Citrus College 2020-2030 Educational and Facilities Master Plan Initial Study Mitigated Negative Declaration Glendora, California

Prepared for:

CITRUS COMMUNITY COLLEGE DISTRICT
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SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 PROJECT PURPOSE

The Citrus College 2020-2030 Educational and Facilities Master Plan (Proposed Project) requires discretionary approval by the Citrus Community College District (District) Board of Trustees and is subject to environmental review requirements in accordance with California Environmental Quality Act (CEQA). All "projects" within the State of California are required to undergo environmental review to determine any potential environmental impacts associated with project implementation (CEQA Guidelines Section 15021).

CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of a proposed project and to identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California agencies at all levels, including local, regional, and State governments, as well as boards, commissions, and special districts. The District is the Lead Agency for the Proposed Project and is required to conduct an environmental review to analyze any potential environmental effects associated with project implementation.

Pursuant to Section 15063(a) of the State CEQA Guidelines, the District is required to undertake the preparation of an Initial Study to determine whether the proposed action will have a significant effect on the environment. The purpose of this Initial Study is to: (1) identify potential environmental impacts, (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration, (3) enable the Lead Agency to modify the Project (through mitigation of potential adverse impacts, if any), (4) facilitate assessment of potential environmental impacts early in the design of the Project, and (5) provide documentation for the potential finding that the Project will not have a significant effect on the environment or can be mitigated to a level of insignificance (CEQA Guidelines, Section 15063[c]). This Initial Study is also an informational document providing an environmental basis for subsequent discretionary actions that could be required from other Responsible Agencies.

This Initial Study evaluates the potential environmental impacts that may result from development of the Project.

Consistent with State CEQA Guidelines Sections 15050, 15051, and 15368, the District is the Lead Agency under CEQA, and it is responsible for adoption or certification of the environmental document and approval of the Project.

The Citrus College 2020-2030 Educational and Facilities Master Plan (EFMP) supports the college's mission, vision, and values, and serves as a long-range roadmap for the future. Developed in concert with the college's strategic plan, the 2020-2030 EFMP guides the long-term educational, student support services technology and facilities needs of the college.

1.2 PROJECT BACKGROUND

The District is a single-college district located in the City of Glendora (City), California. Founded in 1915, Citrus College is the oldest community college in Los Angeles County and the fifth oldest in California. Serving nearly 20,000 students annually, Citrus College grants associate degrees in 44 fields of study –

including 28 associate degrees for transfer to four-year institutions – and more than 50 certificates of achievement, certificates of competency, and skill awards in academic and career/technical areas. Citrus College serves the cities of Azusa, Bradbury, Claremont, Duarte, Glendora, and Monrovia in eastern Los Angeles County, and portions of other neighboring communities, including Arcadia, Covina, Irwindale, La Verne, Pomona, and San Dimas.

The mission of Citrus College is to provide students with quality educational experiences and support services that lead to the successful completion of degrees, transfer, certificates, career/technical education, and basic skills proficiency. The college fosters academic and career success through the development of critical thinking, effective communication, creativity, and cultural awareness in a safe, accessible, and affordable learning environment. In meeting the needs of a demographically diverse student population, the District embraces equity and accountability through measurable learning outcomes, ethical data-driven decisions, and student achievement.

To meet the needs of an ever-increasing student body, the college made significant strides in the previous decade to expand and improve its infrastructure and facilities. With support from resident voters, in 2004, the District passed Measure G, a $121-million General Obligation Bond resulting in eight new campus facilities: the Visual and Performing Arts Building (VPA), Student Services Building (SS), Louis E. Zellers Center for Innovation, Campus Safety Building, Mathematics/Sciences Building, Central Plant, Technician Development Center (CI), and the Field House (FH). Major renovations were also completed, including the reconstruction of Hayden Hall (HH), the college's oldest building, and the modernization of the Administration Building (AD) and the Ross L. Handy Campus Center (CC), a hub for student activity.

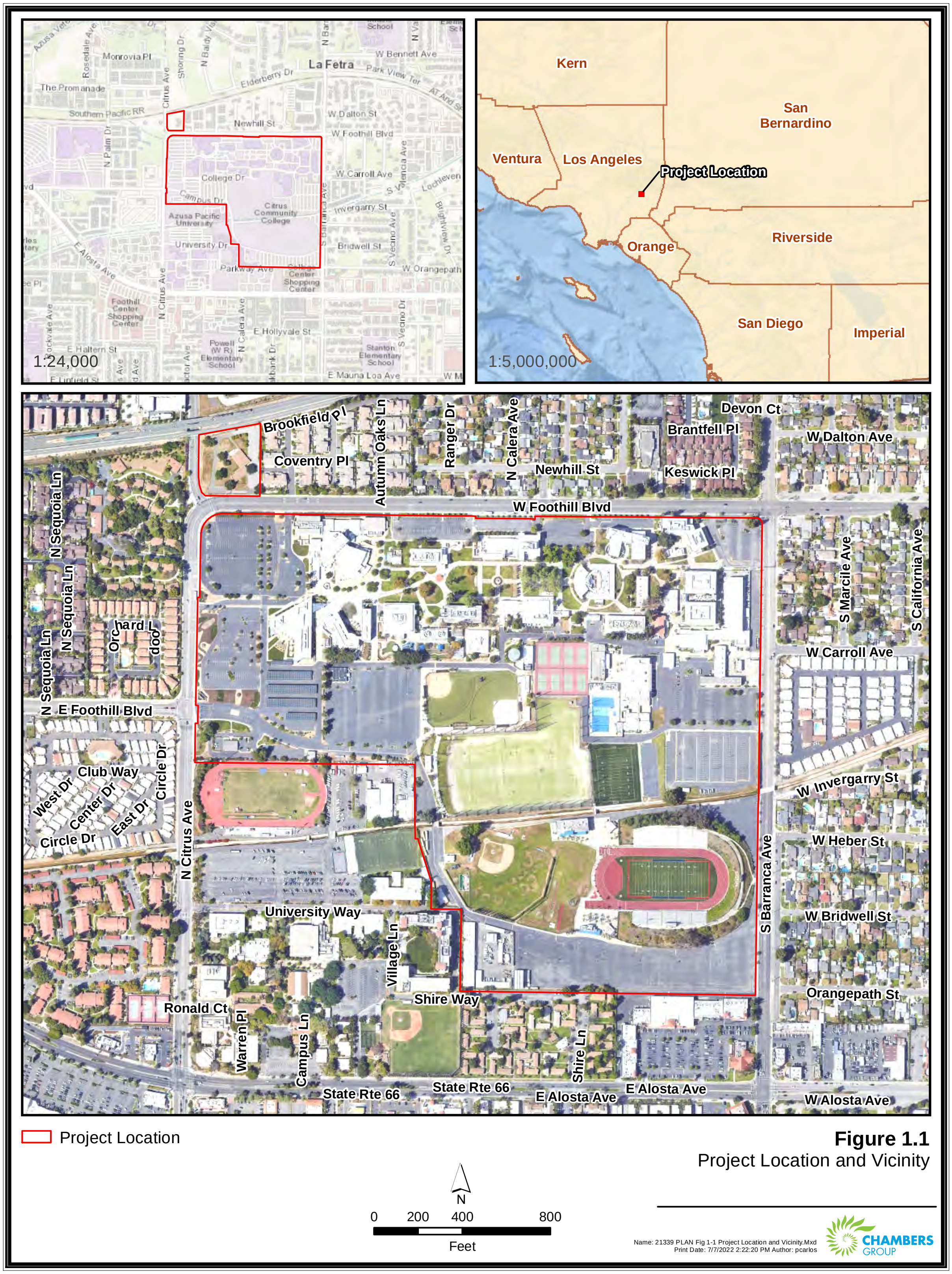
On July 21, 2020, by unanimous vote, the Citrus College Board of Trustees asked the County of Los Angeles to call a bond election for November 3, 2020. Measure Y, the Citrus College Career Education, Repair, Affordable Higher Education Measure, is a $298-million General Obligation Bond measure, to retain well-qualified teachers and improve the quality of education at Citrus College by upgrading job training, science, technology classrooms, and laboratories; meeting earthquake, fire, and clean drinking water safety; providing resources for students/veterans preparing for university transfer/jobs; and removing leaky roofs, mold, and lead paint. Voters in the District approved Measure Y during the Nov. 3, 2020, general election.

1.3 PROJECT LOCATION AND SITE CHARACTERISTICS

1.3.1 <u>Location</u>

Citrus College is located at 1000 W. Foothill Boulevard in Glendora, California, at the foothills of the San Gabriel Mountains, approximately 25 miles northeast of metropolitan Los Angeles, as shown in Figure 1-1 Site and Project Vicinity. The college is the oldest community college in Los Angeles County and occupies a 104-acre campus near regional transportation routes, including the Foothill Freeway (Interstate 210), which connects to Interstate 5 and State Route 134 and Interstate 605. There is a proposed Center for Excellence site north of the campus and east of Citrus Avenue, at 1155 W. Foothill Boulevard. This site currently has a fully operational church on the property.

Figure 1-1. Site and Project Vicinity



Existing School Operations

The Citrus College campus hours of operation are from 7:00 am to 10:30 pm, Monday through Friday. Competitive athletic events occur throughout the school year under the same hours of operation, as well as limited times on some Saturdays. Limited athletic operations on Saturdays occur approximately 15 times per year.

1.3.2 General Plan Designation/Zoning

The Citrus College Campus and the off-campus site are in the western portion of the City of Glendora. The campus has a land use designation of Civic/Institutional and is zoned R-1, Single Family Residential. The off-campus site has a land use designation of Medium/High Density and is currently zoned Garden Apartment.

1.3.3 Surrounding Land Uses and Project Setting

The 104-acre campus is bounded by North Citrus Avenue to the west, W. Foothill Boulevard to the north, Barranca Avenue to the east, and Azusa Pacific University to the south. The existing land uses surrounding the campus and the church site are Low-Medium Residential and Medium Density Residential. The City of Azusa is directly west of North Citrus Avenue and has land use designations of Medium Density Residential and University District.

Citrus College has 10 parking lots, over 60 buildings, one off-site property (the existing church site), which also includes one off-site parking facility (Figure 1-2). Much of the history of constructed facilities on the Citrus College campus originates back to the 1930's and 1940's with most of the buildings constructed during the 1960's, as indicated in Table 1-1, Citrus College Existing Building Inventory. Major additions were subsequently completed in the 1990's and since the year 2000. The campus also has modular and portable classroom buildings.

Table 1-1. Citrus College Campus Existing Building Inventory

Building/Department Name	Building Letter	Gross Square Feet	Year Built	Year Modernized
Hayden Hall	HH	4,615	1934	2018
Earth Science	ES	6,944	1954	-
Physical Education Gym.	PE	45,076	1954	1963
Diesel Tech. 1	DT-1	7,150	1956	1975
Professional Center	PC	37,416	1967	1997
Physical Science	PS	28,577	1965	1994
Lecture Hall/Life Science	LH/LS	21,003	1963	1993
Owl Bookshop/ Ross L. Handy Campus Center	BK/CC	33,688	1963	2020
Information Services	IS	11,172	1963	-
Liberal Arts/Business	LB	39,435	1964	-
Hayden Library	LI	43,380	1961	2000
Administration	AD	26,041	1966	2016
North Stadium Restroom	R2	1,558	1963	-
South Stadium Restroom	R1	1,558	1963	-
Automotive Annex	AA	4,600	1975	-
Technology Center	TC	23,432	1973	1997

Building/Department Name	Building Letter	Gross Square Feet	Year Built	Year Modernized
Education Development Center	ED	32,414	1977	2023
Haugh Performing Arts Center	PA	66,162	1968	-
Maintenance Oper./Warehouse/Purchasing	MO/WA	14,740	1974	-
Diesel Technology 2	DT-2	6,851	1944	-
Portable 1	P1	6,240	1998	-
Portable 3	P3	3,000	2007	-
Adaptive Physical Education	AP	9,777	1999	-
Aquatic Center	AQ	2,536	1992	-
North Bungalow	NB	1,575	1993	-
South Bungalow	SB	2,175	1999	-
Integrated Success Center	IC	8,194	1992	-
Life Long Learning Center	LL	5,760	1998	-
Recording Technology	RA	8,930	1998	-
Video Technology	VT	19,250	1998	-
Technician Develop./Tech. Eng.	TD/TE	31,689	2010	-
Mathematics/Science	MA	33,058	2005	-
Reprographics (Print Shop)	RG	3,240	2005	-
Louis E. Zellers Center for Innovation	CI	33,058	2005	-
Portable 2	P2	1,440	2007	-
Central Plant	CP	4,633	2007	-
Student Services	SS	54,450	2012	-
Campus Safety	CS	2,363	2007	-
Field House	FH	8,416	2012	-
Gate House	GH	1,525	2012	-
Visual and Performing Arts	VA	36,938	2014	-

Center for Excellence Site

The Project site for the proposed Center for Excellence is approximately 1.77 acres and is north of W. Foothill Boulevard and East of Citrus Avenue. The site is largely developed with a one-story church and an asphalt parking lot and lawn area. A Los Angeles County Flood Control easement extends along the western portion of the Proposed Project site.

The Metro Rail Foothill Gold Line is immediately north of this parcel, medium density residential is to the east and Citrus Avenue is to the west. Medium Density residential is west of Citrus Avenue in the City of Azusa. Citrus College is south of the Center for Excellence on W. Foothill Boulevard.

Figure 1-2. Existing Campus and Center for Excellence

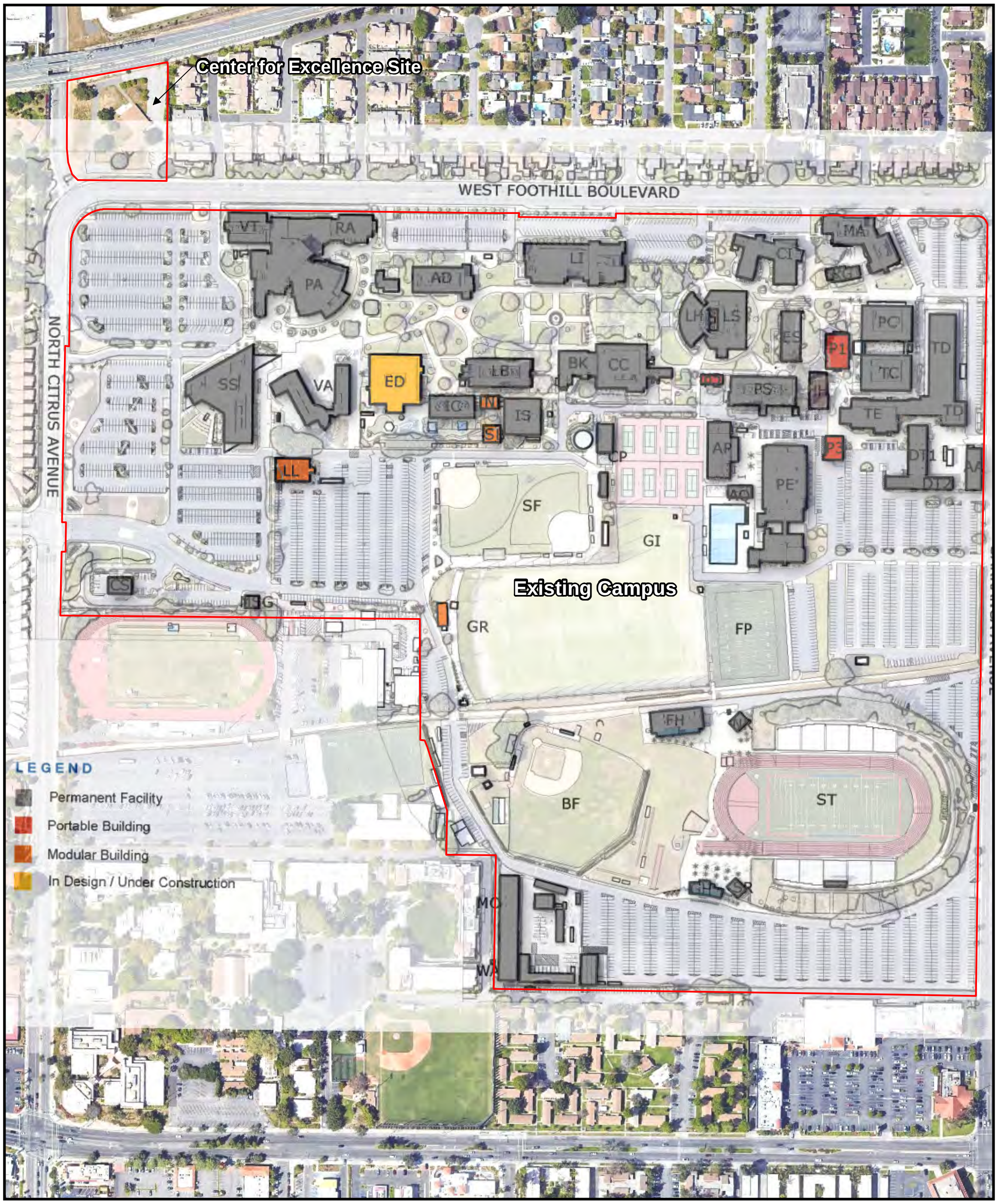


Figure 1.2
Existing Campus and
Center for Excellence Site

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1.4 PROJECT DESCRIPTION

The Citrus College 2020-2030 EFMP supports the college's mission, vision, and values, and serves as a long-range roadmap for the future. Developed in concert with the college's strategic plan, the 2020-2030 EFMP guides the long-term educational, student support services technology and facilities needs of the college.

The Proposed Project comprises the adoption and implementation of the Citrus College 2020-2030 Educational and Facilities Master Plan ("Master Plan"). As of 2019 there were 12,429 full time equivalent students (FTES) enrolled at Citrus College. By 2030 there is anticipated to be 13,321 FTES at Citrus College, which would result in an increase of 892 FTES.

Pursuant to the Master Plan, site improvements will include connectivity of on-site parking facilities, refinement of existing and additional drop-off/pick-up zones, improved pedestrian access and wayfinding. Renovations will address programming needs for flexible and technologically advanced classrooms and laboratory technology upgrades, improvements to space efficiency and utilization of space, improvements to existing infrastructure, and sustainability improvements that will contribute to becoming a Zero Net Energy (ZNE) campus.

The Master Plan also involves construction of new buildings:

- Buildings to replace existing buildings that do not meet the requirements for renovation
- Buildings that will address the needs of Citrus College to meet the demands of its current and future students, changing population demographics, and the changing labor market as defined in the educational component of the master plan
- Buildings that maximize efficiency and implement a comprehensive sustainable building design
- Sustainable strategies that will contribute to becoming a ZNE campus

These new buildings include: 1) Science and Veterans Success Center, 2) Career Technical Education Building (CTE), 3) Classroom and Information Services Building, 4) Center for Excellence, 5) Student Union/Dining Hall, 6) Library/Learning Resource Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings.

The site plan for the 2020-2030 EFMP planning process is shown in Figure 1-3. This site plan includes new construction, building renovations and site development projects identified in the educational component of the EFMP. The proposed sequence of buildings shown on Figure 1-3 is subject to change, as locations of the buildings may shift slightly. However, the buildings will all remain within the footprint analyzed in this document.

Figure 1-3. Citrus College 2020-2030 Educational and Facilities Master Plan

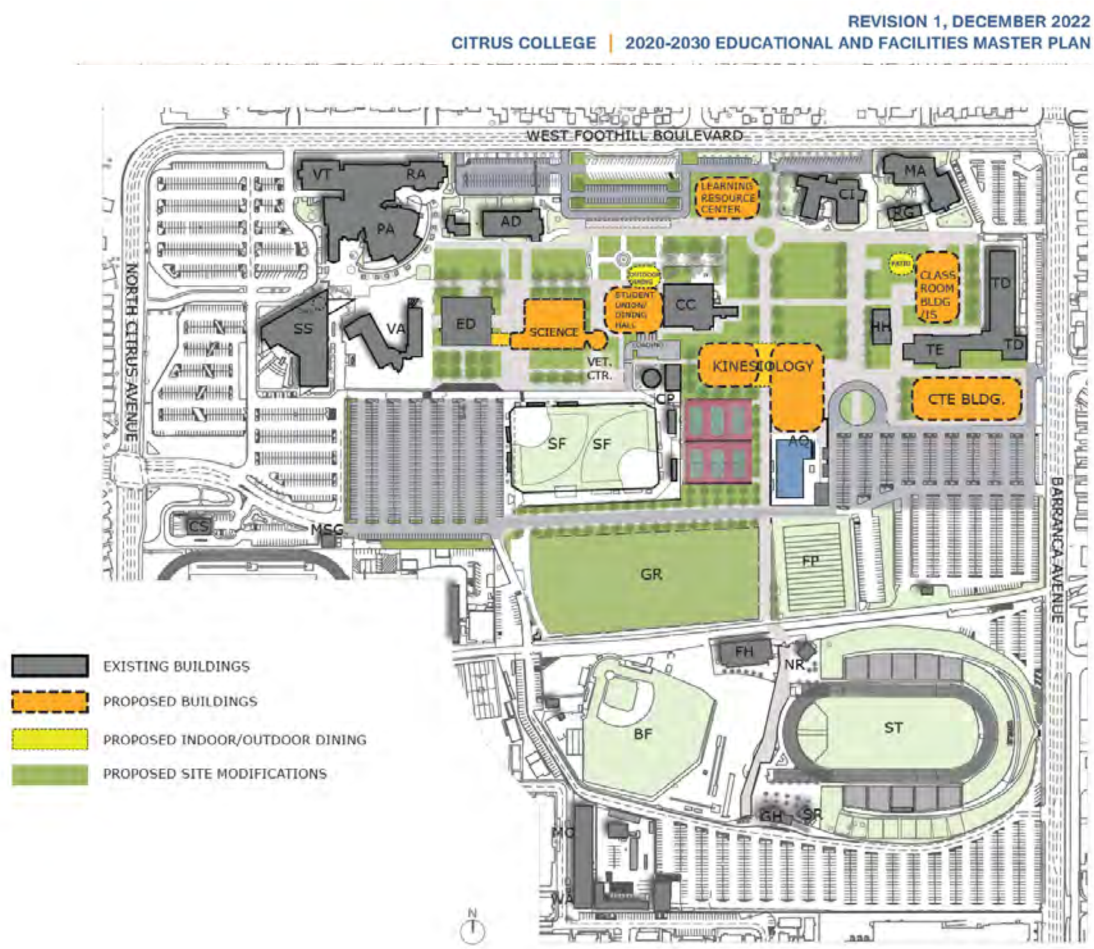

Figure 1.3
Citrus College 2020-2030
Educational and Facilities Master Plan

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Outlined below is a list of Minor, Moderate, and Major Renovation/Replacement needs (projects) for existing campus buildings as provided in the EFMP.

Minor Renovation

The following buildings/facilities were constructed and/or modernized more recently and are thus in need of only minor renovations to bring them up to current code requirements, to address items identified in the college's Americans with Disabilities Act (ADA) Transition Plan, to address technology and utilities infrastructure upgrades, to enhance functionality, and to improve efficiency for serving students, staff and visitors:

VA - Visual Arts
CI - Center for Innovation
MA - Math/Science
RG - Reprographics
FH - Field House
GH - Gate House
SS - Student Services
CS - Campus Safety
AD- Administration

Moderate Renovation

The buildings/facilities listed below are in need of moderate renovations to address the following items:

- Facilities need to be brought up to current code compliance
- Improvements are needed to address building security
- The quantity and infrastructure of restrooms do not support current building capacities
- Technology improvements are needed to support current needs, adapt to future needs, and to remain flexible and adaptable to future technological changes
- Buildings need a more cohesive relationship to their surroundings
- Improvements are needed for accessibility and to meet current standards
- Moderate renovations are needed to address items in Citrus College's ADA Transition Plan
- Moderate enhancements are needed to address functionality and to meet programmatic needs

NRR/SRR - North and South Stadium Restrooms
RA - Recording Arts
VT - Video Technology
TD/TE - Technician Development/Technology Engineering
Athletic Facilities
CP - Central Plant

Major Renovation / Replacement

The buildings/facilities listed below are in need of major renovations or replacement to address the following items:

- Improvements are needed to address building security
- Building construction makes it difficult and costly to renovate for better space utilization and to achieve energy efficiency
- Evidence of substantial structural slab cracking with areas of exposed rebar
- Restrooms are not to current code compliance
- Requires ADA upgrades
- Roofing needs replacement
- Existing facilities are qualified with a high Facilities Condition Index
- Classrooms have outdated lighting and internal environment is void of natural light
- Lab equipment and stations do not meet accessibility quantities and requirements
- Air handling units have reached the end of their useful life and are past due for replacement
- Current physical conditions of facilities inhibit the ability for technological implementation and flexibility
- Better efficiency of space utilization to adapt to programmatic needs

PE - Physical Education Gym
DT1 - Diesel Technology 1
DT2 - Diesel Technology 2
PC - Professional Center
PS - Physical Science
LH - Lecture Hall
LS - Life Science
LB - Liberal Arts/Business
AA - Automotive Annex
TC - Technology Center
PA - Performing Arts
LI – Library
BK - Bookstore
CC (lower level) - Dining Room and Kitchen
IS - Information Systems
MO & WA - Maintenance & Warehouse

Major Capital Projects / Proposed New Building Construction

The following is an overview of the EFMP'S major capital projects / proposed new building construction: 1) Science and Veterans Success Center, 2) Career Technical Education Building (CTE), 3) Classroom and Information Services Building, 4) Center for Excellence, 5) Student Union/Dining Hall, 6) Library/Learning Resource Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings and other Campus-wide improvements.

Science and Veterans Success Center

A new 65,000 sq. ft. Science and Veterans Success Center will provide multiple upgrades for all science and related disciplinary programs and is shown in Figure 1-3. Classrooms, labs, and interactive teaching and learning spaces will be expanded to meet present and future needs of growing programs. Located near the existing Educational Development Center, this building cluster will increase Citrus College's ability to remain competitive, enhance student enrollment, and attract new students. The Veterans Success Center will occupy a portion of this construction along with photovoltaic arrays and outdoor spaces that complement the building uses.

The buildings to be replaced in conjunction with this recommendation are Life Science (LS), Lecture Hall (LH), and Physical Science (PS) building. After construction, Physical Science (PS), Lecture Hall (LH), Life Science (LS), and Earth Science (ES) will move into this building. The existing buildings will be obsolete and will be removed following the completion of the Science and Veterans Success Center building or used as temporary swing space for subsequent construction.

The buildings to be removed in conjunction with the construction of this building are Liberal Arts (LB), Information Systems (IS), North Bungalow (NB), South Bungalow (SB) and Integrated Success Center (IC).

Career Technical Education Building (CTE)

A new 81,000 sq. ft. CTE building will be constructed adjacent to the existing Technician Development (TD) and Technology Engineering (TE) buildings, as shown in Figure 1-3. The new CTE building replaces similar outdated structures, allowing for the sharing of instructional support spaces while also providing specialty spaces to support new and existing CTE programs. Data collected from the educational component of the 2020-2030 EFMP significant growth in the CTE programs. Classroom and lab spaces will be expanded and designed to accommodate future programmatic needs and educational technologies.

The buildings to be removed in conjunction with the construction of this building are Professional Center (PC), Technology Center (TC), Automotive Annex (AA), Diesel Technology 1 (DT1), Diesel Technology 2 (DT2), Automotive Spray Booth (ASB) and Portable 3 (P3).

Classroom and Information Services Building

A new 55,000 sq. ft. Classroom and Information Services building will function as an interdisciplinary facility that will provide flexibility for advanced teaching methods. The building will be designed to accommodate technological learning environments that meet expanded classroom needs including high-flexible space to accommodate future programmatic needs and educational technologies for interactive teaching and learning facilities. The Information Services department will occupy a portion of this construction.

The buildings to be removed in conjunction with the construction of this building are Lifelong Learning (LL) and Portable 1 (P1).

Center for Excellence - Conference Center

The recommendation for the off-site facility is to build a modern, technology-enhanced conference center, the Center for Excellence, which would be available for Citrus College and the community. The prime location of this facility renders a great opportunity for college use as well as a venue for broader organizational use. Additionally, the facility's proximity to the Metro Gold Line station makes it ideally accessible to the greater community. The Project site for the proposed Center for Excellence is approximately 1.77 acres and is north of W. Foothill Boulevard and east of Citrus Avenue. The new two-story Center for Excellence will be approximately 20,000 sq. ft. The existing 10,000 sq. ft. church will be demolished, and the existing parking lot be removed and reconfigured. The site plan for the Center for Excellence is shown in Figure 1-4.

The Citrus College Center for Excellence multi-purpose space will be used for community meetings, educational advancement, and to facilitate collegial and regional employment opportunities. In addition, the Center for Excellence will provide space for extended education seminars, workshops, workplace resources, training sessions, community meetings, event space, career advancement, continuing education, short-term vocational, non-credit courses, English as a Second Language, and Adult High School.

Student Union / Dining Hall Building

A new Student Union / Dining Hall Building will be 15,000 sq. ft. and is proposed to be constructed at the location of the existing bookstore, as shown in Figure 1-3. The Student Union will absorb the kitchen and dining hall services from the lower level of the Campus Center and bring those services up to the same level as the campus quad. This new facility will extend into the central quad and provide options for indoor and outdoor dining. This facility will serve as a space for student gathering and informal collaboration and should be accessible to everyone on campus.

The building to be replaced in conjunction with this recommendation is the existing Campus Center building.

Figure 1-4. Center for Excellence

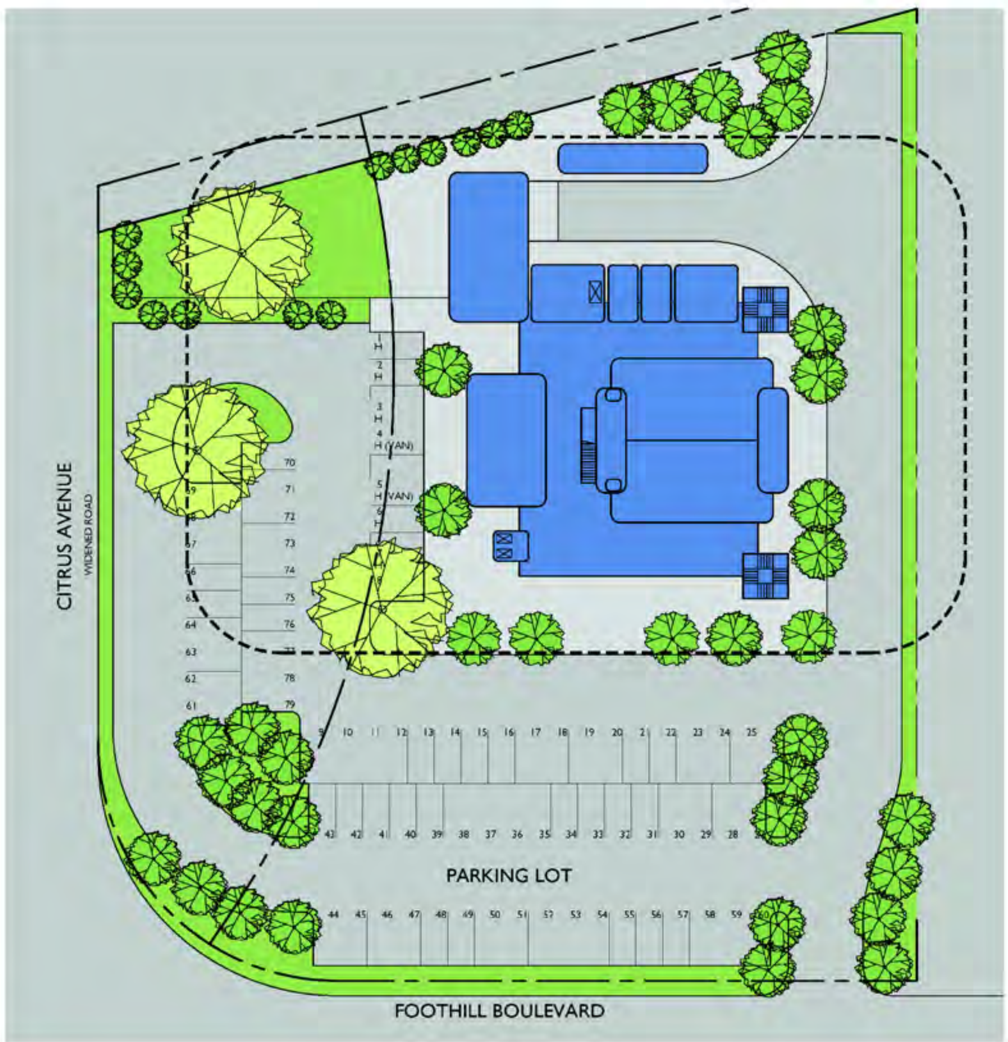

Figure 1.4
Center for Excellence

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Library / Learning Resource Center

The new 56,000 sq. ft. Library / Learning Resource Center redefines a traditional library by providing less space for physical books and more space for technological resources as shown in Figure 1-3. The new Library building will improve efficiency and utilization of space, provide technologically advanced resources, and enhance learning environments conducive to all methods of learning. These newly designed educational spaces will incorporate technology, accommodate flexible and collaborative learning spaces for small and large groups and include areas for individual study.

The existing library building will be replaced with this new Library / Learning Resource Center and existing on grade parking area will be repurposed as well.

Kinesiology Building

A new 65,000 sq. ft. Kinesiology building will be adjacent to the existing gym facility and physical education buildings as shown in Figure 1-3. The new Kinesiology building will enhance the college's existing athletic programs and provide an opportunity to grow competitive sports teams as well as academic programs. It is recommended that the new facility include universally accessible gym facilities and equipment, in addition to classrooms and offices for instructional use.

The buildings to be replaced in conjunction with this recommendation are Adaptive Physical Education (AP), Aquatic Center (AQ), and Physical Education Gymnasium (PE). The Tennis Complex (TN), Adaptive Physical Education (AP), and Aquatic Center (AQ) are in the footprint of the new building and will be removed.

Minor Capital Projects

The following is an overview of the 2020-2030 EFMP'S Minor Capital Projects, or proposed site improvements. There are several opportunities to reinforce the campus image and provide a cohesive and welcoming experience for all students, faculty, staff, and visitors. A number of site improvement projects are recommended to enrich the campus identity and enhance the overall campus community environment. These recommendations are listed below and shown in Figure 1-5.

- **Drop-Off / Pick-Up Zones** transforms the way buildings interface with adjacent parking lots as entry plazas from the drop-off / pick-up zones and visitor arrival areas at these locations
- **High Monument Signage** enhances existing high monument signage to emphasize the primary campus point-of-entry and reinforce branding and college identity
- **Low Monument Signage / Marquee** updates the existing marquee to better represent Citrus College with its location at the primary entrance to the college. Repeat a variation of the high monument sign at multiple locations along the street frontage identifying entrances to buildings and parking lot locations
- **Campus Gateway** enhances this area of the campus as a primary drop-off / pick-up area and threshold to the college
- **Promenade** improves pedestrian circulation paths with paving, sustainable landscaping, signage, and lighting
- **Central Quad** strengthens the campus core and sense of community with a redefined and reimagined central quad. Activated by student-oriented spaces on each end with major

pedestrian pathways connecting to all areas of the campus, the central quad becomes the "heart of the campus"

- **East Quad** enhances the east quad to support a variety of activities including informal study spaces, career fairs, ceremonies, and special events. Additionally, functions in adjacent buildings can extend out into the east quad
- **Veterans Plaza** creates a Veterans Plaza as an outdoor extension of the Veterans Success Center and strengthens the sense of community amongst the Veterans group and with the rest of the college
- **Library / Learning Resource Center Plaza** creates a Learning Resource Center Plaza to provide a collaborative outdoor space for students to gather and learn. Adjacent areas to this facility will enhance the use of outdoor space for studying and social interaction
- **Tree Grove** will provide similar planted tree species along major arterial paths to add identity and enhance the campus image
- **Fountain Plaza** enhances the central quad and create a link between outdoor space and the new Student Union/Dining Hall Facility by renovating the existing Owl fountain and bringing it into compliance with current water usage standards

Proposed Circulation

As seen in Figure 1-6, the proposed circulation plan enhances vehicular and pedestrian circulation by creating new paths of travel from multiple points of entry to designated drop-off/pick-up zones.

The proposed plan links the two existing student parking lots to the south of the central quad with a new road running between the softball fields and golf driving range. The new road will allow drivers to navigate through campus without needing to leave the campus to get to their desired destination. The proposed road is also the route to the proposed new drop-off/pick-up zones.

Figure 1-5. Proposed Site Improvements

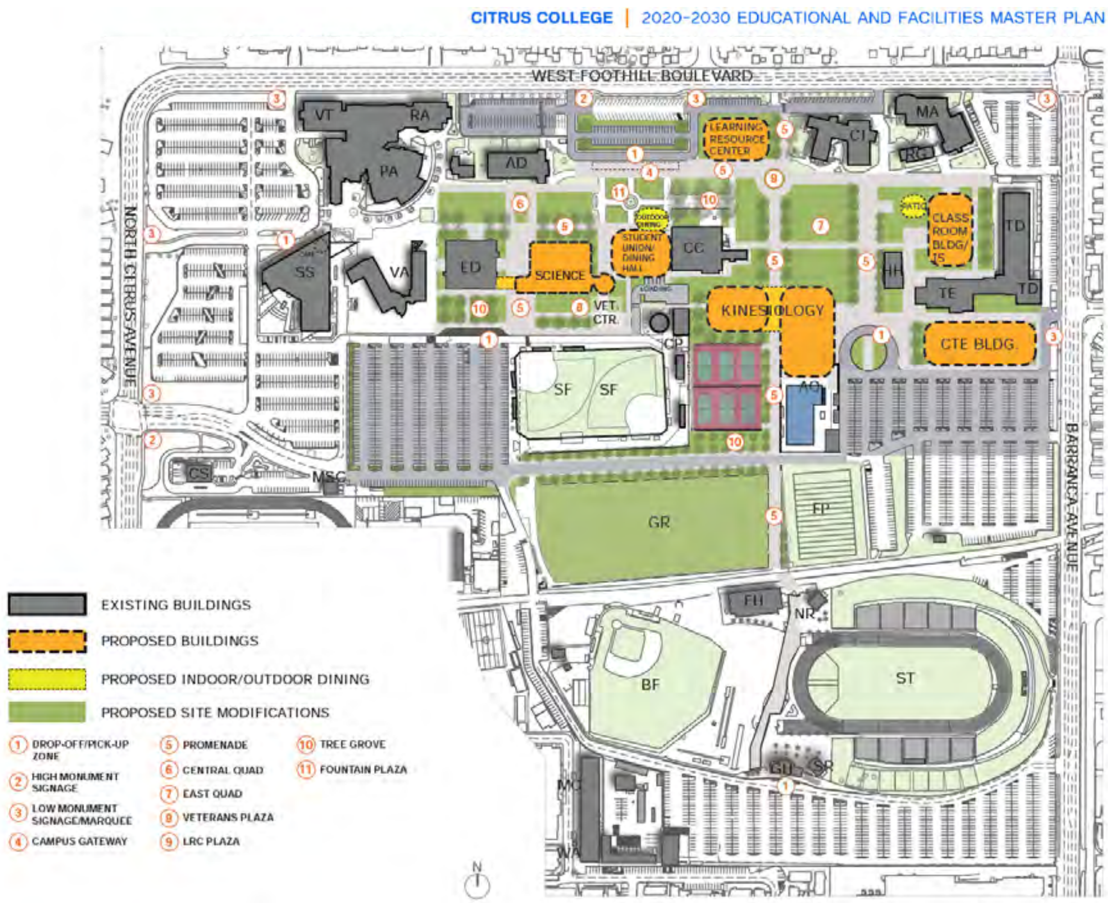

Figure 1.5
Proposed Site Improvements

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Figure 1-6. Proposed Circulation

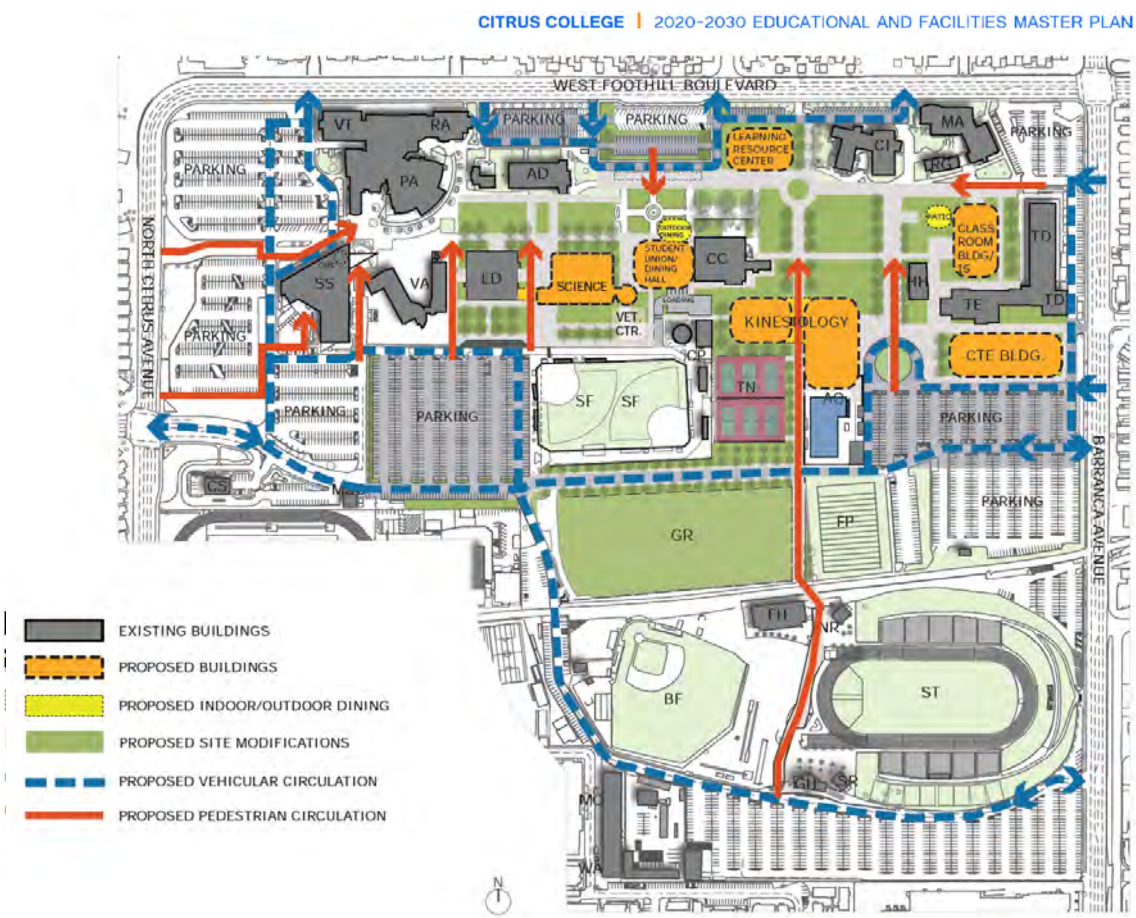

Figure 1.6
Proposed Circulation

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Projected Space Needs and Demolition

Table 1-2 compares Citrus College's existing space, proposed modifications, improvements, and space re-alignment, in order to project future space needs. The methodology used for these projections was based upon the estimated overall annual growth rate of 0.49% for Citrus College. The facilities improvements recommended will minimally increase the total campus gross square feet (GSF) by less than 1%, or approximately 4,924 GSF. However, the proposed recommendations will increase assignable square feet (ASF) by 3.5%, or approximately 17,812 ASF by better utilization of space design. The proposed removal and replacement of older buildings will significantly improve the efficiency and flexibility of the college's instructional spaces.

Table 1-2. Projected Space Needs and Demolition

Type of Space[1]	2019	Planned Demolition	Planned New	Difference	Projected 2030
GSF	759,786	(316,904)	321,828	4,924	764,710
ASF	501,306	(218,288)	236,100	17,812	519,118

Notes:
[1] GSF = Gross Square Feet; ASF = Assignable Square Feet.

Planned Development Schedule

Build-out of all of the projects will occur in eight development phases (Table 1-3). Phase 1, campus-wide improvements will begin in Fall of 2022. Phase 2 (Science/Veterans Center) is anticipated to begin in Winter 2023. Standard construction hours would be 7:00 am to 7:00 pm Monday through Friday. If it is necessary to occasionally conduct construction activities on Saturdays, construction activities will start at 9:00 am**.**

Table 1-3. Planned Development Phases

Development Phase	Building / Use
1. 2022 – 2031	Campus Wide Improvements
2. 2023 – 2025	Science and Veterans Success Center
3. 2024 – 2025	Career Technical Education
4. 2025 – 2027	Classroom and Information Services
5. 2027 - 2029	Center for Excellence* and **
6. 2028 – 2030	Student Union/ Dining Hall
7. 2029 – 2031	Library / Learning Resource Center **
8. 2030 – 2032	Kinesiology **

* The proposed sequencing of buildings is subject to change. Any major change will be reviewed for CEQA consistency.

** Buildings may be initiated / completed as District funding becomes available.

1.5 REQUIRED PERMITS AND APPROVALS

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the District, a list of permits and approvals to implement the Proposed Project and a list of agencies that will review this Draft Initial Study / Mitigated Negative Declaration (MND) and be used in their decision-making process.

The final Initial Study / MND must be approved by the District Board of Trustees (Board) as to its adequacy in complying with the requirements of CEQA before taking any action on the Proposed Project. The Board will consider the information contained in the Initial Study / MND in making a decision to approve or deny the Proposed Project. The analysis in the Initial Study / MND is intended to provide environmental review for the whole of the Proposed Project, including the project planning, demolition of existing structures, site clearance, site excavation, and construction of school buildings and ancillary facilities in accordance with CEQA requirements.

1.5.1 Other Required Permits and Approvals

Other required permits and approvals may be necessary in order to approve and implement the Proposed Project as the District finds appropriate. Approvals include, but are not limited to, architectural plan and design, landscaping, lighting, transportation permits and approvals for driveways and routes, grading, hauling, and public utilities. Potential responsible and trustee agencies may include:

- Division of the State Architect (DSA); Approval of plans and specifications)
- California State Fire Marshal
- California Geological Survey

1.5.2 Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the Draft Initial Study / MND for adequacy and accuracy. Potential Reviewing Agencies include the following:

State Agencies

- California Department of Transportation (Caltrans)
- California Environmental Protection Agency (Cal EPA)
- California Department of Fish and Wildlife (CDFW)
- Department of Toxic Substances Control (DTSC)
- Integrated Waste Management Board (IWMB)
- Regional Water Quality Control Board (RWQCB)

Regional Agencies

- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District (SCAQMD)
- City of Glendora Planning Department
- City of Azusa Planning Department
- Los Angeles County Fire Department

SECTION 2.0 – ENVIRONMENTAL DETERMINATION

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages. For each of the potentially affected factors, mitigation measures are recommended that would reduce the impacts to less than significant levels.

☐	*Aesthetics*	☐	*Agriculture and Forestry Resources*	☐	*Air Quality*
☒	*Biological Resources*	☒	*Cultural Resources*	☐	*Energy*
☒	*Geology /Soils*	☐	*Greenhouse Gas Emissions*	☒	*Hazards & Hazardous Materials*
☐	*Hydrology /Water Quality*	☐	*Land Use / Planning*	☐	*Mineral Resources*
☐	*Noise*	☐	*Population / Housing*	☐	*Public Services*
☐	*Recreation*	☐	*Transportation*	☐	*Tribal Cultural Resources*
☐	*Utilities /Service Systems*	☐	*Wildfire*	☒	*Mandatory Findings of Significance*

2.2 DETERMINATION

On the basis of this initial evaluation:

1.	I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	☐
2.	I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.	☒
3.	I find the Proposed Project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	☐
4.	I find that the Proposed Project **may have a "potentially significant impact" or "potentially significant unless mitigated impact"** on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	☐
5.	I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.	☐

Signature	Date
Name	Title

SECTION 3.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if substantial evidence exists that an effect may be significant. If one or more "Potentially Significant Impact" entries are marked when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

    *Note: Instructions may be omitted from final document.

SECTION 4.0 – CHECKLIST OF ENVIRONMENTAL ISSUES

4.1 AESTHETICS

1.	AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Impact Analysis

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. No scenic vistas are identified in the City within the General Plan (City 2008). The campus is generally flat but has a gentle slope to the south. Views of the San Gabriel Mountains are to the north of the Campus. The area surrounding the campus is mixed with residential and Azusa Pacific University immediately adjacent to Citrus College. The Center for Excellence site would require demolition of the existing church facility and establish a modern two-story Center for Excellence and a new reconfigured parking lot. This new facility would be one story higher than the existing church site but would be consistent in height with nearby multifamily housing.

