR-5 Human Remains Discovery</b>							
If human remains are exposed during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In accordance with this code, in the event of an unanticipated discovery of human remains, the county coroner would be notified immediately. If the human remains are determined to be prehistoric, the coroner will	If human remains are found on site, verify that the applicant has abided by all the conditions outlined in the mitigation measure.	During grading and construction	Continuous, if remains are found until removal	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
notify the Native American Heritage Commission, which will determine and notify a most likely descendant. The most likely descendant would complete the inspection of the discovery within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.							
<b>CR-6 Construction Activities in Historic Districts</b>							
Prior to any construction activities that may affect buildings over 50 years of age or a previously identified historic district, a historical resources assessment shall be performed by an architectural historian or historian who meets the National Parks Service Professional Qualification Standards in architectural history or history. The assessment shall include a records search at the SCCIC to determine if any resources that may be affected by the project have been previously recorded, evaluated, and/or designated on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Following the records search, the qualified architectural historian or historian shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation guidelines to identify any previously unrecorded potential historical resources within the project site or vicinity that may be potentially affected by the proposed project. California of Department of Parks and Recreation 523 forms shall be prepared for all surveyed properties. Pursuant to the definition of a historical resource under CEQA, potential historical resources shall be evaluated under a developed historic context.	Prepare a historic resources assessment if any construction activities would impact potentially historic structures	Prior to issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>CR-7 Relocation, Rehabilitation, or Alteration of Historic Resources</b>							
To ensure that projects requiring the relocation, rehabilitation, or alteration of a historical resource not impair its significance, the Secretary of the Interior’s Standards shall be used to the maximum extent possible. The application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the Professional Qualification Standards. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character-defining features, the extent of adaptive reuse, and construction activities shall be provided to the City for review and approval.	Where relocation, rehabilitation, or alteration of a historical resource, is required, verify that the Secretary of Interior’s Standards have been used to the maximum extent possible	Prior to issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			
<b>CR-8 Demolition or Significant Alterations of Historic Resources</b>							
If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level and impacts would be significant and unavoidable. However, recordation of the resource prior to construction activities will reduce adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the Professional Qualification Standards. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historic photographs. Documentation shall be	Record on-site historic resources consistent with Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation by an architectural historian or historian who meets the Professional Qualification Standards	Prior to issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<p>reproduced on archival paper and copies of this documentation, photographs, and negatives, along with architectural and historical narrative shall be submitted to the City of La Verne, the Los Angeles County Museum of Natural History, the Los Angeles County Library, the University of La Verne Library, the La Verne Historical Society, and any other appropriate local, state, or federal institutions. The documentation reports shall be completed for each phase of development and shall be approved by the City prior to issuance of demolition permits.</p>							
<b>CR-9 Interpretive Plan</b>							
<p>A qualified architectural historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History shall be selected by the City of La Verne to prepare an onsite interpretive plan, which shall consist of a public display, plaque, or other suitable interpretive approach, as approved by the City of La Verne. It shall focus on the significant historic themes associated with the historic properties to be demolished and shall include any collected research pertaining to the historic property, and images and details from the HABS/HAER/HALS documentation. The interpretive display shall be installed in an appropriate public location in the project area within one year of the date of completion of the proposed project for which the respective historic resource was demolished. If no appropriate onsite public location is available, an appropriate offsite public location for the display shall be identified by the applicant and presented to the City for approval. The interpretive display shall remain in public view for a minimum of five years, and if</p>	<p>Verify that for each proposed project, the applicant has a qualified architectural historian prepare an onsite interpretive plan</p>	<p>Prior to issuance of grading permits</p>	<p>Once, prior to approval of each individual project</p>	<p>City of La Verne Community Development Department</p>			

Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
removed, appropriately archived.							
<b>CR-10 Mitigation and Monitoring Program</b>							
<p>The Paleontological Mitigation and Monitoring Program shall be supervised by a qualified paleontologist. A qualified paleontologist (Principal Paleontologist) is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.</p> <p>Prior to the start of construction, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p>	Prepare a paleontological mitigation and monitoring program	Prior to issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			
<b>CR-11 Resource Recovery and Management Plan</b>							
<p>Ground disturbing activity that does not exceed five feet in depth in areas of low paleontological sensitivity shall not require paleontological monitoring. Any excavations within undisturbed bedrock in areas of high paleontological sensitivity (i.e., Pleistocene-aged deposits), and excavations that exceed five feet in depth in those areas potentially underlain by Pleistocene-aged deposits (i.e., Holocene-aged alluvial sediments) that exceed five feet in depth shall be monitored on a full-time basis by a qualified paleontological monitor. If no fossils are</p>	Monitor ground disturbing activities for impacts to paleontological resources in areas where excavations exceed 5 feet and where sensitive resources may exist	During grading and construction	Once, prior to approval of each individual project	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
	<p>observed during the first 50 percent of excavations in Holocene-aged sediments exceeding five feet in depth, or if the qualified paleontologists can determine that excavations below five feet are not disturbing Pleistocene-aged (or other potentially fossil-containing) sediments, then paleontological monitoring can be discontinued or reduced to spot-checking under the discretion of the Principal Paleontologist, subject to approval from Los Angeles County.</p> <p>If fossils are discovered, the qualified paleontologist (or paleontological monitor) shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <p>Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology or the Los Angeles County Museum of Natural History), along with all pertinent field notes, photos, data, and maps.</p> <p>Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of</p>						

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.							
<b>GREENHOUSE GAS EMISSIONS</b>							
<b>GHG-1 Reduction Plan</b>							
Prior to grading permit issuance for each phase of development, projects in the Plan Area shall develop a GHG Reduction Plan to reduce emissions by 2,479 megatons (MT) CO2e per year to ensure that project-related emissions are below the 3,000 MT CO2e per year threshold over the operational life of the project. The plan shall be implemented on site by the project applicant and may include, but is not be limited to, the following components: A. Energy Use - Onsite GHG reduction measures shall be implemented during each phase of development and shall be reflected on and incorporated into all applications for development within La Verne Campus, Park Campus, and Campus West. Onsite GHG reduction measures may include, but are not be limited to, the following components: 1. Exceed adopted 2013 Title 24 energy requirements by a minimum of 10 percent through implementation of energy reduction measures (or meet current CBC if it provides more energy savings), including the following: a. Use locally made building materials for construction of the Project and associated infrastructure when such materials are available b. Use materials that are resource efficient, recyclable, with long life cycles	Prepare GHG reduction plan	Prior to issuance of a grading permit	Once, prior to approval of each individual project	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
c.	Install energy-reducing shading mechanisms for windows, porches, patios, walkways, etc.						
d.	Install energy reducing day lighting systems (e.g., skylights, light shelves, transom windows)						
e.	Use water efficient landscapes						
f.	Use tankless water heaters or solar water heaters						
g.	Use low-energy interior lighting						
h.	Use low-energy street lights and parking lot lights (e.g., sodium)						
i.	Use light colored water-based paint and roofing materials						
	2. Onsite renewable energy production, including wind-generated energy or installation of solar photovoltaic panels or other types that generate a minimum of 30 percent of the project’s total energy demand (based on the individual project being developed, not entire the Master Plan).						
	3. Vehicle Trip Reduction (based on SCAQMD Transportation Demand Management measures), including the following:						
a.	Provide preferential carpool/vanpool parking spaces						
b.	Provide bicycle storage/parking facilities for onsite employees						
c.	Provide shower/locker facilities for onsite employees						
d.	Provide child care centers for onsite employees						
e.	Provide an onsite park-and-ride lot						
f.	Employ a transportation/rideshare coordinator						
g.	Implement a rideshare program for onsite residents and employees						

Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<p>h. Provide incentives to employees to rideshare or take public transportation</p> <p>i. Implement compressed work schedules</p> <p>The Project applicant shall be responsible for ensuring that the GHG Reduction Plan quantifies emissions reductions achieved by all GHG reduction measures included in the GHG Reduction Plan. The GHG Reduction Plan shall include all necessary evidence to facilitate review and approval of the emissions reductions by the City of La Verne Community Development Department.</p>							
<b>GHG-2 Carbon Offsets</b>							
<p>The GHG emissions reduction achieved through implementation of onsite GHG reduction measures would depend on the specific mix of measures available for each development application in the Plan Area. Because it is not yet possible to know with certainty which onsite GHG reduction measures would be feasibly incorporated into each future development project, or to quantify the reduction in GHG emissions that these measures would achieve, onsite GHG reduction measures may not be sufficient to reduce Project GHG emissions by the required 2,479 MT CO<sub>2</sub>e per year.</p> <p>If GHG emissions cannot be reduced below threshold levels through compliance with the Project GHG Reduction Plan described in Mitigation Measure GHG-1, the University of La Verne shall purchase a fair share of carbon offsets that meet approved offset protocols through the California Cap-and-Trade Program to reduce GHG emissions below threshold levels. Carbon offsets reduce GHG emissions globally through funding offsite projects that</p>	<p>If GHG emissions cannot be achieved through reduction plan, applicant shall purchase a fair share of carbon offsets</p>	<p>Prior to issuance of a building permit</p>	<p>Once, prior to approval of each individual project</p>	<p>City of La Verne Community Development Department</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
eliminate new GHG emissions and/or sequester existing GHGs in the atmosphere. The GHG Reduction Plan shall be approved by the City of La Verne prior to the issuance of initial grading permits. Applicable elements of the GHG Reduction Plan shall be reflected on development plans prior to permit approval. If GHG emissions cannot be reduced through compliance with such a plan, purchased carbon offsets shall be approved by Planning and Building staff prior to building permit approval.							
<b>HAZARDS AND HAZARDOUS MATERIALS</b>							
<b>HAZ-1 Phase 1 Environmental Site Assessment (ESA) and Agency Review</b>							
Prior to development of Campus West, Park Campus or La Verne Campus, a Phase I ESA shall be completed related to the portion of the campus being developed. The Phase I ESA shall be performed per the ASTM International 1527E Standard Practice for Environmental Site Assessments: Phase I ESA Process guidelines and shall include a review of all environmental release case agency records, unless a more stringent standard applies at the time of the assessment.	Prepare Phase 1 ESA in the specified areas	Prior to the issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			
<b>HAZ-2 Lead-Based Paint and Asbestos Containing Material Surveys</b>							
A lead-based paint (LBP) and asbestos containing material (ACM) survey shall be completed for structures planned for renovation or demolition. Based on the results of the LBP and ACM surveys, abatement may be required prior to demolition or renovation. All recommendations of the survey shall be followed.	Prepare lead-based paint (LBP) and asbestos containing material (ACM) survey for structures planned for renovation or demolition Complete abatement as required	Prior to the issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			

Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>HAZ-3 Soil, Groundwater, and Soil Vapor Remediation</b>							
<p>If a release of hazardous materials is suspected on a site, additional soil, groundwater, or soil vapor sampling shall be conducted. Samples shall be collected under the supervision of a professional geologist or environmental professional to determine the presence or absence of contaminated soil, soil vapor, and/or groundwater. The goal of the sampling investigation would be to identify and possibly delineate potential onsite releases of hazardous materials prior to development. If sampling indicates the presence of contaminants exceeding applicable environmental screening levels, a Remediation Action Plan or Soil and Groundwater Management Plan shall be prepared prior to development. Cleanup may include excavation, disposal, bio-remediation, or any other treatment of conditions subject to regulatory action. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the Los Angeles County Department of Public Works (LADPW), the Los Angeles Regional Water Quality Control Board (LARWQCB), or Department of Toxic Substances Control (DTSC). Alternatively, engineering controls may be utilized in some situations to limit the public and environmental exposure to a hazard. This shall be determined on a case by case basis with oversight of an environmental regulatory agency. All recommended remediation shall be followed.</p>	<p>Complete soil, groundwater, or soil vapor sampling as needed. Once completed, verify that recommendations in the surveys are followed</p>	<p>Prior to the issuance of grading permits</p>	<p>Once, prior to approval of each individual project</p>	<p>City of La Verne Community Development Department</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>HAZ-4 Receipt of “No Further Action” Letter</b>							
Prior to issuance of grading permits, in those locations where environmental regulatory agencies have identified the need for remediation of a known release, the applicant shall obtain a letter of “no further action” from the LARWQCB and any other agency with regulatory authority over the cleanup and the letter(s) shall be submitted to the City. Additionally, the applicant shall contact the regulatory agencies prior to issuance of building permits to confirm no further action is required, as some residual contaminants may remain onsite and the release case may be reopened if there is a change in the proposed land use. Written confirmation of this consultation and determination of no further action shall be submitted to the City.	Verify the applicant has obtained a letter of “no further action” letter from the RWQCB and other applicable agencies where hazardous materials releases have occurred	Prior to the issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			
<b>LAND USE AND PLANNING</b>							
<b>LU-1 Compliance with the Old Town La Verne Specific Plan and Arrow Corridor Specific Plan</b>							
All development projects proposed through implementation of the Master Plan shall be reviewed through the City’s development review process, and CEQA process where warranted, for consistency with applicable adopted Specific Plan. If any proposed development is shown to be inconsistent with the applicable adopted Specific Plan, the applicant shall be required to file for necessary permits and/or a Specific Plan Amendment.	Review all development projects, and if the project is consistent with the master plan, notify the applicant of the inconsistency	Prior to the issuance of grading permits	Once, prior to approval of each individual project	City of La Verne Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<b>LU-2 Compliance with Brackett Field Airport Land Use Compatibility Plan</b>							
<p>Until such time that the Airport Land Use Commission finds that the City of La Verne General Plan, the Old Town La Verne Specific Plan, and the Arrow Corridor Specific Plan are consistent with the Brackett Field Airport Land Use Compatibility Plan (ALUCP), the following actions shall be referred to the Airport Land Use Commission for review:</p> <ul style="list-style-type: none"> <li>▪ Adoption or approval of any new general or specific plan or any amendment thereto that affects lands within the Brackett Field Airport influence area. If it is determined by the Airport Land Use Commission Administrative Officer that such amendment or plan does not involve in any way the types of airport impact concerns listed in Section 1.3.1 of the ALUCP, then the Administrative Officer can make the consistency determination. Otherwise, the amendment or plan must be referred to the Airport Land Use Commission for its determination.</li> <li>▪ Adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulations that affects land with the Brackett Field Airport influence area.</li> <li>▪ Projects having the potential to create electrical or visual hazards to aircraft in flight, including electrical interference with radio communications or navigational signals; lighting that could be mistaken for airport lighting; glare in the eyes of pilots or aircraft using the airport; and impaired visibility near the airport.</li> </ul>	<p>Verify and review the master plan that when necessary, actions are referred and reviewed by the Airport Land Use committee</p>	<p>Prior to the issuance of grading permits</p>	<p>Once, prior to approval of each individual project</p>	<p>City of La Verne Community Development Department Airport Land Use Committee</p>			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<ul style="list-style-type: none"> <li>▪ When structures are part of a proposed land use action, evidence that proposed structures will be designed to comply with the criteria in Section 2.2.2 (a) of the ALUCP shall be submitted to the involved local agency as part of the building permit process.</li> </ul>							
<b>NOISE</b>							
<b>N-1 Construction Related Noise Reduction Measures</b>							
<p>The following measures shall be followed during construction of all phases of the Master Plan:</p> <ul style="list-style-type: none"> <li>a. Mufflers. During all project site excavation and grading, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.</li> <li>b. Mobile and Stationary Equipment. All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receptors. All mobile and stationary internal-combustion-powered equipment and machinery are also required to be equipped with suitable exhaust and air-intake silencers in proper working order.</li> <li>c. Equipment Staging Areas. Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.</li> <li>d. Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and</li> </ul>	<p>Verify that all construction equipment is equipped with noise reduction components and that construction noise reduction measures are being implemented</p>	<p>Prior to the issuance of grading permits</p>	<p>Continuous during construction</p>	<p>City of La Verne Building and Safety Department</p>			

Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
	to power any temporary structures, such as construction trailers or caretaker facilities.						
e.	Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.						
f.	Additional Noise Attenuation Techniques. During the clearing, earth moving, grading, and foundation/conditioning phases of construction for Phases I-III near sensitive residential, institutional, and park receptors, temporary sound barriers shall be installed and maintained between the construction site and the sensitive receptors. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors.						
g.	City Enforcement - Noise. The Building Official of the City of La Verne shall enforce noise-attenuating construction requirements.						
	i) Excavation, grading, and other construction activities related to construction projects carried out under the proposed Master Plan shall comply with City restrictions on hours of construction activity.						
	ii) All construction vehicles, such as bulldozers and haul trucks, shall be prohibited from idling in excess of 15						

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<p>minutes.</p> <p>iii) The contractor shall inspect construction equipment to ensure that such equipment is in proper operating condition and fitted with standard factory silencing features. Construction equipment shall utilize all standard factory silencing features, such as equipment mufflers, enclosures, and barriers.</p>							
<b>N-2 Operation Related Noise Reduction Measures</b>							
<p>During operation of all phases of the Master Plan, a noise-attenuating barrier shall be installed around any new rooftop mechanical equipment installed within the new or renovated buildings sufficient to reduce operational noise at the nearest offsite noise-sensitive receptor to less than 55 dBA.</p>	<p>Verify installation of noise-attenuating barrier</p>	<p>Prior to issuance of grading permits</p>	<p>Continuous during construction</p>	<p>City of La Verne Building and Safety Department</p>			
<b>TRANSPORTATION AND CIRCULATION</b>							
<b>T-1 Circulation System Performance Improvement</b>							
<p>The project applicant shall be responsible for the following improvements:</p> <p>a. Intersection No. 5: A Street/Arrow Highway.</p> <p>i) Prior to issuance of the first occupancy permit for Phase III development, the applicant shall restripe the southbound A Street approach from one shared left/through/right-turn lane to one shared left/through lane and one right-turn only lane.</p>	<p>Verify that intersection improvements have been constructed</p>	<p>Prior to issuance of first occupancy permit.</p>	<p>Once, prior to approval of each applicable development phase</p>	<p>City of La Verne Community Development Department</p>			

Mitigation Monitoring and Reporting Program

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
b.	Intersection No. 11: D Street/Bonita Avenue.						
	i) Prior to issuance of the first occupancy permit for Phase II development, the applicant shall restripe the northbound D Street approach to provide a northbound right-turn lane.						
	ii) Prior to issuance of the first occupancy permit Phase II development, the applicant shall restripe the westbound Bonita Avenue approach to provide a westbound right-turn lane.						
	iii) Prior to issuance of the first occupancy permit for Phase II development, the applicant shall install an eastbound right-turn only lane within the existing eastbound Bonita Avenue approach right-of-way.						
c.	Intersection No. 17: E Street-Fairplex Drive/Arrow Highway.						
	i) Prior to issuance of the first occupancy permit for Phase III development, the applicant shall restripe the southbound E Street approach to provide a southbound right-turn lane. The project applicant shall guarantee (e.g. the posting of a bond or other sufficient form of surety) the improvements for the respective phase prior to issuance of a building permit for that phase (as described above). The improvement would need to be constructed prior to issuance of the first certificate of occupancy associated with the respective phase.						

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
<p>Should any of the recommended mitigation measures not be reviewed and approved by the City, a substitute measure of equal or greater effectiveness would need to be determined. In the event that any of the recommended mitigation measures is not approved and a substitute measure is not feasible, the corresponding impact(s) would remain significant and unavoidable during the respective phase.</p>							

*This page left intentionally blank.*