The major capital projects identified in the 2020-2030 EFMP would be similar in scale and heights to the existing campus facilities maintaining the campus profile. Consequently, views of the campus from adjacent and nearby properties would be similar as with existing conditions. Build-out of the 2020-2030 EFMP would not adversely affect any scenic views from properties adjacent to the campus or within the immediate vicinity of the campus. Build-out of the 2020-2030 EFMP, and Center for Excellence would result in no impacts to scenic vistas.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The major capital projects and renovations identified in the 2020-2030 EFMP would be similar in scale and heights to the existing campus facilities maintaining the campus profile. Consequently, views of the campus from adjacent and nearby properties would be similar to existing conditions. The Citrus College campus is not within a designated scenic highway (Caltrans 2022), and the nearest eligible highway Route 39, is located approximately 1.1 miles west of the Project site.

There are no rock outcroppings or historic buildings on the campus. The proposed structures associated with the Project would not be visible from any designated State scenic Highway. Project development would not result in impacts to scenic resources within a designated State scenic highway. Build-out of the 2020-2030 EFMP, and Center for Excellence would result in no impacts to scenic resources within a State scenic highway.

c) *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than Significant Impact. The Proposed Project is in an urbanized area and is not considered to be a visually prominent site. The Center for Excellence site would remove the existing single-story church and establish a new two-story Center for Excellence and reconfigured parking lot. This new facility would be one story higher than the existing church site but would be consistent in height with nearby multifamily housing. The Proposed Project is located in an urbanized area and would not conflict with any zoning and other regulations governing scenic quality.

The Proposed Project represents the planned build-out of the Citrus College campus as identified in the 2020-2030 EFMP. Although the proposed new buildings associated with the major capital projects identified in the 2020-2030 EFMP have not yet been designed, the new buildings would be similar in scale and height of the existing buildings, ranging from one to three stories. The Proposed Project would not substantially degrade the existing visual quality or character of the campus or surrounding area. New campus buildings and landscaping would be designed to complement the existing campus and visual impacts would be less than significant.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. The Proposed Project site and its surroundings are fully developed. Other existing sources of light are present within and adjacent to the Proposed Project. Sources of illumination include the existing campus buildings lighting in the Proposed Project site, street lighting, interior buildings lighting of the adjacent homes, streetlamps, lighting in parking lots, security lighting, and vehicle lights. The new Center for Excellence would include demolition of the existing church and introduce new lighting as part of the facility. Lighting would be adequate to provide safety and security for the facility and associated parking lot, while also meeting the goal of maintaining a Zero Net Energy facility. Light fixtures are to be Design Light Consortium (DLC)-compliant, photometrically limiting the amount of light emitted into the sky and focus light on the ground.

The 2020-2030 EFMP would require demolition of existing facilities and would introduce new facilities and lighting as part of the full build-out of the Project. Lighting impacts associated with the planned facilities and renovations would be less than significant.

4.2 AGRICULTURE & FORESTRY RESOURCES

2.	**AGRICULTURE & FOREST RESOURCES. (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Impact Analysis

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

No Impact. The area surrounding the Project is classified as Urban and Built-Up land, with existing buildings onsite (California Department of Conservation [DOC] 2022a). No farmland or agricultural activities exist on or near the Project site. Conversion of the existing church facility to the Center for Excellence would not impact any agricultural lands and reconstruct a building onsite. Additionally, the site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts to farmland or agricultural resources would occur.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The Project site is zoned as Single-Family Residential, while the Center for Excellence site is zoned as Garden Apartment and (City 2022a). The campus and Center for Excellence site are not under a Williamson Act contract. No impacts to land zoned for agricultural use or subject to a Williamson Act contract would occur.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The Project site is zoned single-family residential, while the Center for Excellence is zoned Garden Apartment, and the surrounding area is composed of urban built-up land. The Project site and Center for Excellence are not zoned as forestland or timberland, and there is no timberland production at the Project site. The Project site is not zoned as forestland or timberland, and there is no timberland production at the Project site. No impacts would occur.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. As discussed in threshold (c), the Project site and Center for Excellence are not zoned as forestland. While there is ornamental landscaping onsite, no designated forested lands exist on or near the Project site. Therefore, no impacts to forestland would occur.

e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?*

No Impact. The existing land uses surrounding the Project site is composed of low-medium residential, medium density residential, and University District. Neither the Project site, nor the Center for Excellence site are currently utilized for agricultural, or forestry uses. The Project site is not classified in any Farmland category designated by the State of California. No impact to farmlands or timberlands would occur.

4.3 AIR QUALITY

3.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	☐	☐	☒	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

3.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3.1 Environmental Setting

An Air Quality, Energy, and Greenhouse Gas Emissions Report was provided that analyzed the Proposed Project and its potential impacts (Appendix A). The Project site is located within Los Angeles County, which is part of the South Coast Air Basin (SCAB or Air Basin) that includes the non-desert portions of Riverside, San Bernardino, and Los Angeles Counties and all of Orange County. The Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Atmospheric Setting

The climate of the southeastern portion of Los Angeles County is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern.

Although the Air Basin has a semi-arid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the Air Basin by offshore winds, the ocean effect is dominant. Periods of heavy fog are frequent and low stratus clouds, often referred to as “high fog” are a characteristic climate feature.

Winds are an important parameter in characterizing the air quality environment of a project site because they determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in Los Angeles County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds are usually the strongest in the dry summer months. Nighttime winds in Los Angeles County are a result mainly from the drainage of cool air off of the mountains to the east and they occur more often during the winter months and are usually lighter than the daytime winds. Between the periods of dominant airflow, periods of air stagnation may occur, both in the morning and evening hours. Whether such a period of stagnation occurs is one of the critical determinants of air quality conditions on any given day.

During the winter and fall months, surface high-pressure systems north of the Air Basin combined with other meteorological conditions, can result in very strong winds, called “Santa Ana Winds”, from the northeast. These winds normally have durations of a few days before predominant meteorological conditions are reestablished. The highest wind speed typically occurs during the afternoon due to daytime thermal convection caused by surface heating. This convection brings about a downward transfer of momentum from stronger winds aloft. It is not uncommon to have sustained winds of 60 miles per hour with higher gusts during a Santa Ana Wind event.

Regulatory Setting

The Proposed Project site lies within the SCAB, which is managed by the SCAQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either “attainment” or “nonattainment” areas for each criteria pollutant, based on whether the NAAQS have been achieved or not. Attainment relative to the state standards is determined by the California Air Resources Board (CARB). The SCAB has been designated by the United States Environmental Protection Agency (USEPA) as a nonattainment area for O_3 and suspended particulates ($PM_{2.5}$). Currently, the SCAB is in attainment with the ambient air quality standards for CO, SO_2, PM_{10} and NO_2. The SCAB is designated as partial nonattainment for lead, based on two source-specific monitors in Vernon and in the City of Industry that are both near battery recycling facilities.

The USEPA has designated the SCAB as extreme nonattainment for the 8-hour average ozone standard. The 1997 8-hour ozone NAAQS was strengthened from 0.08 ppm to 0.075 ppm, effective May 27, 2008. The 1997 8-hour ozone standard was revoked in implementation rules for the 2008 ozone NAAQS, effective April 6, 2015. On October 1, 2015, the USEPA again strengthened the 8-hour ozone NAAQS to 0.070 ppm, effective December 28, 2015, retaining the same form as the previous 1997 and 2008 standards. The 2008 ozone NAAQS is a primary focus of the 2016 Air Quality Management Plan (AQMP).

Additionally, the USEPA has designated the SCAB as nonattainment for $PM_{2.5}$. In 1997, the USEPA established standards for $PM_{2.5}$ (particles less than 2.5 micrometers), which were not implemented until March 2002. $PM_{2.5}$ is a subset of the PM_{10} emissions whose standards were developed to complement the PM_{10} standards that cover a full range of inhalable particle matter. For the PM_{10} health standards, the annual PM_{10} standard was revoked by the USEPA on October 17, 2006, and the 24-hour average PM_{10} nonattainment status was re-designated to attainment (maintenance) on July 26, 2013.

The 2012 AQMP provides measures to reduce $PM_{2.5}$ emissions to within the Federal standard by 2015. On January 25, 2013, the CARB approved the 2012 AQMP that was prepared per the Federal Clean Air Act requirements to show attainment of the $PM_{2.5}$ standard by the revised date of 2014. The 2012 AQMP builds upon the approaches taken in the 2007 AQMP utilized to reduce $PM_{2.5}$ emissions in the SCAB. On December 14, 2012, the USEPA revised the primary annual $PM_{2.5}$ NAAQS from 15 $\mu g/m^3$ to 12 $\mu g/m^3$. The 2016 AQMP includes implementation strategies to meet the revised $PM_{2.5}$ standard.

The SCAB has been designated by CARB as a nonattainment area for O_3, NO_2, PM_{10}, $PM_{2.5}$, and lead. Currently, the SCAB is in attainment with the state ambient air quality standards for CO, SO_2, and sulfates and is unclassified for visibility-reducing particles and hydrogen sulfide. The 2007, 2012, and 2016 AQMPs provide measures to meet the state standards for O_3, NO_2, PM_{10}, and $PM_{2.5}$.

Table 4-1 presents the designations and classifications applicable to the Proposed Project area.

Table 4-1. South Coast Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
1-Hour Ozone[c)]	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[d)]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	8/3/2038
	NAAQS	2015 8-Hour (0.070 ppm)	Pending – Expect Nonattainment (Extreme)	Pending (beyond 2032)
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e)]	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2[f)]	NAAQS	2010 1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	1971 24-Hour (0.14 ppm) 1971 Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM_{10}	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)[g)]	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h)]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment (final determination pending)	8/24/2016 (attained 2013)
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Moderate)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead[i)]	NAAQS	2008 3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial) (Attainment determination requested)	12/31/2015

Source: SCAQMD, February 2016
Notes:
a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable
b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration
c) The 1979 1-hour ozone standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard and therefore has some continuing obligations with respect to the revoked standard
d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm. Effective 12/28/15 with classifications and implementation goals to be finalized by 10/1/17; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone implementation rule, effective 4/6/15; there are continuing obligations under the revoked 1997 and revised 2008 ozone until they are attained.
e) New NO2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO2 standard retained

f) The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after USEPA promulgates area designations for the 2010 SO2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.
g) Annual PM_{10} standard was revoked, effective December 18, 2006; 24-hour PM_{10} NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM_{10} maintenance plan was approved by USEPA on June 26, 2013, effective July 26, 2013.
h) The attainment deadline for the 2006 24-Hour $PM_{2.5}$ NAAQS was 12/31/15 for the former "moderate" classification; USEPA approved reclassification to "serious", effective 2/12/16 with an attainment deadline of 12/31/19; the 2012 (proposal year) annual $PM_{2.5}$ NAAQS was revised on 1/15/13, effective 3/18/13, from 15 to 12 $\mu g/m^3$; new annual designations were final 1/15/15, effective 4/15/15; on July 25, 2016 USEPA finalized a determination that the Basin attained the 1997 annual (15.0 $\mu g/m^3$) and 24-hour $PM_{2.5}$ (65 $\mu g/m^3$) NAAQS, effective August 24, 2016
i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect to remain in attainment based on current monitoring data; attainment re-designation request pending.

4.3.2 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the SCAQMD AQMP. The following section discusses the Proposed Project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the Proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the Proposed Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project build-out and phase.

Both criteria are evaluated below.

<u>Criterion 1 - Increase in the Frequency or Severity of Violations?</u>

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance. The ongoing operation of the Proposed Project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less than significant long-term impact would occur, and no mitigation would be required.

Therefore, based on the information provided above, the Proposed Project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Connect SoCal and 2019 Federal Transportation Improvement Program (FTIP). The Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal is a long-range plan that is required by Federal and State requirements placed on SCAG and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with State and/or Federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this Project, the City of Glendora Land Use Plan defines the assumptions that are represented in AQMP.

The campus currently has a land use designation of Civic/Institution and is zoned R-1, Single Family Residential. The existing church site has a land use designation of Medium/High Density and is currently zoned Garden Apartment. Educational uses are allowed in both land use designations. It should also be noted that the Project site is located in proximity to existing transit stops that promote alternative transportation methods. As such, the Proposed Project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the Proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?*

Less than Significant Impact. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report the SCAQMD clearly states (Page D-3):

> *"…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility- wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project- specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following section calculates the potential air emissions associated with the construction and operations of the Proposed Project and compares the emissions to the SCAQMD standards.

Construction Emissions

Build-out of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. In order to provide a worst-case analysis, all eight phases of construction activities were modeled in CalEEMod as occurring in one phase. The phases of construction activities that have been analyzed include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building Construction, 5) Application of Architectural Coatings; and 6) Paving. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the Proposed Project and the input parameters utilized in this analysis have been detailed in Section 8.1 of Appendix A. The worst-case summer or winter daily construction-related criteria pollutant emissions from the Proposed Project for each phase of construction activities are shown below in Table 4-2 and the CalEEMod daily printouts are shown in Appendix A. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 4-2 also shows the combined regional criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

Table 4-2. Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition[1]						
Onsite[2]	2.64	25.72	20.59	0.04	5.30	1.77
Offsite[3]	0.28	8.44	2.47	0.03	1.07	0.33
Total	**2.91**	**34.16**	**23.07**	**0.07**	**6.37**	**2.10**
Site Preparation[1]						
Onsite	3.17	33.08	19.70	0.04	9.28	5.42
Offsite	0.07	0.05	0.71	<0.01	0.20	0.05
Total	**3.24**	**33.13**	**20.41**	**0.04**	**9.48**	**5.48**
Grading[1]						
Onsite	3.62	38.84	29.04	0.06	5.22	2.93
Offsite	0.07	0.06	0.79	<0.01	0.23	0.06
Total	**1.78**	**18.96**	**15.55**	**0.03**	**3.84**	**2.13**
Building Construction Year 2023						
Onsite	1.57	14.38	16.24	0.03	0.70	0.66
Offsite	0.88	4.10	9.53	0.04	3.13	0.87
Total	**2.45**	**18.48**	**25.78**	**0.06**	**3.83**	**1.52**
Combined Building Construction and Architectural Coatings (Year 2024)						
Onsite	29.32	14.66	17.98	0.03	0.67	0.64
Offsite	0.97	4.14	10.45	0.04	3.64	1.00
Total	**30.29**	**18.80**	**28.43**	**0.07**	**4.31**	**1.64**
Paving						
Onsite	1.36	9.52	14.63	0.02	0.47	0.43
Offsite	0.05	0.03	0.51	<0.01	0.17	0.05
Total	**1.41**	**9.56**	**15.13**	**0.02**	**0.64**	**0.48**
Maximum Daily Construction Emissions	**30.29**	**38.90**	**29.83**	**0.07**	**9.48**	**5.48**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: CalEEMod Version 2020.4.0.

Table 4-2 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either demolition, site preparation, grading, combined building construction and architectural coatings or paving phases. Therefore, a less than significant regional air quality impact would occur from construction of the Proposed Project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM_{10}, and $PM_{2.5}$. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM_{10}, and $PM_{2.5}$ from the Proposed Project could result in a significant impact to the local air quality. Table 4-3 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds. Since it is possible that building construction and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 4-3 also shows the combined local criteria pollutant emissions from building construction and architectural coating phases of construction.

Table 4-3. Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition[1]	25.72	20.59	5.30	1.77
Site Preparation[1]	33.08	19.70	9.28	5.42
Grading[1]	38.84	29.04	5.22	2.93
Building Construction (Year 2023)	14.38	16.24	0.70	0.66
Combined Building Construction and Architectural Coatings (Year 2024)	14.66	17.98	0.67	0.64
Paving	9.52	14.63	0.47	0.43
Maximum Daily Construction Emissions	**38.84**	**29.04**	**9.28**	**5.42**
SCAQMD Local Construction Thresholds[2]	**203**	**1,733**	**14**	**8**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Demolition, Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest offsite sensitive receptors are homes located as near as 15 feet east of the Center for Excellence site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for 5 acres in Air Monitoring Area 9, East San Gabriel Valley.

The data provided in Table 4-3 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either demolition, site preparation, grading, combined building construction and architectural coatings or paving phases. Therefore, a less than significant local air quality impact would occur from construction of the Proposed Project.

Operational Emissions

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the Project-generated vehicle trips, emissions from onsite area sources and emissions from energy usage created from the on-going use of the Proposed Project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the Proposed Project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the Proposed Project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis are available in Appendix A. The worst-case summer or winter volatile organic compound (VOC), NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$ daily emissions created from the Proposed Project's long-term operations have been calculated and are summarized below in Table 4-4 and the CalEEMod daily emissions printouts are shown in Appendix A.

Table 4-4. Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[1]	7.28	<0.01	0.02	<0.01	<0.01	<0.01
Energy Usage[2]	0.26	2.32	1.95	0.01	0.18	0.18
Mobile Sources[3]	0.39	0.35	3.42	<0.01	0.88	0.24
Total Emissions	**7.93**	**2.67**	**5.38**	**0.02**	**1.06**	**0.41**
SCAQMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: Calculated from CalEEMod Version 2020.4.0.

The data provided in Table 4-4 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The Proposed Project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over 8 hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the State have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the Proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the Proposed Project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the Proposed Project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM_{10}, and $PM_{2.5}$ from the Proposed Project could result in a significant impact to the local air quality. Table 4-5 shows the onsite emissions from the CalEEMod model that includes area sources and energy usage and the calculated emissions thresholds.

Table 4-5. Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Area Sources	<0.01	0.02	<0.01	<0.01
Energy Usage	2.32	1.95	0.18	0.18
Mobile Sources[1]	0.04	0.43	0.11	0.03
Total Emissions	**2.36**	**2.39**	**0.29**	**0.21**
SCAQMD Local Operational Thresholds[2]	**203**	**1,733**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Mobile sources are based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] The nearest offsite sensitive receptors are homes located as near as 15 feet east of the Center for Excellence site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for 5 acres in Air Monitoring Area 9, East San Gabriel Valley.

The data provided in Table 4-5 shows that the on-going operations of the Proposed Project would not exceed the local NOx, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the on-going operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required. Therefore, the Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Proposed Project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 4.3.2 (b) for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the Project site are homes located as near as 15 feet east of the Center for Excellence site. There are also homes as near as 15 feet from the south side, 80 feet from the east side, and 90 feet from the north and west sides of the existing Citrus College site.

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

<u>Local Criteria Pollutant Impacts from Construction</u>

The local air quality impacts from construction of the Proposed Project have been analyzed in Section 10.3 of Appendix A and found that the construction of the Proposed Project would not exceed the local NOx, CO, PM_{10} and $PM_{2.5}$ thresholds of significance discussed in Section 9.2 of Appendix A. Therefore, construction of the Proposed Project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

<u>Toxic Air Contaminants Impacts from Construction</u>

Construction activities associated with the Proposed Project are anticipated to generate toxic air contaminants (TACs) emissions from diesel particulate matter (DPM) associated with the operation of trucks and off-road equipment . ACM is tested and contained as a requirement of Federal law and SCAQMD.

Diesel Particulate Matter Emissions

The greatest potential for toxic air contaminant emissions would be related to DPM emissions associated with heavy equipment operations during construction of the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk.” “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (California Office of Environmental Health Hazard Assessment 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations (CCR) Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. As of January 2019, 25 percent or more of all contractors' equipment fleets must be Tier 2 or higher. Therefore, no significant short-term toxic air contaminant impacts from DPM emissions would occur during construction of the Proposed Project.

Asbestos Emissions

It is possible that the existing onsite structures to be demolished contains asbestos. According to SCAQMD Rule 1403 requirements, prior to the start of demolition activities, the existing structures located onsite shall be thoroughly surveyed for the presence of asbestos by a person that is certified by California Occupational Safety and Health Administration for asbestos surveys. Rule 1403 requires that the SCAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. Therefore, through adherence to the asbestos removal requirements, detailed in SCAQMD Rule 1403, a less than significant asbestos impact would occur during construction of the Proposed Project.

As such, construction of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

<u>Local Criteria Pollutant Impacts from Onsite Operations</u>

The local air quality impacts from the operation of the Proposed Project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided in Section 9.3 of Appendix A found that the operation of the Proposed Project would not exceed the local NOx, CO, PM_{10} and $PM_{2.5}$ thresholds of significance discussed in Section 9.2 of Appendix A. Therefore, the on-going operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

<u>Operations-Related Toxic Air Contaminant Impacts</u>

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the Proposed Project, a less than significant TAC impact would occur during the on-going operations of the Proposed Project and no mitigation would be required. Therefore, operation of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The Proposed Project would not result in other emissions, such as those leading to odors that would adversely affect a substantial number of people. The local concentrations of criteria pollutant emissions, and TAC emissions that may adversely impact a substantial number of people have been analyzed in Section 10.4 of Appendix A for both construction and operations, which found that these types of emissions would create less than significant impacts. As such, the following analysis is limited to odors that would have the potential to adversely affect a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment.

Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur, and no mitigation would be required.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Proposed Project would primarily occur from odor emissions from the trash storage area and from vehicle emissions. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Perceptible odors may also be emitted from substances from other on campus activities such as laboratory uses and combustion of fuels. However, the nominal amount of these substances would not result in a significant odor impact. Due to the distance of the nearest receptors from the project site and through compliance with City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the Proposed Project. Therefore, a less than significant odor impact would occur, and no mitigation would be required.

4.4 BIOLOGICAL RESOURCES

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
(c)	Have a substantial adverse effect on state or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Glendora Community Services Department Urban Forestry Manual

The City of Glendora Community Services Department Urban Forestry Manual requires trees having a diameter at breast height (DBH) of 10 inches or more and native oaks with a DBH of 8 inches or more be preserved unless authorization by a permit submitted to the Glendora Building office. The Urban Forestry Manual also requires the replacement of all mature trees, including specific requirements for oak (Quercus spp.) trees. A Tree Report was prepared for the Project (Appendix B). The tree report summarizes the findings of the 2022 tree inventory (Inventory) for the proposed off-site Center for Excellence portion of the project and presents a preliminary tree assessment for the Citrus College campus.

4.4.1 Impact Analysis

a) *Would the project have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less than Significant Impact with Mitigation*.* The Project site is a fully developed area. No known threatened, endangered, or rare species or their habitats, designated species, designated natural communities, riparian, or wetland habitats exist on the Project site. The Project site is not designated as a critical habitat for threatened and endangered species. The Project site and its surrounding area is not mapped within a Significant Ecological Area.

Citrus College Campus

There were three native tree species identified on the Citrus Community College campus. These native species include California Bay (*Umbellularia californica*), California Sycamore (*Platanus racemosa*), and Coast Live Oak (see Table 3 of Appendix B). Three (3) California Bay Trees were identified within the Campus Property, and one (1) tree on the border of the property; fourteen (14) native Coast Live Oak Trees were identified within the campus property, and seventeen (17) trees on the border of the property; five (5) California Sycamore were identified within the Campus Property, and none were found on the border of the property. Many other non-native tree species, including non-native Oak Trees (*Quercus* spp.), were observed during the assessment including four within the campus property and two on the border of the property. Mitigation or minimization measures will be required if Project activities impact or occur in the vicinity (within the drip line) of any protected tree with a DBH of 8 inches or more for oak trees, or 10 inches or more for other tree species. As the full extent or timeline of construction activities is currently unknown, botanists did not inventory the DBH of all trees present on site. When construction activities are finalized and the specific footprint of new development is better understood, a botanist or certified arborist will need to conduct a full inventory of the trees on campus to appropriately calculate current DBH measurements and determine mitigation at that time.

Center for Excellence Site

A total of 16 trees are present within the proposed Center for Excellence location (Church Site) representing 1 native and 5 non-native tree species (See Table 2 of Appendix B. The single native species on site was Coast Live Oak (*Quercus agrifolia*) along with non-native species such as Bradford Pear (*Pyrus calleryana* 'Bradford'), White Mulberry (*Morus alba*), Shamel Ash (*Fraxinus uhdei*), Italian Stone Pine (*Pinus pinea*), and Carob (*Ceratonia siliqua*). Any tree species with a DBH of 10 inches or more is afforded special protection by the Urban Forestry Manual (City 2018) and must be replaced according to values in Table 4 of Appendix B. In addition, Oak Trees with a DBH of 8 inches or more are also afforded special protection and have a more stringent replacement scale due to their slow growth and high ecological value (Table 5 of Appendix B).

Of the 16 trees observed on site at the proposed Center for Excellence location, there are 10 trees that have a DBH of 8 inches (Oak Trees) or 10 inches (other species) or more and are thus considered protected by the City. These 10 trees will require mitigation as part of the Project activities (emboldened rows in Table 2 of Appendix B). One additional tree (Tree ID 16) was observed in the southeastern corner of the Church Site with its trunk and drip line growing approximately halfway within the proposed Center for Excellence site and halfway within the adjacent Autumn Oaks residential community property. If this tree is deemed unnecessary for removal during Project activities, avoidance and minimization measures may still be required to protect the tree’s canopy and root system.

The following avoidance or minimization measures as identified in the Urban Forestry Manual must be implemented as part of the construction specifications for protected trees that will remain in place and have their drip line near an active construction work area.

<u>Protective Fencing</u>

Temporary, protective fencing shall be installed around any existing tree that is to be preserved on a Project site. This fencing must be made of a material that has high visibility, such as fluorescent-colored, and must be posted at regular intervals around the tree. This fencing shall be placed at a minimum distance of 15 feet from the trunk of the tree or 5 feet outside the drip line of the tree, whichever distance is greater. No activity shall take place within this fenced-in area.

<u>Grade Changes</u>

A change of grade around a tree, even well outside of a tree’s root zone, can have serious impact on the tree due to reduced aeration or poor drainage. Excavation Requirements - Whenever possible, services such as water lines and utilities shall be routed around the drip line of trees that are being preserved on a site. If department staff determines that excavation within the drip line of a preserved tree is unavoidable, then every effort shall be made to tunnel under or through the tree's root system with a minimal amount of pruning, rather than to trench across the tree's roots. All root pruning shall be in accordance with the Maintenance Guidelines established for such activity in this manual and the City’s Tree Preservation Ordinance.

Construction Mulching

If department staff determines that traffic encroachment within the drip line of a preserved tree is unavoidable, then a 6-to-12-inch layer of temporary mulch shall be placed over the affected area to disperse the weight of traffic and equipment. Additional weight dispersal and mobility may require the placement of large plywood sheets over the mulched area. Construction mulching and plywood must be removed carefully, so as not to damage the tree, as soon as the required activity within the drip line of the tree has been completed. Department staff shall recommend that development specifications include requirements for mitigating such impacts to trees that are to be preserved on a Project site based upon the type of grade changes that are to be implemented, tree species, drainage patterns, soil conditions, and future irrigation and maintenance plans. Department staff shall employ the following mitigation measures whenever feasible:

- Raised Grades - If a grade around an existing tree is to be raised with a backfill less than 6 inches in depth, then department staff should consider vertical mulching as a mitigation measure. If a grade around an existing tree is to be raised more than 6 inches, then department staff should consider specifying the construction of a tree well as a mitigation measure.

- Lowered Grades - If a grade around an existing tree is to be lowered along the side of its root zone, then department staff should consider specifying the construction of a terraced dry wall as a mitigation measure. If a grade around an existing tree is to be lowered along all sides of its root zone, then department staff should consider specifying the construction of a tree island as a mitigation measure.

In the event minimization efforts cannot minimize impacts on protected trees, the following mitigation measure would be incorporated to reduce impacts to a level less than significant.

MM-BIO-1: The City Forester shall consider the impact on existing private trees and shall recommend project alternatives that encourage the preservation of mature trees. Trees that are removed from private property when done for the purpose of accommodating a project subject to discretionary zoning approval shall require replacement based on the following schedule. Private Trees of any species removed with a DBH of 10 inches or more must be replaced, according to the current size scale set forth by the City Forester. Any Oak Trees removed from private property with a DBH of 8 inches or more would be replaced, according to the current size scale set forth by the City Forester.

In addition, the existing trees located on the campus and Center for Excellence site could provide nesting areas for Migratory Bird Treaty Act (MBTA) covered species. The MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. The trustee agency that addresses issues related to the MBTA is the United States Fish and Wildlife Service (USFWS). Migratory birds protected under this law include all native birds and certain game birds (e.g., turkeys and pheasants). This act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA protects active nests from destruction and all nests of species protected by the MBTA, whether active or not, cannot be possessed. An active nest under the MBTA, as described by the Department of the Interior in its 16 April 2003 Migratory Bird Permit Memorandum, is one having eggs or young. Nest starts, prior to egg laying, are not protected from destruction.

Construction of the Center for Excellence would result in the demolition of one building. If demolition occurs during the nesting season (February to August), disturbances of nests could result in a significant impact. Implementation of Mitigation Measure BIO-2 would reduce impacts to a level less than significant. Implementation of the 2020-2030 EFMP would require demolition and construction of multiple buildings on the campus as described in the Project Description. Prior to demolition and construction of the various Major Capital Projects, Mitigation Measure BIO-2 would be implemented to check for the presence of nesting birds. With implementation of Mitigation Measure BIO-2, impacts would be less than significant.

MM-BIO-2: A nesting bird pre-construction survey will be conducted by a Qualified Biologist and submitted to the District three days prior to demolition and/or vegetation removal activities during nesting bird season (February 15 through August 31) within 250 feet of each of the Project sites for passerines and 500 feet for raptors and/or listed species, where feasible. Should nesting birds be found, an exclusionary buffer will be established by a Qualified Biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the Qualified Biologist, and construction or clearing will not be conducted within this zone until the Qualified Biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the Project site will be resurveyed during bird breeding season if a lapse in construction activities lasts longer than seven days. A survey must be completed for the Center for Excellence and Major Capital Projects listed in the 2020-2030 EFMP.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact. The Citrus College campus is developed and does not contain any riparian habitat or sensitive natural communities (USFWS 2022). Build-out of the 2020-2030 EFMP and Center for Excellence would not impact any riparian habitat or sensitive natural communities. Therefore, no impacts to riparian habitats or sensitive natural communities would occur.

c) *Would the project have a substantial adverse effect on State or Federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The Citrus College campus is developed and does not contain any wetland communities onsite (USFWS 2022). Build-out of the 2020-2030 EFMP and Center for Excellence would not impact any wetland communities. Therefore, no impacts to wetland communities would occur.

d) *Would the project Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less than Significant Impact with Mitigation. Build-out of the 2020-2030 EFMP and Center for Excellence has the potential to interfere with migratory movement of species that may nest on campus trees or buildings. Implementation of Mitigation Measure BIO-2 would reduce impacts to the level less than significant.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less than Significant with Mitigation Incorporated. The Center for Excellence is located adjacent to an existing public community college campus and will serve the campus. The Glendora Municipal Code (GMC) includes a tree preservation ordinance (GMC 20.08.130.6) that affects existing trees that have a DBH of 6 inches or greater. However, trees with those DBH dimensions are located on right-of-way for the extension of Citrus Avenue, which is on adjacent property the college does not own and is not a part of this project. The Citrus Community College District, as a State agency, is exempt from provisions of the GMC. However, the college will make its best effort to relocate the trees on the Center for Excellence site and those affected by full build-out of the 2020-2030 EFMP or replace them with similar trees in the proposed landscaping area of the project site.

As discussed in threshold 4.4.1 (a), the City of Glendora Urban Forestry Manual requires a permit issued by the Public Works Office prior to beginning any grading for projects that will remove protected trees. The Project construction specifications would include the minimization measures from the Urban Forestry Manual for protected trees, and in the event protected trees would have to be removed, Mitigation Measure BIO-1 would reduce impacts to a level less than significant.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The Project is not subject to an adopted Habitat Conservation Plans, Natural Conservancy Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, there are no impacts to a Habitat Conservation Plan or a Natural Community Conservation Plan.

4.5 CULTURAL RESOURCES

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
(c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

4.5.1 Environmental Setting

A pedestrian survey was completed as part of a Historic Resources Report in June 2022, for the Citrus College Campus and Center for Excellence site to check for the presence of historic or archaeological resources. The Historic Resources Report is provided as Appendix C.

4.5.2 Impact Analysis

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Less than Significant with Mitigation Incorporated. The Historic Resources Report identified two historic-period cultural resources onsite including: the Citrus College Campus, which is comprised of 19 potentially contributing elements, and the church located at Assessor's Inventory Number 8625-022-903. A cultural resource records search was conducted for records maintained by the California Historical Records Information System at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton in Fullerton, California, on June 9, 2022 (SCCIC File No.: 23750.9868). The records search encompassed the Project area and a 0.5-mile buffer radius. Results of the records search indicate that three previous cultural resources studies have been conducted, but that no previously identified cultural resources have been located within the Project area. In addition to the records search, general contextual and site-specific research was conducted for the Project area and the surrounding area. Additional sources consulted include the National Register of Historic Places, the Office of Historic Preservation Directory of Properties in the Historic Property Data File, and others (Appendix C). The period of significance for the campus is defined as beginning in 1934, when the earliest extant building was constructed, and 1977, when the most recent extant building was constructed that is within the threshold for consideration as a historical resource.

The Citrus College Campus historical buildings do not meet any of the California Register of Historical Resources (CRHR) criterion due to significant modification of buildings onsite, lack of historic significance for historic or cultural heritage, or likely to provide information important to prehistory or history. However individually, the Performing arts appears to be eligible for the CRHR for representing a good example of Brutalism. The building displays many of the character defining features of Brutalism including bold geometric shapes; sculptural façade articulation; exposed, roughly finished cast-in-place or pre-cast concrete construction; window and door openings as voids in otherwise solid volumes; and raised plazas and base articulation. However, the building also incorporated elements of Late Moderne Style, including rounded protrusions evoking Streamline Moderne and the use of globe lighting on the exterior of the building creating a contrast with the angular and monumental forms of the building. These stylistic callbacks to an earlier design style amidst the Brutalism and International buildings make the Performing Arts building unique to the campus and to the region (Appendix C). In order to maintain the characteristics of the Performing arts building and reduce impacts associated with the 2020-2030 EFMP on the building, Mitigation Measure CUL-1 is proposed to reduce impacts to a level less than significant.

MM-CUL-1: A qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for architectural history or history review Project plans involving improvements to the Performing Arts building to identify potential impacts on character-defining features of the resource and adherence to the Secretary of the Interior's Standards. Should potential impacts be identified, additional studies may be required.

The church located on the planned site for the Center for Excellence does not meet any of the CRHR criterion for the following reasons: little information is provided about the site and it is unlikely to be associated with any significant historical events, no associations with persons of historical significance, does not represent a characteristic or style of an important person or having high artistic value, and is unlikely to provide information important to prehistory or history.

With the incorporation of Mitigation Measure CUL-1, impacts to historic resources would be less than significant.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

No Impact. As discussed in Section 4.5.2 (a), no historic or archeologic resources were identified onsite from the cultural resources records search. The work area associated with the 2020-2030 EFMP would be located within previously disturbed areas of the Campus, and inadvertent discoveries are unlikely to occur. Additionally, the CTE site has also been previously disturbed, was constructed in 1963 and has been in use since. Therefore, with the low chance for inadvertent discovery, no impacts would occur.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less than Significant Impact. The Citrus College Campus is already developed and located in an area surrounded by development. Thus, the disturbance of human remains is not expected in conjunction with project grading and excavation activities. While no formal cemeteries, other places of human internment, or burial ground sites are known to occur within the immediate Project site area, human remains could always possibly be encountered during construction. Should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. No further excavation or disturbance of the Project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, if the remains are human. In the event human remains are discovered, a less than significant impact would occur.

4.6 ENERGY

6.	ENERGY Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

4.6.1 Impact Analysis

a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less than Significant Impact. The Proposed Project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Proposed Project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and/or nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2020, Los Angeles County consumed 65,650 Gigawatt-hours of electricity per year (California Energy Commission [CEC] 2020a).

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2020, Los Angeles County consumed 2,936.69 Million Therms of natural gas (CEC 2020b).

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the State has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas (GHG) emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 3,659 million gallons of gasoline and 300 million gallons of diesel was sold in Los Angeles County.

The following section calculates the potential energy consumption associated with the construction and operations of the Proposed Project and provides a determination if any energy utilized by the Proposed Project is wasteful, inefficient, or unnecessary consumption of energy resources. In addition, the calculations used in the analysis are included in Appendix A.

Construction Energy

Build-out of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. In order to provide a worst-case analysis, all eight phases of construction activities were modeled in CalEEMod as occurring in one phase. The phases of construction activities that have been analyzed include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building Construction, 5) Application of Architectural Coatings; and 6) Paving. The Proposed Project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g., hauling of material to disposal facilities);

2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

<u>Construction-Related Electricity</u>

During construction, the Proposed Project would consume electricity to construct the proposed buildings and infrastructure. Electricity would be supplied to the Project site by Southern California Edison and would be obtained from the existing electrical lines on the Project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during Project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Since there is currently power provided to the Project site, it is anticipated that no improvements would be required to Southern California Edison distribution lines and equipment with development of the Proposed Project. Compliance with code guidelines and requirements would ensure that the Proposed Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the Project. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

<u>Construction-Related Natural Gas</u>

Construction of the Proposed Project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since there is currently natural gas service to of the Project site, construction of the Proposed Project would be limited to installation of new natural gas connections within the project site. Development of the Proposed Project would likely not require extensive infrastructure improvements to serve the Project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the Proposed Project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project site and on-road automobiles transporting workers to and from the Project site and on-road trucks transporting equipment and supplies to the Project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions in Appendix A, which found that construction of the Proposed Project would consume 60,560 gallons of gasoline and 121,330 gallons of diesel fuel. This equates to 0.002 percent of the gasoline and 0.04 percent of the diesel used annually in Los Angeles County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the Proposed Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Proposed Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete; it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the Proposed Project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air-conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips.

Operations-Related Electricity

Operation of the Proposed Project would result in consumption of electricity at the Project site. The Proposed Project would consume 3,118,510 kilowatt-hours per year of electricity (Appendix A). This equates to 0.005 percent of the electricity consumed annually in Los Angeles County. It should be noted that this provides for a worst-case electrical use consumption rate, since the Project Description details that all development on the campus will be designed to transform the campus to a ZNE campus. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the County.

It should be noted that in addition to designing all structures to be ZNE, the Proposed Project would comply with all Federal, State, and local requirements related to the consumption of electricity, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the Proposed Project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the Proposed Project's electricity demand. Thus, the Project would not result in the wasteful or inefficient use of electricity and no mitigation measures would be required.

<u>Operations-Related Natural Gas</u>

Operation of the Proposed Project would result in increased consumption of natural gas at the Project site. As detailed above in Appendix A, the Proposed Project would consume 8,631 MBTU (1,000 British Thermal Units) per year of natural gas. This equates to 0.003 percent of the natural gas consumed annually in Los Angeles County. It should be noted that this provides for a worst-case natural gas consumption rate, since the Project Description details that all development on the campus will be designed to transform the campus to a ZNE campus. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that in addition to designing all structures to be ZNE, the Proposed Project would comply with all Federal, State, and local requirements related to the consumption of natural gas, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Proposed Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the Proposed Project's natural gas demand. Thus, impacts regarding natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

<u>Operations-Related Vehicular Petroleum Fuel Usage</u>

Operation of the Proposed Project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the Project site. As detailed in Appendix A, the Proposed Project would consume 14,953 gallons of gasoline fuel per year from vehicle travel. This equates to 0.0004 percent of the gasoline consumed annually in Los Angeles County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. Therefore, it is anticipated the Proposed Project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Proposed Project's demand. Thus, impacts with regard to transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

b) *Would the project Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less than Significant. The Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The applicable energy plan for the Proposed Project is the *Glendora Community Plan 2025 – Chapter 8 Conservation Element* (Conservation Element), 2006. The Proposed Project's consistency with the applicable energy-related policies and programs in the Conservation Element are shown in Table 4-6.

Table 4-6. Proposed Project Compliance with Applicable General Plan Energy Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
Goal CON-5: Reduced demand for energy resources through the use of conservation techniques.		
CON-5.1	Investigate and implement opportunities for energy conservation at all City-maintained facilities.	**Not Applicable.** This Program is for the City to implement. However, it should be noted that all development on the campus will be designed to transform the campus to a ZNE campus that will be met through both energy conservation and onsite electrical generation through photovoltaic (PV) panels.
CON-5.2	Encourage the incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.	**Not Applicable.** This Program is for the City to implement. However, it should be noted that all development on the campus will be designed to transform the campus to a ZNE campus that will be met through both energy conservation and onsite electrical generation through PV panels.
CON-5.3	Encourage private energy conservation programs that minimize high energy demand and that use alternative energy sources.	**Not Applicable.** This Program is for the City to implement. However, it should be noted that all development on the campus will be designed to transform the campus to a ZNE campus that will be met through both energy conservation and onsite electrical generation through PV panels.
CON-5.4	Require all new developments to incorporate energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code.	**Consistent.** All new structures will be designed to meet the most current Title 24 energy efficiency standards that require installation of energy efficient lighting, heating, and cooling systems.
CON-5.5	Provide education and outreach to residents and businesses on opportunities to decrease energy consumption.	**Not Applicable.** This Program is for the City to implement; however, the College provides courses that discuss opportunities to decrease energy consumption.

Source: City of Glendora, 2006.

As shown in Table 4-6 the Proposed Project would be consistent with all applicable energy-related policies from the Conservation Element. Therefore, the Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.7 GEOLOGY AND SOILS

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐
	ii) Strong seismic ground shaking?	☐	☒	☐	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
	iv) Landslides?	☐	☐	☐	☒
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒

4.7.1 Regulatory Setting

As a result of California's Field Act, the California Building Code (CBC; Title 24 of the California Code of Regulations) contains special provisions for the design and construction of school buildings in California. The design and construction of the seven buildings identified in the 2020-2030 EFMP will be overseen by the DSA and the California Geological Survey.

Construction sites disturbing 1 or more acres are required to obtain coverage under the National Pollution Discharge Elimination System (NPDES) Construction General Permit (CGP) for Discharges of Storm Water Associated with Construction Activity. As build-out of the 2020-2030 EFMP will disturb more than 1 acre of land, the Project is subject to the CGP and requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

4.7.2 Impact Analysis

a) i) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less than Significant Impact with Mitigation. The Project involves the construction of seven new buildings and the modernization and renovation of an existing college campus. However, the Project does not include any activities that would exacerbate any existing conditions related to faults, fault rupture, ground shaking or landslides that would directly expose people, or structures, to the risk of loss, injury, or death due to rupture of a known earthquake fault. Additionally, the Proposed Project would include seismic retrofit upgrades that would enhance the safety of the student, staff, and visitors on campus.

The Center for Excellence and a portion of the campus does contain a known earthquake fault, the Duarte Fault as part of the Sierra Madre fault zone, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (DOC 2022c). However, the potential for future surface rupture of active faults onsite is considered very low.

The Project's new buildings would be constructed in accordance with the CBC and DSA standards. Citrus College would comply with the California Code of Regulations Title 24 requirements and the California Geological Survey Checklist for Review of Geologic/Seismic Reports. Compliance with the CBC, Title 24 and implementation of Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

MM-GEO-1: Detailed geotechnical investigations shall be performed prior to the design of each of the Major Capital Projects in the 2020-2030 EFMP and the Center for Excellence. The geotechnical investigations shall include borings and laboratory testing to provide supporting data for geotechnical design recommendations.

ii) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Less than Significant Impact with Mitigation. The Project site does contain a known earthquake fault, the Duarte Fault as part of the Sierra Madre fault zone, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (DOC 2022c). The site is expected to be subject to moderate to severe ground shaking from a regional seismic event. However, the potential for future surface rupture of active faults onsite is considered very low.

The Project involves the construction of seven new buildings and the modernization and renovation of an existing college campus. Additionally, the Proposed Project would include seismic retrofit upgrades. The new buildings that would replace the demolished buildings would be constructed in accordance with the CBC and DSA standards. Citrus College would comply with the California Code of Regulations Title 24 requirements and the California Geological Survey Checklist for Review of Geologic/Seismic Reports. As the newly constructed and retrofitted buildings would comply with all of the aforementioned regulations, the Proposed Project would improve upon Citrus College's ability to withstand strong seismic ground shaking. Implementation of Mitigation Measure GEO-1 would further reduce impacts from strong seismic shaking to a level less than significant.

iii) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Less than Significant Impact with Mitigation. Liquefaction is the process by which loose to medium dense granular, saturated soils, become fluid due to ground shaking which can result in ground failure. A portion of the campus and the Center for Excellence site is located in a liquefaction zone (DOC 2022c). However, Citrus College would comply with the California Code of Regulations Title 24 requirements and the California Geological Survey Checklist for Review of Geologic/Seismic Reports. As the newly constructed and retrofitted buildings would comply with all of the aforementioned regulations, the Proposed Project would improve upon Citrus College's ability to withstand strong seismic-related liquefaction. Implementation of Mitigation Measure GEO-1 would further reduce impacts from seismic related liquefaction to a level less than significant.

iv) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

No Impact. Significant slopes are not located on or near the site. The property is primarily flat, and no known landslides exist on site. Therefore, no impacts from potential landslides exist.

c) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less than Significant Impact with Mitigation. The Project would result in soil disturbance associated with build-out of the 2020-2030 EFMP resulting in the potential for soil erosion during construction activities. Soil erosion may occur, and small quantities of pollutants may enter the storm drainage system, potentially degrading water quality. The District or its contractors will prepare a SWPPP, as part of 4.10.1 (a), to address accidental releases of chemicals and other pollutants; therefore, impacts from Proposed Project construction activities for each development phase would be less than significant.

d) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less than Significant Impact with Mitigation. As discussed in thresholds a) iii and iv), there is a potential for liquification onsite and there are no slopes that would support landslides. Potential for subsidence, lateral spreading, and collapse would be confirmed during the subsequent geotechnical investigations as part of Mitigation Measure GEO-1. Impacts would be less than significant with mitigation.

e) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact with Mitigation. Expansive soils shrink or swell as the moisture content decreases or increases. This activity can shift, crack, or break structures built on such soils. As stated above in section a.(ii), (iii), and (iv) all potential impact from soil quality would be reduced through compliance with proper design and construction practices. In addition, Mitigation Measure GEO-1 and GEO-2 would further reduce impacts to level less than significant.

MM-GEO-2: After the completion of grading, additional testing will be performed in order to confirm the preliminary expansion index test results remain valid for each site.

f) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Proposed Project would not include the installation or use of septic tanks or alternative wastewater disposal systems. The Proposed Project would connect to the existing sanitary sewer system for wastewater disposal. Thus, no impact related to alternative wastewater disposal systems would occur.

g) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

No Impact*.* The Citrus College campus is developed and no known paleontological resources are known to exist onsite, based on the results of the records search, detailed in Appendix C. Further, the campus and Center for Excellence site were previously graded and located in a built-out urban area. Build-out of the 2020-2030 EFMP and Center for Excellence would not result in any impacts to paleontological resources or geological features.

4.8 GREENHOUSE GAS EMISSIONS

8.	GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Environmental Setting

An Air Quality, Energy, and Greenhouse Gas Emissions Report was provided that analyzed the Proposed Project and its potential impacts (Appendix A). The CARB has the primary responsibility for implementing State policy to address global climate change. However, there are State regulations related to global climate change that affect a variety of State agencies. CARB, which is a part of Cal EPA, is responsible for the coordination and administration of both the Federal and State air pollution control programs within

California. In this capacity, the CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, CARB approved a Climate Change Scoping Plan that proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017, CARB adopted the California's 2017 Climate Change Scoping Plan, November 2017 (CARB 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. In addition, the State has passed the multiple laws directing CARB to develop actions to reduce GHG emissions, which are listed in chronological order in Appendix A.

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the Air Basin where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a Working Group, which is described below.

Since neither CARB nor the Office of Planning and Research has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,500 metric tons of carbon dioxide equivalent ($MTCO_2e$) for residential uses, 1,400 $MTCO_2e$ for commercial uses, 3,000 $MTCO_2e$ for mixed uses, and 10,000 $MTCO_2e$ for industrial uses.

Local jurisdictions, such as the City, have the authority and responsibility to reduce GHG emissions through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of GHG emissions resulting from its land use decisions. In accordance with CEQA requirements and the CEQA review process, the City assesses the global climate change potential of new development projects, requires mitigation of potentially significant global climate change impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

4.8.2 Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed above in Section 8.1. A summary of the results is shown below in Table 4-7 and the CalEEMod model run is provided in Appendix A.

Table 4-7. Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	<0.01	<0.01	0.00	<0.01
Energy Usage[2]	1,013.66	0.06	0.01	1,019.25
Mobile Sources[3]	96.89	<0.01	<0.01	98.34
Solid Waste[4]	6.00	0.35	0.00	14.87
Water and Wastewater[5]	1.83	0.01	<0.01	2.17
Construction[6]	54.28	<0.01	<0.01	55.15
Total GHG Emissions	1,172.66	0.43	0.02	**1,189.78**
SCAQMD Draft Threshold of Significance				**3,000**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, hearths, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2020.4.0.

The data provided in Table 4-7 shows that the Proposed Project would create 1,189.78 $MTCO_2e$ per year. According to the SCAQMD draft threshold of significance detailed in Section 8.5 of Appendix A, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 $MTCO_2e$ per year. Therefore, a less than significant generation of GHG emissions would occur from development of the Proposed Project. Impacts would be less than significant.

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

Less than Significant Impact. The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The SCAQMD initiated a Working Group to develop a GHG emissions policy and provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MTCO_2e$ for all land use types. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, the SCAQMD Board has not yet considered or approved the Working Group's thresholds. Table 4-7 shows that the Proposed Project's GHG emissions would be well below the SCAQMD draft significance threshold of 3,000 $MTCO_2e$ per year. It should be noted that the calculated GHG emissions provided above in Table 4-7 provides for a worst-case GHG emissions rate, since the Project Description details that all development on the campus will be designed to transform the campus to a ZNE campus. Therefore, the Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

4.9 HAZARDS AND HAZARDOUS MATERIALS

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

4.9.1 Impact Analysis

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less than Significant Impact with Mitigation. Building demolition would occur during each development phase identified in the 2020-2030 EFMP. Some or all of the buildings proposed for demolition and renovation may contain asbestos-containing materials (ACM), lead-containing building materials, loose and peeling lead containing paint, and/or polychlorinated biphenyl (PCB)-containing building materials. This represents a potentially significant impact. If found in any of the buildings proposed for demolition, these materials would require removal in accordance with Federal, State, and local regulatory requirements prior to demolition. Transportation and disposal of the materials would be conducted in accordance with Federal and State waste disposal and transportation regulations. Dust from removal of ACM and lead based paint would also be controlled by performing the work under full containment and the effectiveness of the containment and other dust mitigation measures would be monitored in accordance with SCAQMD Dust Control measures. This is considered a potentially significant impact; however, with implementation of Mitigation Measure HAZ-1, potential impacts associated with hazardous building materials would be less than significant.

Build-out of the 2020-2030 EFMP will include grading and excavation, and potentially off-haul of soil during each development phase. Preparation of a Phase I Environmental Site Assessment (ESA) in accordance with American Society for Testing and Materials International and DTSC regulations and standards will be necessary to identify the presence or likely presence of hazardous substances or material based on historical or current site use. With implementation of Mitigation Measure HAZ-2, the potential impacts associated with potentially hazardous waste soil would be less than significant.

MM-HAZ-1: Prior to the demolition and renovation of the buildings identified in the 2020-2030 EFMP, including the Center for Excellence, a Hazardous Materials Building Survey shall be prepared for each building. The Hazardous Materials Building Survey shall include identification of suspect asbestos containing building materials, lead-containing building materials, loose & peeling lead containing paint, mercury light tubes, mercury thermostat switches, and polychlorinated biphenyl (PCB)-light ballasts, and PCB-containing building materials that may be impacted during the demolition of the five buildings. If the inspection confirms the presence of asbestos-contain materials (ACMs) or other hazardous building materials in any of the building, the hazardous materials shall be removed from these buildings prior to demolition and be transported in compliance with State and Federal requirements.

MM-HAZ-2: Prior to the initiation of grading and excavation activities, a Phase I ESA Report for the subject property shall be prepared in accordance with the American Society for Testing and Materials Standard Practice for ESAs: Phase I Site Assessment Process E 1527-13 and the United States Environmental Protection Agency (USEPA) 40 Code of Federal Regulations (CFR) Part 312 Standards and Practices for All Appropriate Inquiries (AAI) – Final Rule adopted November 1, 2006, and amended December 30, 2013.

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

Less Than Significant Impact. The Proposed Project construction may require the transportation, use, and disposal of hazardous waste materials. As referred to within Threshold (a), the buildings designated for demolition were built before the enactment of the Toxic Substances Control Act came into effect in 1976, and the existing church was built in 1963. As such, these buildings may contain materials and chemicals that would be considered hazardous.

According to the EnviroStor database on DTSC's website, the nearest cleanup site is 0.37 mile south of the Proposed Project site at the intersections of Historic Route 66 and North Calera Avenue. In addition, the handling of the hazardous waste materials is regulated by the USEPA, DTSC, Occupational Safety and Health Administration, SCAQMD, and Los Angeles County Fire Department (LACFD). The Proposed Project will comply with all applicable local, State, and Federal regulations governing such activities.

During the operation of the Proposed Project, hazardous waste use would be minimal and in small quantities. The hazardous waste material will be properly used and stored according to the manufacturers' instructions and follow any additional health and safety requirements stipulated by the District.

The Proposed Project would comply with the Toxic Substances Control Act and existing Federal, State, and local standards and regulations regarding hazardous waste. Hazardous release impacts during construction and operation of the Proposed Project would be less than significant. No mitigation or further study is required.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. No schools other than the existing college building are located within 0.25 mile of the Citrus College campus. Build-out and operation of the 2020-2030 EFMP and Center for Excellence would not emit hazardous emissions. Limited quantities of hazardous materials may be used and stored on the campus, but this does not represent a significant hazardous condition for nearby schools.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. Citrus College and the Center for Excellence are not included on the DTSC site cleanup list. Additionally, no sites were identified nearby as being part of the DTSC site cleanup list (DTSC 2022).

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. Citrus College campus and the Center for Excellence are not located within 2 miles of a public airport or public use airport (Google 2022). Therefore, no impacts from safety hazards would occur.

f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. Citrus College has an Emergency Operations Plan outlining the response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. Additionally, the City of Glendora's General Plan also identifies evacuation routes within the City of Glendora, to be used in the event of a major emergency that requires evacuation of all or part of the area. Work completed on the Center for Excellence would be contained onsite, and no offsite impacts would impair evacuation routes or the Emergency Operations Plan. Build-out of the 2020-2030 EFMP would be completed in phases and construction staging and wayfinding during construction would be designed to minimize impacts on emergency operations and response plans. The Proposed Project will not result in any impacts to an adopted emergency response plan or emergency evacuation plan.

g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less than Significant Impact. The Project site is located in an urban area, and there is no wildland susceptible to wildfire on or near the site. The Project site is located 0.85 mile south of the nearest Very High Fire Hazard Local responsibility area (California Department of Forestry and Fire Protection [Calfire] 2022). Full build-out of the 2020-2030 EFMP and Center for Excellence would not expose people or structures to risk of loss, injury, or death; therefore, a less than significant impact would occur.

4.10 HYDROLOGY AND WATER QUALITY

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flood on- or off-site;	☐	☐	☒	☐
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

4.10.1 Impact Analysis

a) *Would the project violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?*

Less than Significant.

Construction

During construction, the Proposed Project could result in short-term adverse impacts to surface water quality. Grading and construction activities within the site would involve the disturbance of on-site soils for utility improvements and building pad preparation, thereby increasing the potential for erosion and off-site transport of sediment in stormwater runoff. The use of heavy equipment, machinery, and other materials during construction could result in adverse water quality impacts if spills were to encounter stormwater and polluted runoff were to enter downstream receiving waters. Peak stormwater runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. Additionally, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase runoff and erosion potential.

Construction activities involving more than 1 acre require adherence to the State NPDES permit for construction-related activities from the State Water Resources Control Board. The permit would require the preparation and implementation of a Project-specific SWPPP that indicates which BMPs are intended to reduce erosion, sedimentation, and nonpermitted discharges of materials during construction. Examples of BMPs include gravel bag berms, silt fencing, fiber rolls, street sweeping, and general housekeeping measures to prevent stormwater contact with construction materials. The District would develop and implement a SWPPP that would demonstrate compliance with the City of Glendora's NPDES permit, and associated Stormwater Quality Management Plan, during the phased construction schedule on a project-by-project basis. Through incorporation of BMPs and compliance with appropriate water quality standards, construction impacts would be less than significant.

Operation

The Proposed Project site is located in a highly developed neighborhood within the city, surrounded by developments ranging from educational facilities, commercial and multifamily housing to single-family housing. The Citrus College campus and the Center for Excellence sites are relatively flat, with surface water flows directed toward the existing municipal storm drains serving the area. The operation of the Proposed Project would introduce sources of potential stormwater pollution that are typical of a college campus (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking areas). The parking areas could also contribute additional sources of contaminated runoff. Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. The Proposed Project would implement BMPs, such as the incorporation of landscaping features, and comply with applicable regulations to ensure that water discharge does not exceed current conditions for the Project Site. As such, with the preparation and implementation of a SWPPP, and implementation of BMPs, the Proposed Project would not have substantial water quality impacts. Impacts would be less than significant.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less than Significant. The Proposed Project will be served by the local sanitary sewer and potable water systems. The Proposed Project will not impact groundwater supplies or interfere with groundwater recharge. Build-out of the Center for Excellence would incrementally increase the impervious surfaces, however, the expected volume of infiltration and discharge during operation is expected to be comparable to the existing infiltration and discharge volume at the site. Further, areas surrounding the Center for Excellence and associated parking lot will be landscaped and allow for water infiltration. Build-out of the existing campus would result in new buildings that would maintain similar levels of pervious surfaces. As such, impacts to groundwater would be less than significant.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) result in substantial erosion or siltation on- or off-site;

Less than Significant. During construction of both the Center for Excellence and the 2020-2030 EFMP there is the potential for erosion and/or siltation to occur from demolition and grading activities. The development of the Center for Excellence site or the existing campus site will not alter the course of a stream or a river. Build-out of the 2020-2030 EFMP would not result in any alterations to the existing City of Glendora storm drain system. However, as mentioned in threshold (a), the Proposed Project would implement a SWPPP, BMPs, and monitoring for storm water discharges to ensure that sedimentation of downstream waters remain within regulatory limits. The Proposed Project would also comply with all applicable regulations from the Federal, State, and local levels, including Section 402 of the Clean Water Act, and the USEPA's NPDES program. Compliance with the existing regulations and programs would reduce the impacts of on- and off-site erosion or siltation to less than significant impact.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than Significant. Construction of the Proposed Project would produce surface runoff for dust control and other activities related to construction. However, the amount of runoff would be minimal. During operation, as mentioned within threshold (a), the Proposed Project is designed to maintain the existing and historic patterns and storm water discharge locations along the perimeter of the Project site. Runoff from the site is designed to be intercepted and captured within the Project site to the extent feasible. Irrigation systems and other water delivering features would be selected in accordance with District standards to maintain water efficiency on the campus and Center for Excellence site in order to reduce discharge. The expected volume of discharge generated by the operation of the Project site is expected to be comparable to the existing discharge volume at the site. The Project is not expected to substantially increase the rate or amount of surface runoff that would result in flooding on or off site, and as such, would result in less than significant impacts.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or

Less than Significant Impact. The Proposed Project would produce runoff during construction through dust control measures and other construction related activities. However, the amount of runoff created would be minimal. During Project operation, as mentioned within threshold (a), the runoff is designed to be intercepted and captured within the Project site to the extent feasible and minimize polluted runoff from the Project site. In addition, the operation of the Proposed Project is expected to produce similar runoff volume as the existing operation of the Project site. Therefore, the impact of the Proposed Project would be less than significant.

iv) impede or redirect flood flows?

Less than Significant. The site is not located within a 100-year flood hazard area, according to the City of Glendora Community Plan 2025 Safety Element. The Center for Excellence and campus are located in areas of minimal flood hazard (Federal Emergency Management Agency 2022). The Proposed Project will comply with all existing requirements regarding hydrology and drainage.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Proposed Project is not located in an area that is prone to flood hazard, and the campus is located more than 30 miles inland from the Pacific Ocean so no risk of tsunami would occur. Additionally, there are no lakes nearby that would result in a seiche that would affect the campus or Center for Excellence. Based on the location of the campus and Center for Excellence, there would be no risk of release of pollutants due to inundation.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As mentioned in threshold (a), the Proposed Project would implement a SWPPP, BMPs, and conduct monitoring for storm water discharges to ensure that sedimentation of downstream waters remain within regulatory limits. The Proposed Project would also comply with all applicable regulations from the Federal, State, and local levels, including Section 402 of the Clean Water Act, and the USEPA's NPDES program. In addition, the Proposed Project would not significantly increase water usage where it would significantly impact existing groundwater usage. Therefore, the Proposed Project would not impact the implementation of a water quality control plan or sustainable groundwater management plan.

4.11 LAND USE AND PLANNING

11.	LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

4.11.1 Impact Analysis

a) Would the project physically divide an established community?

No Impact. The Citrus College campus is largely surrounded by residential land use and the Azusa Pacific University. Build-out of the 2020-2030 EFMP would maintain most of the work within the existing campus site while construction of the Center for Excellence would involve redevelopment of the church site north of W. Foothill Boulevard. Similar to the build-out of the existing campus, the reconstruction of the church site would not introduce any components that would physically divide the established community. Therefore, no impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The Project site is designated by the City of Glendora General Plan as "Civic/Institution" and "Garden Apartments". Under the Proposed Project, the land use of the land for the main campus would remain the same while the existing church site would be converted to educational uses. New construction of the main campus would not change the land use of the Project site and would not conflict with existing plans, policies, or regulation adopted for the purpose of avoiding or mitigating environmental effects.

Regarding the Center for Excellence site, should the City's General Plan and Zoning Law not permit the redevelopment of the church site, the District would require the rendering of the City of Glendora's General Plan and Zoning Law inapplicable to the Proposed Project. It should be noted that the State grants school districts the power to exempt school property from county and city zoning requirements, provided the school district complies with the terms of Government Code Section 53094, Regulation of Local Agencies by Counties and Cities (California Government Code Section 53090-53097.5). In compliance with Government Code Section 53094, following a two-thirds vote of the District Board, the District can exempt a school site from such local zoning requirements. Within 10 days of the action, the Board must provide the City with notice of this action. In accordance with this process, the Proposed Project would not conflict with any local plans or policies. As such, impacts would be less than significant.

4.12 MINERAL RESOURCES

12.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

4.12.1 Impact Analysis

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

No Impact. The Citrus College Campus, and Center for Excellence are located within a Zone 2, Mineral Resource Zone, an area where mineral resources are known to exist or judged that a high likelihood for their presence exists (DOC 2022b). The Project site, and Center for Excellence are located in a primarily residential area of the city, which does not support mineral resource extraction. Implementation of the 2020-2030 EFMP would not cause a loss of availability of known mineral resource valuable to the region and the State, and no impact would occur.

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

No Impact. The Project site is not within an area designated as a mineral resource on city or county planning maps. Therefore, the implementation of the 2020-2030 EFMP and the Center for Excellence would not result in the loss of availability of mineral resources and no impact would occur.

4.13 NOISE

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.13.1 Environmental Setting

A Noise Report was prepared for the Proposed Project and is included as Appendix D. Although the Proposed Project is not under the jurisdiction of the Federal Transit Administration (FTA), the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings are provided below in Table 4-8.

Table 4-8. FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Allowable Project Noise Exposure Before Moderate Impact	Allowable Combined Total Noise Exposure	Allowable Noise Exposure Increase Before Moderate Impact
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: FTA, 2018.

The FTA Manual also provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should consider the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings for a detailed construction noise assessment are provided below in Table 4-9.

Table 4-9. FTA Construction Noise Criteria

Land Use	Day (dBA $Leq_{(8\text{-hour})}$)	Night (dBA $Leq_{(8\text{-hour})}$)	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80[1]
Industrial	90	90	85[1]

Notes:
[1] Use a 24-hour Leq $_{(24\ hour)}$ instead of Ldn $_{(30\ day)}$.
Source: FTA, 2018.

Since the Federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

The City of Glendora General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

City of Glendora General Plan

The City has adopted the land use compatibility standards based on the State Department of Health Services for acceptable noise levels for counties and cities. The City's Land Use Compatibility standards are presented in Table 4-10.

Table 4-10. City of Glendora Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	–0 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes:
Ldn = day-night average sound level
CNEL = Community Noise Equivalent Levels
dBA = adjusted decibels
NA = Not Applicable
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction

requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features
Source: City of Glendora General Plan Table N-1.

The City's Noise Ordinance establishes the following daytime and nighttime noise standards that are defined in the General Plan and reprinted below in Table 4-11.

Table 4-11. City of Glendora Noise Ordinance Standards

Zone	Noise Level (dBA)		
	Day: 7 AM – 7 PM	Evening: 7 PM – 10 PM	Night: 10 PM – 7 AM
Single Family Residential	55	50	45
Multiple Residential (R-3 and R-4)	55	55	50
Commercial	65	65	60
Industrial and Light Manufacturing	70	70	70
Special Zones (MS)	55	50	45

Source: City of Glendora General Plan Table N-2.

The following applicable goals and policies to the Proposed Project are from the Noise Element of the General Plan.

Goal N-1: Reduced noise impacts from transportation sources.

Policy N-1.1. Ensure traffic noise mitigation measures are included and implemented in the design of new development.

Policy N-1.3 Limit construction, delivery, and through truck traffic to designated routes.

Policy N-1.4 Mitigate transportation equipment impacts at construction sites.

Goal N-2: Reduced noise impacts from non-transportation sources.

Policy N-2.2. Strive to resolve existing and potential conflicts between noise generating uses and human activities.

Policy N-2.3 Prohibit significant noise generating activities from locating adjacent to residential neighborhoods and near schools.

Policy N-2.4 Ensure that construction noise does not cause an adverse impact to the residents of the City by requiring that noise mitigation techniques be incorporated into all construction-related activities.

Goal N-3: Coordinated land use planning and noise mitigation.

Policy N-3.1. Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

Policy N-3.2 Enforce all noise standards as outlined in the City's Noise Ordinance.

Policy N-3.3 Enforce limits set by the State of California to control noise levels, particularly those governing motor vehicles.

Policy N-3.4 Ensure that all new development is consistent with exterior and interior noise standards.

Policy N-3.5 Incorporate noise reduction measures into all development proposals, as necessary.

Policy N-3.6 Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.

Policy N-3.7 Require acoustical materials in all new residential and commercial developments where noise levels exceed the compatibility standards outlined in the Noise Element.

Glendora Municipal Code (GMC)

The GMC establishes the following applicable standards related to noise and vibration.

9.44.040 Ambient noise base level

When "ambient noise level" is referred to in this section, it means the higher of the following:

(1) Actual measured ambient noise level; or

(2) Ambient base level (see chart below)

Table 4-12. City of Glendora Municipal Code Ambient Noise Base Levels

Zone	Time		
	7 a.m. to 7 p.m.	7 p.m. to 10 p.m.	10 p.m. to 7 a.m.
Single Family Residential	55 dBA	50 dBA	45 dBA
Multifamily Residential	55 dBA	55 dBA	50 dBA
Commercial	65 dBA	65 dBA	60 dBA
Manufacturing	70 dBA	70 dBA	70 dBA
Special Zones (MS)	55 dBA	50 dBA	45 dBA

Source: GMC Section 9.44.040 Ambient noise base level.

Wherever two different zones are contiguous, the lower ambient noise level at the common property line shall apply.

9.44.100 Machinery, equipment, fans and air conditioning

It is unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than 5 decibels.

9.44.110 Construction of buildings and projects

It is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of 9:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the city. No permit shall be required to perform emergency work as defined in Section 9.44.020(c).

Additionally, noise measurements were completed onsite to establish existing noise levels to support modeling of the impacts from construction and operation.

Table 4-13. Existing (Ambient) Noise Level Measurements

Site No.	Site Description	Average (dBA L_{eq})		1-hr Average (dBA L_{eq}/Time)		Average (dBA CNEL)
		Daytime[1]	Nighttime[2]	Minimum	Maximum	
1	Located on a tree on the eastern portion of the Center for Excellence site, approximately 40 feet west of east property line and 150 feet north of Foothill Boulevard centerline.	56.8	48.0	39.2 3:37 a.m.	62.3 8:58 p.m.	58.7
2	Located on a tree on the northern portion of the Citrus College site, approximately 125 feet south of Foothill Boulevard centerline.	59.3	52.4	46.0 3:42 a.m.	62.0 7:33 a.m.	61.1
3	Located on a water valve on the eastern portion of Citrus College site, approximately 55 feet west of Barranca Avenue centerline.	66.4	59.1	50.7 2:23 a.m.	68.7 7:23 a.m.	67.9

Notes:
[1] Daytime is defined as 7:00 a.m. to 7:00 p.m. in Section 9.44.040 of the Municipal Code.
[2] Nighttime define as 10:00 p.m. to 7:00 a.m. in Section 9.44.040 of the Municipal Code.
Source: Noise measurements taken between Wednesday, May 25 and Thursday, May 26, 2022.

Table 4-13 shows that the existing daytime (7 a.m. to 7 p.m.) noise levels at all sites currently exceed the Daytime Ambient Noise Base Level of 55 dBA and the nighttime (10 p.m. to 7 a.m.) noise levels at all sites currently exceed the Nighttime Ambient Noise Base Level of 45 dBA for residential uses as defined in Section 9.44.040 of the Municipal Code. Although the noise measurements were not taken at the nearby homes, they were taken a similar distance away from W. Foothill Boulevard and Barranca Avenue as the nearby homes, so the measured noise levels provide representative noise levels at the nearby homes.

4.13.2 Impact Analysis

a) *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant. The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to the City standards.

Construction-Related Noise

Build-out of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

The nearest sensitive receptors to the Proposed Project site are homes located as near as 15 feet east of the proposed Center for Excellence site. There are also homes as near as 80 feet from the east side, where the proposed CTE Building will be located, and as near as 90 feet from the north side, where the proposed Learning Resource Center will be located. All other proposed improvements would be located near the center of the Citrus College Campus that would not be in close proximity to offsite sensitive receptors.

Section 9.44.110 of the City of Glendora's Municipal Code restricts construction activities that create excessive noise from occurring between the hours of 9 p.m. and 7 a.m. As detailed above in Section 1.3, standard construction hours for the Proposed Project would be 7:00 am to 7:00 pm Monday through Friday. If it is necessary to occasionally conduct construction activities on Saturdays, construction activities will start at 9:00 am. As such, all construction activities associated with the Proposed Project would occur during the allowable hours for construction activities as detailed in Section 9.4.110 of the Municipal Code.

However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities during allowable hours for construction activities. As such, even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed above have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA at any of the nearby homes.

Construction noise levels to the nearby sensitive receptors have been calculated through use of the Roadway Construction Noise Model (RCNM) and the parameters and assumptions detailed in Section 6.1 of Appendix D. The calculated construction noise results are shown below in Table 4-14 and the RCNM printouts are provided in Appendix D.

Table 4-14. Construction Noise Levels at the Nearby Receptors

	Construction Noise Level (dBA Leq) at:		
Construction Phase	Homes to East of Center for Excellence[1]	Homes to North of Learning Resource Center[2]	Homes to East of CTE Building[3]
Demolition	77	74	72
Site Preparation	77	74	72
Grading	78	75	73
Building Construction	78	75	72
Painting	64	61	59
Paving	72	69	67

Construction Phase	Construction Noise Level (dBA Leq) at: Homes to East of Center for Excellence[1]	Homes to North of Learning Resource Center[2]	Homes to East of CTE Building[3]
FTA Construction Noise Threshold[4]	**80**	**80**	**80**
Exceed Thresholds?	**No**	**No**	**No**

[1] The distance from the center of the Center for Excellence to homes to east is 150 feet.
[2] The distance from the center of the Learning Resource Center to homes to north is 210 feet.
[3] The distance from the center of the CTE Building to homes to east is 270 feet.
[4] FTA Construction Noise Threshold obtained from Table 4-9 above.
Source: RCNM, Federal Highway Administration, 2006

Table 4-14 shows that the greatest noise impacts would occur during the grading phase of construction, with a noise level as high as 78 dBA Leq at the homes to the east of the Center for Excellence, 75 dBA Leq at the homes to north of the Learning Resource Center, and 73 dBA Leq at the homes to east of the CTE Building. Table 4-14 also shows that none of the construction phases would exceed the FTA construction noise standards of 80 dBA at the nearby homes. Therefore, through adherence to allowable construction times provided in Section 9.44.110 of the Municipal Code, the construction activities for the Proposed Project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant.

Operational-Related Noise

Potential noise impacts associated with the operations of the Proposed Project would be from Project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

Roadway Vehicular Noise Impacts

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips and the Proposed Project would not alter the speed limit on any existing roadway so the Proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

General Plan Policy N-1.1 requires that traffic noise mitigation measures are included and implemented in the design of new development. However, neither General Plan Policy 9.3, nor any other General Plan policy defines what constitutes a "substantial permanent increase to ambient noise levels." As such, this impact analysis has utilized guidance from the FTA for a moderate impact, which has been detailed above in Table 4-14, that shows that the Proposed Project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing roadway noise levels.

Due to the low level of vehicular traffic that would be generated from development of the Proposed Project, no traffic analysis was prepared for the Proposed Project. However, the Air Quality Analysis (Appendix A) utilized the default trip generation rates in the CalEEMod model for the addition of 162 students, which found that the Proposed Project would generate 186 daily trips on weekdays. The

City of Glendora General Plan details that there will be 13,700 daily vehicular trips on Foothill Boulevard just east of the Proposed Project site in the year 2025. The Proposed Project would contribute 1.4 percent of the Average Daily Traffic (ADT) if all Proposed Project traffic were to travel east of the Proposed Project site on Foothill Boulevard. In order for project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 3 dB, the roadway traffic would have to double. As such, the Proposed Project's roadway noise impacts would be well below a 3 dB increase, which is the threshold of perception of an increase in noise levels. Therefore, operational roadway noise impacts would be less than significant.

Onsite Noise Impacts

The operation of the proposed improvements detailed in the EFMP 2020-2030, may create an increase in noise from rooftop equipment, parking lot activities, and delivery truck activities. It should be noted that no new sports fields or other source specific noise generating sources are proposed as part of the EFMP 2020-2030. As such, the onsite noise sources that have been analyzed in this section have been limited to rooftop equipment, parking lot activities, and delivery truck activities.

Section 9.44.100 of the City of Glendora's Municipal Code limits noise created on the Proposed Project site to the ambient noise plus 5 dBA. For the nearby homes, Section 9.44.040 of the Municipal Code details that the ambient noise level is the higher of either the actual measured noise level or the provided ambient base level. As detailed in Section 5.2 of Appendix D, all of the noise measurement sites currently exceed the Daytime Ambient Noise Base Level of 55 dBA and the nighttime (10 p.m. to 7 a.m.) noise levels at all sites currently exceed the Nighttime Ambient Noise Base Level of 45 dBA for residential uses as defined in Section 9.44.040 of the Municipal Code.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lots, and delivery trucks, reference noise measurements were taken of each noise source and are shown in Table 4-15 and the reference noise measurements are provided in Appendix D. The noise levels from each source were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.

Table 4-15. Onsite Operational Noise Levels at Nearby Sensitive Receptors

Noise Source	Operational Noise Levels[1] (dBA Leq) at the Homes Located at:		
	East of Center for Excellence	North of Learning Resource Center	East of CTE Building
Rooftop Equipment[2]	50	37	39
Parking Lot[3]	34	25	26
Delivery Truck[4]	38	43	43
City Noise Standard[5] (Day/Night)	61.8/53.0	64.3/57.4	71.4/64.1
Exceed Standard (Day/Night)?	No/No	No/No	No/No

Notes:
[1] The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.
[2] Rooftop equipment is based on a reference noise measurement of 65.1 dBA at 6 feet.
[3] Parking lot is based on a reference noise measurement of 52.1 dBA at 5 feet.
[4] Delivery Truck is based on a reference noise measurement of 54.8 dBA at 30 feet.

[5] From Section 9.44.100 8.36.040 of the City's Municipal Code of ambient noise plus 5 dBA.

Table 4-15 shows that that the Proposed Project's onsite operational noise from the anticipated noise sources would not exceed the applicable noise standards for each stationary noise source. Therefore, operational onsite noise impacts from each campus would be less than significant.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. The Proposed Project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

Construction-Related Vibration Impacts

Vibration impacts from construction activities associated with the Proposed Project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the Proposed Project site are homes located as near as 15 feet east of the proposed Center for Excellence site.

Since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold level for construction activities, Caltrans guidance has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second peak particle velocity (PPV).

The primary source of vibration during construction would be from the operation of a bulldozer. From Appendix D, a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest homes (15 feet away) would be 0.16 inch per second PPV, which would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

Operations-Related Vibration Impacts

The Proposed Project would consist of the development and operation of institutional community college land uses. The on-going operation of the Proposed Project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the Proposed Project.

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

No Impact. The Proposed Project would not expose people residing or working in the Proposed Project area to excessive noise levels from aircraft. The nearest airport is Brackett Field Airport that is located approximately 6 miles southeast of the Proposed Project site. The Proposed Project site is located outside of the 60 dBA CNEL noise contours of Brackett Field Airport. No impacts would occur from aircraft noise.

4.14 POPULATION AND HOUSING

14.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 Impact Analysis

a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less than Significant Impact. While the Project would expand facilities at Citrus College and accommodate approximately 162 more students onsite, these improvements listed in the 2020-2030 EFMP were approved as part of Bond Measure Y in 2020. The 2020-2030 EFMP was proposed in response to projected population increases in the Glendora area. The 2020-2030 EFMP and Center for Excellence would not introduce any unplanned growth in the area, and a less than significant impact would occur.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project site is an educational facility and is not used for housing. Build-out of the 2020-2030 EFMP and Center for Excellence would not displace existing people or housing resulting in the need for replacement housing. Therefore, no impacts to housing would occur.

4.15 PUBLIC SERVICES

15.	PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire Protection?	☐	☐	☒	☐
	ii) Police Protection?	☐	☐	☒	☐

15.	PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	iii) Schools?	☐	☐	☐	☒
	iv) Parks?	☐	☐	☒	☐
	v) Other public facilities?	☐	☐	☐	☒

4.15.1 Impact Analysis

a) i) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

Less than Significant Impact. Citrus College and the City of Glendora receive fire protection services from the Los Angeles County Fire Department (LACFD). The College is served by Station 97, off E. Sierra Madre Avenue approximately one mile north of the Proposed Project site. The DSA has jurisdiction over school construction; the proposed buildings and renovated buildings would be constructed in compliance with current State fire code requirements. Build-out of the 2020-2030 EFMP, and Center for Excellence would result in a nominal increase of 162 students and would not adversely affect the ability of the LACFD to protect the campus. Additionally, the Project would not require construction of new or expanded fire stations. Therefore, a less than significant impact would occur.

ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less than Significant Impact. Citrus College and the City receive police protection services from the City of Glendora Police Department. Campus Safety would continue to provide first response for safety and security needs on the Citrus College Campus. As needed, the College will add campus safety officers in response to increasing student population on the campus. Build-out of the 2020-2030 EFMP, and Center for Excellence would not adversely affect the ability of the Glendora Police Department to protect the campus and offsite facilities and would not require construction of new or expanded fire stations. As such, a less than significant impact would occur.

iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

No Impact. The 2020-2030 EFMP would be responsible for improvements to Citrus College with no impact to Glendora K-12 schools. As such, no impact would occur.

iv) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*

Less than Significant Impact. Build-out of the 2020-2030 EFMP, and Center for Excellence would not adversely affect nearby public parks. Recreational facilities on campus include a gymnasium, swimming pool, baseball, softball and soccer fields, tennis courts, football, and track. The 2020-2030 EFMP would remove a portion of the tennis complex, adaptive physical education, and aquatic center to implement the new kinesiology building. The new kinesiology building would support the existing athletic programs, kinesiology academic programs, and include universally accessible gym facilities and equipment, as well as classrooms and offices for instructional use. While demolition of existing facilities would be required, existing recreational facilities would support students, faculty, and staff; therefore, a less than significant impact would occur.

v) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

No Impact. The 2020-2030 EFMP would be responsible for improvements to Citrus College with no impact to nearby public facilities. Therefore, no impact would occur.

4.16 RECREATION

16.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.16.1 Impact Analysis

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

No Impact. The Proposed Project would update and renovate existing facilities at the Citrus College campus and support the surrounding population. Build-out of the 2020-2030 EFMP, and Center for Excellence would not adversely affect nearby public parks. Recreational facilities on campus include gymnasium, swimming pool, baseball, softball and soccer fields, tennis courts, football, and track.

Users of the campus and new offsite Center for Excellence are unlikely to use nearby recreation facilities including Slauson Park, located 0.9 mile west of the Project Site (Google 2022). No impact would occur.

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

No Impact. Citrus College has existing recreational facilities onsite with demolition proposed for the tennis complex, adaptive physical education, and aquatic center to support the new kinesiology building as part of the 2020-2030 EFMP. Full build-out of the 2020-2030 EFMP would not require construction or expansion of recreational facilities. No impact would occur.

4.17 TRANSPORTATION

17.	TRANSPORTATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☒	☐
(b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
(c)	Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
(d)	Result in inadequate emergency access?	☐	☐	☒	☐

4.17.1 Impact Analysis

a) *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?*

Less Than Significant Impact. The Proposed Project activities have no components that will cause conflict or alter adopted policies, plans, or programs supporting alternate transportation. Improvements associated with the Proposed Project would include improvements to pedestrian facilities, including improvements to pedestrian circulation paths, landscaping, and wayfinding for pedestrians.

Due to the low level of vehicular traffic that would be generated from development of the Proposed Project, no traffic analysis was prepared for the Proposed Project. However, the Air Quality Analysis (Appendix A) utilized the default trip generation rates in the CalEEMod model for the addition of 162 students, which found that the Proposed Project would generate 186 daily trips on weekdays. The City of Glendora General Plan details that there will be 13,700 daily vehicular trips on Foothill Boulevard just east of the Project site in the year 2025. The Proposed Project would contribute 1.4 percent of the ADT if all Project traffic were to travel east of the Proposed Project site on Foothill Drive.

Impacts associated with the Proposed Project would be less than significant on plans, policy, or ordinances related to public transportation, bicycles, or pedestrian facilities.

b) *Would the project Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
Less Than Significant Impact. The Proposed Project area is located within 0.5 mile of numerous transit stops. Although the improvements associated with the 2020-2030 EFMP would not likely reduce vehicle miles traveled in the Project area since the Plan assumes a small amount of growth in student population, the proximity to multiple transit stops would result in a less than significant impact associated with transportation. The enrollment growth is expected to come from local neighborhoods and is not expected to draw significantly from out-of-town students who would have a more significant impact on VMT. Furthermore, while the Proposed Project would introduce student commuters to the area, it does not include development of housing or retail that would significantly increase vehicle travel to and from the area. Therefore, the Proposed Project would be consistent with the CEQA Guidelines.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
Less than Significant Impact. The Citrus College 2020-2030 EFMP does propose the addition of a new road between the Golf Driving Range and Softball Fields; however, this addition would be consistent with existing vehicular circulation patterns and connect the eastern and western portions of the campus. The new road would not introduce a new geometric design feature or incompatible use. Improvements associated with the Center for Excellence would not modify the existing driveway and would expand parking facilities at the site. Once operational, the parking uses at the site would remain the same at the Center for Excellence while providing for more users onsite; however, no increase in hazards from design or incompatible uses would occur.

d) *Would the project result in inadequate emergency access?*
Less than Significant Impact. Citrus College has an Emergency Operations Plan outlining the response to an extraordinary emergency situation associated with natural disasters, technological incidents, and national security emergencies. Additionally, the City of Glendora's General Plan identifies evacuation routes within the City in the event of any such emergencies that requires evacuation. The Citrus College campus would continue to provide adequate emergency access. During construction phases of the different major capital projects temporary impacts could reduce access to the site and analysis would be conducted to maintain access for facility users and emergency responders. Project site plans would be reviewed by the LACFD for adequate fire access. Additionally, the Project would comply with local fire and police jurisdictions review of all construction and site plans prior to the State Fire Marshall's final approval. As such, no impacts to an adopted emergency response plan or emergency evacuation plan would occur.

4.18 TRIBAL CULTURAL RESOURCES

18.	**TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
(b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

4.18.1 Impact Analysis

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less Than Significant Impact. As discussed in Section 4.5.2, Citrus College is located in an urbanized area that has been previously disturbed by past activities. No historic or archeologic resources were identified onsite from the cultural resource records search, and it is unlikely for construction related Project activities to result in the discovery of new resources. The Proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resources that is listed or eligible for listing. A less than significant impact would occur.

b) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less than Significant Impact with Mitigation. As part of AB 52 consultation outreach, the Torres-Martinez Desert Cahuilla Indians, the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno

Tongva Indians of California Tribal Council, and the Soboba Band of Luiseno Indians were sent letters to notify the tribes of the Proposed Project. To date, the Gabrieleno Band of Mission Indians – Kizh Nation is the only tribe that responded requesting formal AB 52 consultation regarding the Project. This consultation meeting occurred on July 20, 2023. Follow-up information was provided by email from the Gabrieleno Band of Mission Indians – Kizh Nation, along with proposed mitigation measures. After multiple rounds of email correspondence, consultation was deemed complete on September 6, 2023, with the following agreed upon mitigation measures:

MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The lead agency (Citrus Community College District) shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of "ground-disturbing activity" for the Proposed Project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include heavy grading, excavation and trenching associated with Proposed Project building work.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the lead agency by the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the lead agency that ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and the Kizh monitor and/or Kizh archaeologist will be included in the consultation on the recommended procedure/process to move forward. While adhering to the Project CPM baseline schedule, the Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Therefore, a less than significant impact to Tribal Cultural Resources would occur with the incorporation of the above mitigation measures.

In addition, as discussed in Section 4.5.2, should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. No further excavation or disturbance of the Project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, if the remains are human. In the event human remains are discovered, a less than significant impact would occur.

4.19 UTILITIES AND SERVICE SYSTEMS

19.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
(e)	Comply with Federal, State, and local management and reduction statutes and regulations related to solid wastes?	☐	☐	☐	☒

4.19.1 Impact Analysis

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or expansion of which could cause significant environmental effects?*

Less than Significant Impact. The 2020-2030 EFMP could require relocation of existing utilities onsite, however an effort would be made to keep the utilities in place as much as possible. Therefore, a less than significant impact related to utilities would occur.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal dry and multiple dry years?*

Less than Significant Impact. Citrus College expects an increase in the student population over the next 10 years, which would increase water consumption at the campus. Build-out of the 2020-2030 EFMP and Center for Excellence would comply with current building code standards at the time of construction and use of water efficient facilities would be required as part of the CBC. Additionally, the City of Glendora Urban Water Management Plan provides a water supply analysis until 2040 including consecutive dry years and accommodates for increases in population (City of Glendora 2021). Based off of the results from the Urban Water Management Plan and the growth predicted in the 2020-2030 EFMP, a less than significant impact would occur.

c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. Citrus College, with a projected increase in student population on campus over the next 10 years, may experience an increase in water consumption and wastewater production at the campus. Nearby wastewater facilities include the San Jose Creek Water Reclamation Plant and Joint Water Pollution Control Plant, with treatment capacities of 100 million gallons per day (MGD) and 300 MGD respectively (City of Glendora 2021). With the expected increased student population to a total of 13,321 in 2030, capacity at both facilities would have sufficient capacity to support full build-out of the 2020-2030 EFMP and Center for Excellence. Therefore, a less than significant impact would occur.

d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

No Impact. Construction waste would be transported to a certified landfill with adequate capacity, most likely either Scholl Canyon Landfill or Puente Hills Landfill. Garbage service is provided by Athens Services (City of Glendora 2022b). The District will continue to work with the contractor providing solid waste services to ensure that appropriate recycling containers and waste receptacles are provided on the site. The Proposed Project will comply with applicable State regulations pertaining to solid waste disposal.

e) *Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?*

No Impact. The District will comply with Federal, State, and local statutes and regulations related to solid waste disposal.

4.20 WILDFIRE

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

4.20.1 Impact Analysis

a) *Would the project impair an adopted emergency response plan or emergency evacuation plan?*

Less than Significant Impact. Citrus College has an Emergency Operations Plan outlining the response to extraordinary emergency situations associated with natural disasters, technological incidents and national security emergencies. Additionally, the City of Glendora's General Plan identifies evacuation routes within the City in the event of any such emergency that requires evacuation. The Citrus College campus would continue to provide adequate emergency access. During construction phases of the major capital projects, temporary impacts could reduce access to the site and analysis would be conducted to maintain access for facility users and emergency responders.

Project site plans would be reviewed by the LACFD for adequate fire access. Additionally, Projects would comply with the local fire authority and police jurisdiction for review of all construction and site plans prior to the State Fire Marshall's final approval. As such, no impacts to an adopted emergency response plan or emergency evacuation plan would occur.

b) *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Less than Significant Impact. The Project site is located in an urban area, and there is no wildland susceptible to wildfire on or near the site. The Project site is located 0.85 mile south of the nearest Very High Fire Hazard Local responsibility area (Calfire 2022). Facilities constructed as part of the 2020-2030 EFMP, and Center for Excellence would be required to comply with the current building code which would include use of materials to reduce fire risk and susceptibility of the Project to wildfire events.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. The Project site is in an urbanized area surrounded by development. The build-out of the 2020-2030 EFMP and Center for Excellence would not require the installation of new infrastructure that may exacerbate fire risk. No impact would occur.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?

Less than Significant Impact. The Proposed Project is located within a developed area with relatively flat topography. The Angeles National Forest is located approximately 0.91 mile north of the Project site, with the most recent wildfire occurring in 2015 in the hills approximately 9.5 miles north of Glendora. (ABC7 2015). No evacuations in City limits occurred. The project would not expose people or structures to significant risk of post fire downstream flooding, landslides or runoff beyond existing conditions; therefore the impact would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)	☐	☐	☒	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.21.1 Impact Analysis

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

Less Than Significant With Mitigation Incorporated. As discussed in Section 4.4, the Proposed Project site is located within the urbanized area of Glendora with no sensitive natural resources. Due to the highly urbanized nature of the Proposed Project area, the Proposed Project would not reduce the habitat of fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, due to concerns about City related tree protection ordinances, Mitigation Measure BIO-1 is proposed to reduce impacts to mature trees onsite. The potential for nesting birds exists during all portions of the 2020-2030 EFMP and Mitigation Measure BIO-2 would reduce impacts to nesting birds to a level less than significant. Additionally, the Proposed Project would not significantly impact examples of the major periods of California history or prehistory.

Project related activities could impact character defining features associated with the Performing Arts building; however, a review by a qualified historian or architectural historian would be conducted to reduce impacts on character defining features associated with the building. Implementation of Mitigation Measure CUL-1 would reduce impacts to a less-than-significant level for historic resources.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)*

Less Than Significant. Implementation of the Proposed Project would not have the potential cause impacts that are individually limited, but cumulatively considerable. Where the Proposed Project would have no impact, specifically with respect to agricultural resources, mineral resources, and population and housing, it would not contribute to cumulative impacts. In addition, issues specific to site conditions, such as site geology and soils, do not have cumulative effects. The Proposed Project is not growth inducing; thus, it would not contribute to the cumulative effects of population growth. The incremental effects of the Proposed Project that could contribute to cumulative impacts include air, noise, and traffic impacts associated with vehicle trips generated by the Proposed Project and construction impacts.

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

Less Than Significant With Mitigation Incorporated. Effects to human beings are generally associated with air quality, noise, hazardous materials and traffic. As discussed in the previous environmental topic areas, the Project would not result in significant impacts to human beings because the Proposed Project would not cause significant impacts to air quality and noise that could impact humans in the area. Mitigation Measure HAZ-1 would reduce impacts regarding hazardous materials, asbestos containing building materials, lead-containing building materials, loose and peeling lead containing paint, mercury light tubes, mercury thermostat switches, PCB-light ballasts, and PCB-containing building materials. Implementation of Mitigation Measure HAZ-2 would require a Phase I ESA prior to any ground disturbing activities occurring onsite. Adherence to regulatory codes, ordinances, regulations, BMPs, and standards listed throughout this document would ensure that construction and operation would not result in substantial adverse direct or indirect effects on humans. The impacts to human beings as a result of the Proposed Project would be less than significant.

SECTION 5.0 – REFERENCES

The following is a list of references used in the preparation of this document.

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Appendix A – Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis

AIR QUALITY, ENERGY, AND GREENHOUSE GAS EMISSIONS IMPACT ANALYSIS

CITRUS COLLEGE EDUCATIONAL AND FACILITIES MASTER PLAN 2020-2030 PROJECT

CITY OF GLENDORA

Lead Agency:

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BSFC	Brake Specific Fuel Consumption
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
Cf_4	tetrafluoromethane
C_2F_6	hexafluoroethane
CH_4	Methane
City	City of Glendora
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	Environmental Protection Agency
ºF	Fahrenheit
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
GWP	Global warming potential
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
kWhr	kilowatt-hour
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds

MATES	Multiple Air Toxics Exposure Study
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MWh	Megawatt-hour
NAAQS	National Ambient Air Quality Standards
NO_x	Nitrogen oxides
NO_2	Nitrogen dioxide
OPR	Office of Planning and Research
Pfc	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PPM	Parts per million
PPB	Parts per billion
PPT	Parts per trillion
RSP	Renaissance Specific Plan
RTIP	Regional Transportation Improvement Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SO_x	Sulfur oxides
TAC	Toxic air contaminants
UNFCCC	United Nations' Framework Convention on Climate Change
VOC	Volatile organic compounds

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Air Quality, Energy, and Greenhouse Gas (GHG) Emissions Impact Analysis has been completed to determine the air quality, energy, and GHG emissions impacts associated with the proposed Citrus College Educational and Facilities Master Plan 2020-2030 project (2020-2030 EFMP or proposed project). The following is provided in this report:

- A description of the proposed project;
- A description of the atmospheric setting;
- A description of the criteria pollutants and GHGs;
- A description of the air quality regulatory framework;
- A description of the energy conservation regulatory framework;
- A description of the GHG emissions regulatory framework;
- A description of the air quality, energy, and GHG emissions thresholds including the California Environmental Quality Act (CEQA) significance thresholds;
- An analysis of the conformity of the proposed project with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP);
- An analysis of the short-term construction related and long-term operational air quality, energy, and GHG emissions impacts; and
- An analysis of the conformity of the proposed project with all applicable energy and GHG emissions reduction plans and policies.

1.2 Site Locations and Study Area

The existing Citrus College is located on approximately 104 acres at 1000 W. Foothill Boulevard in the City of Glendora (City). Citrus College is bounded by Foothill Boulevard and residential uses to the north, Barranca Avenue and a mix of residential and commercial uses to the east, Azusa Pacific University, residential and commercial uses to the south, and Citrus Avenue and residential uses to the west.

In addition to the existing Citrus College location, the proposed project includes a 1.77 acre parcel at 1155 Foothill Boulevard that is currently occupied by a church on this property and is referred to as the Center for Excellence Site. This property is bounded by the Metro Rail Foothill Gold Line to the north, residential uses to the east, Foothill Boulevard and Citrus College to the south, and Citrus Avenue and residential uses to the west. The project local study area and surrounding uses is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the Center for Excellence site. There are also homes as near as 15 feet from the south side, 80 feet from the east side, and 90 feet from the north and west sides of the existing Citrus College site. The nearest K-12 school is Powell Elementary School, which is located as near as 1,100 feet south of the existing Citrus College site.

1.3 Proposed Project Description

The proposed project comprises of the adoption and implementation of the 2020-2030 EFMP. As of 2019 there were 13,159 full time students enrolled at Citrus College. By 2030 there is anticipated to be 13,321 full time students enrolled at Citrus College, which would result in an increase of 162 students.

Pursuant to the 2020-2030 EMP, site improvements will include connectivity of on-site parking facilities, refinement of existing and additional drop-off/pick-up zones, improved pedestrian access and wayfinding. Renovations will address programming needs for flexible and technologically advanced classrooms and laboratory technology upgrades, improvements to space efficiency and utilization of space, improvements to existing infrastructure, and sustainability improvements that will contribute to becoming a Zero Net Energy (ZNE) campus.

The proposed project also involves construction of new buildings:

- Buildings to replace existing buildings that do not meet the requirements for renovation.
- Buildings that will address the needs of Citrus College to meet the demands of its current and future students, changing population demographics, and the changing labor market as defined in the educational component of the master plan¬
- Buildings that maximize efficiency and implement a comprehensive sustainable building design
- Sustainable strategies that will contribute to becoming a ZNE campus

These new buildings include: 1) Conference Center, 2) Student Union/Dining Hall, 3) Career Technical Education Building, 4) Classroom Building / Veterans Resource Center, 5) STEM/Science Building, 6) Library/Learning Resources Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings.

The site plan for the 2020-2030 EFMP planning process, is shown in Figure 2, Citrus College 2020-2030 Educational and Facilities Master Plan. This site plan includes new construction, building renovations and site development projects identified in the educational component of the EFMP. Outlined below is a list of Minor, Moderate, and Major Renovation/Replacement needs (projects) for existing campus buildings as provided in the EFMP.

Minor Renovation

The following buildings/facilities were constructed and/or modernized more recently and are thus in need of only minor renovations to bring them up to current code requirements, to address items identified in the college's Americans with Disabilities Act (ADA) Transition Plan, to address technology and utilities infrastructure upgrades, to enhance functionality, and to improve efficiency for serving students, staff and visitors:

VA - Visual Arts

CI - Center for Innovation

MA - Math/Science

RG - Reprographics

FH - Field House

GH - Gate House

SS - Student Services

IC - Integrated Success Center

CS - Campus Safety

AD- Administration

Moderate Renovation

The buildings/facilities listed below are in need of moderate renovations to address the following items:

- Facilities need to be brought up to current code compliance
- Improvements are needed to address building security
- The quantity and infrastructure of restrooms do not support current building capacities
- Technology improvements are needed to support current needs, adapt to future needs, and to remain flexible and adaptable to future technological changes
- Buildings need a more cohesive relationship to their surroundings
- Improvements are needed for accessibility and to meet current standards
- Moderate renovations are needed to address items in Citrus College's ADA Transition Plan
- Moderate enhancements are needed to address functionality and to meet programmatic needs

NR/SR - North and South Stadium Restrooms

RA - Recording Arts

VT - Video Technology

TD/TE - Technician Development/Technology Engineering

Athletic Facilities

CP - Central Plant

Major Renovation / Replacement

The buildings/facilities listed below are in need of major renovations or replacement to address the following items:

- Improvements are needed to address building security
- Building construction makes it difficult and costly to renovate for better space utilization and to achieve energy efficiency
- Evidence of substantial structural slab cracking with areas of exposed rebar
- Restrooms are not to current code compliance
- Requires ADA upgrades
- Roofing needs replacement
- Existing facilities are qualified with a high Facilities Condition Index (FCI)
- Classrooms have outdated lighting and internal environment is void of natural light
- Lab equipment and stations do not meet accessibility quantities and requirements
- Air handling units have reached the end of their useful life and are past due for replacement
- Current physical conditions of facilities inhibit the ability for technological implementation and flexibility

- Better efficiency of space utilization to adapt to programmatic needs

PE - Physical Education Gym

DT1 - Diesel Technology 1

DT2 - Diesel Technology 2

PC - Professional Center

PS - Physical Science

LH - Lecture Hall

LS - Life Science

LB - Liberal Arts/Business

AA - Automotive Annex

TC - Technology Center

PA - Performing Arts

LI – Library

BK - Bookstore

CC (lower level) - Dining Room and Kitchen

IS - Information Systems

MO & WA - Maintenance & Warehouse

Major Capital Projects / Proposed New Building Construction

The following is an overview of the EFMP'S major capital projects / proposed new building construction: 1) Conference Center, 2) Student Union/Dining Hall, 3) Career Technical Education Building, 4) Classroom Building / Veterans Resource Center, 5) STEM/Science Building, 6) Library/Learning Resources Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings.

<u>Center for Excellence - Conference Center</u>

The recommendation for the off-site facility is to build a modern, technology-enhanced conference center which would be available for Citrus College and the community. The prime location of this facility renders a great opportunity for college use as well as a venue for broader organizational use. Additionally, the facility's proximity to the Metro Gold Line station makes it ideally accessible to the greater community. The Project site for the proposed conference center is approximately 1.77 acres and is north of Foothill Boulevard and east of Citrus Avenue. The new two-story conference center will be 40,000 sq. ft. The existing 10,000 sq. ft. church will be demolished as will the existing parking lot be removed and reconfigured.

<u>Student Union / Dining Hall</u>

A new Student Union / Dining Hall facility will be 20,000 sq. ft. and is proposed to be constructed at the location of the existing bookstore. The student union will absorb the kitchen and dining hall services from the lower level of the Campus Center and bring those services up to the same level as the campus quad.

This new facility will extend into the central quad and provide options for indoor and outdoor dining. This facility will serve as a space for student gathering and informal collaboration and should be accessible to everyone on campus. The lower level of the Campus Center will be modernized for Information Services, allowing the college's Technology and Computing Services (TeCS) area to be housed in the lower level of the Campus Center, near the college's fiber-optic hub. The buildings to be replaced in conjunction with this recommendation are the existing Bookstore and Information Systems.

<u>Career Technical Education Building (CTE)</u>

A new 79,000 sq. ft. CTE building will be constructed adjacent to the existing Technician Development (TD) and Technology Engineering (TE) buildings. The new CTE building replaces similar outdated structures, allowing for the sharing of instructional support spaces while also providing specialty spaces to support new and existing CTE programs. Data collected from the educational component of the EFMP projects significant growth in the CTE programs. Classroom and lab spaces will be expanded and designed to accommodate future programmatic needs and educational technologies. The buildings to be removed in conjunction with the construction of this building are PC, TC, AA, DT1, DT2 Site, and Portable 3 (P3)

<u>Classroom Building and Veterans Resource Center</u>

A new instructional building (classroom building) will function as an interdisciplinary facility that will provide flexibility for advanced teaching methodologies. The building will be approximately 44,000 sq. ft and would be designed to accommodate technological learning environments that meet expanded classroom needs including highly-flexible spaces to accommodate future programmatic needs and educational technologies for interactive teaching and learning facilities. To optimize access and provide a central location for a new Veterans Success Center, the location of the building should be adjacent to the Educational Development Center (ED) building on the west side of campus. This will provide greater balance and distribution of academic elements to the central campus core. The new facility will have an additional area designated for a Veterans Success Center with private access and separate support spaces. The buildings to be replaced in conjunction with the construction of this building are: Liberal Arts (LB), Information Systems (IS), Integrated Success Center (IC), North Bungalow (NB) and South Bungalow (SB).

<u>STEM / Science Building</u>

A new 58,000 sq. ft. STEM / Science building will provide multiple upgrades for all science and related disciplinary programs. Classrooms, labs, and interactive teaching and learning spaces will be expanded to meet present and future needs of growing programs. Located near the existing Math / Science Building and Center for Innovation, this building cluster will increase Citrus College's ability to remain competitive, enhance student enrollment, and attract new students. New café facilities will also be considered in relation to this new building design, to accommodate students, faculty and staff that are primarily located at this eastern-most end of the campus.

The buildings to be replaced in conjunction with this recommendation are LS, LH and PS Facility Removal: The Professional Center (PC) and Technology Center (TC) and Portable 1 (PT1) are in the footprint of the building and will be removed. After construction, Physical Science (PS), Lecture Hall (LH), Life Science (LS) and Earth Science (ES) will move into this building, the existing buildings will be obsolete and will be removed following the completion of the STEM building will also be removed to prepare for construction of Kinesiology Building.

Library / Learning Resource Center

The new 56,000 sq. ft. Library / Learning Resource Center redefines a traditional library by providing less space for physical books and more space for technological resources and is shown in Figure 1.3, Citrus College 2020-2030 Educational and Facilities Master Plan. The new Library building will improve the efficiency and utilization of space, provide technologically advanced resources, and enhance learning environments conducive to all methods of learning. These newly designed educational spaces will incorporate technology, accommodate flexible and collaborative learning spaces for small and large groups and include areas for individual study. The existing library building will be replaced with this new Library / Learning Resource Center and the existing on grade parking will be demolished as well.

Kinesiology Building

A new 65,000 sq. ft. Kinesiology building will be adjacent to the existing gym facility and physical education buildings. The new Kinesiology building will enhance the college's existing athletic programs and provide an opportunity to grow competitive sports teams as well as the academic programs. It is recommended that the new facility include universally accessible gym facilities and equipment, as well as classrooms and offices for instructional use.

The buildings to be replaced in conjunction with this recommendation are AP, AQ and PE. The Tennis Complex (TN), Adaptive Physical Education (AP), and Aquatic Center (AQ) are in the footprint of the new building and will be removed as well.

Minor Capital Projects

The following is an overview of the EFMP'S Minor Capital Projects, or proposed site improvements. There are several opportunities to reinforce the campus image and provide a cohesive and memorable experience for all students, faculty, staff and visitors. A number of site improvement projects are recommended to enrich the campus identity and enhance the overall campus community environment. These recommendations are listed below:

- Drop-Off / Pick-Up Zones transforms the way buildings interface with adjacent parking lots as entry plazas from the drop-off / pick-up zones and visitor arrival areas at these locations.
- High Monument Signage enhances existing high monument signage to emphasize the primary campus point-of-entry and reinforce branding and college identity.
- Low Monument Signage / Marquee updates the existing marquee to better represent Citrus College with its location at the primary entrance to the college. Repeat a variation of the high monument sign at multiple locations along the street frontage identifying entrances to buildings and parking lot locations.
- Campus Gateway enhances this area of the campus as a primary drop-off / pick-up area and threshold to the college.
- Promenade improves pedestrian circulation paths with paving, sustainable landscaping, signage and lighting.
- Central Quad strengthens the campus core and sense of community with a redefined and reimagined central quad. Activated by student-oriented spaces on each end with major pedestrian pathways connecting to all areas of the campus, the central quad becomes the "heart of the campus."

- East Quad enhances the east quad to support a variety of activities including informal study spaces, career fairs, ceremonies, and special events. Additionally, functions in adjacent buildings can extend out into the east quad.
- Veterans Plaza creates a Veterans Plaza as an outdoor extension of the Veterans Success Center and strengthens the sense of community amongst the Veteran group and with the rest of the college.
- Library / Learning Resource Center Plaza creates a Learning Resource Center Plaza to provide a collaborative outdoor space for students to gather and learn. Adjacent areas to this facility will enhance the use of outdoor space for studying and social interaction.
- Tree Grove will provide similar planted tree species along major arterial paths to add identity and enhance the campus image.
- Fountain Plaza enhances the central quad and create a link between outdoor space and the new Student Union/Dining Hall Facility by renovating the existing Owl fountain and bringing it into compliance with current water usage standards

Proposed Circulation and Parking

The proposed circulation plan enhances vehicular and pedestrian circulation by creating new paths of travel from multiple points of entry to designated drop-off/pick-up zones. The proposed plan links the two existing student parking lots to the south of the central quad with a new road running between the softball fields and golf driving range. The new road will allow drivers to navigate through campus without needing to leave the campus to get to their desired destination. The proposed road is also the route to the proposed new drop-off/pick-up zones. There are currently 3,321 parking spaces and the proposed project would increase the number of parking spaces to 3,350 spaces, which would result in an increase of 29 parking spaces. It is anticipated that implementation of the proposed project would result in the installation of up to 5 acres of new pavement area for the new paths of travel and parking spaces.

Projected Space Needs and Demolition

Table A, Projected Space Needs and Demolition compares Citrus College's existing space, proposed modifications, improvements, and space re-alignment, in order to project future space needs. The methodology used for these projections was based upon the estimated overall annual growth rate of 0.49% for Citrus College. The facilities improvements recommended will minimally increase the total campus gross square feet (GSF) by less than 1%, or approximately 4,924 GSF. However, the proposed recommendations will increase assignable square feet (ASF) by 3.5%, or approximately 17,812 ASF by better utilization of space design. The proposed removal and replacement of older buildings will significantly improve the efficiency and flexibility of the college's instructional spaces.

Table A – Projected Space Needs and Demolition

Type of Space[1]	2019	Planned Demolition	Planned New	Difference	Projected 2030
GSF	759,786	(316,904)	321,828	4,924	764,710
ASF	501,306	(218,288)	236,100	17,812	519,118

Notes:
[1] GSF = Gross Square Feet; ASF = Assignable Square Feet.

Planned Development Schedule

As shown in Table B, Buildout of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022. Phase 2 (Conference Center) is anticipated to begin in Winter 2023. Standard construction hours would be 7:00 am to 7:00 pm Monday through Friday. If it is necessary to occasionally conduct construction activities on Saturdays, construction activities will start at 9:00 am.

Table B – Planned Development Phases

Development Phase	Building / Use
1. 2022 – 2031	Campus Wide Improvements
2. 2023 – 2025	Center for Excellence
3. 2024 – 2025	Campus Center and Dining Hall
4. 2025 – 2027	Career Technical Education
5. 2027 – 2029	Classroom Building/Veteran's Resource Center
6. 2028 – 2030	STEM
7. 2029 – 2031	Library / Learning Resource Center *
8. 2030 - 2032	Kinesiology *

Notes:
* The Library / Learning Resource Center and Kinesiology Building may be initiated / completed as District funding becomes available.

1.4 Executive Summary

Standard Air Quality, Energy, and GHG Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the SCAQMD and State of California (State).

<u>South Coast Air Quality Management District Rules</u>

The following lists the SCAQMD rules that are applicable, but not limited to the proposed project.

- Rule 402 Nuisance – Controls the emissions of odors and other air contaminants;
- Rule 403 Fugitive Dust – Controls the emissions of fugitive dust;
- Rules 1108 and 1108.1 Cutback and Emulsified Asphalt – Controls the VOC content in asphalt;
- Rule 1113 Architectural Coatings – Controls the VOC content in paints and solvents;
- Rule 1143 Paint Thinners – Controls the VOC content in paint thinners; and
- Rule 1403 Asbestos Removal – Provides procedures for asbestos removal from buildings.

<u>State of California Rules</u>

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to the proposed project.

- CCR Title 13, Article 4.8, Chapter 9, Section 2449 – In use Off-Road Diesel Vehicles;
- CCR Title 13, Section 2025 – On-Road Diesel Truck Fleets;

- CCR Title 24 Part 6 – California Building Energy Standards; and
- CCR Title 24 Part 11 – California Green Building Standards.

Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines air quality, energy, and GHG emissions checklist questions.

Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Less than significant impact.

Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact.

Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact.

Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;

Less than significant impact.

Conflict with or obstruct a state or local plan for renewable energy;

Less than significant impact.

Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

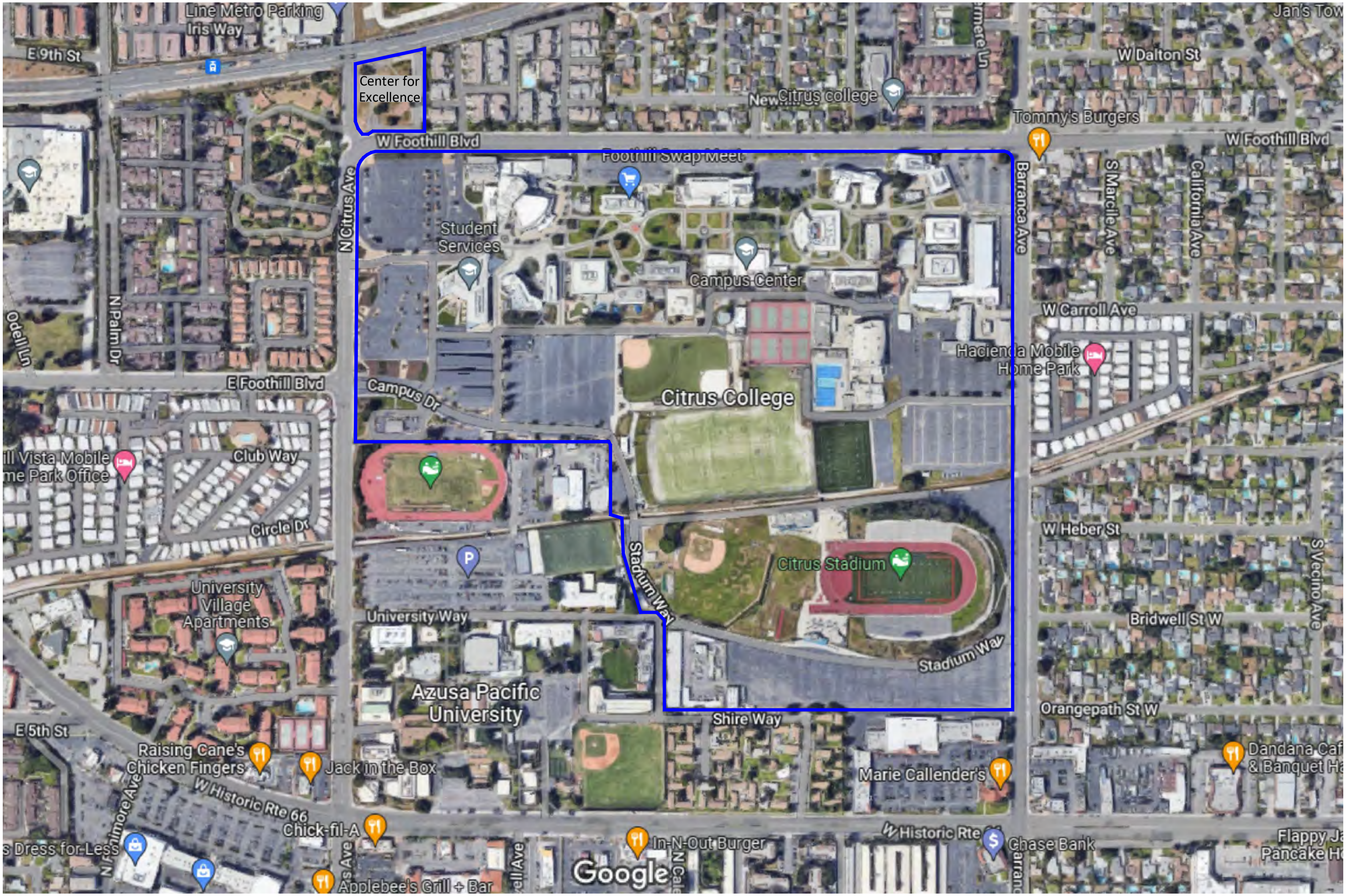
Less than significant impact.

Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Less than significant impact.

1.5 Mitigation Measures for the Proposed Project

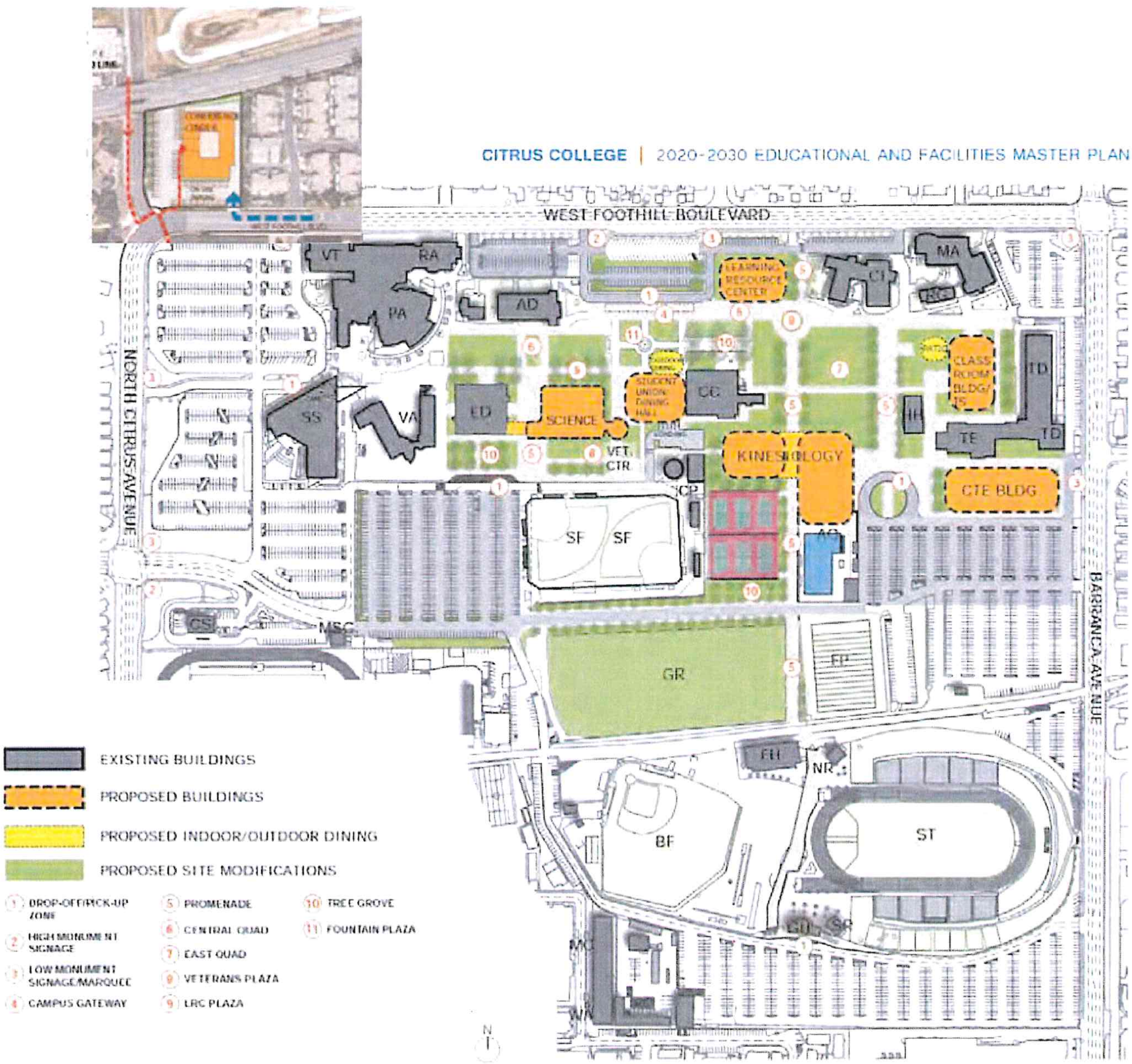
This analysis found that implementation of the State and SCAQMD air quality, energy, and GHG emissions reductions regulations were adequate to limit criteria pollutants, toxic air contaminants, odors, and GHG emissions from the proposed project to less than significant levels. No mitigation measures are required for the proposed project with respect to air quality, energy, and GHG emissions.



SOURCE: Google Maps.

VISTA ENVIRONMENTAL

Figure 1
Project Local Study Area



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SOURCE: Chambers Group.

VISTA ENVIRONMENTAL

Figure 2
Proposed Site Plan

2.0 AIR POLLUTANTS

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

2.1 Criteria Pollutants and Ozone Precursors

The criteria pollutants consist of: ozone, nitrogen oxides (NOx), CO, sulfur oxides (SOx), lead, and particulate matter (PM). The ozone precursors consist of NO_x and VOC. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants and ozone precursors.

Nitrogen Oxides

NOx is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of nitrogen dioxide (NO_2) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone is not usually emitted directly into the air, instead it is created by a chemical reaction between NOx and VOC in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

SOx gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

PM is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) that are also known as *Respirable Particulate Matter* are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) that are also known as *Fine Particulate Matter* have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of ozone are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

VOC is not classified as a criteria pollutant, since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of ozone and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

2.2 Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, TACs are another group of pollutants of concern. TACs is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to *The California Almanac of Emissions and Air Quality 2013 Edition*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is DPM. DPM is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by CARB and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California*, prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the project site, as identified in the *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California,* prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately 85 miles southeast of the project site in the San Jacinto Mountains. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

In addition to naturally occurring asbestos, asbestos was used extensively in building construction from the early 1940s through the 1970s as highly-effective and inexpensive fire-retardant material and thermal and acoustic insulator. Asbestos is most commonly found as thermal insulation on pipes, but also may be found in certain types of floor and ceiling tiles. There are two types of asbestos: “friable” and "non-friable.” Friable asbestos generally contains more than one percent asbestos by weight or area, and can be crumbled, pulverized, or reduced to powder by the pressure of an ordinary human hand, which releases fibers. Non friable asbestos generally contains more than one percent asbestos but cannot be pulverized under hand pressure and generally does not release asbestos fibers. The analysis of asbestos from demolition of the existing structures is provided below in Section 10.4.

3.0 GREENHOUSE GASES

3.1 Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric GHGs, play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6).

Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

3.2 Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2 equivalent (CO_2e). As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth Assessment Report, which are used in CARB's 2014 Scoping Plan Update and the CalEEMod Model Version 2020.4.0 and are detailed in Table C. The IPCC has updated the Global Warming Potentials of some gases in their Fifth Assessment Report, however the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

Table C – Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Notes:

[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2020.4.0),that is used in this report (CalEEMod User Guide, May 2021).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Source: IPCC 2007, EPA 2015

3.3 Greenhouse Gas Emissions Inventory

According to the Carbon Dioxide Information Analysis Center[1], 9,855 million metric tons (MMT) of CO_2e emissions were created globally in the year 2014. According to the Environmental Protection Agency (EPA), the breakdown of global GHG emissions by sector consists of: 25 percent from electricity and heat production; 21 percent from industry; 24 percent from agriculture, forestry and other land use activities; 14 percent from transportation; 6 percent from building energy use; and 10 percent from all other sources of energy use[2].

According to *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2019,* prepared by EPA, in 2019 total U.S. GHG emissions were 6,558 million metric tons (MMT) of CO_2e emissions. Total U.S. emissions have increased by 4 percent between 1990 and 2016 and GHG emissions decreased by 13 percent between 2005 and 2019. The recent decrease in GHG emissions was a result of multiple factors, including population, economic growth, energy markets, and technological changes the include energy efficiency and energy fuel choices. Between 2018 and 2019, GHG emissions decreased by almost 2 percent due to multiple factors, including a one percent decrease in total energy use.

According to *California Greenhouse Gas Emissions for 2000 to 2019 Trends of Emissions and Other Indicators*, prepared by CARB, July 28, 2021, the State of California created 418.2 million metric tons of carbon dioxide equivalent ($MMTCO_2$e) in 2019. The 2019 emissions were 7.2 $MMTCO_2$e lower than 2018 levels and almost 13 $MMTCO_2$e below the State adopted year 2020 GHG limit of 431 $MMTCO_2$e. The breakdown of California GHG emissions by sector consists of: 39.7 percent from transportation; 21.1 percent from industrial; 14.1 percent from electricity generation; 7.6 percent from agriculture; 10.5 percent from residential and commercial buildings; 4.9 percent from high global warming potential sources, and 2.1 percent from waste.

1 Obtained from: https://cdiac.ess-dive.lbl.gov/trends/emis/tre_glob_2014.html
2 Obtained from: https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data

4.0 AIR QUALITY MANAGEMENT

The project site is located within the South Coast Air Basin (Air Basin). The air quality at the project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

4.1 Federal – United States Environmental Protection Agency

The Clean Air Act, first passed in 1963 with major amendments in 1970, 1977 and 1990, is the overarching legislation covering regulation of air pollution in the United States. The Clean Air Act has established the mandate for requiring regulation of both mobile and stationary sources of air pollution at the state and federal level. The EPA was created in 1970 in order to consolidate research, monitoring, standard-setting and enforcement authority into a single agency.

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown below in Table D.

Table D – State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in

Air Pollutant	Concentration / Averaging Time: California Standards	Concentration / Averaging Time: Federal Primary Standards	Most Relevant Effects
Matter (PM_{10})			pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3 / 24-hour 12 µg/m^3 / annual	
Sulfates	25 µg/m^3 / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 µg/m^3 / 30-day	0.15 µg/m^3 /3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf .

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP. The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table E, the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone and PM2.5 and partial non-attainment for lead. Currently, the Air Basin is in attainment with the national ambient air quality standards for CO, PM10, SO_2, and NO_2.

Table E – South Coast Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
1-Hour Ozone[c)]	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[d)]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	8/3/2038
	NAAQS	2015 8-Hour (0.070 ppm)	Pending – Expect Nonattainment (Extreme)	Pending (beyond 2032)
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e)]	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2[f)]	NAAQS	2010 1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	1971 24-Hour (0.14 ppm) 1971 Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)[g)]	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h)]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment (final determination pending)	8/24/2016 (attained 2013)
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Moderate)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead[i)]	NAAQS	2008 3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial) (Attainment determination requested)	12/31/2015

Source: SCAQMD, February 2016

Notes:

a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration

c) The 1979 1-hour ozone standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard and therefore has some continuing obligations with respect to the revoked standard

d) The 2008 8-hour ozone NAAQS (0.075 ppm) was revised to 0.070 ppm. Effective 12/28/15 with classifications and implementation goals to be finalized by 10/1/17; the 1997 8-hour ozone NAAQS (0.08 ppm) was revoked in the 2008 ozone implementation rule, effective 4/6/15;there are continuing obligations under the revoked 1997 and revised 2008 ozone until they are attained.

e) New NO_2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO_2 standard retained

f) The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.

g) Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM10 maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.

h) The attainment deadline for the 2006 24-Hour PM2.5 NAAQS was 12/31/15 for the former "moderate" classification; EPA approved reclassification to "serious", effective 2/12/16 with an attainment deadline of 12/31/19; the 2012 (proposal year) annual PM2.5 NAAQS was revised on 1/15/13, effective 3/18/13, from 15 to 12 µg/m^3; new annual designations were final 1/15/15, effective 4/15/15; on July 25, 2016 EPA finalized a determination that the Basin attained the 1997 annual (15.0 µg/m^3) and 24-hour PM2.5 (65 µg/m^3) NAAQS, effective August 24, 2016

i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect to remain in attainment based on current monitoring data; attainment re-designation request pending.

In 2015, one or more stations in the Air Basin exceeded the most current federal standards on a total of 146 days (40 percent of the year), including: 8-hour ozone (113 days over 2015 ozone NAAQS), 24-hour PM2.5 (30 days, including near-road sites; 25 days for ambient sites only), PM10 (2 days), and NO_2 (1 day).

Despite substantial improvement in air quality over the past few decades, some air monitoring stations in the Air Basin still exceed the NAAQS for ozone more frequently than any other area in the United States. Seven of the top 10 stations in the nation most frequently exceeding the 2015 8-hour ozone NAAQS in 2015 were located within the Air Basin, including stations in San Bernardino, Riverside, and Los Angeles Counties (SCAQMD, 2016).

PM2.5 levels in the Air Basin have improved significantly in recent years. By 2013 and again in 2014 and 2015, there were no stations measuring PM2.5 in the Air Basin that violated the former 1997 annual PM2.5 NAAQS (15.0 $\mu g/m^3$) for the 3-year design value period. On July 25, 2016 the EPA finalized a determination that the Basin attained the 1997 annual (15.0 $\mu g/m^3$) and 24-hour PM2.5 (65 $\mu g/m^3$) NAAQS, effective August 24, 2016. Of the 17 federal PM2.5 monitors at ambient stations in the Air Basin for the 2013-2015 period, five stations had design values over the current 2012 annual PM2.5 NAAQS (12.0 $\mu g/m^3$), including: Mira Loma (Air Basin maximum at 14.1 $\mu g/m^3$), Rubidoux, Fontana, Ontario, Central Los Angeles, and Compton. For the 24-hour PM2.5 NAAQS (35.0 $\mu g/m^3$) there were 14 stations in the Air Basin in 2015 that had one or more daily exceedances of the standard, with a combined total of 25 days over that standard in the Air Basin. While it was previously anticipated that the Air Basin's 24-hour PM2.5 NAAQS would be attained by 2015, this did not occur based on the data for 2013 through 2015. The higher number of days exceeding the 24-hour PM2.5 NAAQS over what was expected is largely attributed to the severe drought conditions over this period that allowed for more stagnant conditions in the Air Basin with multi-day buildups of higher PM2.5 concentrations. This was caused by the lack of storm-related dispersion and rain-out of PM and its precursors (SCAQMD, 2016).

The Air Basin is currently in attainment for the federal standards for SO_2, CO, NO_2, and PM10. The Air Basin is designated as partial nonattainment for lead and is based on two source specific monitors in Vernon and in the City of Industry that are both near battery recycling facilities. The 2012 Lead SIP for Los Angeles County provides measures to meet attainment of lead by December 31, 2015. Current monitoring data shows that lead is now below the standards at all monitoring stations, however it will take three years of meeting the standards before Los Angeles County can request to be re-designated by the EPA. While the concentration level of the 1-hour NO_2 federal standard (100 ppb) was exceeded in the Air Basin for one day in 2015 (Long Beach- Hudson Station), the NAAQS NO_2 design value has not been exceeded. Therefore, the Air Basin remains in attainment of the NO_2 NAAQS (SCAQMD, 2016).

4.2 State – California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown above in Table D. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The Air Basin has been designated by the CARB as a non-attainment area for ozone, PM10 and PM2.5. Currently, the Air Basin is in attainment with the ambient air quality standards for CO, NO_2, SO_2, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to all warehouse projects in the State.

Assembly Bill 2588

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the CARB adopted California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 to reduce DPM and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0 or Tier 1 engine. By January 1, 2018 medium and large fleets will be restricted from adding Tier 2 engines to their fleets and by January 2023, no commercial operation will be allowed to add Tier 2 engines to their fleets. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NOx emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. By January 1, 2014, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NOx emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks utilized during construction of the proposed project will be required to comply with Resolution 08-43.

4.3 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *Final 2016 Air Quality Management Plan* (2016 AQMP) was adopted by the SCAQMD Board on March 3, 2016 and was adopted by CARB on March 23, 2017 for inclusion into the SIP. The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour PM2.5 (35 µg/m^3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP also includes revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012 AQMP was prepared in order to demonstrate attainment with the 24-hour PM2.5 standard by 2014 through adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023, through implementation of future improvements in control techniques and technologies. These "black box" emissions reductions represent 65 percent of the remaining NOx emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NOx control measures have been provided in the 2012 AQMP even though the primary purpose was to show compliance with 24-hour PM2.5 emissions standards.

The 2016 AQMP provides a new approach that focuses on available, proven and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities to promote reductions in GHG emissions and TAC emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the Air Basin. Instead, this is controlled through local jurisdictions in accordance to CEQA. In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the Air Basin, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to all land development projects in the Air Basin.

Rule 402 - Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 403- Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any on-going maintenance during operations. Therefore, all asphalt used during construction and operation of the proposed project must comply with SCAQMD Rules 1108 and 1108.1.

Rule 1113 – Architectural Coatings

Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Rule 1143 – Paint Thinners

Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1143.

Rule 1403 – Asbestos Removal

Rule 1403 governs asbestos emissions from demolition and renovation activities. The existing structures on the project site shall be surveyed for asbestos prior to demolition activities. If asbestos is found within the existing structures, the asbestos shall be removed through utilization of the removal procedures detailed in Rule 1403.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal), adopted September 3, 2020and the *2019 Federal Transportation Improvement* Program (2019 FTIP), adopted September 2018, which addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Connect SoCal, 2019 FTIP, and AQMP are based on projections originating within the City and County General Plans.

4.4 Local – City of Glendora

Local jurisdictions, such as the City of Glendora, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2007 AQMP and 2012 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

5.0 ENERGY CONSERVATION MANAGEMENT

The regulatory setting related to energy conservation is primarily addressed through State and City regulations, which are discussed below.

5.1 State

Energy conservation management in the State was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants, that effectively resulted in a moratorium of any new nuclear generating plants in the State. The following details specific regulations adopted by the State in order to reduce the consumption of energy.

California Code of Regulations (CCR) Title 20

On November 3, 1976 the CEC adopted the *Regulations for Appliance Efficiency Standards Relating to Refrigerators, Refrigerator-Freezers and Freezers and Air Conditioners,* which were the first energy-efficiency standards for appliances. The appliance efficiency regulations have been updated several times by the Commission and the most current version is the *2016 Appliance Efficiency Regulations*, adopted January 2017 and now includes almost all types of appliances and lamps that use electricity, natural gas as well as plumbing fixtures. The authority for the CEC to control the energy-efficiency of appliances is detailed in California Code of Regulations (CCR), Title 20, Division 2, Chapter 4, Article 4, Sections 1601-1609.

California Code of Regulations (CCR) Title 24, Part 6

The CEC is also responsible for implementing the CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24 Part 6) that were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. In 2008 the State set an energy-use reduction goal of zero-net-energy use of all new homes by 2020 and the CEC was mandated to meet this goal through revisions to the Title 24, Part 6 regulations.

The Title 24 standards are updated on a three-year schedule and since 2008 the standards have been incrementally moving to the 2020 goal of the zero-net-energy use. On January 1, 2020 the 2019 standards went into effect, that have been designed so that the average new home built in California will now use zero-net-energy and that non-residential buildings will use about 30 percent less energy than the 2016 standards due mainly to lighting upgrades. The 2019 standards also encourage the use of battery storage and heat pump water heaters, require the more widespread use of LED lighting, as well as improve the building's thermal envelope through high performance attics, walls and windows. The 2019 standards also require improvements to ventilation systems by requiring highly efficient air filters to trap hazardous air particulates as well as improvements to kitchen ventilation systems.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (CalGreen) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The CalGreen Building

Standards are also updated every three years and the current version is the 2019 California Green Building Standard Code that become effective on January 1, 2020.

The CALGreen Code contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduces energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2019 CALGreen Code over the prior 2016 CALGreen Code include: an alignment of building code engineering requirements with the national standards that include anchorage requirements for solar panels, provides design requirements for buildings in tsunami zones, increases Minimum Efficiency Reporting Value (MERV) for air filters from 8 to 13, increased electric vehicle charging requirements in parking areas, and sets minimum requirements for use of shade trees.

Executive Order N-79-20

The California Governor issued Executive Order N-79-20 on September 23, 2020 that requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035 and all medium- heavy-duty vehicles (commercial trucks) sold in the state to be zero-emission by 2045 for all operations where feasible. Executive Order N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible by 2035.

Senate Bill 100

Senate Bill 100 (SB 100) was adopted September 2018 and requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity. SB 100 supersedes the renewable energy requirements set by SB 350, SB 1078, SB 107, and SB X1-2. SB 100 codified the interim renewable energy thresholds from the prior Bills of: 33 percent by 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Executive Order B-48-18 and Assembly Bill 2127

The California Governor issued Executive Order B-48-18 on January 26, 2018 that orders all state entities to work with the private sector to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025. Currently there are approximately 350,000 electric vehicles operating in California, which represents approximately 1.5 percent of the 24 million vehicles total currently operating in California. Implementation of Executive Order B-48-18 would result in approximately 20 percent of all vehicles in California to be zero emission electric vehicles. Assembly Bill 2127 (AB 2127) was codified into statute on September 13, 2018 and requires that the California Energy Commission working with the State Air Resources Board prepare biannual assessments of the statewide electric vehicle charging infrastructure needed to support the levels of zero emission vehicle adoption required for the State to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109) was adopted October 2007, also known as the Lighting Efficiency and Toxics Reduction Act, prohibits the manufacturing of lights after January 1, 2010 that contain levels of hazardous substances prohibited by the European Union pursuant to the RoHS Directive. AB 1109 also requires reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by: (1) At least 50 percent reduction from 2007 levels for indoor residential lighting; and (2) At least 25 percent reduction from 2007 levels for indoor commercial and all outdoor lighting by 2018. AB 1109 would reduce GHG emissions through reducing the amount of electricity required to be generated by fossil fuels in California.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. In June 2009, the EPA granted California the authority to implement GHG emission reduction standards for light duty vehicles, in September 2009, amendments to the Pavley I regulations were adopted by CARB and implementation of the "Pavley I" regulations started in 2009.

The second set of regulations "Pavley II" was developed in 2010, and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards were developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles and these GHG emissions standards are currently being implemented nationwide. However, EPA has performed a midterm evaluation of the longer-term standards for model years 2022-2025, and based on the findings of this midterm evaluation, the EPA proposed The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026 that amends the corporate average fuel economy (CAFE) and GHG emissions standards for light vehicles for model years 2021 through 2026. The EPA's proposed amendments do not include any extension of the legal waiver granted to California by the 1970 Clean Air Act and which has allowed the State to set tighter standards for vehicle pipe emissions than the EPA standards. On September 20, 2019, California filed suit over the EPA decision to revoke California's legal waiver that has been joined by 22 other states.

5.2 Local – City of Glendora

The applicable energy plan for the proposed project is the *Glendora Community Plan 2025 – Chapter 8 Conservation Element* (Conservation Element), 2006. The applicable energy-related goals and policies in the Conservation Element for the proposed project are shown below.

Goal CON-5: **Reduced demand for energy resources through the use of conservation techniques.**

<u>Policies</u>

CON-5.1 Investigate and implement opportunities for energy conservation at all City-maintained facilities.

CON-5.2 Encourage the incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.

CON-5.3 Encourage private energy conservation programs that minimize high energy demand and that use alternative energy sources.

CON-5.4 Require all new developments to incorporate energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code.

CON-5.5 Provide education and outreach to residents and businesses on opportunities to decrease energy consumption.

6.0 GLOBAL CLIMATE CHANGE MANAGEMENT

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

6.1 International

In 1988, the United Nations established the IPCC to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement and on January 21, 2021 President Biden signed an executive order rejoining the Paris Agreement.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

6.2 Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO_2 gases, agricultural practices and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO2 and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions did not impose any requirements on industry or other entities, however, since 2009 the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013 the EPA Administrator signed 40 CFR Part 60, that limits emissions from new sources to 1,100 pounds of CO_2 per mega-watt hour (MWh) for fossil fuel-fired utility boilers and 1,000 pounds of CO_2 per MWh for large natural gas-fired combustion units.

On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for U.S. states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Federal Register Vol. 80, No. 205, October 23 2015). On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan and on June 19, 2019 the EPA replaced the Clean Power Plan with the Affordable Clean Energy rule that is anticipated to lower power sector GHG emissions by 11 million tons by the year 2030.

On April 30, 2020, the EPA and the National Highway Safety Administration published the Final Rule for the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). Part One of the Rule revokes California's authority to set its own GHG emissions standards and zero-emission vehicle mandates in California, which results in one emission standard to be used nationally for all passenger cars and light trucks that is set by the EPA.

6.3 State

The CARB has the primary responsible for implementing state policy to address global climate change, however there are State regulations related to global climate change that affect a variety of State agencies. CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both the federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, CARB approved a Climate Change Scoping Plan that proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and non-monetary incentives; voluntary actions; market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan (CARB, 2014) that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017 CARB adopted the California's 2017 Climate Change Scoping Plan, November 2017 (CARB, 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. In addition, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

Executive Order N-79-20

EO N-79-20 establish targets for when all new vehicles and equipment are zero-emission and is described in more detail above in Section 5.1 under Energy Conservation Management.

California Code of Regulations (CCR) Title 24, Part 6

The Title 24 Part 6 standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the Title 24 Part 6 building standards would also reduce GHG emissions, since as detailed above in Section 3.3 Greenhouse Gas Emissions Inventory, energy use for residential and commercial buildings creates 9.7 percent of the GHG emissions in the State.

California Code of Regulations (CCR) Title 24, Part 11

The CalGreen Building standards have been developed by the CEC primarily for energy conservation and is described in more detail above in Section 5.1 under Energy Conservation Management. It should be noted that implementation of the CalGreen Building standards would also reduce GHG emissions, since as detailed above under Title 24, Part 6, energy usage from buildings creates 9.7 percent of GHG emissions in the State.

Senate Bill 100

SB 100 requires that by December 1, 2045 that 100 percent of retail sales of electricity to be generated from renewable or zero-carbon emission sources of electricity and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-48-18 and Assembly Bill 2127

Executive Order B-48-18 and AB 2127 provides measures to put at least five million zero-emission vehicles on California roads by 2030 and to install 200 hydrogen fueling stations and 250,000 electric vehicle chargers by 2025 and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in Executive Order B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-29-15

The California Governor issued Executive Order B-29-15 on April 1, 2015 and directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in urban water usage and directed the Department of Water Resources to replace 50 million square feet of lawn with drought tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotion of greywater usage and onsite stormwater capture, and limits the turf planted in new residential landscapes to 25 percent of the total area and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip and a flat surface is required to enter and exit vehicles. Executive Order B-29-15 would reduce GHG emissions associated with the energy used to transport and filter water.

Assembly Bill 341 and Senate Bills 939 and 1374

Senate Bill 939 (SB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills. Assembly Bill 341 (AB 341) was adopted in 2011 and builds upon the waste reduction measures of SB 939 and 1374, and set a new target of a 75 percent reduction in solid waste generated by the year 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 in order to support the State's climate action goals to reduce GHG emissions from transportation sources through coordinated regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires CARB to set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each Metropolitan Planning Organizations (MPO) within the State. It was up to each MPO to adopt a sustainable communities strategy (SCS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP) to meet CARB's 2020 and 2035 GHG emission reduction targets. These reduction targets are required to be updated every eight years and the most current targets are detailed at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets, which provides GHG emissions reduction targets for SCAG of 8 percent by 2020 and 19 percent by 2035.

The Connect SoCal (SCAG, 2020) provides a 2035 GHG emission reduction target of 19 percent reduction over the 2005 per capita emissions levels. The Connect SoCal include new initiatives of land use, transportation and technology to meet the 2035 new 19 percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS. However, new provisions of CEQA incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS and categorized as "transit priority projects."

Assembly Bill 1109

AB 1109 requires reductions in energy usage for lighting and is described in more detail above in Section 5.1 under Energy Conservation Management.

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Executive Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

In 2009 CARB approved the proposed regulation to implement the LCFS. The standard was challenged in the courts, but has been in effect since 2011 and was re-approved by the CARB in 2015. The LCFS is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The LCFS is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet annually. Reformulated gasoline mixed with corn-derived ethanol and low-sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel. Compressed natural gas and liquefied natural gas also may be low-carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles, are also considered as low-carbon fuels.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA guidelines that addresses GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporated GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the GHG emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project

complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.

- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of GHG emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

Assembly Bill 32

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and utilize best management practices that are technologically feasible and cost effective.

In 2007 CARB released the calculated Year 1990 GHG emissions of 431 $MMTCO_2e$. The 2020 target of 431 $MMTCO_2e$ requires the reduction of 78 $MMTCO_2e$, or approximately 16 percent from the State's projected 2020 business as usual emissions of 509 $MMTCO_2e$ (CARB, 2014). Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO_2 in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources, all of which became enforceable on or before January 1, 2010.

CARB's Scoping Plan that was adopted in 2009, proposes a variety of measures including: strengthening energy efficiency and building standards; targeted fees on water and energy use; a market-based cap-and-trade system; achieving a 33 percent renewable energy mix; and a fee regulation to fund the program. The 2014 update to the Scoping Plan identifies strategies moving beyond the 2020 targets to the year 2050.

The Cap-and-Trade Program established under the Scoping Plan sets a statewide limit on sources responsible for 85 percent of California's GHG emissions, and has established a market for long-term investment in energy efficiency and cleaner fuels since 2012.

Executive Order S-3-05

In 2005 the California Governor issued Executive Order S 3-05, GHG Emission, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels;
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs. The State achieved its first goal of reducing GHG emissions to 2000 levels by 2010.

Assembly Bill 1493

AB 1493 or the Pavley Bill sets tailpipe GHG emissions limits for passenger vehicles in California as well as fuel economy standards and is described in more detail above in Section 5.1 under Energy Conservation Management.

6.4 Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Air Basin. To that end, as a regional agency, the SCAQMD works directly with SCAG, county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. The SCAQMD is also responsible for GHG emissions for projects where it is the lead agency. However, for other projects in the Air Basin where it is not the lead agency, it is limited to providing resources to other lead agencies in order to assist them in determining GHG emission thresholds and GHG reduction measures. In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a Working Group, which is described below.

SCAQMD Working Group

Since neither CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that either provides a quantitative annual thresholds of 3,500 $MTCO_2e$ for residential uses, 1,400 $MTCO_2e$ for commercial uses, 3,000 $MTCO_2e$ for mixed uses, and 10,000 $MTCO_2e$ for industrial uses.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Connect SoCal and 2019 FTIP addresses regional development and growth forecasts. Although the Connect SoCal and 2019 FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Connect SoCal, 2019 FTIP, and AQMP are based on projections originating within the City and County General Plans.

6.5 Local – City of Glendora

Local jurisdictions, such as the City of Glendora, have the authority and responsibility to reduce GHG emissions through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of GHG emissions resulting from its land use decisions. In accordance with CEQA requirements and the CEQA review process, the City assesses the global climate change potential of new development projects, requires mitigation of potentially significant global climate change impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

7.0 ATMOSPHERIC SETTING

7.1 South Coast Air Basin

The project site is located within Los Angeles County, which is part of the South Coast Air Basin (Air Basin) that includes the non-desert portions of Riverside, San Bernardino, and Los Angeles Counties and all of Orange County. The Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

7.2 Local Climate

The climate of the southeastern portion of Los Angeles County is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern.

Although the Air Basin has a semi-arid climate, the air near the surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the Air Basin by offshore winds, the ocean effect is dominant. Periods of heavy fog are frequent and low stratus clouds, often referred to as “high fog” are a characteristic climate feature.

Winds are an important parameter in characterizing the air quality environment of a project site because they determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in Los Angeles County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds are usually the strongest in the dry summer months. Nighttime winds in Los Angeles County are a result mainly from the drainage of cool air off of the mountains to the east and they occur more often during the winter months and are usually lighter than the daytime winds. Between the periods of dominant airflow, periods of air stagnation may occur, both in the morning and evening hours. Whether such a period of stagnation occurs is one of the critical determinants of air quality conditions on any given day.

During the winter and fall months, surface high-pressure systems north of the Air Basin combined with other meteorological conditions, can result in very strong winds, called “Santa Ana Winds”, from the northeast. These winds normally have durations of a few days before predominant meteorological conditions are reestablished. The highest wind speed typically occurs during the afternoon due to daytime thermal convection caused by surface heating. This convection brings about a downward transfer of momentum from stronger winds aloft. It is not uncommon to have sustained winds of 60 miles per hour with higher gusts during a Santa Ana Wind event.

The temperature and precipitation levels for the Azusa City Park Monitoring Station, which is the nearest weather station to the project site with historical data is shown below in Table F. Table F shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table F – Monthly Climate Data

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Total Precipitation (inches)
January	65.3	40.5	4.35
February	66.8	41.0	3.71
March	70.1	43.2	3.31
April	74.5	45.7	1.51
May	76.9	48.6	0.44
June	85.9	52.3	0.10
July	91.3	56.9	0.02
August	91.9	57.0	0.05
September	88.5	54.0	0.35
October	81.7	49.7	0.49
November	73.9	43.9	1.96
December	66.7	39.6	2.69
Annual	**77.8**	**47.7**	**18.96**

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca0410

7.3 Monitored Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the 2012 AQMP, indicate that collectively, mobile sources account for 59 percent of the VOC, 88 percent of the NOx emissions and 40 percent of directly emitted PM2.5, with another 10 percent of PM2.5 from road dust. The 2016 AQMP found that since 2012 AQMP projections were made stationary source VOC emissions have decreased by approximately 12 percent, but mobile VOC emissions have increased by 5 percent. The percentage of NOx emissions remain unchanged between the 2012 and 2016 projections.

SCAQMD has divided the Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in Air Monitoring Area 9, which covers the East San Gabriel Valley. The nearest air monitoring station to the project site is the Glendora-Laurel Monitoring Station (Glendora Station), which is located approximately 1.8-mile northeast of the project site at 840 Laurel Avenue, Glendora. The monitoring data is presented in Table G and shows the most recent three years of monitoring data from CARB.

Table G – Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year[1]		
	2018	2019	2020
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.140	0.130	0.173
Days > CAAQS (0.09 ppm)	**32**	**46**	**76**
Maximum 8-Hour Concentration (ppm)	0.104	0.102	0.138
Days > NAAQS (0.070 ppm)	**46**	**58**	**97**

Pollutant (Standard)	Year[1] 2018	2019	2020
Days > CAAQs (0.070 ppm)	**46**	**61**	**100**
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppb)	55.2	52.9	50.4
Days > NAAQS (100 ppb)	0	0	0
Days > CAAQS (180 ppb)	0	0	0
Inhalable Particulates (PM10):			
Maximum 24-Hour National Measurement (ug/m^3)	101.7	97.9	227.2
Days > NAAQS (150 ug/m^3)	0	0	**2**
Days > CAAQS (50 ug/m^3)	ND	ND	ND
Annual Arithmetic Mean (AAM) (ug/m^3)	28.6	21.8	28.0
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):			
Maximum 24-Hour California Measurement (ug/m^3)	84.8	75.1	148.1
Days > NAAQS (35 ug/m^3)	**2**	**1**	**4**
Annual Arithmetic Mean (AAM) (ug/m^3)	ND	11.8	14.9
Annual > NAAQS and CAAQS (12 ug/m^3)	ND	No	**Yes**

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.
[1] Data obtained from the Glendora Station.
Source: http://www.arb.ca.gov/adam/

Ozone

During the last three years, the State 1-hour concentration standard for ozone has been exceeded between 32 and 76 days each year at the Glendora Station. The State 8-hour ozone standard has been exceeded between 46 and 100 days each year over the last three years at the Glendora Station. The Federal 8-hour ozone standard has been exceeded between 46 and 97 days each year over the last three years at the Glendora Station. Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of Southern California contribute to the ozone levels experienced at this monitoring station, with the more significant areas being those directly upwind.

Nitrogen Dioxide

The Glendora Station did not record an exceedance of either the Federal or State 1-hour NO_2 standards for the last three years.

Particulate Matter

No data is available at the Glendora Station for the State 24-hour concentration standard for PM10. Over the past three years the Federal 24-hour standard for PM10 has only been exceeded for two days in the year 2020 at the Glendora Station. The annual PM10 concentration at the Glendora Station has exceeded the State standard for the past three years and has not exceeded the Federal standard for the past three years.

Over the past three years the federal 24-hour concentration standard for PM2.5 has been exceeded between one and four days each year at the Glendora Station. The annual PM2.5 concentrations at the Glendora Station has exceeded both the State and Federal standards for one of the past three years. There does not appear to be a noticeable trend for PM10 or PM2.5 in either maximum particulate concentrations or days of exceedances in the area. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

7.4 Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the MATES V study (SCAQMD, 2021), the project site has an estimated cancer risk of 561 per million persons chance of cancer in the vicinity of the project site. In comparison, the average cancer risk for the Air Basin is 455 per million persons. The MATES V study that monitored air toxins between May 1, 2018 to April 30, 2019 found that cancer risk from air toxics has declined significantly in the Air Basin with a 40 percent decrease in cancer risk since the monitoring for the MATES IV study that occurred between July 1, 2012 and June 30, 2013 and an 84 percent decrease in cancer risk since the monitoring for the MATES II study that occurred between April 1, 1998 and March 31, 1999.

The MATES V study also analyzed impacts specific to the communities experiencing environmental injustices (EJ communities) that were evaluated using the Senate Bill 535 definition of disadvantaged communities, which found that between MATES IV and MATES V, the cancer risk from air toxics decreased by 57 percent in EJ communities overall, compared to a 53 percent reduction in non-EJ communities.

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population ranges around 1 in 3, or a risk of about 300,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

8.0 MODELING PARAMETERS AND ASSUMPTIONS

8.1 CalEEMod Model Input Parameters

The criteria air pollution and GHG emissions impacts created by the proposed project have been analyzed through use of CalEEMod Version 2020.4.0. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the South Coast Air Basin portion of Los Angeles County for employee, vendor and haul truck vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy equipment operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

The project characteristics in the CalEEMod model were set to a project location of the South Coast Air Basin portion of Los Angeles County, a Climate Zone of 9, utility company of Southern California Edison and a horizon year (opening year) of 2030 was utilized in this analysis. In addition, the EMFAC off-model adjustment factors for gasoline light duty vehicle to account for the SAFE Vehicle rule was selected in the CalEEMod model run.

Land Use Parameters

The proposed project comprises of the adoption and implementation of the 2020-2030 EFMP. The anticipated development associated with implementation of the 2020-2030 EFMP has been detailed above in Section 1.3. It is anticipated that proposed development would disturb approximately one quarter of the total campus area that encompasses 105.77 acres. As such, a 26.44 acre project site was analyzed in CalEEMod. The proposed project's land use parameters that were entered into the CalEEMod model are shown in Table H.

Table H – CalEEMod Land Use Parameters

Proposed Land Use	Land Use Subtype in CalEEMod	Land Use Size[1]	Lot Acreage[2]	Building/Paving[3] (square feet)
Community College	Junior College (2 year)	321.83 TSF	21.44	321,830
Paved Areas (New Roads, Paths, and Parking Lots)	Other Asphalt Surfaces	5 AC	5.00	217,800

Notes:
[1] TSF = Thousand Square Feet; AC = Acre
[2] Lot acreage calculated based on a total area of 26.44 acres, which represents one quarter of the total campus area that encompasses 105.77 acres.
[3] Building/Paving square feet represent area where architectural coatings will be applied. Paved area based on CalEEMod default values.

Construction Parameters

As detailed above in Table B, Buildout of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. In order to provide a worst-case analysis, all eight phases of construction activities were modeled in CalEEMod as occurring in one phase and the CalEEMod default construction timing was utilized, with the only change made to the timing was to have the architectural coatings phase occur simultaneously with the last six months of the building construction phase.

The construction-related GHG emissions were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The phases of construction activities that have been analyzed are detailed below and include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building Construction, 5) Application of Architectural Coatings; and 6) Paving.

The CalEEMod model provides the selection of "mitigation" to account for project conditions that would result in less emissions than a project without these conditions, however it should be noted that this "mitigation" may represent regulatory requirements. This includes the required to adherence to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Demolition

As detailed above in Table A, implementation of the 2020-2030 EFMP will require the demolition of 759,786 gross square feet of existing building space, which was entered into the CalEEMod model. The demolition of the structures would require a total of 1,441 haul truck trips (average 48 haul truck trips per day over 30 workdays for demolition phase).

The demolition phase has been modeled as starting in October 2022 and occurring over six weeks. The demolition activities would require 15 worker trips per day. The onsite equipment would consist of one concrete/industrial saw, three excavators, and two rubber-tired dozers, which is based on the CalEEMod default equipment mix. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Site Preparation

The site preparation phase would consist of removing any vegetation, tree stumps, and stones onsite prior to grading. The site preparation would occur after completion of the demolition phase and was modeled as occurring over four weeks. The site preparation activities would require 18 worker trips per day. The onsite equipment would consist of three rubber-tired dozers, and four of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Grading

The grading phase would occur after completion of the site preparation phase and was modeled as occurring over nine weeks. The exact quantities of dirt that will need to be imported or exported to or from the project site has not yet been calculated, however the import or export amounts are anticipated to be negligible amounts and were not accounted for in the CalEEMod model.

The onsite equipment would consist of two excavators, one grader, one rubber-tired dozer, two scrapers, and two of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix. The grading activities would generate 20 worker trips per day. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Building Construction

The building construction would occur after the completion of the grading phase and was modeled as occurring over 440 workdays. The building construction phase would generate 227 worker trips and 88 vendor trips per day. The onsite equipment would consist of the simultaneous operation of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix.

Architectural Coating

The application of architectural coatings would concurrently with the final six months of the building construction phase. The architectural coating phase was modeled based on covering 482,745 square feet of non-residential interior area, 160,915 square feet of non-residential exterior area, and 13,068 square feet of parking area. The architectural coating phase would generate 45 worker trips per day. The onsite equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix.

Paving

The paving phase would consist of paving the new proposed roads, walkways and parking areas. The paving phase would occur after the completion of the building construction and architectural coatings phases and was modeled as occurring over 35 workdays. The paving phase would generate 15 worker trips per day. The onsite equipment would consist of the simultaneous operation of two pavers, two paving equipment, and two rollers, which is based on the CalEEMod default equipment mix.

Operational Emissions Modeling

The operations-related criteria air pollutant emissions and GHG emissions created by the proposed project have been analyzed through use of the CalEEMod model. The proposed project was analyzed in the CalEEMod model based on the land use parameters provided above and the parameters entered for each operational emission source is described below.

Mobile Sources

Mobile sources include emissions the additional vehicle miles generated from the proposed project. The daily vehicle trip rates associated with the proposed project have utilized the default CalEEMod daily trip generation rates of: 1.15 per student on weekdays; 0.42 per student on Saturdays; and 0.04 per student on Sundays.

The CalEEMod model provides the selection of “mitigation” to account for project conditions that would result in less emissions than a project without these conditions, however it should be noted that this “mitigation” may represent current conditions, such as development that is in close proximity to an existing transit facility, where a project built at such location would create less vehicle trips and associated emissions than a project that was not built in close proximity to an existing transit facility. The mobile source emissions analysis for the project included the CalEEMod “mitigation” of “improved pedestrian network on project site and connecting offsite” since there are existing walkways throughout the project site that connect to the sidewalks on the adjacent roads and “increase transit accessibility” with a distance of 0.01 mile, since there are several existing Foothill Transit Bus Stops that are adjacent to the Campus on Citrus Avenue, Foothill Boulevard and Barranca Avenue.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. The area source emissions were based on the on-going use of the proposed project in the CalEEMod model. No changes were made to the default area source parameters in the CalEEMod model.

Energy Usage

Energy usage includes emissions from electricity and natural gas used onsite. The energy usage was based on the ongoing use of the proposed project in the CalEEMod Model. No changes were made to the default energy usage parameters in the CalEEMod model.

Solid Waste

Waste includes the GHG emissions associated with the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. The analysis was based on the default CalEEMod waste generation rate of 81 tons of solid waste per year from the proposed project. No changes were made to the default solid waste parameters or mitigation measures in the CalEEMod model.

Water and Wastewater

Water includes the water used for the interior of the buildings as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The analysis was based on the default CalEEMod water usage rate of 19,961,500 gallons per year of water use. No changes were made to the default water and wastewater parameters in the CalEEMod model.

The CalEEMod “mitigation” of the use of low flow faucets and toilets and use of smart irrigation system controllers were selected to account for the implementation of the 2019 CCR Title 24 Part 11 (CalGreen) requirements, which lowered the calculated water use for the proposed project to 16,847,500 gallons per year.

8.2 Energy Use Calculations

The proposed project is anticipated to consume energy during both construction and operation of the proposed project and the parameters utilized to calculate energy use from construction and operation of the proposed project are detailed separately below.

Construction-Related Energy Use

Construction of the proposed project is anticipated to use energy in the forms of petroleum fuel for both off-road equipment as well as from the transport of workers and materials to and from the project site and the calculations for each source are described below.

Off-Road Construction Equipment

The off-road construction equipment fuel usage was calculated through use of the CalEEMod model’s default off-road equipment assumptions detailed above in Section 8.1. For each piece of off-road equipment, the fuel usage was calculated through use of the *2017 Off-road Diesel Emission Factors* spreadsheet, prepared by CARB (https://ww3.arb.ca.gov/msei/ordiesel.htm). The Spreadsheet provides the following formula to calculate fuel usage from off-road equipment:

Fuel Used = Load Factor x Horsepower x Total Operational Hours x BSFC / Unit Conversion

Where:

Load Factor - Obtained from CalEEMod default values

Horsepower – Obtained from CalEEMod default values

Total Operational Hours – Calculated by multiplying CalEEMod default daily hours by CalEEMod default number of working days for each phase of construction

BSFC – Brake Specific Fuel Consumption (pounds per horsepower-hour) – If less than 100 Horsepower = 0.408, if greater than 100 Horsepower = 0.367

Unit Conversion – Converts pounds to gallons = 7.109

Table I shows the off-road construction equipment fuel calculations based on the above formula. Table I shows that the off-road equipment utilized during construction of the proposed project would consume 23,832 gallons of diesel fuel.

Table I – Off-Road Equipment and Fuel Consumption from Construction of the Proposed Project

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours[1]	Fuel Used (gallons)
Demolition						
Concrete/Industrial Saws	1	81	0.73	8	240	814
Excavator	3	158	0.38	8	720	2,232
Rubber Tired Dozers	2	247	0.40	8	480	2,448
Site Preparation						
Rubber-Tired Dozers	3	247	0.4	8	480	2,448
Tractors/Loaders/Backhoes	4	97	0.37	8	640	1,318
Grading						
Excavators	2	158	0.38	8	720	2,232
Grader	1	187	0.41	8	360	1,425
Rubber-Tired Dozer	1	247	0.40	8	360	1,836
Scrapers	2	367	0.48	8	720	6,548
Tractors/Loaders/Backhoes	2	97	0.37	8	720	1,483
Building Construction						
Crane	1	231	0.29	7	3,080	10,652
Forklifts	3	89	0.20	8	10,560	10,788
Generator	1	84	0.74	8	3,520	12,558
Tractors/Loaders/Backhoes	3	97	0.37	7	9,240	19,033
Welder	1	46	0.45	8	3,520	4,182
Architectural Coatings						
Air Compressor	1	78	0.48	6	660	1,418
Paving						
Pavers	2	130	0.42	8	560	1,578
Paving Equipment	2	132	0.36	8	560	1,374
Rollers	2	80	0.38	8	560	977
Total Off-Road Equipment Diesel Fuel Used during Construction (gallons)						**85,344**

Notes:
[1] Based on: 30 days for Demolition; 20 days for Site Preparation, 45 days for Grading; 440 days for Building Construction; 110 days for Architectural Coatings; and 35 days for Paving.
Source: CalEEMod Version 2020.4.0 (see Appendix A); CARB, 2017.

On-Road Construction-Related Vehicle Trips

The on-road construction-related vehicle trips fuel usage was calculated through use of the construction vehicle trip assumptions from the CalEEMod model run as detailed above in Section 8.1. The calculated total construction miles were then divided by the fleet average for the South Coast Air Basin miles per gallon rates for the year 2022 calculated through use of the EMFAC2017 model (https://www.arb.ca.gov/emfac/2017/) and the EMFAC2017 model printouts are shown in Appendix B. The worker trips were based on the entire fleet average miles per gallon rate for gasoline powered vehicles and the vendor trips were based on the Heavy-Heavy Duty Truck (HHDT), Medium Duty Vehicle (MDV), and Medium Heavy Duty Vehicle (MHDV) fleet average miles per gallon rate for diesel-powered vehicles. Table J shows the on-road construction vehicle trips modeled in CalEEMod and the gasoline and diesel fuel usage calculations.

Table J – On-Road Vehicle Trips and Fuel Consumption from Construction of the Proposed Project

Vehicle Trip Type/Fuel Type	Daily Trips	Trip Length (miles)	Total Miles per Day	Total Miles per Phase[1]	Fleet Average Miles per Gallon[2]	Fuel Used (gallons)
Demolition						
Worker (Gasoline)	15	14.7	221	6,615	26.0	255
Haul Truck (Diesel)	48	20	961	28,820	8.2	3,504
Site Preparation						
Worker (Gasoline)	18	14.7	265	5,292	26.0	204
Grading						
Worker (Gasoline)	20	14.7	294	13,230	26.0	509
Building Construction						
Worker (Gasoline)	227	14.7	3,337	1,468,236	26.0	56,496
Vendor Trips (Diesel)	88	6.9	607	267,168	8.2	32,482
Architectural Coating						
Worker (Gasoline)	45	14.7	662	72,765	26.0	2,800
Paving						
Worker (Gasoline)	15	14.7	221	7,718	26.0	297
Total Gasoline Fuel Used from On-Road Construction Vehicles (gallons)						**60,560**
Total Diesel Fuel Used from On-Road Construction Vehicles (gallons)						**35,986**

Notes:
[1] Based on: 30 days for Demolition; 20 days for Site Preparation, 45 days for Grading; 440 days for Building Construction; 110 days for Architectural Coatings; and 35 days for Paving.
[2] From EMFAC 2017 model (see Appendix B). Worker trips based on entire fleet of gasoline vehicles. Haul truck and vendor truck trips based on only truck fleet of diesel vehicles.
Source: CalEEMod Version 2020.4.0; CARB, 2018.

Table J shows that the on-road construction-related vehicle trips would consume 60,560 gallons of gasoline and 35,986 gallons of diesel fuel. As detailed above, Table I shows that the off-road construction equipment would consume 85,344 gallons of diesel fuel. This would result in the total consumption of 60,560 gallons of gasoline and 121,330 gallons of diesel fuel from construction of the proposed project.

Operations-Related Energy Use

The operation of the proposed project is anticipated to use energy in the forms of petroleum fuel, electricity, and natural gas, and the calculations for each source are described below.

Operational Petroleum Fuel

The on-road operations-related vehicle trips fuel usage was calculated through use of the total annual vehicle miles traveled assumptions from the CalEEMod model run as detailed above in Section 8.1, which found that operation of the proposed project would generate 322,220 vehicle miles traveled per year. The calculated total operational miles were then divided by the Southern California fleet average rate of 21.5 miles per gallon, which was calculated through use of the EMFAC2017 model and based on the year 2030. The EMFAC2017 model printouts are shown in Appendix B. Based on the above calculation methodology, operational vehicle trips generated from the proposed project would consume 14,953 gallons per year.

Operational Electricity Use

The operations-related electricity usage was calculated in the CalEEMod model run that is detailed above in Section 8.1 that found that operation of the proposed project would consume 3,118,510 kilo-watt hours (kWh) per year of electricity. It should be noted that this provides for a worst-case electrical use consumption rate, since the Project Description (see Section 1.3 above) details that all development on the campus will be designed to transform the campus to a Zero Net Energy (ZNE) campus.

Operational Natural Gas Use

The operations-related natural gas usage was calculated in the CalEEMod model run that is detailed above in Section 8.1 that found that operation of the proposed project would consume 8,631,430 kilo British Thermal Units (kBTU) per year, which is equivalent to 8,631 mega-British Thermal units (MBTU) per year of natural gas. It should be noted that this provides for a worst-case natural gas consumption rate, since the Project Description (see Section 1.3 above) details that all development on the campus will be designed to transform the campus to a Zero Net Energy (ZNE) campus.

9.0 THRESHOLDS OF SIGNIFICANCE

9.1 Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table K.

Table K – SCAQMD Regional Criteria Pollutant Emission Thresholds of Significance

	Pollutant Emissions (pounds/day)						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

9.2 Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. The Look-Up Tables provided in the LST Methodology include project site acreage sizes of 1-acre, 2-acres and 5-acres. As detailed above in Table B, the proposed project would be constructed in eight phases and as detailed above in Section 8.1, it is anticipated that proposed development would disturb approximately one quarter of the total campus area that encompasses 105.77 acres. Based on the above, it can be assumed that the each of the eight phases of construction would disturb around 5-acres or less. Therefore, the 5-acre project site shown in the Look-Up Tables has been utilized in this analysis.

As detailed above in Section 7.3, the project site is located in Air Monitoring Area 9, which covers the East San Gabriel Valley. The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the Center for Excellence site. There are also homes as near as 15 feet from the south side, 80 feet from the east side, and 90 feet from the north and west sides of the existing Citrus College site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the

25-meter thresholds. Table L below shows the LSTs for NOx, CO, PM10 and PM2.5 for both construction and operational activities.

Table L – SCAQMD Local Air Quality Thresholds of Significance

Activity	Allowable Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Construction	203	1,733	14	8
Operation	203	1,733	4	2

Notes:
[1] The nearest offsite sensitive receptors are homes located as near as 15 feet east of the Center for Excellence site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 9, East San Gabriel Valley.

9.3 Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to toxic air contaminants (TACs), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create TACs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the TAC and the toxicity of the HAP should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

The comprehensive HRA for both construction and operation of the proposed project can be found below in Section 10.4.

9.4 Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
>
> The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

9.5 Energy Conservation

The *2020 CEQA California Environmental Quality Act Statutes & Guidelines* (2020 CEQA Guideline) now include an Energy Section that analyzes the proposed project's energy consumption in order to avoid or reduce inefficient, wasteful or unnecessary consumption of energy. Appendix F of the 2020 CEQA Statute and Guidelines, states the following:

> The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:
>
> (1) Decreasing overall per capita energy consumption,
>
> (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
>
> (3) Increasing reliance on renewable energy sources.

Since the Energy Section was recently added, no state or local agencies have adopted specific criteria or thresholds to be utilized in an energy impact analysis. However, Appendix F, Subsection II.C of the 2020 CEQA Guidelines provides the following criteria for determining significance.

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirement for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

If the proposed project creates inefficient, wasteful or unnecessary consumption of energy during construction or operation activities or conflicts with a state or local plan for renewable energy or energy efficiency, then the proposed project would create a significant energy impact.

9.6 Greenhouse Gas Emissions

The proposed project is located within the jurisdiction of the SCAQMD. In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MTCO_2e$ for all land use projects. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, as of November 2017, the SCAQMD Board has not yet considered or approved the Working Group's thresholds.

It should be noted that SCAQMD's Working Group's thresholds were prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. However, to date no air district or local agency within California has provided guidance on how to address AB 197 and SB 32 with relation to land use projects. In addition, the California Supreme Court's ruling on *Cleveland National Forest Foundation v. San Diego Association of Governments* (Cleveland v. SANDAG), Filed July 13, 2017 stated:

> SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal. In its response to comments, the EIR said: "It is uncertain what role regional land use and transportation strategies can or should play in achieving the EO's 2050 emissions reduction target. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency [citation].

Although, the above court case was referencing California's GHG emission targets for the year 2050, at this time it is also unclear what role land use strategies can or should play in achieving the AB 197 and SB 32 reduction goal of 40 percent below 1990 levels by 2030. As such this analysis has relied on the SCAQMD Working Group's recommended thresholds. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the proposed project would exceed the annual threshold of 3,000 $MTCO_2e$.

The GHG emissions analysis for both construction and operation of the proposed project can be found below in Sections 10.8 and 10.9.

10.0 IMPACT ANALYSIS

10.1 CEQA Thresholds of Significance

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality, energy, and GHG emissions would occur if the proposed project is determined to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;
- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- Conflict with or obstruct a state or local plan for renewable energy;
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

10.2 Air Quality Compliance

The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance discussed above in Section 9.1 or local thresholds of significance discussed above in Section 9.2. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed above in Section 9.1. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the Connect SoCal and 2019 FTIP. The Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Glendora Land Use Plan defines the assumptions that are represented in AQMP.

The campus currently has a land use designation of Civic/Institution and is zoned R-1, Single Family Residential. The existing church site has a land use designation of Medium/High Density and is currently zoned Garden Apartment. Educational uses are allowed in both of these land use designations. It should also be noted that project site is located in close proximity to existing transit stops that promote alternative transportation methods. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

Level of Significance

Less than significant impact.

10.3 Cumulative Net Increase in Non-Attainment Pollution

The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard.

The SCAQMD has published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf). In this report the AQMD clearly states (Page D-3):

> "*…the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility- wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*"

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project- specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

As detailed above in Table B, Buildout of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. In order to provide a worst-case analysis, all eight phases of construction activities were modeled in CalEEMod as occurring in one phase. The phases of construction activities that have been analyzed include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building Construction, 5) Application of Architectural Coatings; and 6) Paving. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table M and the CalEEMod daily printouts are shown in Appendix A. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table M also shows the combined regional criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

Table M – Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition[1]						
Onsite[2]	2.64	25.72	20.59	0.04	5.30	1.77
Offsite[3]	0.28	8.44	2.47	0.03	1.07	0.33
Total	**2.91**	**34.16**	**23.07**	**0.07**	**6.37**	**2.10**
Site Preparation[1]						
Onsite	3.17	33.08	19.70	0.04	9.28	5.42
Offsite	0.07	0.05	0.71	<0.01	0.20	0.05
Total	**3.24**	**33.13**	**20.41**	**0.04**	**9.48**	**5.48**
Grading[1]						
Onsite	3.62	38.84	29.04	0.06	5.22	2.93
Offsite	0.07	0.06	0.79	<0.01	0.23	0.06
Total	**1.78**	**18.96**	**15.55**	**0.03**	**3.84**	**2.13**
Building Construction Year 2023						
Onsite	1.57	14.38	16.24	0.03	0.70	0.66
Offsite	0.88	4.10	9.53	0.04	3.13	0.87
Total	**2.45**	**18.48**	**25.78**	**0.06**	**3.83**	**1.52**
Combined Building Construction and Architectural Coatings (Year 2024)						
Onsite	29.32	14.66	17.98	0.03	0.67	0.64
Offsite	0.97	4.14	10.45	0.04	3.64	1.00
Total	**30.29**	**18.80**	**28.43**	**0.07**	**4.31**	**1.64**
Paving						
Onsite	1.36	9.52	14.63	0.02	0.47	0.43
Offsite	0.05	0.03	0.51	<0.01	0.17	0.05
Total	**1.41**	**9.56**	**15.13**	**0.02**	**0.64**	**0.48**
Maximum Daily Construction Emissions	**30.29**	**38.90**	**29.83**	**0.07**	**9.48**	**5.48**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
Source: CalEEMod Version 2020.4.0.

Table M shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either demolition, site preparation, grading, combined building construction and architectural coatings or paving phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Table N shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed above in Section 9.2. Since it is possible that building construction and architectural coating activities may occur concurrently towards the end of the building construction phase, Table N also shows the combined local criteria pollutant emissions from building construction and architectural coating phases of construction.

Table N – Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition[1]	25.72	20.59	5.30	1.77
Site Preparation[1]	33.08	19.70	9.28	5.42
Grading[1]	38.84	29.04	5.22	2.93
Building Construction (Year 2023)	14.38	16.24	0.70	0.66
Combined Building Construction and Architectural Coatings (Year 2024)	14.66	17.98	0.67	0.64
Paving	9.52	14.63	0.47	0.43
Maximum Daily Construction Emissions	**38.84**	**29.04**	**9.28**	**5.42**
SCAQMD Local Construction Thresholds[2]	**203**	**1,733**	**14**	**8**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Demolition, Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest offsite sensitive receptors are homes located as near as 15 feet east of the Center for Excellence site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 9, East San Gabriel Valley.

The data provided in Table N shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either demolition, site preparation, grading, combined building construction and architectural coatings or paving phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from onsite area sources and emissions from energy usage created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table O and the CalEEMod daily emissions printouts are shown in Appendix A.

Table O – Operational Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[1]	7.28	<0.01	0.02	<0.01	<0.01	<0.01
Energy Usage[2]	0.26	2.32	1.95	0.01	0.18	0.18
Mobile Sources[3]	0.39	0.35	3.42	<0.01	0.88	0.24
Total Emissions	**7.93**	**2.67**	**5.38**	**0.02**	**1.06**	**0.41**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: Calculated from CalEEMod Version 2020.4.0.

The data provided in Table O shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles[3] during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table N shows the onsite emissions from the CalEEMod model that includes area sources and energy usage and the calculated emissions thresholds.

Table P – Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources	<0.01	0.02	<0.01	<0.01
Energy Usage	2.32	1.95	0.18	0.18
Mobile Sources[1]	0.04	0.43	0.11	0.03
Total Emissions	**2.36**	**2.39**	**0.29**	**0.21**
SCAQMD Local Operational Thresholds[2]	**203**	**1,733**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Mobile sources are based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] The nearest offsite sensitive receptors are homes located as near as 15 feet east of the Center for Excellence site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 9, East San Gabriel Valley.

The data provided in Table N shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

[3] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

Level of Significance

Less than significant impact.

10.4 Sensitive Receptors

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 10.3 for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from local criteria pollutant and toxic air contaminant emissions. The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the Center for Excellence site. There are also homes as near as 15 feet from the south side, 80 feet from the east side, and 90 feet from the north and west sides of the existing Citrus College site.

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

<u>Local Criteria Pollutant Impacts from Construction</u>

The local air quality impacts from construction of the proposed project have been analyzed above in Section 10.3 and found that the construction of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

<u>Toxic Air Contaminants Impacts from Construction</u>

Construction activities associated with the proposed project are anticipated to generate TAC emissions from DPM associated with the operation of trucks and off-road equipment and from possible asbestos in the structures to be demolished.

Diesel Particulate Matter Emissions

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30 year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. As of January, 2019, 25 percent or more of all contractors' equipment fleets must be Tier 2 or higher. Therefore, no significant short-term toxic air contaminant impacts from DPM emissions would occur during construction of the proposed project.

Asbestos Emissions

It is possible that the existing onsite structures to be demolished contains asbestos. According to SCAQMD Rule 1403 requirements, prior to the start of demolition activities, the existing structures located onsite shall be thoroughly surveyed for the presence of asbestos by a person that is certified by Cal/OSHA for asbestos surveys. Rule 1403 requires that the SCAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. Therefore, through adherence to the asbestos removal requirements, detailed in SCAQMD Rule 1403, a less than significant asbestos impact would occur during construction of the proposed project

As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

<u>Local Criteria Pollutant Impacts from Onsite Operations</u>

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided above in Section 9.3 found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

<u>Operations-Related Toxic Air Contaminant Impacts</u>

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the Proposed Project, a less than significant TAC impact would occur during the on-going operations of the Proposed Project and no mitigation would be required

Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Level of Significance

Less than significant impact.

10.5 Odor Emissions

The proposed project would not result in other emissions, such as those leading to odors that would adversely affect a substantial number of people. The local concentrations of criteria pollutant emissions, and TAC emissions that may adversely impact a substantial number of people have been analyzed above in Section 10.4 for both construction and operations, which found that these types of emissions would create less than significant impacts. As such, the following analysis is limited to odors that would have the potential to adversely affect a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Proposed Project would primarily occur from odor emissions from the trash storage area and from vehicle emissions. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Perceptible odors may also be emitted from substances from other on campus activities such as laboratory uses and combustion of fuels. However, the nominal amount of these substances would not result in a significant odor impact. Due to the distance of the nearest receptors from the project site and through compliance with City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the Proposed Project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Level of Significance

Less than significant impact

10.6 Energy Consumption

The proposed project would impact energy resources during construction and operation. Energy resources that would be potentially impacted include electricity, natural gas, and petroleum based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources are provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2020, Los Angeles County consumed 65,650 Gigawatt-hours per year of electricity[4].

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the State's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation

4 Obtained from: http://www.ecdms.energy.ca.gov/elecbycounty.aspx

fuel. Natural gas is measured in terms of cubic feet. In 2020, Los Angeles County consumed 2,936.69 Million Therms of natural gas[5].

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. In 2017, 3,659 million gallons of gasoline and 300 million gallons of diesel was sold in Los Angeles County.

The following section calculates the potential energy consumption associated with the construction and operations of the proposed project and provides a determination if any energy utilized by the proposed project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

As detailed above in Table B, Buildout of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. In order to provide a worst-case analysis, all eight phases of construction activities were modeled in CalEEMod as occurring in one phase. The phases of construction activities that have been analyzed include: 1) Demolition; 2) Site Preparation; 3) Grading, 4) Building Construction, 5) Application of Architectural Coatings; and 6) Paving. The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities);
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Electricity

During construction the proposed project would consume electricity to construct the proposed warehouse and infrastructure. Electricity would be supplied to the project site by Southern California Edison and would be obtained from the existing electrical lines on the project site. The use of electricity from existing power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of

5 Obtained from: http://www.ecdms.energy.ca.gov/gasbycounty.aspx

construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there is currently power provided to the project site, it is anticipated that only nominal improvements would be required to Southern California Edison distribution lines and equipment with development of the proposed project. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

<u>Construction-Related Natural Gas</u>

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since there is currently natural gas service to of the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

<u>Construction-Related Petroleum Fuel Use</u>

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions shown above in Section 8.2, which found that construction of the proposed project would consume 60,560 gallons of gasoline and 121,330 gallons of diesel fuel. This equates to 0.002 percent of the gasoline and 0.04 percent of the diesel used annually in Los Angeles County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As detailed above in Section 8.3 the proposed project would consume 3,118,510 kilowatt-hours per year of electricity. This equates to 0.005 percent of the electricity consumed annually in Los Angeles County. It should be noted that this provides for a worst-case electrical use consumption rate, since the Project Description (see Section 1.3 above) details that all development on the campus will be designed to transform the campus to a ZNE campus. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the County.

It should be noted that in addition to designing all structures to be ZNE, the proposed project would comply with all Federal, State, and City requirements related to the consumption of electricity, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation, use of energy efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the proposed project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, the project would not result in the wasteful or inefficient use of electricity and no mitigation measures would be required.

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. As detailed above in Section 8.3 the proposed project would consume 8,631 MBTU per year of natural gas. This equates to 0.003 percent of the natural gas consumed annually in Los Angeles County. It should be noted that this provides for a worst-case natural gas consumption rate, since the Project Description (see Section 1.3 above) details that all development on the campus will be designed to transform the campus to a ZNE campus. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that in addition to designing all structures to be ZNE, the proposed project would comply with all Federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed structures, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As detailed above in Section 8.2 the proposed project would consume 14,953 gallons of gasoline fuel per year from vehicle travel. This equates to 0.0004 percent of the gasoline consumed annually in Los Angeles County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. Therefore, it is anticipated the proposed project will be designed and built to minimize transportation energy and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant and no mitigation measures would be required.

Level of Significance

Less than significant impact.

10.7 Energy Plan Consistency

The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The applicable energy plan for the proposed project is the *Glendora Community Plan 2025 – Chapter 8 Conservation Element* (Conservation Element), 2006. The proposed project's consistency with the applicable energy-related policies and programs in the Conservation Element are shown in Table Q.

Table Q – Proposed Project Compliance with Applicable General Plan Energy Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
Goal CON-5:	**Reduced demand for energy resources through the use of conservation techniques.**	
CON-5.1	Investigate and implement opportunities for energy conservation at all City-maintained facilities.	**Not Applicable.** This Program is for the City to implement. However it should be noted that all development on the campus will be designed to transform the campus to a ZNE campus that will be met through both energy conservation and onsite electrical generation through PV panels.
CON-5.2	Encourage the incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects and encourage the installation of conservation devices in existing developments.	**Not Applicable.** This Program is for the City to implement. However it should be noted that all development on the campus will be designed to transform the campus to a ZNE campus that will be met through both energy conservation and onsite electrical generation through PV panels.
CON-5.3	Encourage private energy conservation programs that minimize high energy demand and that use alternative energy sources.	**Not Applicable.** This Program is for the City to implement. However it should be noted that all development on the campus will be designed to transform the campus to a ZNE campus that will be met through both energy conservation and onsite electrical generation through PV panels.

Policy No.	General Plan Policy	Proposed Project Implementation Actions
CON-5.4	Require all new developments to incorporate energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code.	**Consistent.** All new structures will be designed to meet the most current Title 24 energy efficiency standards that require installation of energy efficient lighting, heating and cooling systems.
CON-5.5	Provide education and outreach to residents and businesses on opportunities to decrease energy consumption.	**Not Applicable.** This Program is for the City to implement, however the College provides courses that discuss opportunities to decrease energy consumption.

Source: City of Glendora, 2006.

As shown in Table Q, the proposed project would be consistent with all applicable energy-related policies from the Conservation Element. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Level of Significance

Less than significant impact.

10.8 Generation of Greenhouse Gas Emissions

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed above in Section 8.1. A summary of the results is shown below in Table R and the CalEEMod model run is provided in Appendix D.

Table R – Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[1]	<0.01	<0.01	0.00	<0.01
Energy Usage[2]	1,013.66	0.06	0.01	1,019.25
Mobile Sources[3]	96.89	<0.01	<0.01	98.34
Solid Waste[4]	6.00	0.35	0.00	14.87
Water and Wastewater[5]	1.83	0.01	<0.01	2.17
Construction[6]	54.28	<0.01	<0.01	55.15
Total GHG Emissions	1,172.66	0.43	0.02	**1,189.78**
SCAQMD Draft Threshold of Significance				**3,000**

Notes:
[1] Area sources consist of GHG emissions from consumer products, architectural coatings, hearths, and landscaping equipment.
[2] Energy usage consists of GHG emissions from electricity and natural gas usage.
[3] Mobile sources consist of GHG emissions from vehicles.
[4] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[5] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[6] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2020.4.0.

The data provided in Table R shows that the proposed project would create 1,189.78 $MTCO_2e$ per year. According to the SCAQMD draft threshold of significance detailed above in Section 8.5, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 $MTCO_2e$ per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Impacts would be less than significant.

Level of Significance

Less than significant impact.

10.9 Greenhouse Gas Plan Consistency

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The SCAQMD initiated a Working Group to develop a GHG emissions policy and provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MTCO_2e$ for all land use types. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, the SCAQMD Board has not yet considered or approved the Working Group's thresholds. Table R shows that the proposed project's GHG emissions would be well below the SCAQMD draft significance threshold of 3,000 $MTCO_2e$ per year. It should be noted that the calculated GHG emissions provided above in Table R provides for a worst-case GHG emissions rate, since the Project Description (see Section 1.3 above) details that all development on the campus will be designed to transform the campus to a Zero Net Energy (ZNE) campus. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Level of Significance

Less than significant impact.

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APPENDIX A

CalEEMod Model Daily Printouts

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Citrus College EFMP 2020-2030

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	162.00	Student	21.44	321,828.00	0
Other Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 162 new students and 321,828 sq ft new structures. Total area disturbed approximately 26.44 acres

Demolition - 316,904 sq ft of building space to be demolished

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Increase Transit Access and Improve Ped Network onsite and connecting offsite

Water Mitigation - Install low flow fixtures and water-efficient irrigation selected to account for Title 24 Part 11 requirements

Construction Phase - Painting concurrent with last 6 months of Building Construction

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	110.00
tblLandUse	LandUseSquareFeet	7,071.66	321,828.00

tblLandUse	LotAcreage	0.16	21.44

2.0 Emissions Summary

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6940	38.8940	29.8298	0.0702	19.8582	1.6363	21.4721	10.1558	1.5054	11.6406	0.0000	7,172.792 3	7,172.792 3	1.9498	0.5226	7,359.279 6
2023	3.3858	34.5603	28.7759	0.0658	9.4271	1.4258	10.8530	3.7130	1.3118	5.0248	0.0000	6,616.326 7	6,616.326 7	1.9493	0.3058	6,725.554 2
2024	30.2343	18.5895	28.4322	0.0722	3.6040	0.7089	4.3129	0.9686	0.6704	1.6390	0.0000	7,270.693 5	7,270.693 5	0.7415	0.3082	7,381.085 7
Maximum	**30.2343**	**38.8940**	**29.8298**	**0.0722**	**19.8582**	**1.6363**	**21.4721**	**10.1558**	**1.5054**	**11.6406**	**0.0000**	**7,270.693 5**	**7,270.693 5**	**1.9498**	**0.5226**	**7,381.085 7**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6940	38.8940	29.8298	0.0702	7.8674	1.6363	9.4813	3.9933	1.5054	5.4781	0.0000	7,172.792 3	7,172.792 3	1.9498	0.5226	7,359.279 6
2023	3.3858	34.5603	28.7759	0.0658	3.8130	1.4258	5.2388	1.4843	1.3118	2.7960	0.0000	6,616.326 7	6,616.326 7	1.9493	0.3058	6,725.554 1
2024	30.2343	18.5895	28.4322	0.0722	3.6040	0.7089	4.3129	0.9686	0.6704	1.6390	0.0000	7,270.693 5	7,270.693 5	0.7415	0.3082	7,381.085 7
Maximum	**30.2343**	**38.8940**	**29.8298**	**0.0722**	**7.8674**	**1.6363**	**9.4813**	**3.9933**	**1.5054**	**5.4781**	**0.0000**	**7,270.693 5**	**7,270.693 5**	**1.9498**	**0.5226**	**7,381.085 7**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	53.53	0.00	48.05	56.55	0.00	45.84	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Energy	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Mobile	0.4562	0.4078	4.3614	9.7300e-003	1.1851	6.2300e-003	1.1913	0.3158	5.7900e-003	0.3215		1,049.5180	1,049.5180	0.0674	0.0406	1,063.3096
Total	**7.9961**	**2.7264**	**6.3258**	**0.0236**	**1.1851**	**0.1825**	**1.3676**	**0.3158**	**0.1821**	**0.4978**		**3,831.6422**	**3,831.6422**	**0.1208**	**0.0916**	**3,861.9687**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Energy	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Mobile	0.3906	0.3259	3.4187	7.2800e-003	0.8797	4.7600e-003	0.8845	0.2344	4.4300e-003	0.2388		785.1589	785.1589	0.0536	0.0323	796.1146
Total	**7.9304**	**2.6444**	**5.3831**	**0.0212**	**0.8797**	**0.1810**	**1.0608**	**0.2344**	**0.1807**	**0.4151**		**3,567.2831**	**3,567.2831**	**0.1070**	**0.0833**	**3,594.7737**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.82	3.01	14.90	10.36	25.77	0.81	22.44	25.77	0.75	16.62	0.00	6.90	6.90	11.46	9.12	6.92

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2022	11/11/2022	5	30	
2	Site Preparation	Site Preparation	11/12/2022	12/9/2022	5	20	
3	Grading	Grading	12/10/2022	2/10/2023	5	45	
4	Building Construction	Building Construction	2/11/2023	10/18/2024	5	440	
5	Paving	Paving	10/19/2024	12/6/2024	5	35	
6	Architectural Coating	Architectural Coating	5/18/2024	10/18/2024	5	110	

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 482,742; Non-Residential Outdoor: 160,914; Striped Parking Area: 13,068 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators		2	8.00	158	0.38
Grading	Graders		1	8.00	187	0.41
Grading	Rubber Tired Dozers		1	8.00	247	0.40
Grading	Scrapers		2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Cranes		1	7.00	231	0.29
Building Construction	Forklifts		3	8.00	89	0.20
Building Construction	Generator Sets		1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes		3	7.00	97	0.37
Building Construction	Welders		1	8.00	46	0.45
Paving	Pavers		2	8.00	130	0.42
Paving	Paving Equipment		2	8.00	132	0.36
Paving	Rollers		2	8.00	80	0.38
Architectural Coating	Air Compressors		1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	1,441.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	227.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	45.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.3982	0.0000	10.3982	1.5744	0.0000	1.5744			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.781 2	3,746.781 2	1.0524		3,773.092 0
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**10.3982**	**1.2427**	**11.6408**	**1.5744**	**1.1553**	**2.7296**		**3,746.781 2**	**3,746.781 2**	**1.0524**		**3,773.092 0**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2238	8.0671	1.8810	0.0299	0.8408	0.0599	0.9007	0.2305	0.0573	0.2879		3,269.992 1	3,269.992 1	0.1737	0.5188	3,428.944 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
Total	**0.2757**	**8.1050**	**2.4722**	**0.0314**	**1.0084**	**0.0610**	**1.0694**	**0.2750**	**0.0583**	**0.3333**		**3,426.011 2**	**3,426.011 2**	**0.1779**	**0.5226**	**3,586.187 6**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.0553	0.0000	4.0553	0.6140	0.0000	0.6140			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**4.0553**	**1.2427**	**5.2979**	**0.6140**	**1.1553**	**1.7693**	**0.0000**	**3,746.781 2**	**3,746.781 2**	**1.0524**		**3,773.092 0**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2238	8.0671	1.8810	0.0299	0.8408	0.0599	0.9007	0.2305	0.0573	0.2879		3,269.992 1	3,269.992 1	0.1737	0.5188	3,428.944 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
Total	**0.2757**	**8.1050**	**2.4722**	**0.0314**	**1.0084**	**0.0610**	**1.0694**	**0.2750**	**0.0583**	**0.3333**		**3,426.011 2**	**3,426.011 2**	**0.1779**	**0.5226**	**3,586.187 6**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.061 9**	**3,686.061 9**	**1.1922**		**3,715.865 5**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918
Total	**0.0623**	**0.0455**	**0.7094**	**1.8400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**187.2229**	**187.2229**	**5.0700e-003**	**4.5000e-003**	**188.6918**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**7.6662**	**1.6126**	**9.2788**	**3.9400**	**1.4836**	**5.4235**	**0.0000**	**3,686.061 9**	**3,686.061 9**	**1.1922**		**3,715.865 5**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0623	0.0455	0.7094	1.8400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		187.2229	187.2229	5.0700e-003	4.5000e-003	188.6918
Total	**0.0623**	**0.0455**	**0.7094**	**1.8400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**187.2229**	**187.2229**	**5.0700e-003**	**4.5000e-003**	**188.6918**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		208.0254	208.0254	5.6300e-003	5.0000e-003	209.6576
Total	**0.0692**	**0.0505**	**0.7883**	**2.0400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**208.0254**	**208.0254**	**5.6300e-003**	**5.0000e-003**	**209.6576**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**3.5894**	**1.6349**	**5.2243**	**1.4250**	**1.5041**	**2.9291**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0505	0.7883	2.0400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		208.0254	208.0254	5.6300e-003	5.0000e-003	209.6576
Total	**0.0692**	**0.0505**	**0.7883**	**2.0400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**208.0254**	**208.0254**	**5.6300e-003**	**5.0000e-003**	**209.6576**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**		**6,011.4777**	**6,011.4777**	**1.9442**		**6,060.0836**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0640	0.0447	0.7248	1.9800e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		202.5226	202.5226	5.0400e-003	4.6200e-003	204.0242
Total	**0.0640**	**0.0447**	**0.7248**	**1.9800e-003**	**0.2236**	**1.3500e-003**	**0.2249**	**0.0593**	**1.2400e-003**	**0.0605**		**202.5226**	**202.5226**	**5.0400e-003**	**4.6200e-003**	**204.0242**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**3.5894**	**1.4245**	**5.0139**	**1.4250**	**1.3105**	**2.7355**	**0.0000**	**6,011.477 7**	**6,011.477 7**	**1.9442**		**6,060.083 6**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0640	0.0447	0.7248	1.9800e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		202.5226	202.5226	5.0400e-003	4.6200e-003	204.0242
Total	**0.0640**	**0.0447**	**0.7248**	**1.9800e-003**	**0.2236**	**1.3500e-003**	**0.2249**	**0.0593**	**1.2400e-003**	**0.0605**		**202.5226**	**202.5226**	**5.0400e-003**	**4.6200e-003**	**204.0242**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1013	3.3777	1.3086	0.0164	0.5637	0.0170	0.5807	0.1623	0.0162	0.1785		1,762.4858	1,762.4858	0.0591	0.2534	1,839.4738
Worker	0.7269	0.5068	8.2259	0.0225	2.5373	0.0153	2.5526	0.6729	0.0141	0.6870		2,298.6310	2,298.6310	0.0572	0.0524	2,315.6743
Total	**0.8282**	**3.8845**	**9.5344**	**0.0388**	**3.1010**	**0.0323**	**3.1333**	**0.8352**	**0.0303**	**0.8656**		**4,061.1168**	**4,061.1168**	**0.1163**	**0.3058**	**4,155.1481**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1013	3.3777	1.3086	0.0164	0.5637	0.0170	0.5807	0.1623	0.0162	0.1785		1,762.4858	1,762.4858	0.0591	0.2534	1,839.4738
Worker	0.7269	0.5068	8.2259	0.0225	2.5373	0.0153	2.5526	0.6729	0.0141	0.6870		2,298.6310	2,298.6310	0.0572	0.0524	2,315.6743
Total	**0.8282**	**3.8845**	**9.5344**	**0.0388**	**3.1010**	**0.0323**	**3.1333**	**0.8352**	**0.0303**	**0.8656**		**4,061.1168**	**4,061.1168**	**0.1163**	**0.3058**	**4,155.1481**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0982	3.3846	1.2807	0.0161	0.5637	0.0171	0.5808	0.1623	0.0164	0.1787		1,736.0165	1,736.0165	0.0593	0.2499	1,811.9552
Worker	0.6775	0.4526	7.6567	0.0218	2.5373	0.0147	2.5520	0.6729	0.0135	0.6864		2,251.2475	2,251.2475	0.0518	0.0487	2,267.0611
Total	**0.7757**	**3.8372**	**8.9374**	**0.0379**	**3.1010**	**0.0318**	**3.1328**	**0.8352**	**0.0299**	**0.8651**		**3,987.2640**	**3,987.2640**	**0.1111**	**0.2986**	**4,079.0164**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0982	3.3846	1.2807	0.0161	0.5637	0.0171	0.5808	0.1623	0.0164	0.1787		1,736.016 5	1,736.016 5	0.0593	0.2499	1,811.955 2
Worker	0.6775	0.4526	7.6567	0.0218	2.5373	0.0147	2.5520	0.6729	0.0135	0.6864		2,251.247 5	2,251.247 5	0.0518	0.0487	2,267.061 1
Total	**0.7757**	**3.8372**	**8.9374**	**0.0379**	**3.1010**	**0.0318**	**3.1328**	**0.8352**	**0.0299**	**0.8651**		**3,987.264 0**	**3,987.264 0**	**0.1111**	**0.2986**	**4,079.016 4**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.3743					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3625**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0299	0.5060	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		148.7609	148.7609	3.4200e-003	3.2200e-003	149.8058
Total	**0.0448**	**0.0299**	**0.5060**	**1.4400e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**148.7609**	**148.7609**	**3.4200e-003**	**3.2200e-003**	**149.8058**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.3743					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3625**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0448	0.0299	0.5060	1.4400e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		148.7609	148.7609	3.4200e-003	3.2200e-003	149.8058
Total	**0.0448**	**0.0299**	**0.5060**	**1.4400e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**148.7609**	**148.7609**	**3.4200e-003**	**3.2200e-003**	**149.8058**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**27.8527**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1343	0.0897	1.5179	4.3300e-003	0.5030	2.9100e-003	0.5059	0.1334	2.6800e-003	0.1361		446.2825	446.2825	0.0103	9.6600e-003	449.4174
Total	**0.1343**	**0.0897**	**1.5179**	**4.3300e-003**	**0.5030**	**2.9100e-003**	**0.5059**	**0.1334**	**2.6800e-003**	**0.1361**		**446.2825**	**446.2825**	**0.0103**	**9.6600e-003**	**449.4174**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**27.8527**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1343	0.0897	1.5179	4.3300e-003	0.5030	2.9100e-003	0.5059	0.1334	2.6800e-003	0.1361		446.2825	446.2825	0.0103	9.6600e-003	449.4174
Total	**0.1343**	**0.0897**	**1.5179**	**4.3300e-003**	**0.5030**	**2.9100e-003**	**0.5059**	**0.1334**	**2.6800e-003**	**0.1361**		**446.2825**	**446.2825**	**0.0103**	**9.6600e-003**	**449.4174**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3906	0.3259	3.4187	7.2800e-003	0.8797	4.7600e-003	0.8845	0.2344	4.4300e-003	0.2388		785.1589	785.1589	0.0536	0.0323	796.1146
Unmitigated	0.4562	0.4078	4.3614	9.7300e-003	1.1851	6.2300e-003	1.1913	0.3158	5.7900e-003	0.3215		1,049.5180	1,049.5180	0.0674	0.0406	1,063.3096

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	186.30	68.04	6.48	434,077	322,220
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	186.30	68.04	6.48	434,077	322,220

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Other Asphalt Surfaces	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.087 7	2,782.087 7	0.0533	0.0510	2,798.620 2
NaturalGas Unmitigated	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.087 7	2,782.087 7	0.0533	0.0510	2,798.620 2

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	23647.7	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2550**	**2.3184**	**1.9475**	**0.0139**		**0.1762**	**0.1762**		**0.1762**	**0.1762**		**2,782.0877**	**2,782.0877**	**0.0533**	**0.0510**	**2,798.6202**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	23.6477	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2550**	**2.3184**	**1.9475**	**0.0139**		**0.1762**	**0.1762**		**0.1762**	**0.1762**		**2,782.0877**	**2,782.0877**	**0.0533**	**0.0510**	**2,798.6202**

6.0 Area Detail

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Unmitigated	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4493					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Total	**7.2848**	**1.5000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0366**	**0.0366**	**9.0000e-005**		**0.0389**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4493					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Total	**7.2848**	**1.5000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0366**	**0.0366**	**9.0000e-005**		**0.0389**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Citrus College EFMP 2020-2030

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	162.00	Student	21.44	321,828.00	0
Other Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 162 new students and 321,828 sq ft new structures. Total area disturbed approximately 26.44 acres

Demolition - 316,904 sq ft of building space to be demolished

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Increase Transit Access and Improve Ped Network onsite and connecting offsite

Water Mitigation - Install low flow fixtures and water-efficient irrigation selected to account for Title 24 Part 11 requirements

Construction Phase - Painting concurrent with last 6 months of Building Construction

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	110.00
tblLandUse	LandUseSquareFeet	7,071.66	321,828.00

tblLandUse	LotAcreage	0.16	21.44

2.0 Emissions Summary

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6989	38.8993	29.7653	0.0701	19.8582	1.6363	21.4721	10.1558	1.5054	11.6406	0.0000	7,165.5019	7,165.5019	1.9499	0.5230	7,352.1103
2023	3.3905	34.5649	28.7173	0.0646	9.4271	1.4258	10.8530	3.7130	1.3118	5.0248	0.0000	6,498.1132	6,498.1132	1.9493	0.3100	6,608.6193
2024	30.2940	18.8051	27.7387	0.0708	3.6040	0.7090	4.3130	0.9686	0.6705	1.6391	0.0000	7,131.7015	7,131.7015	0.7422	0.3128	7,243.4849
Maximum	**30.2940**	**38.8993**	**29.7653**	**0.0708**	**19.8582**	**1.6363**	**21.4721**	**10.1558**	**1.5054**	**11.6406**	**0.0000**	**7,165.5019**	**7,165.5019**	**1.9499**	**0.5230**	**7,352.1103**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.6989	38.8993	29.7653	0.0701	7.8674	1.6363	9.4813	3.9933	1.5054	5.4781	0.0000	7,165.5019	7,165.5019	1.9499	0.5230	7,352.1103
2023	3.3905	34.5649	28.7173	0.0646	3.8130	1.4258	5.2388	1.4843	1.3118	2.7960	0.0000	6,498.1132	6,498.1132	1.9493	0.3100	6,608.6193
2024	30.2940	18.8051	27.7387	0.0708	3.6040	0.7090	4.3130	0.9686	0.6705	1.6391	0.0000	7,131.7015	7,131.7015	0.7422	0.3128	7,243.4849
Maximum	**30.2940**	**38.8993**	**29.7653**	**0.0708**	**7.8674**	**1.6363**	**9.4813**	**3.9933**	**1.5054**	**5.4781**	**0.0000**	**7,165.5019**	**7,165.5019**	**1.9499**	**0.5230**	**7,352.1103**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	53.53	0.00	48.05	56.55	0.00	45.84	0.00	0.00	0.00	0.00	0.00	0.00

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Energy	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Mobile	0.4468	0.4398	4.3179	9.3300e-003	1.1851	6.2300e-003	1.1914	0.3158	5.7900e-003	0.3215		1,006.0157	1,006.0157	0.0693	0.0423	1,020.3541
Total	**7.9867**	**2.7583**	**6.2823**	**0.0232**	**1.1851**	**0.1825**	**1.3676**	**0.3158**	**0.1821**	**0.4978**		**3,788.1399**	**3,788.1399**	**0.1227**	**0.0933**	**3,819.0132**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Energy	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Mobile	0.3803	0.3514	3.4206	6.9800e-003	0.8797	4.7700e-003	0.8845	0.2344	4.4300e-003	0.2388		752.9562	752.9562	0.0554	0.0337	764.3682
Total	**7.9201**	**2.6700**	**5.3850**	**0.0209**	**0.8797**	**0.1810**	**1.0608**	**0.2344**	**0.1807**	**0.4151**		**3,535.0804**	**3,535.0804**	**0.1088**	**0.0847**	**3,563.0273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.83	3.20	14.28	10.11	25.77	0.80	22.44	25.77	0.75	16.62	0.00	6.68	6.68	11.29	9.28	6.70

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2022	11/11/2022	5	30	
2	Site Preparation	Site Preparation	11/12/2022	12/9/2022	5	20	
3	Grading	Grading	12/10/2022	2/10/2023	5	45	
4	Building Construction	Building Construction	2/11/2023	10/18/2024	5	440	
5	Paving	Paving	10/19/2024	12/6/2024	5	35	
6	Architectural Coating	Architectural Coating	5/18/2024	10/18/2024	5	110	

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 482,742; Non-Residential Outdoor: 160,914; Striped Parking Area: 13,068 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators		2	8.00	158	0.38
Grading	Graders		1	8.00	187	0.41
Grading	Rubber Tired Dozers		1	8.00	247	0.40
Grading	Scrapers		2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Cranes		1	7.00	231	0.29
Building Construction	Forklifts		3	8.00	89	0.20
Building Construction	Generator Sets		1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes		3	7.00	97	0.37
Building Construction	Welders		1	8.00	46	0.45
Paving	Pavers		2	8.00	130	0.42
Paving	Paving Equipment		2	8.00	132	0.36
Paving	Rollers		2	8.00	80	0.38
Architectural Coating	Air Compressors		1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	1,441.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	227.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	45.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.3982	0.0000	10.3982	1.5744	0.0000	1.5744			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.781 2	3,746.781 2	1.0524		3,773.092 0
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**10.3982**	**1.2427**	**11.6408**	**1.5744**	**1.1553**	**2.7296**		**3,746.781 2**	**3,746.781 2**	**1.0524**		**3,773.092 0**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2184	8.3945	1.9141	0.0299	0.8408	0.0601	0.9008	0.2305	0.0575	0.2880		3,270.950 7	3,270.950 7	0.1734	0.5190	3,429.946 3
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.2740**	**8.4364**	**2.4569**	**0.0313**	**1.0084**	**0.0611**	**1.0696**	**0.2750**	**0.0585**	**0.3334**		**3,418.720 7**	**3,418.720 7**	**0.1777**	**0.5230**	**3,579.018 3**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.0553	0.0000	4.0553	0.6140	0.0000	0.6140			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**4.0553**	**1.2427**	**5.2979**	**0.6140**	**1.1553**	**1.7693**	**0.0000**	**3,746.781 2**	**3,746.781 2**	**1.0524**		**3,773.092 0**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2184	8.3945	1.9141	0.0299	0.8408	0.0601	0.9008	0.2305	0.0575	0.2880		3,270.950 7	3,270.950 7	0.1734	0.5190	3,429.946 3
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.2740**	**8.4364**	**2.4569**	**0.0313**	**1.0084**	**0.0611**	**1.0696**	**0.2750**	**0.0585**	**0.3334**		**3,418.720 7**	**3,418.720 7**	**0.1777**	**0.5230**	**3,579.018 3**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	**0.0667**	**0.0503**	**0.6514**	**1.7400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**177.3240**	**177.3240**	**5.1300e-003**	**4.8100e-003**	**178.8864**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**7.6662**	**1.6126**	**9.2788**	**3.9400**	**1.4836**	**5.4235**	**0.0000**	**3,686.061 9**	**3,686.061 9**	**1.1922**		**3,715.865 5**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	**0.0667**	**0.0503**	**0.6514**	**1.7400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**177.3240**	**177.3240**	**5.1300e-003**	**4.8100e-003**	**178.8864**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.0741**	**0.0558**	**0.7237**	**1.9400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**197.0266**	**197.0266**	**5.7000e-003**	**5.3500e-003**	**198.7627**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.410 5	6,011.410 5	1.9442		6,060.015 8
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**3.5894**	**1.6349**	**5.2243**	**1.4250**	**1.5041**	**2.9291**	**0.0000**	**6,011.410 5**	**6,011.410 5**	**1.9442**		**6,060.015 8**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.0741**	**0.0558**	**0.7237**	**1.9400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**197.0266**	**197.0266**	**5.7000e-003**	**5.3500e-003**	**198.7627**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**9.2036**	**1.4245**	**10.6281**	**3.6538**	**1.3105**	**4.9643**		**6,011.477 7**	**6,011.477 7**	**1.9442**		**6,060.083 6**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0688	0.0493	0.6662	1.8700e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		191.8453	191.8453	5.1100e-003	4.9300e-003	193.4424
Total	**0.0688**	**0.0493**	**0.6662**	**1.8700e-003**	**0.2236**	**1.3500e-003**	**0.2249**	**0.0593**	**1.2400e-003**	**0.0605**		**191.8453**	**191.8453**	**5.1100e-003**	**4.9300e-003**	**193.4424**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.5894	0.0000	3.5894	1.4250	0.0000	1.4250			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.477 7	6,011.477 7	1.9442		6,060.083 6
Total	**3.3217**	**34.5156**	**28.0512**	**0.0621**	**3.5894**	**1.4245**	**5.0139**	**1.4250**	**1.3105**	**2.7355**	**0.0000**	**6,011.477 7**	**6,011.477 7**	**1.9442**		**6,060.083 6**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0688	0.0493	0.6662	1.8700e-003	0.2236	1.3500e-003	0.2249	0.0593	1.2400e-003	0.0605		191.8453	191.8453	5.1100e-003	4.9300e-003	193.4424
Total	**0.0688**	**0.0493**	**0.6662**	**1.8700e-003**	**0.2236**	**1.3500e-003**	**0.2249**	**0.0593**	**1.2400e-003**	**0.0605**		**191.8453**	**191.8453**	**5.1100e-003**	**4.9300e-003**	**193.4424**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0978	3.5365	1.3497	0.0164	0.5637	0.0171	0.5808	0.1623	0.0163	0.1787		1,765.458 7	1,765.458 7	0.0588	0.2541	1,842.641 7
Worker	0.7810	0.5598	7.5609	0.0213	2.5373	0.0153	2.5526	0.6729	0.0141	0.6870		2,177.444 6	2,177.444 6	0.0580	0.0560	2,195.571 6
Total	**0.8788**	**4.0963**	**8.9106**	**0.0377**	**3.1010**	**0.0324**	**3.1334**	**0.8352**	**0.0304**	**0.8657**		**3,942.903 3**	**3,942.903 3**	**0.1168**	**0.3100**	**4,038.213 3**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0978	3.5365	1.3497	0.0164	0.5637	0.0171	0.5808	0.1623	0.0163	0.1787		1,765.4587	1,765.4587	0.0588	0.2541	1,842.6417
Worker	0.7810	0.5598	7.5609	0.0213	2.5373	0.0153	2.5526	0.6729	0.0141	0.6870		2,177.4446	2,177.4446	0.0580	0.0560	2,195.5716
Total	**0.8788**	**4.0963**	**8.9106**	**0.0377**	**3.1010**	**0.0324**	**3.1334**	**0.8352**	**0.0304**	**0.8657**		**3,942.9033**	**3,942.9033**	**0.1168**	**0.3100**	**4,038.2133**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0946	3.5437	1.3214	0.0162	0.5637	0.0172	0.5809	0.1623	0.0165	0.1788		1,739.0061	1,739.0061	0.0590	0.2505	1,815.1341
Worker	0.7304	0.4998	7.0440	0.0207	2.5373	0.0147	2.5520	0.6729	0.0135	0.6864		2,132.7555	2,132.7555	0.0526	0.0520	2,149.5723
Total	**0.8249**	**4.0435**	**8.3653**	**0.0368**	**3.1010**	**0.0319**	**3.1329**	**0.8352**	**0.0300**	**0.8652**		**3,871.7616**	**3,871.7616**	**0.1116**	**0.3025**	**3,964.7064**

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0946	3.5437	1.3214	0.0162	0.5637	0.0172	0.5809	0.1623	0.0165	0.1788		1,739.0061	1,739.0061	0.0590	0.2505	1,815.1341
Worker	0.7304	0.4998	7.0440	0.0207	2.5373	0.0147	2.5520	0.6729	0.0135	0.6864		2,132.7555	2,132.7555	0.0526	0.0520	2,149.5723
Total	**0.8249**	**4.0435**	**8.3653**	**0.0368**	**3.1010**	**0.0319**	**3.1329**	**0.8352**	**0.0300**	**0.8652**		**3,871.7616**	**3,871.7616**	**0.1116**	**0.3025**	**3,964.7064**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.3743					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3625**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0483	0.0330	0.4655	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		140.9310	140.9310	3.4700e-003	3.4400e-003	142.0422
Total	**0.0483**	**0.0330**	**0.4655**	**1.3700e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**140.9310**	**140.9310**	**3.4700e-003**	**3.4400e-003**	**142.0422**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.3743					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3625**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.547 2**	**2,207.547 2**	**0.7140**		**2,225.396 3**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0483	0.0330	0.4655	1.3700e-003	0.1677	9.7000e-004	0.1686	0.0445	8.9000e-004	0.0454		140.9310	140.9310	3.4700e-003	3.4400e-003	142.0422
Total	**0.0483**	**0.0330**	**0.4655**	**1.3700e-003**	**0.1677**	**9.7000e-004**	**0.1686**	**0.0445**	**8.9000e-004**	**0.0454**		**140.9310**	**140.9310**	**3.4700e-003**	**3.4400e-003**	**142.0422**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**27.8527**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1448	0.0991	1.3964	4.1000e-003	0.5030	2.9100e-003	0.5059	0.1334	2.6800e-003	0.1361		422.7929	422.7929	0.0104	0.0103	426.1267
Total	**0.1448**	**0.0991**	**1.3964**	**4.1000e-003**	**0.5030**	**2.9100e-003**	**0.5059**	**0.1334**	**2.6800e-003**	**0.1361**		**422.7929**	**422.7929**	**0.0104**	**0.0103**	**426.1267**

3.7 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.6720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**27.8527**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1448	0.0991	1.3964	4.1000e-003	0.5030	2.9100e-003	0.5059	0.1334	2.6800e-003	0.1361		422.7929	422.7929	0.0104	0.0103	426.1267
Total	**0.1448**	**0.0991**	**1.3964**	**4.1000e-003**	**0.5030**	**2.9100e-003**	**0.5059**	**0.1334**	**2.6800e-003**	**0.1361**		**422.7929**	**422.7929**	**0.0104**	**0.0103**	**426.1267**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3803	0.3514	3.4206	6.9800e-003	0.8797	4.7700e-003	0.8845	0.2344	4.4300e-003	0.2388		752.9562	752.9562	0.0554	0.0337	764.3682
Unmitigated	0.4468	0.4398	4.3179	9.3300e-003	1.1851	6.2300e-003	1.1914	0.3158	5.7900e-003	0.3215		1,006.0157	1,006.0157	0.0693	0.0423	1,020.3541

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	186.30	68.04	6.48	434,077	322,220
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	186.30	68.04	6.48	434,077	322,220

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Other Asphalt Surfaces	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.087 7	2,782.087 7	0.0533	0.0510	2,798.620 2
NaturalGas Unmitigated	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.087 7	2,782.087 7	0.0533	0.0510	2,798.620 2

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	23647.7	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2550**	**2.3184**	**1.9475**	**0.0139**		**0.1762**	**0.1762**		**0.1762**	**0.1762**		**2,782.0877**	**2,782.0877**	**0.0533**	**0.0510**	**2,798.6202**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2yr)	23.6477	0.2550	2.3184	1.9475	0.0139		0.1762	0.1762		0.1762	0.1762		2,782.0877	2,782.0877	0.0533	0.0510	2,798.6202
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2550**	**2.3184**	**1.9475**	**0.0139**		**0.1762**	**0.1762**		**0.1762**	**0.1762**		**2,782.0877**	**2,782.0877**	**0.0533**	**0.0510**	**2,798.6202**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Unmitigated	7.2848	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4493					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Total	**7.2848**	**1.5000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0366**	**0.0366**	**9.0000e-005**		**0.0389**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8340					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.4493					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0170	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0366	0.0366	9.0000e-005		0.0389
Total	**7.2848**	**1.5000e-004**	**0.0170**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0366**	**0.0366**	**9.0000e-005**		**0.0389**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

EMFAC2017 Model Printouts

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Air Basin

Region: SOUTH COAST

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO.	2022	HHDT	Aggregated	Aggregated	GAS	77.19581	7790.40352	1544.534	1.875688287
SOUTH CO.	2022	LDA	Aggregated	Aggregated	GAS	6370883	246404319.3	30101253	7989.700531
SOUTH CO.	2022	LDT1	Aggregated	Aggregated	GAS	716397.4	26563674.69	3305301	1003.18171
SOUTH CO.	2022	LDT2	Aggregated	Aggregated	GAS	2182002	82381240.23	10234301	3339.886942
SOUTH CO.	2022	LHDT1	Aggregated	Aggregated	GAS	171358.6	6138928.512	2552988	583.2281345
SOUTH CO.	2022	LHDT2	Aggregated	Aggregated	GAS	29049.29	1009215.767	432791.1	110.1260053
SOUTH CO.	2022	MCY	Aggregated	Aggregated	GAS	288756.3	1994249.265	577512.7	54.92216124
SOUTH CO.	2022	MDV	Aggregated	Aggregated	GAS	1530646	54105469.86	7077024	2704.447563
SOUTH CO.	2022	MH	Aggregated	Aggregated	GAS	34090.76	324253.0827	3410.439	62.96118679
SOUTH CO.	2022	MHDT	Aggregated	Aggregated	GAS	24783.34	1316472.619	495865	259.391887
SOUTH CO.	2022	OBUS	Aggregated	Aggregated	GAS	5832.051	240794.901	116687.7	47.77312679
SOUTH CO.	2022	SBUS	Aggregated	Aggregated	GAS	2563.073	102707.6059	10252.29	11.26572543
SOUTH CO.	2022	UBUS	Aggregated	Aggregated	GAS	952.146	89255.99818	3808.584	18.40085629

vehicle miles per day (All Categories)	420678372	16,187	1,000 gall per day
		16,187,162	gallons per day
Fleet Avg Miles per gallon	26.0		

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Air Basin

Region: SOUTH COAST

Calendar Year: 2022

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO.	2022	HHDT	Aggregate	Aggregate	DSL	98507.93	11795119.18	994224.5278	1762.986535
SOUTH CO.	2022	LDA	Aggregate	Aggregate	DSL	57443	2304136.238	272823.0302	47.39159146
SOUTH CO.	2022	LDT1	Aggregate	Aggregate	DSL	378.1209	8809.098622	1319.110799	0.391172549
SOUTH CO.	2022	LDT2	Aggregate	Aggregate	DSL	13854.2	592642.9638	68308.95137	16.65070839
SOUTH CO.	2022	LHDT1	Aggregate	Aggregate	DSL	115788.9	4681447.455	1456478.318	217.1134019
SOUTH CO.	2022	LHDT2	Aggregate	Aggregate	DSL	45909.32	1809192.293	577481.5034	92.8866097
SOUTH CO.	2022	MDV	Aggregate	Aggregate	DSL	32417.61	1305872.927	158948.6889	47.80332863
SOUTH CO.	2022	MH	Aggregate	Aggregate	DSL	12198.84	117488.268	1219.883938	11.12023591
SOUTH CO.	2022	MHDT	Aggregate	Aggregate	DSL	119796	7716034.126	1201941.571	720.1602731
SOUTH CO.	2022	OBUS	Aggregate	Aggregate	DSL	4149.674	316404.315	40441.57981	37.45917989
SOUTH CO.	2022	SBUS	Aggregate	Aggregate	DSL	6354.465	200786.3158	73329.64442	26.4174734
SOUTH CO.	2022	UBUS	Aggregate	Aggregate	DSL	14.14142	1478.085683	56.56567323	0.246796198

Diesel Truck (HHDT, MDV, MHDT) vehicle miles per day	20,817,026	2,531	1,000 gall per day
		2,530,950	gallons per day
Diesel Truck Fleet Avg Miles per gallon	8.2		

EMFAC2017 (v1.0.2) Emissions Inventory

Region Type: Air Basin

Region: SOUTH COAST

Calendar Year: 2030

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
SOUTH CO/	2030	HHDT	Aggregatec	Aggregatec	GAS	79.57556	10368.215	1592.148	2.095989
SOUTH CO/	2030	LDA	Aggregatec	Aggregatec	GAS	7020317	248149803	33077867	6625.892
SOUTH CO/	2030	LDT1	Aggregatec	Aggregatec	GAS	872185.6	29553355	4036204	932.0124
SOUTH CO/	2030	LDT2	Aggregatec	Aggregatec	GAS	2496705	86267190	11684970	2755.028
SOUTH CO/	2030	LHDT1	Aggregatec	Aggregatec	GAS	169830.3	5779675.4	2530218	491.946
SOUTH CO/	2030	LHDT2	Aggregatec	Aggregatec	GAS	30088.08	984375.06	448267.6	96.62841
SOUTH CO/	2030	MCY	Aggregatec	Aggregatec	GAS	352423.8	2162383.2	704847.6	60.17936
SOUTH CO/	2030	MDV	Aggregatec	Aggregatec	GAS	1631425	53489089	7564839	2106.931
SOUTH CO/	2030	MH	Aggregatec	Aggregatec	GAS	32225.58	308047.73	3223.847	52.84575
SOUTH CO/	2030	MHDT	Aggregatec	Aggregatec	GAS	26110.08	1281223.5	522410.6	223.7331
SOUTH CO/	2030	OBUS	Aggregatec	Aggregatec	GAS	5873.561	217612.73	117518.2	37.96779
SOUTH CO/	2030	SBUS	Aggregatec	Aggregatec	GAS	3750.36	138429.67	15001.44	14.10662
SOUTH CO/	2030	UBUS	Aggregatec	Aggregatec	GAS	997.9203	93469.067	3991.681	16.41825

Diesel Truck (HHDT, MDV, MHDT) vehicle miles per day	2,480,799	115	1,000 gall per day
		115,121	gallons per day
Diesel Truck Fleet Avg Miles per gallon	21.5		

APPENDIX C

CalEEMod Model Annual Printouts

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Citrus College EFMP 2020-2030

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2yr)	162.00	Student	21.44	321,828.00	0
Other Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2030
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 162 new students and 321,828 sq ft new structures. Total area disturbed approximately 26.44 acres

Demolition - 316,904 sq ft of building space to be demolished

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times per day selected to account for SCAQMD Rule 403 minimum requirements

Mobile Land Use Mitigation - Increase Transit Access and Improve Ped Network onsite and connecting offsite

Water Mitigation - Install low flow fixtures and water-efficient irrigation selected to account for Title 24 Part 11 requirements

Construction Phase - Painting concurrent with last 6 months of Building Construction

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	110.00
tblLandUse	LandUseSquareFeet	7,071.66	321,828.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.16	21.44

2.0 Emissions Summary

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1037	1.1370	0.7727	1.9300e-003	0.4878	0.0480	0.5357	0.1622	0.0443	0.2066	0.0000	174.8627	174.8627	0.0409	7.2000e-003	178.0294
2023	0.3260	2.6464	3.3436	8.4300e-003	0.5150	0.1056	0.6206	0.1526	0.0989	0.2515	0.0000	765.5851	765.5851	0.1022	0.0325	777.8166
2024	1.7991	2.0782	3.0350	7.5400e-003	0.3494	0.0795	0.4289	0.0942	0.0748	0.1689	0.0000	687.8741	687.8741	0.0809	0.0295	698.6719
Maximum	**1.7991**	**2.6464**	**3.3436**	**8.4300e-003**	**0.5150**	**0.1056**	**0.6206**	**0.1622**	**0.0989**	**0.2515**	**0.0000**	**765.5851**	**765.5851**	**0.1022**	**0.0325**	**777.8166**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1037	1.1370	0.7727	1.9300e-003	0.2015	0.0480	0.2495	0.0663	0.0443	0.1107	0.0000	174.8625	174.8625	0.0409	7.2000e-003	178.0293
2023	0.3260	2.6464	3.3436	8.4300e-003	0.4163	0.1056	0.5219	0.1176	0.0989	0.2165	0.0000	765.5847	765.5847	0.1022	0.0325	777.8162
2024	1.7991	2.0782	3.0350	7.5400e-003	0.3494	0.0795	0.4289	0.0942	0.0748	0.1689	0.0000	687.8738	687.8738	0.0809	0.0295	698.6716
Maximum	**1.7991**	**2.6464**	**3.3436**	**8.4300e-003**	**0.4163**	**0.1056**	**0.5219**	**0.1176**	**0.0989**	**0.2165**	**0.0000**	**765.5847**	**765.5847**	**0.1022**	**0.0325**	**777.8162**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	28.47	0.00	24.29	32.00	0.00	20.88	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2022	12-31-2022	1.2544	1.2544
2	1-1-2023	3-31-2023	0.9221	0.9221
3	4-1-2023	6-30-2023	0.6718	0.6718
4	7-1-2023	9-30-2023	0.6792	0.6792
5	10-1-2023	12-31-2023	0.6878	0.6878
6	1-1-2024	3-31-2024	0.6430	0.6430
7	4-1-2024	6-30-2024	1.0950	1.0950
8	7-1-2024	9-30-2024	1.6042	1.6042
		Highest	1.6042	1.6042

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3294	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1400e-003	4.1400e-003	1.0000e-005	0.0000	4.4100e-003
Energy	0.0465	0.4231	0.3554	2.5400e-003		0.0322	0.0322		0.0322	0.0322	0.0000	1,013.660 3	1,013.660 3	0.0555	0.0141	1,019.250 5
Mobile	0.0617	0.0625	0.6099	1.3200e-003	0.1632	8.7000e-004	0.1640	0.0435	8.1000e-004	0.0444	0.0000	129.4650	129.4650	8.7800e-003	5.4200e-003	131.2981
Waste						0.0000	0.0000		0.0000	0.0000	6.0004	0.0000	6.0004	0.3546	0.0000	14.8658
Water						0.0000	0.0000		0.0000	0.0000	0.1100	1.8699	1.9800	0.0115	2.9000e-004	2.3517
Total	**1.4377**	**0.4856**	**0.9674**	**3.8600e-003**	**0.1632**	**0.0330**	**0.1962**	**0.0435**	**0.0330**	**0.0765**	**6.1105**	**1,144.999 3**	**1,151.109 7**	**0.4304**	**0.0198**	**1,167.770 5**

Citrus College EFMP 2020-2030 - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3294	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1400e-003	4.1400e-003	1.0000e-005	0.0000	4.4100e-003
Energy	0.0465	0.4231	0.3554	2.5400e-003		0.0322	0.0322		0.0322	0.0322	0.0000	1,013.660 3	1,013.660 3	0.0555	0.0141	1,019.250 5
Mobile	0.0524	0.0498	0.4821	9.9000e-004	0.1211	6.7000e-004	0.1218	0.0323	6.2000e-004	0.0329	0.0000	96.8861	96.8861	7.0100e-003	4.3000e-003	98.3429
Waste						0.0000	0.0000		0.0000	0.0000	6.0004	0.0000	6.0004	0.3546	0.0000	14.8658
Water						0.0000	0.0000		0.0000	0.0000	0.1001	1.7326	1.8328	0.0104	2.6000e-004	2.1712
Total	**1.4283**	**0.4729**	**0.8396**	**3.5300e-003**	**0.1211**	**0.0328**	**0.1539**	**0.0323**	**0.0328**	**0.0651**	**6.1006**	**1,112.283 2**	**1,118.383 7**	**0.4276**	**0.0187**	**1,134.634 8**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.65**	**2.61**	**13.21**	**8.55**	**25.77**	**0.61**	**21.54**	**25.77**	**0.58**	**14.91**	**0.16**	**2.86**	**2.84**	**0.65**	**5.81**	**2.84**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2022	11/11/2022	5	30	
2	Site Preparation	Site Preparation	11/12/2022	12/9/2022	5	20	
3	Grading	Grading	12/10/2022	2/10/2023	5	45	

4	Building Construction	Building Construction	2/11/2023	10/18/2024		5	440	
5	Paving	Paving	10/19/2024	12/6/2024		5	35	
6	Architectural Coating	Architectural Coating	5/18/2024	10/18/2024		5	110	

Acres of Grading (Site Preparation Phase): 30

Acres of Grading (Grading Phase): 135

Acres of Paving: 5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 482,742; Non-Residential Outdoor: 160,914; Striped Parking Area: 13,068 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	1,441.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	227.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	45.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1560	0.0000	0.1560	0.0236	0.0000	0.0236	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0396	0.3858	0.3089	5.8000e-004		0.0186	0.0186		0.0173	0.0173	0.0000	50.9853	50.9853	0.0143	0.0000	51.3434
Total	**0.0396**	**0.3858**	**0.3089**	**5.8000e-004**	**0.1560**	**0.0186**	**0.1746**	**0.0236**	**0.0173**	**0.0410**	**0.0000**	**50.9853**	**50.9853**	**0.0143**	**0.0000**	**51.3434**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3200e-003	0.1275	0.0284	4.5000e-004	0.0124	9.0000e-004	0.0133	3.4000e-003	8.6000e-004	4.2700e-003	0.0000	44.5028	44.5028	2.3600e-003	7.0600e-003	46.6661
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.4000e-004	8.3500e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4800e-003	6.5000e-004	1.0000e-005	6.7000e-004	0.0000	2.0409	2.0409	6.0000e-005	6.0000e-005	2.0589
Total	**4.0900e-003**	**0.1281**	**0.0368**	**4.7000e-004**	**0.0149**	**9.2000e-004**	**0.0158**	**4.0500e-003**	**8.7000e-004**	**4.9400e-003**	**0.0000**	**46.5437**	**46.5437**	**2.4200e-003**	**7.1200e-003**	**48.7249**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0608	0.0000	0.0608	9.2100e-003	0.0000	9.2100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0396	0.3858	0.3089	5.8000e-004		0.0186	0.0186		0.0173	0.0173	0.0000	50.9853	50.9853	0.0143	0.0000	51.3433
Total	**0.0396**	**0.3858**	**0.3089**	**5.8000e-004**	**0.0608**	**0.0186**	**0.0795**	**9.2100e-003**	**0.0173**	**0.0265**	**0.0000**	**50.9853**	**50.9853**	**0.0143**	**0.0000**	**51.3433**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3200e-003	0.1275	0.0284	4.5000e-004	0.0124	9.0000e-004	0.0133	3.4000e-003	8.6000e-004	4.2700e-003	0.0000	44.5028	44.5028	2.3600e-003	7.0600e-003	46.6661
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.7000e-004	6.4000e-004	8.3500e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4800e-003	6.5000e-004	1.0000e-005	6.7000e-004	0.0000	2.0409	2.0409	6.0000e-005	6.0000e-005	2.0589
Total	**4.0900e-003**	**0.1281**	**0.0368**	**4.7000e-004**	**0.0149**	**9.2000e-004**	**0.0158**	**4.0500e-003**	**8.7000e-004**	**4.9400e-003**	**0.0000**	**46.5437**	**46.5437**	**2.4200e-003**	**7.1200e-003**	**48.7249**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1966	0.0000	0.1966	0.1010	0.0000	0.1010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3308	0.1970	3.8000e-004		0.0161	0.0161		0.0148	0.0148	0.0000	33.4394	33.4394	0.0108	0.0000	33.7098
Total	**0.0317**	**0.3308**	**0.1970**	**3.8000e-004**	**0.1966**	**0.0161**	**0.2127**	**0.1010**	**0.0148**	**0.1159**	**0.0000**	**33.4394**	**33.4394**	**0.0108**	**0.0000**	**33.7098**

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3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	5.1000e-004	6.6800e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.6327	1.6327	5.0000e-005	4.0000e-005	1.6471
Total	**6.2000e-004**	**5.1000e-004**	**6.6800e-003**	**2.0000e-005**	**1.9700e-003**	**1.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.6327**	**1.6327**	**5.0000e-005**	**4.0000e-005**	**1.6471**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0767	0.0000	0.0767	0.0394	0.0000	0.0394	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3308	0.1970	3.8000e-004		0.0161	0.0161		0.0148	0.0148	0.0000	33.4394	33.4394	0.0108	0.0000	33.7097
Total	**0.0317**	**0.3308**	**0.1970**	**3.8000e-004**	**0.0767**	**0.0161**	**0.0928**	**0.0394**	**0.0148**	**0.0542**	**0.0000**	**33.4394**	**33.4394**	**0.0108**	**0.0000**	**33.7097**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	5.1000e-004	6.6800e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.6327	1.6327	5.0000e-005	4.0000e-005	1.6471
Total	**6.2000e-004**	**5.1000e-004**	**6.6800e-003**	**2.0000e-005**	**1.9700e-003**	**1.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.6327**	**1.6327**	**5.0000e-005**	**4.0000e-005**	**1.6471**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1168	0.0000	0.1168	0.0326	0.0000	0.0326	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2913	0.2178	4.7000e-004		0.0123	0.0123		0.0113	0.0113	0.0000	40.9010	40.9010	0.0132	0.0000	41.2317
Total	**0.0272**	**0.2913**	**0.2178**	**4.7000e-004**	**0.1168**	**0.0123**	**0.1290**	**0.0326**	**0.0113**	**0.0438**	**0.0000**	**40.9010**	**40.9010**	**0.0132**	**0.0000**	**41.2317**

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3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	4.3000e-004	5.5700e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3606	1.3606	4.0000e-005	4.0000e-005	1.3726
Total	**5.1000e-004**	**4.3000e-004**	**5.5700e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3606**	**1.3606**	**4.0000e-005**	**4.0000e-005**	**1.3726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0455	0.0000	0.0455	0.0127	0.0000	0.0127	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2913	0.2178	4.7000e-004		0.0123	0.0123		0.0113	0.0113	0.0000	40.9009	40.9009	0.0132	0.0000	41.2316
Total	**0.0272**	**0.2913**	**0.2178**	**4.7000e-004**	**0.0455**	**0.0123**	**0.0578**	**0.0127**	**0.0113**	**0.0240**	**0.0000**	**40.9009**	**40.9009**	**0.0132**	**0.0000**	**41.2316**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	4.3000e-004	5.5700e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3606	1.3606	4.0000e-005	4.0000e-005	1.3726
Total	**5.1000e-004**	**4.3000e-004**	**5.5700e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3606**	**1.3606**	**4.0000e-005**	**4.0000e-005**	**1.3726**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1619	0.0000	0.1619	0.0574	0.0000	0.0574	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0498	0.5177	0.4208	9.3000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	81.8028	81.8028	0.0265	0.0000	82.4642
Total	**0.0498**	**0.5177**	**0.4208**	**9.3000e-004**	**0.1619**	**0.0214**	**0.1833**	**0.0574**	**0.0197**	**0.0770**	**0.0000**	**81.8028**	**81.8028**	**0.0265**	**0.0000**	**82.4642**

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3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5000e-004	7.6000e-004	0.0103	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.6495	2.6495	7.0000e-005	7.0000e-005	2.6716
Total	**9.5000e-004**	**7.6000e-004**	**0.0103**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.6495**	**2.6495**	**7.0000e-005**	**7.0000e-005**	**2.6716**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0632	0.0000	0.0632	0.0224	0.0000	0.0224	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0498	0.5177	0.4208	9.3000e-004		0.0214	0.0214		0.0197	0.0197	0.0000	81.8027	81.8027	0.0265	0.0000	82.4641
Total	**0.0498**	**0.5177**	**0.4208**	**9.3000e-004**	**0.0632**	**0.0214**	**0.0845**	**0.0224**	**0.0197**	**0.0420**	**0.0000**	**81.8027**	**81.8027**	**0.0265**	**0.0000**	**82.4641**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5000e-004	7.6000e-004	0.0103	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.6495	2.6495	7.0000e-005	7.0000e-005	2.6716
Total	**9.5000e-004**	**7.6000e-004**	**0.0103**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.6495**	**2.6495**	**7.0000e-005**	**7.0000e-005**	**2.6716**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1809	1.6543	1.8681	3.1000e-003		0.0805	0.0805		0.0757	0.0757	0.0000	266.5755	266.5755	0.0634	0.0000	268.1608
Total	**0.1809**	**1.6543**	**1.8681**	**3.1000e-003**		**0.0805**	**0.0805**		**0.0757**	**0.0757**	**0.0000**	**266.5755**	**266.5755**	**0.0634**	**0.0000**	**268.1608**

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0114	0.4078	0.1527	1.8800e-003	0.0638	1.9600e-003	0.0657	0.0184	1.8700e-003	0.0203	0.0000	184.0041	184.0041	6.1500e-003	0.0265	192.0491
Worker	0.0829	0.0658	0.8918	2.4800e-003	0.2861	1.7600e-003	0.2878	0.0760	1.6200e-003	0.0776	0.0000	230.5532	230.5532	6.0600e-003	5.9300e-003	232.4709
Total	**0.0943**	**0.4736**	**1.0445**	**4.3600e-003**	**0.3498**	**3.7200e-003**	**0.3536**	**0.0944**	**3.4900e-003**	**0.0979**	**0.0000**	**414.5573**	**414.5573**	**0.0122**	**0.0324**	**424.5200**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1809	1.6543	1.8681	3.1000e-003		0.0805	0.0805		0.0757	0.0757	0.0000	266.5751	266.5751	0.0634	0.0000	268.1605
Total	**0.1809**	**1.6543**	**1.8681**	**3.1000e-003**		**0.0805**	**0.0805**		**0.0757**	**0.0757**	**0.0000**	**266.5751**	**266.5751**	**0.0634**	**0.0000**	**268.1605**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0114	0.4078	0.1527	1.8800e-003	0.0638	1.9600e-003	0.0657	0.0184	1.8700e-003	0.0203	0.0000	184.0041	184.0041	6.1500e-003	0.0265	192.0491
Worker	0.0829	0.0658	0.8918	2.4800e-003	0.2861	1.7600e-003	0.2878	0.0760	1.6200e-003	0.0776	0.0000	230.5532	230.5532	6.0600e-003	5.9300e-003	232.4709
Total	**0.0943**	**0.4736**	**1.0445**	**4.3600e-003**	**0.3498**	**3.7200e-003**	**0.3536**	**0.0944**	**3.4900e-003**	**0.0979**	**0.0000**	**414.5573**	**414.5573**	**0.0122**	**0.0324**	**424.5200**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1545	1.4116	1.6975	2.8300e-003		0.0644	0.0644		0.0606	0.0606	0.0000	243.4416	243.4416	0.0576	0.0000	244.8807
Total	**0.1545**	**1.4116**	**1.6975**	**2.8300e-003**		**0.0644**	**0.0644**		**0.0606**	**0.0606**	**0.0000**	**243.4416**	**243.4416**	**0.0576**	**0.0000**	**244.8807**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0101	0.3731	0.1364	1.6900e-003	0.0582	1.8000e-003	0.0600	0.0168	1.7200e-003	0.0185	0.0000	165.4831	165.4831	5.6400e-003	0.0238	172.7279
Worker	0.0706	0.0536	0.7585	2.2000e-003	0.2612	1.5400e-003	0.2627	0.0694	1.4200e-003	0.0708	0.0000	206.1799	206.1799	5.0100e-003	5.0300e-003	207.8041
Total	**0.0807**	**0.4268**	**0.8949**	**3.8900e-003**	**0.3194**	**3.3400e-003**	**0.3228**	**0.0862**	**3.1400e-003**	**0.0893**	**0.0000**	**371.6630**	**371.6630**	**0.0107**	**0.0289**	**380.5320**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1545	1.4116	1.6975	2.8300e-003		0.0644	0.0644		0.0606	0.0606	0.0000	243.4413	243.4413	0.0576	0.0000	244.8804
Total	**0.1545**	**1.4116**	**1.6975**	**2.8300e-003**		**0.0644**	**0.0644**		**0.0606**	**0.0606**	**0.0000**	**243.4413**	**243.4413**	**0.0576**	**0.0000**	**244.8804**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0101	0.3731	0.1364	1.6900e-003	0.0582	1.8000e-003	0.0600	0.0168	1.7200e-003	0.0185	0.0000	165.4831	165.4831	5.6400e-003	0.0238	172.7279
Worker	0.0706	0.0536	0.7585	2.2000e-003	0.2612	1.5400e-003	0.2627	0.0694	1.4200e-003	0.0708	0.0000	206.1799	206.1799	5.0100e-003	5.0300e-003	207.8041
Total	**0.0807**	**0.4268**	**0.8949**	**3.8900e-003**	**0.3194**	**3.3400e-003**	**0.3228**	**0.0862**	**3.1400e-003**	**0.0893**	**0.0000**	**371.6630**	**371.6630**	**0.0107**	**0.0289**	**380.5320**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0173	0.1667	0.2560	4.0000e-004		8.2000e-003	8.2000e-003		7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	6.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0238**	**0.1667**	**0.2560**	**4.0000e-004**		**8.2000e-003**	**8.2000e-003**		**7.5400e-003**	**7.5400e-003**	**0.0000**	**35.0464**	**35.0464**	**0.0113**	**0.0000**	**35.3298**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8000e-004	5.9000e-004	8.3500e-003	2.0000e-005	2.8800e-003	2.0000e-005	2.8900e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.2707	2.2707	6.0000e-005	6.0000e-005	2.2886
Total	**7.8000e-004**	**5.9000e-004**	**8.3500e-003**	**2.0000e-005**	**2.8800e-003**	**2.0000e-005**	**2.8900e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.2707**	**2.2707**	**6.0000e-005**	**6.0000e-005**	**2.2886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0173	0.1667	0.2560	4.0000e-004		8.2000e-003	8.2000e-003		7.5400e-003	7.5400e-003	0.0000	35.0464	35.0464	0.0113	0.0000	35.3298
Paving	6.5500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0238**	**0.1667**	**0.2560**	**4.0000e-004**		**8.2000e-003**	**8.2000e-003**		**7.5400e-003**	**7.5400e-003**	**0.0000**	**35.0464**	**35.0464**	**0.0113**	**0.0000**	**35.3298**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8000e-004	5.9000e-004	8.3500e-003	2.0000e-005	2.8800e-003	2.0000e-005	2.8900e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.2707	2.2707	6.0000e-005	6.0000e-005	2.2886
Total	**7.8000e-004**	**5.9000e-004**	**8.3500e-003**	**2.0000e-005**	**2.8800e-003**	**2.0000e-005**	**2.8900e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.2707**	**2.2707**	**6.0000e-005**	**6.0000e-005**	**2.2886**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5220					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9400e-003	0.0670	0.0996	1.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	14.0429	14.0429	7.9000e-004	0.0000	14.0627
Total	**1.5319**	**0.0670**	**0.0996**	**1.6000e-004**		**3.3500e-003**	**3.3500e-003**		**3.3500e-003**	**3.3500e-003**	**0.0000**	**14.0429**	**14.0429**	**7.9000e-004**	**0.0000**	**14.0627**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3300e-003	5.5700e-003	0.0788	2.3000e-004	0.0271	1.6000e-004	0.0273	7.2000e-003	1.5000e-004	7.3500e-003	0.0000	21.4095	21.4095	5.2000e-004	5.2000e-004	21.5782
Total	**7.3300e-003**	**5.5700e-003**	**0.0788**	**2.3000e-004**	**0.0271**	**1.6000e-004**	**0.0273**	**7.2000e-003**	**1.5000e-004**	**7.3500e-003**	**0.0000**	**21.4095**	**21.4095**	**5.2000e-004**	**5.2000e-004**	**21.5782**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5220					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9400e-003	0.0670	0.0996	1.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	14.0429	14.0429	7.9000e-004	0.0000	14.0627
Total	**1.5319**	**0.0670**	**0.0996**	**1.6000e-004**		**3.3500e-003**	**3.3500e-003**		**3.3500e-003**	**3.3500e-003**	**0.0000**	**14.0429**	**14.0429**	**7.9000e-004**	**0.0000**	**14.0627**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3300e-003	5.5700e-003	0.0788	2.3000e-004	0.0271	1.6000e-004	0.0273	7.2000e-003	1.5000e-004	7.3500e-003	0.0000	21.4095	21.4095	5.2000e-004	5.2000e-004	21.5782
Total	**7.3300e-003**	**5.5700e-003**	**0.0788**	**2.3000e-004**	**0.0271**	**1.6000e-004**	**0.0273**	**7.2000e-003**	**1.5000e-004**	**7.3500e-003**	**0.0000**	**21.4095**	**21.4095**	**5.2000e-004**	**5.2000e-004**	**21.5782**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0524	0.0498	0.4821	9.9000e-004	0.1211	6.7000e-004	0.1218	0.0323	6.2000e-004	0.0329	0.0000	96.8861	96.8861	7.0100e-003	4.3000e-003	98.3429
Unmitigated	0.0617	0.0625	0.6099	1.3200e-003	0.1632	8.7000e-004	0.1640	0.0435	8.1000e-004	0.0444	0.0000	129.4650	129.4650	8.7800e-003	5.4200e-003	131.2981

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2yr)	186.30	68.04	6.48	434,077	322,220
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	186.30	68.04	6.48	434,077	322,220

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Junior College (2yr)	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288
Other Asphalt Surfaces	0.529534	0.067658	0.193471	0.126518	0.024260	0.006985	0.011675	0.007885	0.000939	0.000569	0.026493	0.000724	0.003288

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	553.0544	553.0544	0.0467	5.6600e-003	555.9076
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	553.0544	553.0544	0.0467	5.6600e-003	555.9076
NaturalGas Mitigated	0.0465	0.4231	0.3554	2.5400e-003		0.0322	0.0322		0.0322	0.0322	0.0000	460.6058	460.6058	8.8300e-003	8.4400e-003	463.3430
NaturalGas Unmitigated	0.0465	0.4231	0.3554	2.5400e-003		0.0322	0.0322		0.0322	0.0322	0.0000	460.6058	460.6058	8.8300e-003	8.4400e-003	463.3430

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	8.63143e+006	0.0465	0.4231	0.3554	2.5400e-003		0.0322	0.0322		0.0322	0.0322	0.0000	460.6058	460.6058	8.8300e-003	8.4400e-003	463.3430
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0465**	**0.4231**	**0.3554**	**2.5400e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**	**0.0000**	**460.6058**	**460.6058**	**8.8300e-003**	**8.4400e-003**	**463.3430**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2yr)	8.63143e+006	0.0465	0.4231	0.3554	2.5400e-003		0.0322	0.0322		0.0322	0.0322	0.0000	460.6058	460.6058	8.8300e-003	8.4400e-003	463.3430
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0465**	**0.4231**	**0.3554**	**2.5400e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**	**0.0000**	**460.6058**	**460.6058**	**8.8300e-003**	**8.4400e-003**	**463.3430**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	3.11851e +006	553.0544	0.0467	5.6600e-003	555.9076
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**553.0544**	**0.0467**	**5.6600e-003**	**555.9076**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2yr)	3.11851e +006	553.0544	0.0467	5.6600e-003	555.9076
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**553.0544**	**0.0467**	**5.6600e-003**	**555.9076**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3294	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1400e-003	4.1400e-003	1.0000e-005	0.0000	4.4100e-003
Unmitigated	1.3294	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1400e-003	4.1400e-003	1.0000e-005	0.0000	4.4100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1522					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1770					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1400e-003	4.1400e-003	1.0000e-005	0.0000	4.4100e-003
Total	**1.3294**	**2.0000e-005**	**2.1200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.1400e-003**	**4.1400e-003**	**1.0000e-005**	**0.0000**	**4.4100e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1522					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1770					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	2.1200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1400e-003	4.1400e-003	1.0000e-005	0.0000	4.4100e-003
Total	**1.3294**	**2.0000e-005**	**2.1200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.1400e-003**	**4.1400e-003**	**1.0000e-005**	**0.0000**	**4.4100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.8328	0.0104	2.6000e-004	2.1712
Unmitigated	1.9800	0.0115	2.9000e-004	2.3517

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	).346858 / 0.542522	1.9800	0.0115	2.9000e-004	2.3517
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.9800**	**0.0115**	**2.9000e-004**	**2.3517**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2yr)	0.315641 / 0.509428	1.8328	0.0104	2.6000e-004	2.1712
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.8328**	**0.0104**	**2.6000e-004**	**2.1712**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.0004	0.3546	0.0000	14.8658
Unmitigated	6.0004	0.3546	0.0000	14.8658

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	29.56	6.0004	0.3546	0.0000	14.8658
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**6.0004**	**0.3546**	**0.0000**	**14.8658**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2yr)	29.56	6.0004	0.3546	0.0000	14.8658
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**6.0004**	**0.3546**	**0.0000**	**14.8658**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B – Tree Inventory Assessment

July 12, 2022
(21339)

Shawn Jones
Director of Business Services
Citrus Community College District
1000 West Foothill Boulevard
Glendora, CA 91741

SUBJECT: RESULTS OF THE TREE INVENTORY ASSESSMENT AT THE PROPOSED CONFERENCE CENTER LOCATION (SPIRIT OF LIFE BIBLE CHURCH), AND GENERAL TREE ASSESSMENT AT THE CITRUS COLLEGE CAMPUS LOCATION, GLENDORA, CA

Dear Mr. Jones:

The City of Glendora (City) Community Services Department Urban Forestry Manual requires trees having a diameter at breast height (DBH) of 10 inches or more and native oaks with a DBH of 8 inches or more be preserved unless authorization by a permit submitted to the Glendora Building office. The Urban Forestry Manual also requires the replacement of all mature trees, including specific requirements for oak (*Quercus* spp.) trees. This tree report summarizes the findings of the 2022 tree inventory (Inventory) for the proposed off-site Conference Center portion of the project and presents a preliminary tree assessment for the Citrus College campus location in Glendora, California.

PROJECT LOCATION AND DESCRIPTION

Citrus Community College is located at 1000 West Foothill Boulevard in Glendora, Los Angeles County, California, in the foothills of the San Gabriel Mountains, approximately 25 miles northeast of metropolitan Los Angeles (Figure 1). The college is the oldest community college in Los Angeles County and occupies a 104-acre campus. The college is near regional transportation routes including the Foothill Freeway (Interstate, I-210), which connects to Interstate 5 and State Route 134 (SR 134) and Interstate 605.

The overall Proposed Project comprises the adoption and implementation of the Citrus College 2020-2030 Educational and Facilities Master Plan ("Master Plan"). Pursuant to the Master Plan, site improvements will include connectivity of on-site parking facilities, refinement of existing and additional drop-off/pick-up zones, improved pedestrian access and wayfinding. Renovations will address programming needs for flexible and technologically advanced classrooms and laboratory technology upgrades, improvements to space efficiency and utilization of space, improvements to existing infrastructure, and construction of new buildings.

These new buildings include: 1) Conference Center, 2) Student Union/Dining Hall, 3) Career Technical Education Building, 4) Classroom Building/Veterans Resource Center, 5) STEM/Science Building, 6) Library/Learning Resources Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings. The proposed Conference Center site is located north of the campus and east of Citrus Boulevard, at 1155 Foothill Boulevard. This site currently has a fully operational church (Spirit of Life Bible Church) on the approximately 1.77-acre property, which will be demolished as will the existing parking lot be removed and reconfigured per the Master Plan.

METHODS

The 2022 Tree Inventory was conducted by Chambers Group botanist Jessica Calvillo; and senior botanist/horticulturalist and International Society of Arboriculture (ISA) certified arborist Heather Clayton on April 14, 2022. Data recorded for each tree are consistent with information required as part of the Urban Forestry Manual permit requirements (submitted separately). Trees at the proposed Conference Center (Church Site) were inventoried within the limits of the assessment area depicted on Figure 2. Representative photographs were taken of each tree observed at the proposed Conference Center location (Attachment 1). Native trees at the Citrus Community College campus were counted and identified to species within the limits of the assessment area depicted on Figure 3, but specific details pertaining to the height, spread, DBH, health and other tree characteristics were not assessed.

The following tasks were conducted during the Inventory at the proposed Conference Center (Church Site) location:

1. Each tree species, native and non-native, within the proposed off-site location was mapped. The DBH of each tree was calculated and recorded. Global Positioning System (GPS) coordinates were recorded for each tree; and points were overlaid onto an aerial photograph that correspond to the tree identification (ID) numbers on the Trees Observed map (Figure 2).

2. The tree canopy spread was recorded by measuring the extent of two perpendicular canopy widths.

3. An overall grade was assigned to each tree based on an evaluation of its health and its aesthetic value. Table 1 presents the criteria used to establish each grade. The health of the tree includes such adverse factors as damage caused by various pests including termites, wood-boring beetles, fungus, and hemi-parasitic plants (e.g., mistletoe). Other factors affecting tree health include mechanical damage caused by fire, or by human activities resulting in soil compaction, undercutting, damaged root systems, or improperly pruned limbs. The structural stability of each tree was also examined. Trees that are unstable (e.g., with root systems undercut, trees growing on steep slopes subject to slides) are assumed to have a shorter potential life span.

Table 1. Grading Criteria for Tree Health and Aesthetic Value

Grade	Criteria
A+	Trees of excellent health (full foliage with good cover, individual leaves are large, tree has small twigs with leaves to the twig's tips, no major bare or broken limbs), superior aesthetic value, and exceptional size.
A	Trees of very good health (full foliage with good cover, individual leaves are large, may have minor damage to secondary branches), and superior aesthetic value.
B	Trees of good health (tree has thinner foliage, has leaves on small twigs, none of the major limbs are bare or broken, although a few smaller branches may be in this condition), and average aesthetic value.
C	Trees of average health (foliage thinner, leaves on medium limbs with very few or small twigs, up to 20% of tree's major limbs broken or bare), low aesthetic value and moderate ecological

Table 1. Grading Criteria for Tree Health and Aesthetic Value

Grade	Criteria
	value. Trees in this category have often been damaged and are either recovering or declining, or are young or poor specimens.
D	Trees that have been severely damaged or are in extremely poor health. Tree has leaves only on large limbs and 20 to 50 percent of the major limbs are broken or bare.
F	Standing dead trees with low ecological value. Trees of this category were observed during the Inventory but not recorded due to their fire risk.

RESULTS

Trees at the Proposed Conference Center (Church Site) Location

A total of 16 trees are present within the proposed Conference Center location (Church Site) representing 1 native and 5 non-native tree species (Table 2). The single native species on site was coast live oak (*Quercus agrifolia*) along with non-native species such as Bradford pear (*Pyrus calleryana* 'Bradford'), white mulberry (*Morus alba*), Shamel ash (*Fraxinus uhdei*), Italian stone pine (*Pinus pinea*), and carob (*Ceratonia siliqua*). Any tree species with a DBH of 10 inches or more must is afforded special protection by the Urban Forestry Manual (City of Glendora 2018) and must be replaced according to values in Table 4. In addition, oak trees with a DBH of 8 inches of more are also afforded special protection and have a more stringent replacement scale due to their slow growth and high ecological value (Table 5).

Of the 16 trees observed on site at the proposed Conference Center location, there are 10 trees that have a DBH of 8 inches (oak trees) or 10 inches (other species) or more and are thus considered protected by the City of Glendora. These 10 trees will require mitigation as part of the project activities (emboldened rows in Table 2). One additional tree (Tree ID 16) was observed in the southeastern corner of the Church Site with its trunk and drip line growing approximately halfway within the proposed Conference Center site and halfway within the adjacent Autumn Oaks residential community property. If this tree is deemed unnecessary for removal during project activities, avoidance and minimization measures may still be required to protect the tree's canopy and root system.

Table 2. Trees Present at the Proposed Off-Site Conference Center Location

Tree ID	Tree Species	Single or Multi Trunk	Individual DBH (Inches)	Mitigation DBH* (Inches)	Height (Feet)	Canopy Length (Feet)	Canopy Width (Feet)	Overall Grade**	Comments
1	**Bradford pear**	**Multi**	**4, 4, 5**	**13**	**15**	**16**	**17**	**A**	**Non-native. Replacement with 24-inch box tree.**
2	Bradford pear	Multi	5, 3, 4.5	9.5	14	16	17	C	Non-native. Not protected due to DBH less than 10 inches.
3	**Bradford pear**	**Multi**	**6.5, 4**	**10.5**	**16**	**21**	**21**	**A**	**Non-native. Replacement with 24-inch box tree.**

Table 2. Trees Present at the Proposed Off-Site Conference Center Location

Tree ID	Tree Species	Single or Multi Trunk	Individual DBH (Inches)	Mitigation DBH* (Inches)	Height (Feet)	Canopy Length (Feet)	Canopy Width (Feet)	Overall Grade**	Comments
4	Bradford pear	Multi	4.5, 3	4.5	18	17	20	A	Non-native. Not protected due to DBH less than 10 inches.
5	Bradford pear	Multi	3.5, 4, 3, 5	9	15	20	16	B	Non-native. Not protected due to DBH less than 10 inches.
6	**Bradford pear**	**Multi**	**4.5, 5, 6**	**15.5**	**14**	**23**	**24**	**B**	**Non-native. Replacement with 36-inch box tree.**
7	**white mulberry**	**Multi**	**7, 8.5, 7, 7, 8, 7, 7**	**51.5**	**22**	**37**	**33**	**C**	**Non-native. Has good form, but in poor health. Tree replacement TBD.**
8	**coast live oak**	**Single**	**31.5**	**31.5**	**37**	**59**	**64**	**B**	**Native. Replacement with 48-inch box tree.**
9	**coast live oak**	**Single**	**22**	**22**	**43**	**40**	**47**	**C**	**Native. Replacement with 48-inch box tree. Has borer holes and staining on trunk.**
10	**coast live oak**	**Single**	**19**	**19**	**28**	**29**	**35**	**B**	**Native. Replacement with 48-inch box tree.**
11	**Shamel ash**	**Single**	**33.5**	**33.5**	**55**	**44**	**50**	**B**	**Non-native. Replacement with 36-inch box tree.**
12	coast live oak	Single	1	1	8	5	5	B	Native. Not protected due to DBH less than 8 inches.
13	coast live oak	Multi	1, 0.5	1.5	8	6	5	A+	Native. Not protected due to DBH less than 8 inches.
14	**Italian stone pine**	**Single**	**28**	**28**	**50**	**52**	**50**	**A**	**Non-native. Replacement with 36-inch box tree.**
15	**carob**	**Single**	**29**	**29**	**35**	**36**	**38**	**C**	**Non-native. Replacement with 36-inch box tree.**
16	coast live oak	Single	23	23	35	48	48	C	Native. Likely outside of the project boundary and part of adjacent property's landscaping. Avoidance and minimization measures required.

* Combined DBH of all trunk branches 4 inches or greater.
** Overall Grade based on tree health and aesthetic value characters defined in Table 1.

Trees at the Citrus College Campus Location

There were three native tree species on the Citrus Community College campus. These native species include California bay (*Umbellularia californica*), California sycamore (*Platanus racemosa*), and coast live oak (Table 3). Many other non-native tree species including non-native oak trees (*Quercus* spp.) were observed during the assessment. Mitigation or minimization measures will be required if project activities impact or occur in the vicinity (within the drip line) of any protected tree with a DBH of 8 inches or more for oak trees, or 10 inches or more for other tree species. As the full extent or timeline of construction activities is unknown at this time, botanists did not inventory the DBH of all trees present on site. When construction activities are finalized and the specific footprint of new development is better understood, a botanist or certified arborist will need to conduct a full inventory of the trees on campus to appropriately calculate current DBH measurements and determine mitigation at that time.

Table 3. Trees Present at the Citrus College Campus Location

Tree Species	Number of Individual Trees within Campus Property*	Number of Individual Trees on Border of Property**
California Bay	3	1
Native Coast Live Oak	14	17
Non-Native Oak (Other Species)	4	2
California Sycamore	5	0
Total	**26**	**20**

* Numbers presented here do not account for DBH. Only trees with a DBH ≥ 8 inches for oaks and ≥ 10 inches for other species will require mitigation. A full inventory in the development footprint of future project activities will be required at the time of construction.

** Although the trunk of the tree may or may not be growing on the Citrus College campus property, the drip line may extend into campus property and therefore at a minimum, require minimization measures when working in the vicinity of these trees.

MITIGATION REQUIREMENTS FOR IMPACTED TREES

The City of Glendora Urban Forestry Manual requires a permit issued by the Building Office prior to beginning any grading for projects that will remove protected trees. All trees are proposed for removal within the limits of the proposed Conference Center location (Church Site), including three native oak trees and will require mitigation as identified below.

- The City of Glendora desires to maintain and further develop the local urban forest on public and private property. Consequently, the City shall consider the impact on private property trees as part of any application for discretionary zoning approval (i.e., Development Plan Review, Conditional Use Permit, etc.). In reviewing applications, the City Forester shall consider the impact on existing private trees and shall recommend project alternatives that encourage the preservation of mature trees.

Trees that are removed from private property when done for the purpose of accommodating a project that is subject to discretionary zoning approval shall require replacement based on a specific replacement schedule. Private Trees of any species removed with a DBH of 10 inches or more must be replaced according to the size scale listed below (Table 4).

Table 4. Replacement Scale for New Development

Existing DBH	Replacement DBH or Tree
10 – 15 inches	24-inch boxed tree – 1:1 replacement
16 – 36 inches	36-inch boxed tree – 1:1 replacement
37 – 48 inches	48-inch boxed tree – 2:1 replacement
49-inch or greater	Tree replacement to be determined by the City Forester

Native oak trees are of particular importance to the community with respect to preservation. Mature oaks on private property have a positive effect on property values and enhance the beauty of neighborhoods. Consequently, any oak removed from private property with a DBH of 8 inches or more shall require replacement according to the size scale below (Table 5).

Table 5. Replacement Scale for Native Oak Trees

Existing DBH	Replacement DBH or Tree
8 – 15	36-inch boxed tree – 2:1 replacement
16 – 36	48-inch boxed tree – 3:1 replacement
37-inch or greater	Tree replacement to be determined by the City Forester

Multi-trunk trees, oaks or other species, shall calculate the combined DBH of all trunk branches 4-inch DBH or greater. The replacement requirement shall be based on the tables above.

- Tree replacement species shall require review and approval from the City Forester. Preservation of existing trees is preferred over replacement. If the project applying for zoning approval does not replace trees on site, an in-lieu fee per tree for future tree replacement shall be collected and deposited into a tree replacement fund. The in-lieu fee is based on City’s cost to replant and set by

City resolution. Funds collected must be used within five years of receipt of funds or the project applicant will receive a refund.

- General Site Evaluation - As part of the environmental review for a location planned for the development, the Planning and Redevelopment Department shall consult the Community Services Department on the appropriate measures to take regarding trees existing on the project site. Community Services and Planning and Redevelopment staff are to identify which trees to remove and develop an appropriate mitigation plan. All costs associated with fulfilling a mitigation plan shall be borne by the applicant. In addition, the applicant shall develop a plan to protect all trees that are to remain. Such plan shall be submitted to the Director and approved prior to any permits being issued by the Building Official. Department staff shall consider such items as, but not limited to, site access and traffic route considerations, excavation limitations, appropriate locations for the piling of soil and debris, and the storage of equipment and vehicles as each of these activities pertain to trees on the project site.

MINIMIZATION MEASURES FOR PRESERVED TREES

The following avoidance or minimization measures as identified in the Urban Forestry Manual must be implemented for protected trees that will remain in place and have their drip line near an active construction work area (e.g., at the Church Site, or on the border of Campus property).

Protective Fencing - Temporary, protective fending shall be installed around any existing tree that is to be preserved on a project site. This fencing must be made of a material that has high visibility, such as fluorescent-colored, and must be posted at regular intervals around the tree. This fencing shall be placed at a minimum distance of 15 feet from the trunk of the tree or 5 feet outside the drip line of the tree, whichever distance is greater. No activity shall take place within this fenced-in area.

Grade Changes - A change of grade around a tree, even well outside of a tree's root zone, can have serious impact on the tree due to reduced aeration or poor drainage. Excavation Requirements - Whenever possible, services such as water lines and utilities shall be routed around the drip line of trees that are being preserved on a site. If department staff determines that excavation within the drip line of a preserved tree is unavoidable, then every effort shall be made to tunnel under or through the tree's root system with a minimal amount of pruning, rather than to trench across the tree's roots. All root pruning shall be in accordance with the Maintenance Guidelines established for such activity in this manual and the City's Tree Preservation Ordinance.

Construction Mulching - If department staff determines that traffic encroachment within the drip line of a preserved tree is unavoidable, then a 6 to 12 inch layer of temporary mulch shall be placed over the affected area to disperse the weight of traffic and equipment. Additional weight dispersal and mobility may require the placement of large plywood sheets over the mulched area. Construction mulching and plywood must be removed carefully, so as not to damage the tree, as soon as the required activity within the drip line of the tree has been completed. Department staff shall recommend that development specifications include requirements for mitigating such impacts to trees that are to be preserved on a project site based upon the type of grade changes that are to be implemented, tree species, drainage patterns, soil conditions, and future irrigation and maintenance plans. Department staff shall employ the following mitigation measures whenever feasible:

- Raised Grades - If a grade around an existing tree is to be raised with a backfill less than 6 inches in depth, then department staff should consider vertical mulching as a mitigation measure. If a grade around an existing tree is to be raised more than 6 inches, then department staff should consider specifying the construction of a tree well as a mitigation measure.

- Lowered Grades - If a grade around an existing tree is to be lowered along the side of its root zone, then department staff should consider specifying the construction of a terraced dry wall as a mitigation measure. If a grade around an existing tree is to be lowered along all sides of its root zone, then department staff should consider specifying the construction of a tree island as a mitigation measure.

Please contact me at (949) 261-5414 extension 7241 or hclayton@chambersgroupinc.com if you have any questions or concerns regarding this memo.

Sincerely,

CHAMBERS GROUP, INC.

Heather Clayton

Heather Clayton
Senior Botanist, Horticulturalist
ISA Certified Arborist, WE-13716A

FIGURES

Figure 1 – Project Location and Vicinity Map
Figure 2 – Trees Observed – Proposed Conference Center Location
Figure 3 – Native Trees Observed – College Campus Location

ATTACHMENTS

Attachment 1 – Tree Observation Photos

REFERENCES

City of Glendora
2018 Urban Forestry Manual. City of Glendora Community Services Department, Glendora, CA. Accessed May 2022, available online at https://www.cityofglendora.org/home/showpublisheddocument/23006/636614535435770000.

Project Locations

N

0 200 400 800

Feet

Figure 1
Citrus College
Project Location and Vicinity

Name: 21339 BIO Fig 1 Project Location and Vicinity.Mxd
Print Date: 7/11/2022 12:52:42 PM Author: pcarlos

CHAMBERS GROUP

Figure 2
Citrus College
Trees Observed
Church Site

Project Location

Tree Observations

- Carob
- Italian stone pine
- white mulberry
- bradford pear
- coast live oak
- shamel ash

N

0 25 50 100
Feet

Name: 21339 BIO Fig 2 Trees Observed - Church Site.Mxd
Print Date: 7/11/2022 1:20:36 PM Author: pcarlos

CHAMBERS GROUP

Figure 3

Citrus College
Trees Observed
College Campus Location

Project Location

Tree Observations

- California bay
- California sycamore
- native coast live oak
- non-native oak

N

0 205 410 820

Feet

Numbers next to Tree Observation points indicate number of trees at that location

Name: 21339 BIO Fig 3 Trees Observed - College Campus Location.Mxd
Print Date: 7/11/2022 1:20:54 PM Author: pcarlos

CHAMBERS GROUP

ATTACHMENT 1 – TREE OBSERVATION PHOTOGRAPHS (CHURCH SITE)

	**Tree No. 1** Multi trunk Bradford pear. DBH is 13 inches; replacement with a 24-inch box tree required.
	**Tree No. 2** Multi trunk Bradford pear. DBH is 9.5 inches; not protected due to DBH less than 10 inches.

	**Tree No. 3** Multi trunk Bradford pear. DBH is 10.5 inches; replacement with a 24-inch box tree required.
	**Tree No. 4** Multi trunk Bradford pear. DBH is 4.5 inches; not protected due to DBH less than 10 inches.

	**Tree No. 5** Multi trunk Bradford pear. DBH is 9 inches; not protected due to DBH less than 10 inches.
	**Tree No. 6** Multi trunk Bradford pear. DBH is 15.5 inches; replacement with a 36-inch box tree required.

Tree No. 7

Multi trunk white mulberry. Has good form, but in poor health. DBH is 51.4 inches; replacement to be determined.

Tree No. 8

Native single trunk coast live oak. DBH is 31.5 inches; replacement with a 48-inch box tree required.

	**Tree No. 9** Native single trunk coast live oak. Has borer holes and staining on trunk. DBH is 22 inches; replacement with a 48-inch box tree required.
	**Tree No. 10** Native single trunk coast live oak. DBH is 19 inches; replacement with a 48-inch box tree required.

	**Tree No. 11** Single trunk Shamel ash. DBH is 33.5 inches; replacement with a 36-inch box tree required.
	**Tree No. 12** Native single trunk coast live oak. DBH is 1 inch; not protected due to DBH less than 10 inches.

	**Tree No. 13** Native single trunk coast live oak. DBH is 1.5 inches; not protected due to DBH less than 10 inches.
	**Tree No. 14** Single trunk Italian stone pine. DBH is 28 inches; replacement with a 36-inch box tree required.

	**Tree No. 15** Single trunk carob. DBH is 29 inches; replacement with a 36-inch box tree required.
	**Tree No. 16** Native single trunk coast live oak. Possibly outside of the project boundary and part of adjacent property's landscaping. Avoidance and minimization measures required.

Appendix C – Historical Resources Identification and Evaluation Report

HISTORICAL RESOURCES IDENTIFICATION AND EVALUATION REPORT
IN SUPPORT OF THE CITRUS COLLEGE 2020–2030 EDUCATIONAL AND FACILITIES MASTER PLAN PROJECT
GLENDORA, CALIFORNIA
KLEINFELDER PROJECT # 20225316.001A

JUNE 2022

A Report Prepared for:

Citrus College
1000 W. Foothill Boulevard
Glendora, California 91741

On behalf of:

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HISTORICAL RESOURCES IDENTIFICATION AND EVALUATION REPORT IN SUPPORT OF THE CITRUS COLLEGE 2020–2030 EDUCATIONAL AND FACILITIES MASTER PLAN PROJECT GLENDORA, CALIFORNIA

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MANAGEMENT SUMMARY

The Citrus Community College District proposes to implement the 2020–2030 Citrus College Educational and Facilities Master Plan (EFMP), which will result in site improvements including the construction of new buildings (Project). Pursuant to the EFMP, site improvements will include connectivity of on-site parking facilities, refinement of existing and additional drop-off/pick-up zones, improved pedestrian access, and wayfinding. Renovations will address programming needs for flexible and technologically advanced classrooms and laboratory technology upgrades, improvements to space efficiency and utilization, improvements to existing infrastructure, construction of seven new buildings, and sustainability improvements that will contribute to a Zero Net Energy (ZNE) campus.

The Project requires discretionary approval of the District Board of Trustees and is subject to environmental review requirements in accordance with the California Environmental Quality Act (CEQA). All projects within the State of California are required to undergo environmental review to determine any potential environmental impacts associated with project implementation (CEQA Guidelines Section 15021). The Citrus Community College District, the Lead Agency for the Proposed Project, is required to conduct an environmental review to analyze any potential environmental effects associated with Project implementation.

Prior to fieldwork, background research included a search of previously conducted cultural resources studies and findings conducted by Chambers Group Inc. at the South Central Coastal Information Center (SCCIC). The records search included the Project area and its 0.5-mile radius. Results of the records search indicate that three previous cultural resources studies have been conducted within the Project area, but no previously identified cultural resources have been located. Thirteen previously conducted cultural resource studies and five previously identified cultural resources have been documented within 0.5-mile of the Project area.

An intensive pedestrian survey was conducted in June 2022 by Kleinfelder's Senior Architectural Historian. Two historic-period cultural resources were identified: the Citrus College Campus, which is comprised of 19 potentially contributing elements, and the church located at Assessor's Inventory Number (AIN) 8625-022-903. These resources were recorded on Department of Parks and Recreation (DPR) 523-series forms and evaluated for inclusion in the California Register of Historical Resources (CRHR).

One cultural resource, the Performing Arts building, is considered eligible for listing on the CRHR and is a historical resource for the purposes of CEQA and, therefore, there is potential for the Project to have a significant impact under CEQA. Per CEQA (15064.5 (b)(3)) impacts on historical resources from a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary of the Interior's Standards), as appropriate, shall be considered less than significant impact. Kleinfelder recommends that a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for architectural history or history review the Project plans involving improvements to the Performing Arts building to identify potential impacts on character-defining features of the resource and adherence to the Secretary of the Interior's Standards. Should potential impacts be identified, additional studies may be required.

1 INTRODUCTION

The following provides an overview of the 2020–2030 Citrus College Educational and Facilities Master Plan (EFMP) Project including project description, location, project area, and report content and objectives.

1.1 PROJECT DESCRIPTION

The Citrus Community College District proposes to implement the 2020–2030 Citrus College EFMP as part of planned site improvements, including the construction of new buildings (Project). Pursuant to theEFMP, site improvements will include connectivity of on-site parking facilities, refinement of existing and additional drop-off/pick-up zones, improved pedestrian access and wayfinding. Renovations will address programming needs for flexible and technologically advanced classrooms and laboratory technology upgrades, improvements to space efficiency and utilization, improvements to existing infrastructure, construction of seven new buildings, and sustainability improvements that will contribute to a Zero Net Energy (ZNE) campus. The proposed improvements will result in the demolition of twelve historic-period buildings: Earth Science (1952), Physical Education Gym (1954), Diesel Tech. 1 (1956), Professional Center (1967), Physical Science (1965), Lecture Hall/Life Science (1963), Owl Book Store/Campus Center (1963), Information Services (1963), Liberal Arts (1964), Hayden Library (1961), Automotive Annex (1975), and Technology Center (1973). Seven remaining historic-period buildings will undergo various degrees of improvements: Hayden Hall (1934), North Stadium Restroom (1963), South Stadium Restroom (1963), Administration (1966), Performing Arts (1971), Maintenance & Operations Warehouse (1974), and Education Development Center (1977).

1.2 PROJECT AREA

The Project area is located on Assessor's Identification Numbers (AIN) 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900, and 8625-022-903 on the Azusa, California, 7.5-minute United States Geological Survey (USGS) quadrangle (USGS 1972). The Project area is divided into two non-contiguous areas. The north portion of the Project area is comprised of AIN 8625-022-903 and is currently occupied by a church building, hardscape, and landscaped vegetation. It is bordered by West Foothill Boulevard to the south, North Citrus Avenue to the west, a railroad alignment to the north, and residential development to the east. The southern portion of the Project is comprised of AINs 8628-001-907, 8628-001-902, 8628-003-902, and 8628-003-900. It is currently occupied by educational buildings, hardscape, and landscaped vegetation. The southern portion of the Project area is bordered by Route 66 to the south, North Citrus Avenue to the west, West Foothill Boulevard for the north, and Barranca Avenue to the east. See Figures 1, 2, and 3.

1.3 REPORT CONTENT AND OBJECTIVES

The purpose of this assessment is to inventory and assess potential built environment cultural resources within the Project area and identify measures to avoid or mitigate potential impacts to such cultural resources, if necessary.

For this analysis, Kleinfelder utilized the results of the archaeological and historical records review and literature search conducted by Chambers Group at the South Central Coastal Information Center (SCCIC) of the California Historic Resources Inventory System (CHRIS) in order to assess potential presence of cultural resources within the Project area and a 0.5-mile radius around the Project area. The records review and literature search included reviews of historical maps, previous survey reports, and registers of historical resources. Once background research had been completed, Kleinfelder completed an intensive pedestrian survey of the Project area to identify and evaluate cultural resources for eligibility for listing on the California Register of Historical Resources (CRHR) and to assess potential impacts to cultural resources. The scope of work has been completed in accordance with California Environmental Quality Act (CEQA).

2 REGULATORY CONTEXT

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess a project's impact on cultural resources (Public Resources Code [PRC] Sections 21082, 21083.2, and 21084 and California Code of Regulations [CCR] 10564.5).

2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, AS AMENDED

CEQA requires state and local agencies to identify and reduce, if feasible, the significant, negative environmental impacts of land use decisions.

CEQA Guidelines: Title 14 CCR Section 15064.4 subsection (b)

This section of CEQA defines "historical resource," addresses reburial options for Native American remains, and presents the preferred mitigation of historical resources.

CEQA Guidelines: Title 14 CCR Section 15064.5

This section of CEQA identifies which resources are considered cultural resources, as stated below.

- Resource(s) listed or eligible for listing on the CRHR (Title 14 CCR Section 15064.5(a)(1).
- Resource(s) either listed in the National Register of Historic Places (NRHP) or in a "local register of historical resources" unless "the preponderance of evidence demonstrates that it is not historically or culturally significant," (Title 14 CCR Section 15064.5(a)(2)).
- Resources identified as significant in a historical resource survey meeting the requirements section 5024.1(g) of the PRC [Title 14 CCR Section 15065.5(a)(2)].

In addition, Subdivision (g) provides the guidelines referenced below regarding historical surveys.

A resource identified as significant in a historical survey may be listed in the CRHR if the survey meets all the following criteria:

- The survey has been or will be included in the State Historic Resources Inventory;
- The survey and the survey documents were prepared in accordance with procedures and requirements of the California Office of Historic Preservation (OHP);

- The resource is evaluated and determined by OHP to have a significance rating of Category 1 to 5 on the Department of Parks and Recreation (DPR) Historic Resources Inventory Form;
- If the survey is five years or older at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historic resources that have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminished the significance of the resource;
- Resources identified during such surveys are presumed to be historically or culturally significant unless the preponderance of evidence demonstrates otherwise; and
- A final category of historical resources may be determined at the discretion of the lead agency when: Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, education, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record [Title 14 CCR Section 15064.5(a)(3)].

CEQA Guidelines: Title 14 CCR Section 15064.5(b)

Section 15124(b) addresses mitigation and states that the preferred mitigation for historical resources is treatment in a manner consistent with Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The preferred mitigation for archaeological sites is preservation in place.

CEQA Guidelines: Title 14 CCR Section 15064.7 Thresholds of Significance

This section encourages agencies to develop thresholds of significance to be used in determining potential impacts and defines the term "cumulatively significant."

CEQA Guidelines: Title 14 CCR Section 15126.4 Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects," sub-section (b) Mitigation Measures Related to Impacts on Historical Resources

Subsection (b) discusses:

- Impacts of maintenance, repair, stabilization, restoration, conservation, or reconstruction of a historical resource;
- Documentation as a mitigation measure; and

- Mitigation through avoidance of damaging effects on any historical resource of an archaeological nature, preferably by preservation in place, or by data recovery through excavation if avoidance or preservation in place is not feasible; data recovery must be conducted in accordance with an adopted data recovery plan.

CEQA Appendix G Section V

This appendix is a checklist that identifies potential impacts to historical and archaeological resources, and/or human remains. The checklist includes the following questions, which are used to determine if a potential project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; and
- Disturb any human remains, including those interred outside of formal cemeteries.

Questions on the checklist are answered to assess whether impacts associated with a project would be potentially significant, less than significant with mitigation, less than significant, or have no impact. The final determination of project-related impacts is made by the lead agency on a project.

CEQA Historical Resources

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (PRC Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older; possesses integrity of location, design, setting, materials, workmanship, feeling, and association; and meets any of the following criteria for listing on the CRHR:

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

4. Has yielded, or may be likely to yield, information important in prehistory or history (PRC Section 5024.1).

Cultural resources are buildings, sites, landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed “historically significant,” then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

Public Resources Codes

The following provides a summary of California PRC that apply to cultural resources.

PRC Section 5020.1

This section defines several terms, including those provided below.

> “Historical resource” includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.
>
> “Substantial adverse change” means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.

PRC Section 5024.1

This section establishes the CRHR. A resource may be listed as a historical resource in the CRHR if it meets the NRHP criteria or the following state criteria:

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

PRC Section 21084.1

This section sets forth that a project that may cause a significant adverse change in a significant historical resource is a project that may be considered to have adverse effects on the environment. Historical resources not listed on the CRHR or other local lists may still be considered historical resources at the discretion of the lead agency on the project.

3 RESEARCH METHODS

A summary of the records search results and research methods utilized for this Project are outlined below.

3.1 RECORDS SEARCH RESULTS

A cultural resource records search was conducted by Chambers Group of records maintained by the CHRIS at the SCCIC at California State University, Fullerton in Fullerton, California, on June 9, 2022 (SCCIC File No.: 23750.9868). The records search encompassed the Project area and a 0.5-mile buffer radius. The purpose of the record search was to identify if any prehistoric and/or historic-period cultural resources and studies had been previously documented in the Project area and/or the surrounding 0.5-mile buffer.

Results of the records search indicate that three previous cultural resources studies have been conducted, but that no previously identified cultural resources have been located within the Project area. Thirteen previously conducted cultural resource studies and five previously identified historic-period cultural resources have been documented within 0.5-mile of the Project area. Please see the cultural resources report prepared by Chambers Group for the full results of the records search.

3.2 ADDITIONAL SOURCES

In addition to the records search, general contextual and site-specific research was conducted for the Project area and the surrounding area. Additional sources consulted include the National Register of Historic Places, the Office of Historic Preservation Directory of Properties in the Historic Property Data File, Los Angeles County Assessor files, historical newspapers databases, historic Sanborn Fire Insurance Maps, Los Angeles Public Library databases, newspapers.com, ancestry.com, and general online research.

The Glendora 1925 quadrangle depicts the campus of Citrus Union High School within the Project area (United States Geological Survey [USGS] 1925). By 1953 the Azusa quadrangle shows that the area is designated as Citrus Union High School and Jr. College (USGS 1953). The 1966 Azusa quadrangle depicts the westward expansion of the campus, which is labeled as Citrus jr. College. The church building located at AIN 8625-022-903 is first depicted (USGS 1966). Citrus College and the church are depicted on subsequent quadrangle aerials (USGS 1972, 1976, and 1995).

Historic aerials from 1948 depict the initial construction phase of the campus, concentrated in the east portion of the current campus. The surrounding area consists primarily of citrus groves and sparse residential development. By 1953 the campus had expanded westward, and the surrounding area was still largely citrus groves. By 1964 the extent of the current campus had been graded, and walkways and landscape features are visible. Many of the earlier buildings are no longer extant. The church building located at AIN 8625-022-903 is first visible on the 1964 aerial. The campus changed consistently between the 1964 aerial and the 2009 aerial, as buildings were replaced with new construction, and the layout of the campus changed with expansion (NETR 2022).

4 HISTORIC CONTEXT

The following historic context presents an overview of the regional history of the Project area and identifies historical themes by which historical resources within the Project area can be evaluated.

4.1 GLENDORA

The permanent American settlement of Glendora began in 1868 when the land was opened to homesteading after investor Henry Dalton's claim to Mexican lands purchased prior to California's incorporation into the United States was challenged by the United States Government. The first permanent American settlers within Glendora were former confederate soldiers John Bender and William Bryant, who each established farms in 1874. They were followed by other homesteaders who established farms throughout the area (Heaton 2022).

In 1885, manufacturer George D. Whitcomb purchased 200 acres of land in the Glendora region with plans to establish a town. Whitcomb managed to persuade Santa Fe Railroad officials to adjust their planned route through the San Gabriel Valley to pass through his new town which he named Glendora. The name was a portmanteau of the word "glen" and the name of his wife, Leadora. Whitcomb formed the Glendora Land Company in 1887 with partners John W. Cook and Merrick Reynolds. The company began clearing land and laying out streets for the proposed town site. Additional infrastructure included water mains and pepper trees that were planted along the roads. Public sale of lots began on April 1, 1887, and 291 lots were sold on the first day (Heaton 2022).

From its founding, Glendora's economy relied on the railroad and on agriculture. Early settlers planted wheat, flax, barley, castor beans, grapevines, vegetables, and fruit trees. The introduction of citrus trees to the region transformed Glendora, as it did most of Southern California. Groves of orange and lemon trees began to replace farming operations in the region, and the first packing house in Glendora was constructed in 1896. The proximity of the town to the Santa Fe by railroad helped establish a thriving citrus industry throughout the late 19th and early 20th centuries (Heaton 2022).

The citrus industry resulted in a stable population for Glendora, which necessitated the establishment of additional civic services. In 1891 Citrus Union High School was established by the State of California to service the Glendora region. On November 13, 1911, Glendora was incorporated as a city, and the first City Hall was constructed in 1913. In 1915, Citrus College became the first junior college in Los Angeles County (Heaton 2022).

Like much of Southern California, the post-World War II housing boom transformed the community of Glendora. The 1950s and 1960s saw many of the once expansive citrus groves removed in favor of housing. The rapid growth in the region during this period resulted in a need to expand and modernize the city, including major expansion of Citrus College. Devastating fires and flooding in the late 1960s coupled with declining prominence of the railroad led to a period of economic decline for Glendora. In the early 1970s the Glendora Community Redevelopment Agency was established to assist in upgrading Glendora businesses and to attract new business to the region. With the completion of Interstate 210 in 1973, Glendora was reconnected with other Southern California cities (Heaton 2022).

4.2 CITRUS COLLEGE

The following history of Citrus College is excerpted, unless otherwise noted, from *Citrus College Institutional Self Evaluation Report* (Citrus Community College District 2015).

Citrus College was founded in 1915 and is the oldest community college in Los Angeles County and the fifth oldest in the state of California. In 1914 Dr. Floyd S. Hayden became the principal of Citrus High School. He recognized the need to support the growing communities of Azusa and Glendora with additional educational opportunity and worked to develop Citrus Community College (then Citrus College) in 1915 to provide students two free years of college. The community college was initially part of the Citrus Union High School District and was located on the campus of Citrus Union High School. The first graduating class of Citrus College consisted of four students graduating in 1917. By 1925 the school had 100 students; however, only 11 students graduated between 1915 and 1925 (Citrus Community College District 2015).

During the 1920s, the high school and the college moved to its current location on Foothill Boulevard. The Great Depression of the 1920s and 1930s took its toll on nearly every societal demographic, including the communities surrounding Citrus College. Many students gave up their dreams of a college education entirely, and others dropped out of college to work and help support their families. Parents who could not afford to pay for four years of tuition at four-year colleges and universities sent their students to Citrus College to begin their college education. In January 1935, Citrus College dedicated Hayden Hall, a multipurpose building, used mostly as a place for women students to study. It is the last of the institution's original buildings to remain on the campus today (Citrus Community College District 2015).

In 1941, the United States entered World War II, resulting in a dramatic enrollment drop, as male students left college to serve in the military. Accounts of the early 1940s described the college environment as "strange" due to the absence of male students. In 1945, only six degrees were conferred—all to female students. At the conclusion of World War II, veterans returned home eager to resume their lives. The GI Bill, designed to help returning veterans readjust to civilian life, provided education benefits, and many GIs enrolled in Citrus College (Citrus Community College District 2015).

The post-World War II population boom eventually led to the establishment of three new high schools in the area and the breakup of Citrus Union High School and Citrus College. Between 1946 and 1959, the College purchased 88 acres of land to expand the campus from 16 acres to the 104 acres it occupies today. During the 1950s and early 1960s, enrollment increased from 500 students in 1955 to 5,535 students in 1965, and degrees conferred from 85 in 1955 to 280 in 1965 (Citrus Community College District 2015).

Population growth led colleges throughout the state to implement changes in order to meet educational needs. Further, a new state law passed in 1960, the Master Plan for Higher Education, which stated the primary mission of the California Community Colleges would also include remedial instruction, English as a second language courses, adult noncredit instruction, community education courses, and workforce training services. The Vocational Education Act of 1963 committed the federal government to supporting trade-specific education. In response, the college introduced vocational programs that included data processing, automotive technology, cosmetology, and machine tool technology (Citrus Community College District 2015).

As a result of the population boom, the cities of Azusa and Glendora incorporated high schools into their unified school districts. On July 1, 1961, Citrus Union High School District dissolved and the new, independent Citrus College – within the same geographic boundaries – formed. Prior to 1967, most Citrus College students lived in Azusa and Glendora. In 1967, the district expanded to include students from Claremont, Duarte, and Monrovia. In 1970, the Citrus Community College District formed, allowing residents of the five cities to elect trustees to represent their areas. The Citrus College student body became more ethnically diverse, and female student enrollment increased. By 1975, enrollment had grown to more than 11,000, with nearly 700 degrees conferred that year. The college also maintained its reputation as having one of the best transfer records in the state (Citrus Community College District 2015).

A $6-million bond passed in 1962, enabling the construction of 13 new buildings and facilities. They included the Stadium, Student Center, Lecture Hall, and others—culminating with the completion of the Haugh Performing Arts Center in 1971 (Citrus Community College District 2015). The Haugh Performing Arts Center, originally called the Citrus College Auditorium, was initially designed with two wings and practice spaces. A 1990s addition added a studio complex, dance laboratory, editing suites, new restrooms, and a new box office (Los Angeles Conservancy 2022a).

During the 1990s, Citrus College administrators aggressively sought state funds for capital projects leading to more than $60 million in new buildings, renovations, and additions to the campus facilities. These projects enhanced the learning environment, increased access for the disabled, improved safety, and added technological capabilities to classrooms. The addition of the adapted physical education facility and the computer laboratory greatly improved the college's educational resources (Citrus Community College District 2015).

In March 2004, Citrus Community College District voters passed Measure G, a $121-million general bond, which began a series of new building projects and infrastructure improvements designed to meet the needs of students and the community. Since bond-funded construction began in 2006, Citrus College has witnessed the construction and completion of the Central Plant, Louis E. Zellers Center for Innovation, Field House and Concession Building, Vocational Technology Building, Campus Safety Building, and Student Services Building. In fall 2014, construction began on the Fine Arts Complex. Measure G also funded new lighting for the Citrus College Stadium, Banner Enterprise System, renovation of the Main Gym and Administration Building, and myriad infrastructure upgrades (Citrus Community College District 2015).

The period of significance for the campus is defined as beginning in 1934, when the earliest extant building was constructed, and 1977, when the most recent extant building was constructed that is within the threshold for consideration as a historical resource. During the period of significance three periods of development are represented by the extant buildings. The first is the period of initial construction represented by Hayden Hall (1935). The second period corresponds with rising enrollment and expansion of the campus during the 1950s and is represented by the Earth Science Building (1952) and Physical Education Gym (1954), and Diesel Tech. 1 (1961). The buildings designed during this period are largely defined by designs by Austin and Ashely, Architects and Austin, Field and Fry, Architects.

The third phase is defined by the period in which Citrus College became independent from Citrus Union High School District and corresponds to the approval of the $6-million bond passed in 1962. This period is represented by the Lecture Hall/Life Science (1963), Owl Book Store/Campus Center (1963), Information Services (1963), North Stadium Restroom (1963), South Stadium Restroom (1963), Liberal Arts (1964), Physical Science (1965), Administration (1966), Professional Center (1967), Performing Arts (1971), Technology Center (1973), Maintenance & Operations Warehouse (1974), and Education Development Center (1977). The buildings constructed during this period are largely defined by the designs of Neptune & Thomas and Associates and Cashion-Horie Architects. As noted above, two additional periods of expansion occurred on the campus, one in the 1990s and one in the early 2000s, which resulted in fundamental changes to the layout and design of the campus.

4.3 AUSTIN AND ASHELY, ARCHITECTS, AND AUSTIN, FIELD AND FRY, ARCHITECTS

Austin and Ashley, Architects was an architecture firm founded by John C. Austin and Frederick M. Ashley that operated in Los Angeles between 1929 and 1935.

John C. Austin was born in Bodicote, Oxfordshire, England in 1870. He first came to the United States in 1888 and settled in Southern California in 1895. His professional career began under an apprenticeship to British architect William S. Barwick. After relocating to the United States, he worked as a draftsman under Benjamin Linfoot in 1891–1892 in Philadelphia, returned to England to work as a draftsman under Barwick for a short period in 1882, then worked as a draftsman under Mooser and Develin, Architects in 1892–1895 in San Francisco. After relocating to Los Angeles, he became a partner in the firm of Austin and Skilling, Architects between 1896 and 1899. Between 1902 and 1909 he operated independently. Work during this period in his career included single-family residences, City of Anaheim Carnegie Library (1909), Fremont Hotel in Los Angeles (1906), and Potter Hotel in Santa Barbara (1902–1903). Between 1910 and 1914 he was a partner in the firm of Austin and Pennell, Architects before working independently again between 1920 and 1929. During this period he was involved in the design of prominent Los Angeles buildings including the Shrine Civic Auditorium (1920-1926), Masonic Temple in Hollywood (1921), St. Vincent's Hospital (1924), and Los Angeles City Hall (1925-1928). During this period, Paul R. Williams worked on Austin's staff where he primarily worked on commercial buildings but also contributed to the Shrine Auditorium and Hollywood Masonic Temple (Paul R. Williams Project 2022). Austin entered into a partnership with Frederick M. Ashley in 1929 to form Austin and Ashley, Architects. The partnership lasted from 1929 to 1935, during which the team designed buildings such as the Griffith Park Observatory and Planetarium (1934–1935), Hayden Hall building at Citrus College (1934), and Florence Nightingale Middle School (1937–1939) (Living New Deal 2022). Frederick M. Ashley was born in 1870. His work appears to be largely residential as well as some institutional buildings such as the Arroyo Seco Regional Branch Library (1914). His most notable works were designed during his collaborative period with Austin. The firm of Austin and Ashley employed a variety of architectural styles during this period including Art Deco, Neo-classical, Mission Revival, Beaux Arts, and Moorish Revival.

From 1948 to 1958 Austin was a partner in the firm of Austin, Field and Fry, Architects. The partnership consisted of Austin, Robert Field Jr., and Charles Fry and the firm became responsible for some of Los Angeles' important post-war buildings (Los Angeles Conservancy 2022b). Their work during this period included the Stanley Mosk Courthouse (1956–1958), the University of California, Los Angeles Humanities Building (1953), and the University of California, Los Angeles Faculty Center (1959) (PCAD 2022).

4.4 NEPTUNE & THOMAS AND ASSOCIATES

The firm of Neptune & Thomas was formed in 1953 between Donald E. Neptune and Joseph Fleshman Thomas. The firm's principal works include the Marine Corps Training Facility in Twentynine Palms (1952), Annandale Golf Club in Pasadena, Fontana High School (1954), Upland High School (1955), Glendora High School, Pacific Home Office Building in Los Angeles, and the Arcadia Community Hospital. Neptune and Thomas both retired from practice in 1978 (HRG and Pasadena Heritage 2007).

4.5 CASHION-HORIE ARCHITECTS

John Thomas Cashion, jr. formed Cashion-Horie Architects with Mark Shoph Horie in 1964. Works completed by the firm included the Pomona Tile Office Building in Pomina (1965), South Central Multipurpose Health Services Center in Los Angeles (1966), Kimbark Elementary School in Devore (1968), and West Oakland Health Center in Oakland (1969) in California and Tufts-Delta Health Center in Mound Bayou in Mississippi (1969) (American Architects Directory 1970).

4.6 CHURCH LOCATED AT AIN 8625-022-903

The church building located at AIN 8625-022-903 was constructed in 1963 (Los Angeles County Assessor 2022). A review of available records has yielded little information regarding this building, but by 1995 the building was occupied by Calvary Lutheran Church (Pasadena Star-News 1993).

4.7 ARCHITECTURAL STYLES WITHIN THE PROJECT AREA

Spanish Revival Style

Spanish Revival Style architecture was a prominent design style in Southern California during the early to mid-20th century. Elements of the style persisted into the 21st century on residential and institutional buildings throughout California. The style was popularized after the 1915 Panama–California Exposition where the designs of Bertram Goodhue gained widespread acclaim. While many of the churrigueresque elements of Goodhue's designs did not proliferate as widely, his revival of the Spanish Colonial style proved widely popular throughout Southern California. Character defining features of the Spanish Revival Style include low-pitched roof with little to no overhang and red tile covering, one or more prominent arches placed above doors or principal windows, stucco surfaces, and asymmetrical facades (McAlester 2013).

International Style

The International Style was a major global architectural movement that originated in Western Europe in the 1920s. The style intended to transcend any national or regional identity by making no reference to local vernaculars or traditional building forms. With the mass immigration from Europe during and after World War II the style proliferated throughout the United States. Rudolph Schindler and Richard Neutra were the catalyst for the widespread popularity of the style in Southern California. It was a prominent style in Southern California from the 1930s into the 1950s. The International Style is characterized by a radical simplification of form and a complete rejection of ornament. Common features of International Style architecture include square and rectangular building footprints, simple cubic or extruded rectangular forms, horizontal bands of windows, and strong right angles. Predominant building materials include concrete, smooth stucco, brick, and glass (City of San Diego 2007).

Contemporary Style

The Contemporary Style was prominent in southern California between approximately 1955 and 1965. Often incorporated into tract home development during this period it was also a common design type for commercial and institutional buildings. Contemporary Style commercial and institutional buildings typically display angular massing, varied materials use, and unusual roof forms. Character defining features of this style include strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes including vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; and angular massing (City of San Diego 2007).

Late Moderne

The Late Moderne Style incorporates elements of both the Streamline Moderne and International Styles. Early examples of the style date from the 1930s but was a popular style used in commercial and civic buildings during the 1950s and 1960s. The Late Moderne Style is frequently identified by the use of the bezeled window, where horizontal groupings of windows are outlined in a protruding, bezel-like flange, often in a material and color that contrasts with the surrounding wall surface. Character defining features include horizontal emphasis, exposed concrete or cement plaster veneer, flat roofs, horizontal bands of bezeled windows with aluminum louvers (occasionally), operable steel sash windows (casement, awning, or hopper) and projecting window frames (HRG 2018).

Brutalism

Brutalism created massive, monolithic structures that stretched the limits of concrete construction. More properly known as “New Brutalism,” the name was derived from béton brut, the concrete casting technique that left a roughly finished surface bearing the imprint of the formwork, used by Le Corbusier in the *Unité d'Habitation*, Marseille, France (1952). One of the style's most significant American promoters was John Portman, who designed several enormous atrium hotels and office clusters known for their spectacular spatial effects, including the Bonaventure Hotel in Los Angeles. The style was particularly popular in the construction of government, educational, and financial buildings. Other well-known examples of the style in Southern California include the Salk Institute in La Jolla (1959) by Louis Kahn and the Geisel Library at the University of California, San Diego (1969) by William Pereira. Character defining features of this style include bold geometric shapes; sculptural façade articulation; exposed, roughly finished cast-in-place or pre-cast concrete construction; window and door openings as voids in otherwise solid volumes; and raised plazas and base articulation (HRG 2018).

5 FIELD METHODS AND RESULTS

On June 27, 2022, Kleinfelder's Senior Architectural Historian Justin Castells completed an intensive pedestrian survey of the Project area. During the field survey, the exteriors of the buildings within the Project area were analyzed, photographed, and recorded. Any building or structure determined to have been built prior to 1975 or to be potentially eligible for the CRHR were formally evaluated on DPR 523 series forms, which are included in Appendix A.

5.1 OBSERVED RESOURCES

Kleinfelder identified two new cultural resources within the Project area: Citrus College and the church located at AIN 8625-022-903. Images of these resources are included in Appendix B.

Citrus College

Citrus College is a junior college campus comprised of 41 buildings, of which 19 were constructed within the period of historical significance (1934–1974). The campus was initially established in 1915 but occupied the current location with Citrus High School beginning in the 1920s. the oldest extant building currently on the property was constructed in 1935. The historic-period buildings on the campus are comprised of several different architectural styles including Spanish Revival, International, Brutalist, and Late Moderne. A list of the buildings that potentially contribute to the historic significance of Citrus College is provided in Table 5.1 below.

Table 5.1: Buildings Contributing to the Potential Historical Significance of Citrus College

Building	Date Constructed	Description
Hayden Hall (HH)	1934	Hayden Hall is Spanish Revival Style building constructed in 1934.
Earth Science (ES)	1952	The Earth Science building is an International Style building constructed in 1952.
Physical Education Gym (PE)	1954	The Physical Education Gym is an International Style building constructed in 1954.
Diesel Tech. 1 (DT-1)	1956	Diesel Tech. 1 is a Utilitarian Style building constructed in 1956.
Hayden Library (LI)	1961	Hayden Library is an International Style building constructed in 1961.
Lecture Hall/Life Science (LH/LS)	1963	The Lecture Hall/Life Science building is an International Style building constructed in 1963.
Owl Book Store/Campus Center (BK/CC)	1963	The Owl Book Store/Campus is an International Style building constructed in 1963.
Information Services (IS)	1963	Information Services is an International Style building constructed in 1963.

Building	Date Constructed	Description
North Stadium Restroom (NSRR)	1963	North Stadium Restroom is a Utilitarian Style building constructed in 1963.
South Stadium Restroom (SSRR)	1963	North Stadium Restroom is a Utilitarian Style building constructed in 1963.
Liberal Arts (LB)	1964	Liberal Arts is an International Style building constructed in 1964.
Physical Science (PS)	1965	The Physical Science Building is an International Style building constructed in 1965.
Administration (AD)	1966	Administration is an International Style building constructed in 1966.
Professional Center (PC)	1967	The Professional Center is a is an International Style building constructed in 1967.
Performing Arts (PA)	1971	Performing Arts is a Brutalism Style building with Late Moderne elements constructed in 1971.
Technology Center (TC)	1973	Technology Center is a is an International Style building constructed in 1967.
Maintenance & Operations Warehouse (MO/WA)	1974	Maintenance & Operations Warehouse is a Utilitarian Style building constructed in 1974.
Automotive Annex (AA)	1975	Automotive Annex is a Utilitarian Style building constructed in 1975.
Education Development Center (ED)	1977	Education Development Center is a is an International Style building constructed in 1977.

There are 23 non-contributing buildings located within the campus that were constructed between 1990 and 2019. The non-contributing contributing buildings are: Diesel Tech, 2 (DT-2), Portable 1 (PT1), Portable 3 (PT3), Adaptive Physical Education (AP), Aquatic Center (AQ), North Bungalow (NB), South Bungalow (SB), Integrated Success Center (IC), Life Long Learning (LL), Recording Technology (RA), Video Technology (VT), Technician Develop./Tech., Eng.(TD/TE), Math/Science (MA), Reprographics (RG), Center for Innovation (CI), Portable 2 (PT2), Central Plant (CP), Student Services (SS), Campus Safety (CS), Field House (FH), Gate House (GH), and Visual Arts (VA).

Church Located at AIN 8625-022-903

The church located at AIN 8625-022-903 is a one-story Contemporary Style church constructed in 1963. It is comprised of two components: the southwest–northeast oriented main church wing and the northwest–southeast oriented classroom wing. The two wings are connected via a covered walkway.

6 EVALUATIONS

The following presents an assessment of the historical significance of Citrus College and church located at AIN 8625-022-903 by applying the procedure and criteria for the CRHR. The purpose of these assessments are to evaluate the eligibility of the resources for listing on the CRHR.

6.1 CITRUS COLLEGE

CRHR Criterion 1: The historic-period buildings that comprise Citrus College do not collectively or individually meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of history and cultural heritage. While it is the oldest Junior College is Los Angeles County and the fifth oldest in California, no extant buildings are present from its founding in 1915. The earliest extant building present on the property was constructed in 1935, and it has been heavily modified and no longer retains historic integrity. Most of the extant buildings were constructed in the mid- to late-20th century, a period in which states were investing in the construction and expansion of public educational institutions throughout the country. Citrus College is one of many community colleges that were either expanded or constructed in California during this period. Research has yielded no information to suggest that the extant historic-period buildings at Citrus College are specifically associated with significant historical events important to Glendora, the State of California, or the United States. Therefore, the historic-period buildings that comprise Citrus College are not collectively or individually eligible for the CRHR under Criterion 1.

CRHR Criterion 2: The historic-period buildings that comprise Citrus College do not collectively or individually meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. While the campus has seen countless students and faculty, research has yielded no information to suggest that persons of historical significance are specifically associated with the historic-period buildings on the campus or the campus, as a whole, in such a way that the person's historic significance is conveyed by the buildings or the campus. Therefore, the historic-period buildings that comprise Citrus College are not collectively or individually eligible for the CRHR under Criterion 2.

CRHR Criterion 3: The historic-period buildings that comprise Citrus College do not collectively meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The historic-period buildings that comprise Citrus College were constructed in a range of styles including Spanish Revival, International, Late Moderne, Brutalism, and Utilitarian. These styles are common of mid- to late-20th century institutional buildings, particularly college campuses. For the most part, the buildings are unremarkable examples of these styles, and many have been altered with additions, replacement windows and doors, and rooftop equipment enclosures. The campus itself has undergone significant changes due to the addition of new buildings which have altered the campus layout. Historic-period buildings on the campus were designed by four prominent California architecture firms working during different periods: Austin and Ashely, Architects; Austin, Field and Fry, Architects; Neptune & Thomas and Associates; and Cashion-Horie Architects. Of the firms, Austin and Ashely, Architects and Austin, Field and Fry, Architects may, arguably, be considered masters. Austin and Ashely, Architects designed Hayden Hall, which was significantly remodeled in 2015 resulting in a loss of potential historic integrity. Further, the building was unlikely to be considered a masterful example of Austin and Ashely, Architects' work prior to the renovations. Austin, Field and Fry, Architects designed Earth Science and physical Education Gym, neither of which should be considered masterful examples of the firm's work when viewed within the wider context of their other projects. Therefore, the historic-period buildings that comprise Citrus College are not collectively eligible for the CRHR under Criterion 3.

While the historic-period buildings that comprise Citrus College are not collectively eligible for the CRHR under Criterion 3, the Performing Arts Building does appear eligible for the CRHR under Criterion 3 as a good example of Brutalism. The building displays many of the character defining features of Brutalism including bold geometric shapes; sculptural façade articulation; exposed, roughly finished cast-in-place or pre-cast concrete construction; window and door openings as voids in otherwise solid volumes; and raised plazas and base articulation. However, the building also incorporated element of Late Moderne Style including rounded protrusions evoking Streamline Moderne and the use of globe lighting on the exterior of the building creating a contrast with the angular and monumental forms of the building. While there is a certain visual continuity between this building and the others designed on the campus by Neptune & Thomas and Associates, these stylistic callbacks to an earlier design style amidst the Brutalism and International buildings make the Performing Arts building unique to the campus and to the region. Therefore, the Performing Arts building is individually eligible for the CRHR under Criterion 3.

CRHR Criterion 4: The historic-period buildings that comprise Citrus College do not collectively or individually meet CRHR Criterion 4 since they are unlikely to yield information important to prehistory or history. It is unlikely that this property has the potential to broaden our understanding of 20th century community colleges or the development of Glendora, California, or the United States. Therefore, the historic-period buildings that comprise Citrus College are not collectively or individually eligible for the CRHR under Criterion 4.

The historic-period buildings that comprise Citrus College were evaluated for historical significance by applying the criteria of the CRHR using data gathered during the pedestrian survey and information acquired through historical research. Kleinfelder recommends that the historic-period buildings that comprise Citrus College are not collectively eligible for inclusion in the CRHR. Therefore, the historic-period buildings that comprise Citrus College are not collectively considered historical resources for the purposes of CEQA.

The CRHR recognizes a property's historic integrity through seven aspects or qualities. These include location, design, setting, materials, workmanship, feeling, and association. The Performing Arts building retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of the setting has been compromised due to the construction of several non-historic period buildings in the vicinity of the Performing Arts building.

The Performing Arts building is recommended individually eligible for the CRHR under Criterion 3 as a good example of Brutalism architecture and retains sufficient integrity to convey its historical significance. Therefore, the Performing Arts building is considered a historical resource for the purposes of CEQA.

6.2 CHURCH LOCATED AT AIN 8625-022-903

CRHR Criterion 1: The church located at AIN 8625-022-903 does not meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of history and cultural heritage. The building was constructed in 1963 and is one of countless church buildings constructed throughout California and the region during the mid-20th century. Research has yielded little information regarding the building. The paucity no information suggests that the building is not specifically associated with significant historical events important to Glendora, the State of California, or the United States. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 1.

CRHR Criterion 2: The church located at AIN 8625-022-903 does not meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. While the church has been the place of worship for many, research has yielded no information to suggest that any persons of historical significance are specifically associated with the building. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 2.

CRHR Criterion 3: The church located at AIN 8625-022-903 does not meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The church is a Contemporary Style building constructed in 1963. It is an unremarkable example of this style, which was common for commercial, residential, and institutional buildings during the mid- to late-20th century. While the architect and builder were not identified, this building is unlikely to be the work of a master. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 3.

CRHR Criterion 4: The church located at AIN 8625-022-903 does not meet CRHR Criterion 4 since it is unlikely to yield information important to prehistory or history. It is unlikely that this property has the potential to broaden our understanding of 20th century churches or the development of Glendora, California, or the United States. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 4.

The church located at AIN 8625-022-903 was evaluated for historical significance by applying the criteria of the CRHR using data gathered during the pedestrian survey and information acquired through historical research. Kleinfelder recommends that the church located at AIN 8625-022-903 is not eligible for inclusion in the CRHR. Therefore, the church located at AIN 8625-022-903 is not considered a historical resource for the purposes of CEQA.

7 CONCLUSION AND RECOMMENDATIONS

The following provides the conclusions of the historic built environment resources survey and recommendations.

7.1 CONCLUSIONS

An intensive pedestrian survey was conducted in June 2022 by Kleinfelder's Senior Architectural Historian. Two historic-era cultural resources were identified: the Citrus College Campus, which is comprised of 19 potentially contributing elements, and a church located at AIN 8625-022-903. The Citrus College Campus and the church located at AIN 8625-022-903 were evaluated for historical significance by applying the criteria of the CRHR using data gathered during the pedestrian survey and information acquired through historical research. Kleinfelder recommends that the historic-period buildings that comprise the Citrus College Campus, collectively, and the church located at AIN 8625-022-903 are not eligible for inclusion in the CRHR. However, Kleinfelder does recommend that Performing Arts building is individually eligible for the CRHR under Criterion 3 as a good example of Brutalism Style architecture that retains sufficient integrity to convey its historical significance. The Performing Arts building is considered a historical resource for the purposes of CEQA and, therefore, there is potential for the Project to have a significant impact under CEQA.

According to CEQA, a project that has been determined to conform with the Secretary of the Interior's Standards for the Treatment of Historic Properties can generally be considered to be a project that will not cause a significant impact (14 CCR Section 15126.4(b)(1)). In the case of historic built environment resources, a significant impact is a substantial adverse change to the historic integrity of a resource. A substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. The significance of an historical resource is materially impaired when a project:

> (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
>
> (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a County Register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the

requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Based on the available project description, the proposed scope as it applies to the Performing Arts building may include improvements needed to address building security, energy efficiency, slab cracking, restroom code compliance, Americans with Disabilities Act (ADA) compliance, roofing replacement, updated classroom lighting, accessibility requirements for laboratory equipment and stations, and replacement of air handling units. Because the proposed Project is a Master Plan, Project-specific details are not currently available. As such, there is potential for the Project to result in a significant impact under CEQA to the Performing Arts building.

7.2 RECOMMENDATIONS

Per CEQA (15064.5 (b)(3)) impacts on historical resources from a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary of the Interior's Standards), as appropriate, shall be considered less than significant impact. Kleinfelder recommends that a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for architectural history or history review Project plans involving improvements to the Performing Arts building to identify potential impacts on character-defining features of the resource and adherence to the Secretary of the Interior's Standards. Should potential impacts be identified, additional studies may be required.

8 PREPARER'S QUALIFICATIONS

This report was prepared by Kleinfelder Senior Architectural Historian Justin Castells, M.A.

Mr. Castells is an Architectural Historian who exceeds the Secretary of the Interior's Professional Qualification Standards in architectural history and history. Justin has a M.A. in history and over 16 years of professional experience in historic preservation and cultural resources management. Mr. Castells has worked on assessments for properties based on local, CRHR, and NRHP criteria. He has prepared technical reports in compliance with the National Environmental Policy Act (NEPA), CEQA, and Section 106 of the National Historic Preservation Act (Section 106) including Environmental Impact Studies/Environmental Impact Reports, DPR 523 series forms, Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation, historic preservation plans, and cultural landscape reports. He has completed work for various federal, state, and local agencies, including the Federal Emergency Management Agency (FEMA), California High Speed Rail Authority, California Department of Transportation (Caltrans), as well as numerous private clients.

9 REFERENCES CITED

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1925 Glendora, California. 1:24,000 topographic quadrangle.

1953 Azusa, California. 1:24,000 topographic quadrangle.

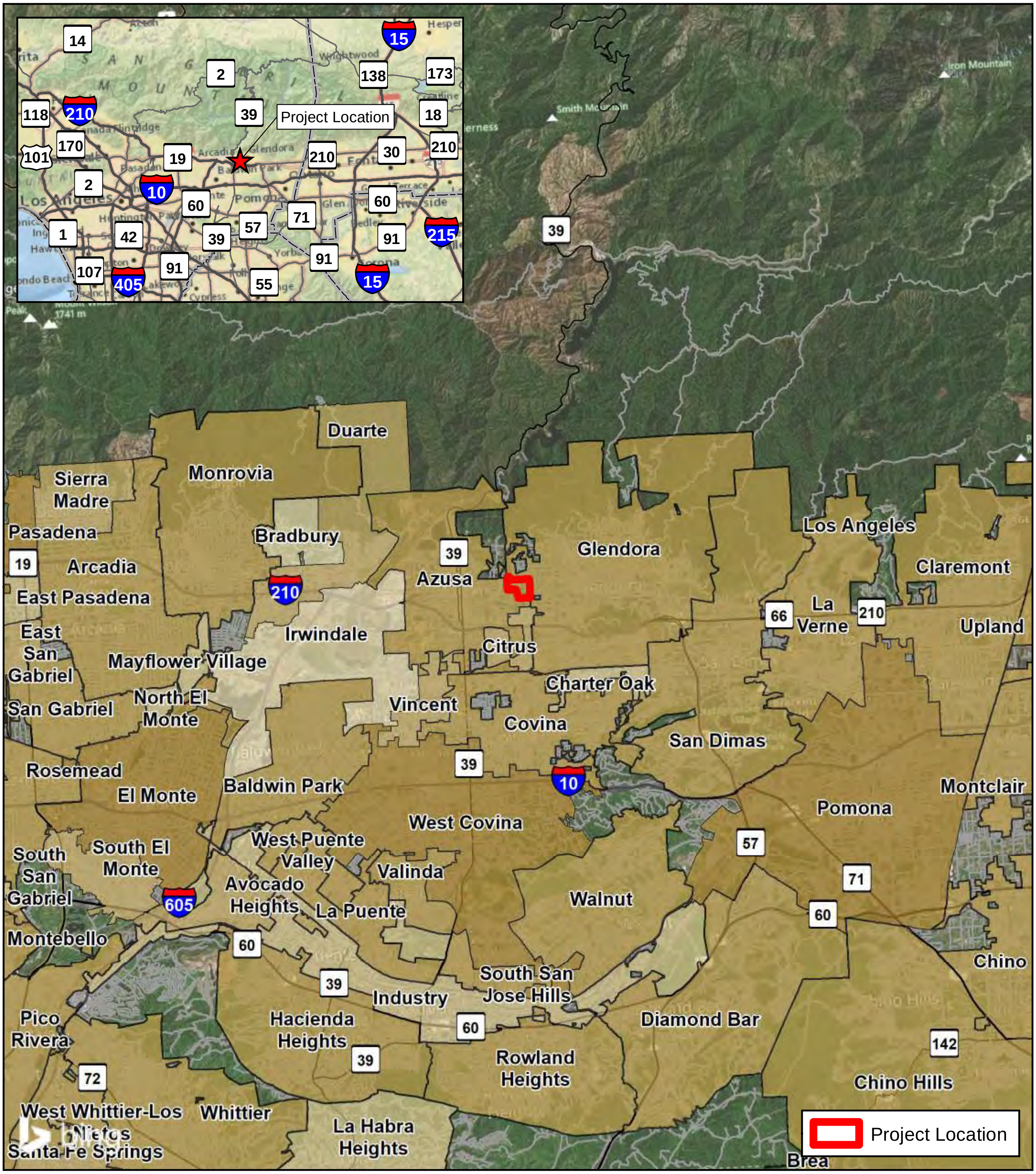
1966 Azusa, California. 1:24,000 topographic quadrangle.

1972 Azusa, California. 1:24,000 topographic quadrangle.

1976 Azusa, California. 1:24,000 topographic quadrangle.

1995 Azusa, California. 1:24,000 topographic quadrangle.

FIGURES



Source: Bing Maps

0 1.5 3 Miles

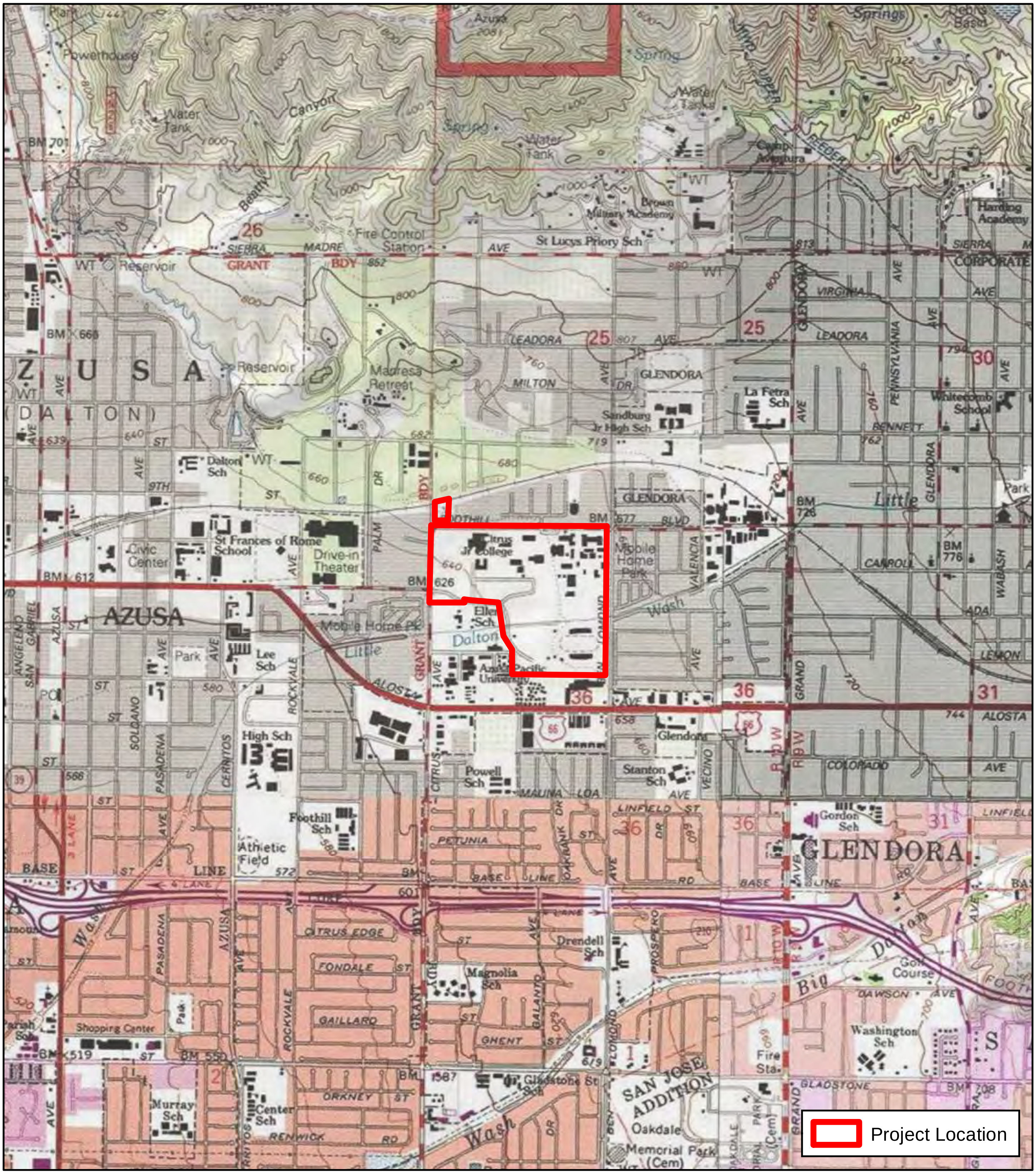
0 2.5 5 Kilometers

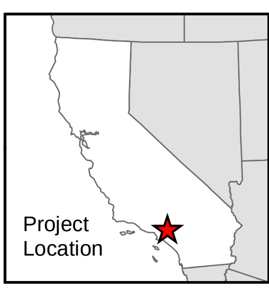
N

Scale 1:190,080
1 in = 3 miles

Regional Vicinity
Citrus College
Master Plan
Los Angeles County, California

KLEINFELDER
Bright People. Right Solutions.





USGS 7.5' Quad: AZUSA (1972)
Legal Description: T01N, R10W SEC 25, 36

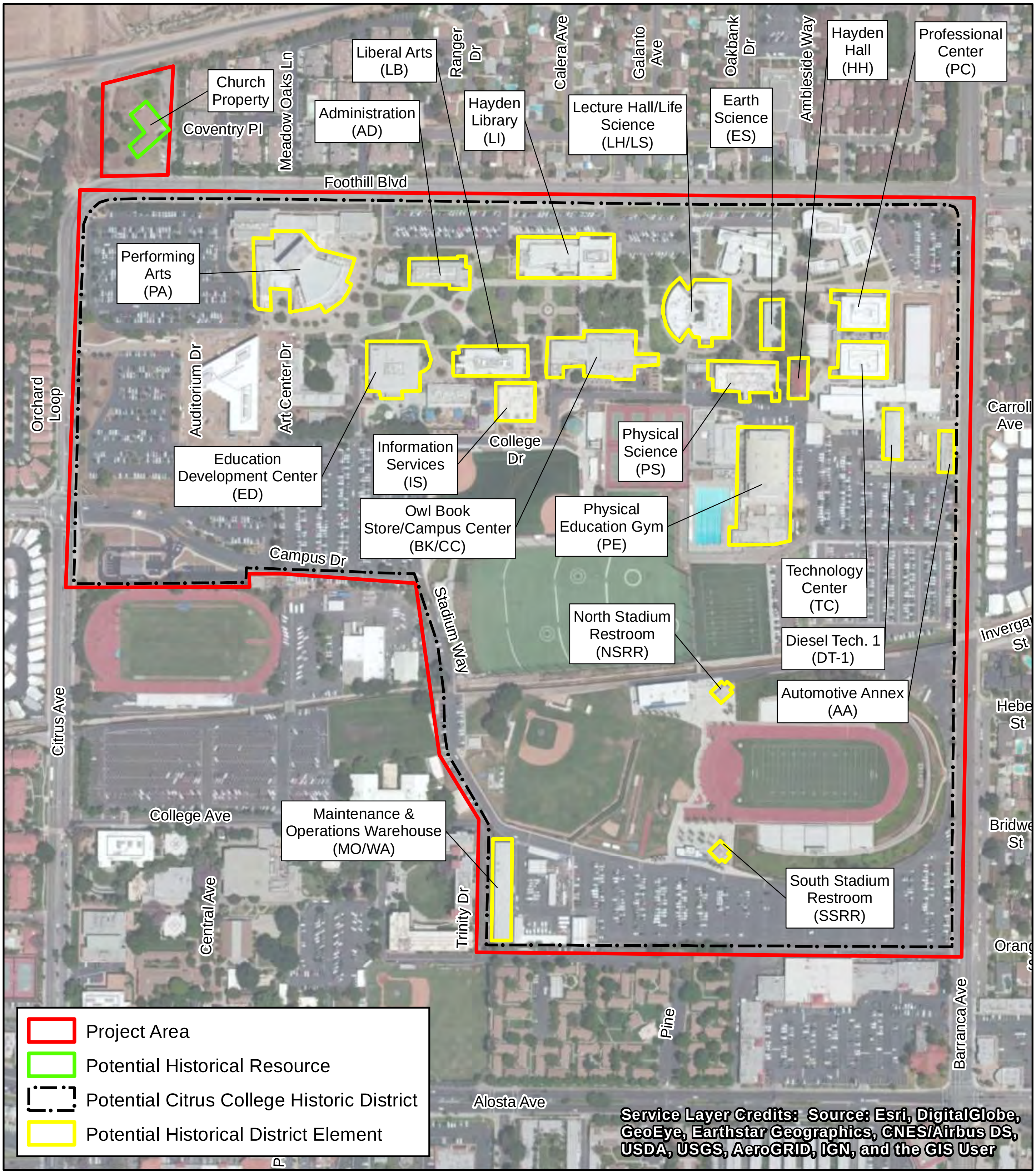
0 1,000 2,000 Feet
0 300 600 Meters

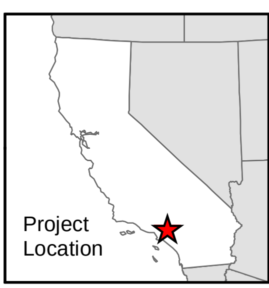
N

Scale 1:24,000
1 Inch = 2,000 Feet

Figure 2. Project Location
Citrus College
Master Plan
Los Angeles County, California

KLEINFELDER
Bright People. Right Solutions.





0 200 400 Feet

0 60 120 Meters

N

Scale 1:4,800

1 Inch = 400 Feet

Figure 3. Project Area

Citrus College

Master Plan

Los Angeles County, California

KLEINFELDER

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APPENDIX A

DEPARTMENT OF PARKS AND RECREATION 523 FORMS

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

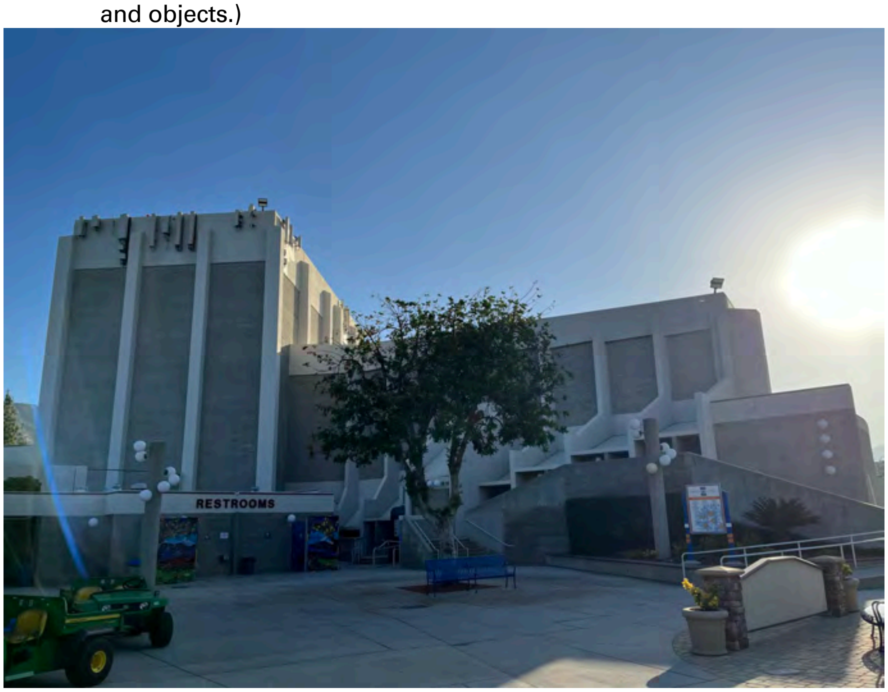
Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 1 **of** 46 ***Resource Name or #**: (Assigned by recorder) Citrus College
P1. Other Identifier
***P2. Location:** ☐Not for Publication ☑Unrestricted
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S , 418361.08mE/ 3777481.60 mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Citrus College is a junior college campus comprised of 41 buildings, of which 19 were constructed within the period of historical significance (1934-1974). The campus was initially established in 1915 but occupied the current location with Citrus High School beginning in the 1920s. the oldest extant building currently on the property was constructed in 1935. The historic-period buildings on the campus are comprised of several different architectural styles including Spanish Revival, International, Brutalist, Late Moderne. Historic-period buildings contributing to the potential historic significance of Citrus College include: Hayden Hall (1934), Earth Science (1952), Physical Education Gym (1954), Diesel Tech. 1 (1956), Hayden Library (1961), North Stadium Restroom (1963), South Stadium Restroom (1963), Lecture Hall/Life Science (1963), Owl Book Store/Campus Center (1963), Information Services (1963), Liberal Arts (1964), Physical Science (1965),Administration (1966), Performing Arts (1971), Technology Center (1973), Maintenance & Operations Warehouse (1974), Automotive Annex (1975), and Education Development Center (1977). Please see attached primary records and continuation sheets for detailed descriptions of the contributing elements.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Performing Arts, west elevation, facing east. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1935-1977 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

***NRHP Status Code**:
***Resource Name or #**: Citrus College

D1. Historic Name: Citrus Junior College **D2. Common Name**: Citrus College

***D3. Detailed Description**:
Citrus College is a junior college campus comprised of 41 buildings, of which 19 were constructed within the period of historical significance (1934-1974). The campus was initially established in 1915 but occupied the current location with Citrus High School beginning in the 1920s. the oldest extant building currently on the property was constructed in 1935. The historic-period buildings on the campus are comprised of several different architectural styles including Spanish Revival, International, Brutalist, Late Moderne. Historic-period buildings contributing to the potential historic significance of Citrus College include: Hayden Hall (1934), Earth Science (1952), Physical Education Gym (1954), Diesel Tech. 1 (1956), Hayden Library (1961), North Stadium Restroom (1963), South Stadium Restroom (1963), Lecture Hall/Life Science (1963), Owl Book Store/Campus Center (1963), Information Services (1963), Liberal Arts (1964), Physical Science (1965),Administration (1966), Performing Arts (1971), Technology Center (1973), Maintenance & Operations Warehouse (1974), Automotive Annex (1975), and Education Development Center (1977). Non-contributing buildings include Diesel Tech, 2, Portable 1, Portable 3, Adaptive Physical Education, Aquatic Center, North Bungalow, South Bungalow, Integrated Success Center, Life Long Learning, Recording Technology, Video Technology, Technician Develop./Tech., Eng., Math/Science, Reprographics, Center for Innovation, Portable 2, Central Plant, Student Services, Campus Safety, Field House, Gate House, and Visual Arts.

***D4. Boundary Description**: The boundary is defined as the extent of the APNs on which the current campus is located, AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900.

***D5. Boundary Justification:** The boundary encapsulates the extant historic-period buildings that potentially contribute to the historic significance of the resource.

D6. Significance: Theme: Brutalism style **Area**: Glendora
Period of Significance: 1934-1974 **Applicable Criteria**: 3

Glendora
The permanent American settlement of Glendora began in 1868 when the land was opened to homesteading after investor Henry Dalton's claim to Mexican lands purchased prior to California's incorporation into the United States was challenged by the United States Government. The first permanent American settlers within Glendora were former confederate soldiers John Bender and William Bryant who each established farms in 1874. They were followed by other homesteaders who established farms throughout the area (Heaton 2022).

In 1885, manufacturer George D. Whitcomb purchased 200 acres of land in the Glendora region with plans to establish a town. Whitcomb managed to persuade Santa Fe Railroad officials to adjust their planned route through the San Gabriel Valley to pass through his new town which he named Glendora which was a portmanteau of the word "glen" and the name of his wife, Leadora. Whitcomb formed the Glendora Land Company in 1887 with partners John W. Cook and Merrick Reynolds. The company began clearing land and laying out streets for the proposed town site. Additional infrastructure included water mains and pepper trees that were planted along the roads. Public sale of lots began on April 1, 1887 and 291 lots were sold on the first day (Heaton 2022).

(See continuation sheet)

***D7. References**:
(See continuation sheet)

***D8. Evaluator:** J. Castells, Kleinfelder **Date:** June 2022

Affiliation and Address: 770 First Avenue, Suite 400., San Diego, CA 9560

D6. Significance (continued):

From its founding, Glendora's economy relied on the railroad and on agriculture. Early settlers planted wheat, flax, barley, castor beans, grapevines, vegetables and fruit trees. The introduction of citrus trees to the region transformed Glendora, as it did most of Southern California. Groves of orange and lemon trees began to replace farming operations in the region and the first packing house in Glendora was constructed in 1896. The proximity of the town to the Santa Fe railroad helped establish a thriving citrus industry throughout the late 19th and early 20th centuries (Heaton 2022).

The citrus industry resulted in a stable population for Glendora, which necessitated the establishment of additional civic services. In 1891 Citrus Union High School was established by the State of California to service the Glendora region. On November 13, 1911, Glendora was incorporated as a city and the first City Hall was constructed in 1913. In 1915, Citrus College became the first Junior College in Los Angeles County (Heaton 2022).

Like much of Southern California, the post-World War II housing boom transformed the community of Glendora. The 1950s and 1960s saw many of the once expansive citrus groves removed in favor of housing. The rapid growth in the region during this period resulted in a need to expand and modernize the city, including major expansion of Citrus College. Devastating fires and flooding in the late 1960s coupled with declining prominence of the railroad led to a period of economic decline for Glendora. In the early 1970s the Glendora Community Redevelopment Agency was established to assist in upgrading Glendora businesses and to attract new business to the region. With the completion of I-210 in 1973, Glendora was reconnected with other Southern California cities (Heaton 2022).

Citrus College

The following history of Citrus College is excerpted, unless otherwise noted, from *Citrus College Institutional Self Evaluation Report* (Citrus Community College District 2015).

Citrus College was founded in 1915 and is the oldest community college in Los Angeles County and the fifth oldest in the state of California. In 1914 Dr. Floyd S. Hayden became the principal of Citrus High School. He recognized the need to support the growing communities of Azusa and Glendora with additional educational opportunity and worked to develop Citrus Community College (then Citrus College) in 1915 to provide students two free years of college. The community college was initially part of the Citrus Union High School District and was located on the campus of Citrus Union High School. The first graduating class of Citrus College consisted of four students graduating in 1917. By 1925 the school had 100 students, however only 11 students graduated between 1915 and 1925 (Citrus Community College District 2015).

During the 1920s, the high school and the college moved to its current location on Foothill Boulevard. The Great Depression of the 1920s and 1930s took its toll on nearly every societal demographic, including the communities surrounding Citrus College. Many students gave up their dreams of a college education entirely, and others dropped out of college to work and help support their families. Parents who could not afford to pay for four years of tuition at four-year colleges and universities sent their students to Citrus College to begin their college education. In January 1935, Citrus College dedicated Hayden Hall, a multipurpose building, used mostly as a place for women students to study. It is the last of the institution's original buildings to remain on the campus today (Citrus Community College District 2015).

In 1941, the United States entered World War II, resulting in a dramatic enrollment drop as male students left college to serve in the military. Accounts of the early '40s described the college environment as "strange" due to the absence of male students. In 1945, only six degrees were conferred—all to female students. At the conclusion of World War II, veterans returned home eager to resume their lives. The GI Bill, designed to help returning veterans readjust to civilian life, provided education benefits, and many GIs enrolled in Citrus College (Citrus Community College District 2015).

(See continuation sheet)

D6. Significance (continued):

The post-World War II population boom eventually led to the establishment of three new high schools in the area and the breakup of Citrus Union High School and Citrus College. Between 1946 and 1959, the College purchased 88 acres of land to expand the campus from 16 acres to the 104 acres it occupies today. During the 1950s and early 1960s, enrollment increased from 500 students in 1955 to 5,535 students in 1965, and degrees conferred from 85 in 1955 to 280 in 1965 (Citrus Community College District 2015).

Population growth led colleges throughout the state to implement changes in order to meet educational needs. Further, a new state law passed in 1960, the Master Plan for Higher Education, which stated the primary mission of the California Community Colleges would also include remedial instruction, English as a second language courses, adult noncredit instruction, community education courses, and workforce training services. The Vocational Education Act of 1963 committed the federal government to supporting trade-specific education. In response, the college introduced vocational programs that included data processing, automotive technology, cosmetology and machine tool technology (Citrus Community College District 2015).

As a result of the population boom, the cities of Azusa and Glendora incorporated high schools into their unified school districts. On July 1, 1961, Citrus Union High School District dissolved and the new, independent Citrus College – within the same geographic boundaries – formed. Prior to 1967, most Citrus College students lived in Azusa and Glendora. In 1967, the district expanded to include students from Claremont, Duarte, and Monrovia. In 1970, the Citrus Community College District formed, allowing residents of the five cities to elect trustees to represent their areas. The Citrus College student body became more ethnically diverse, and female student enrollment increased. By 1975, enrollment had grown to more than 11,000, with nearly 700 degrees conferred that year. The college also maintained its reputation as having one of the best transfer records in the state (Citrus Community College District 2015).

A $6 million bond passed in 1962, enabling the construction of 13 new buildings and facilities. They included the Stadium, Student Center, Lecture Hall, and others—culminating with the completion of the Haugh Performing Arts Center in 1971 (Citrus Community College District 2015). The Haugh Performing Arts Center originally called the Citrus College Auditorium, was initially designed with two wings and practice spaces. A 1990s addition added a studio complex, dance laboratory, editing suites, new restrooms, and a new box office (Los Angeles Conservancy 2022a).

During the 1990s, Citrus College administrators aggressively sought state funds for capital projects leading to more than $60 million in new buildings, renovations, and additions to the campus facilities. These projects enhanced the learning environment, increased access for the disabled, improved safety, and added technological capabilities to classrooms. The addition of the adapted physical education facility and the computer lab greatly improved the college's educational resources (Citrus Community College District 2015).

Austin and Ashley, Architects and Austin Field, and Fry, Architects
Austin and Ashley, Architects was an architecture firm founded by John C. Austin and Frederick M. Ashley that operated in Los Angeles between 1929 and 1935.

(See continuation sheet)

D6. Significance (continued):

Jon C. Austin was born in Bodicote, Oxfordshire, England in 1870. He first came to the United States in 1888 and settled in Southern California in 1895. His professional career began under an apprenticeship to British architect William S. Barwick. After relocating to the United States he worked as a draftsman under Benjamin Linfoot from 1891-1892 in Philadelphia, returned to England to work as a draftsman under Barwick for a short period in 1882, then as a draftsman under Mooser and Develin, Architects from 1892-1895 in San Francisco. After relocating to Los Angeles, he became a partner in the firm of Austin and Skilling, Architects between 1896 and 1899. Between 1902 and 1909 he operated independently. Work during this period in his career included single-family residences, the City of Anaheim Carnegie Library (1909), the Fremont Hotel in Los Angeles (1906), and the Potter Hotel in Santa Barbara (1902-1903). Between 1910 and 1914 he was a partner in the firm of Austin and Pennell, Architects before working independently again between 1920 and 1929. During this period he was involved in the design of prominent Los Angeles Buildings including the Shrine Civic Auditorium (1920-1926), the Masonic Temple in Hollywood (1921), St. Vincent's Hospital (1924), and Los Angeles City Hall (1925-1928). During this period, Paul R. Williams worked on Austin's staff where he primarily worked on commercial buildings but also contributed to the Shrine Auditorium and the Hollywood Masonic Temple (Paul R. Williams Project 2022). Austin entered into a partnership with Frederick M. Ashley in 1929 to form Austin and Ashley, Architects. The partnership lasted from 1929 to 1935, during which the team designed buildings such as the Griffith Park Observatory and Planetarium (1934-1935), the Hayden Hall building at Citrus College (1934), and Florence Nightingale Middle School (1937-1939) (Living New Deal 2022). Ashley Was born in 1870 and dies in 1960. His work appears to be largely residential as well as some institutional buildings such as the Arroyo Seco Regional Branch Library (1914). His collaborative period with Austin in which his most notable works were designed. The firm of Austin and Ashley employed a variety of architectural styles during this period including Art Deco, Neo-classical, Mission Revival, Beaux Arts, and Moorish Revival.

From 1948 to 1958 Austin was a partner in the firm of Austin, Field, and Fry, Architects. The partnership consisted of Austin, Robert Field Jr., and Charles Fry and the firm became responsible for some of Los Angeles' important post-war buildings (Los Angeles Conservancy 2022b). Their work during this period included the Stanley Mosk Courthouse (1956-1958), the University of California, Los Angeles Humanities Building (1953), and the University of California, Los Angeles Faculty Center (1959) (PCAD 2022).

Neptune & Thomas and Associates

The firm of Neptune & Thomas was formed in 1953 between Donald E. Neptune and Joseph Fleshman Thomas. The firm's principal works include the Marine Corps Training Facility in 29 Palms (1952), Annandale Golf Club in Pasadena, Fontana High School (1954), Upland High School (1955), Glendora High School, Pacific Home Office Building in Los Angeles, and the Arcadia Community Hospital. Neptune and Thomas both retired from practice in 1978 (HRG et al. 2007).

Cashion-Horie Architects

John Thomas Cashion, jr. formed he form Cashion-Horie Architects with Mark Shoph Horie in 1964. Works completed by the firm included the Pomona Tile Office Building in Pomina, CA (1965), South Central Multipurpose Health Services Center in Los Angeles, CA (1966), Kimbark Elementary School in Devore, CA (1968), Tufts-Delta Health Center in Mound Bayou, MS (1969), and West Oakland Health Center in Oakland, CA (1969) (American Architects Directory 1970).

(See continuation sheet)

D6. Significance (continued):

Architectural Styles on the Campus

Spanish Revival Style

Spanish Revival style architecture was a prominent design style in Sothern California during the early to mid-twentieth century. Elements of the style persisted into the 21st century on residential and institutional buildings throughout California. The style was popularized after the 1915 Panama-California Exposition where the designs of Bertram Goodhue gained widespread acclaim. While many of the churrigueresque elements of Goodhue's designs did not proliferate as widely, his revival of the Spanish Colonial style proved widely popular throughout Southern California. Character defining features of the Spanish Revival Style include low-pitched roof with little to no overhang and red tile covering, one or more prominent arches placed above doors or principal windows, stucco surfaces, and asymmetrical facades (McAlester 2013).

International Style

The International Style was a major global architectural movement that originated in Western Europe in the 1920s. The style intended to transcend any national or regional identity by making no reference to local vernaculars or traditional building forms. With the mass immigration from Europe during and after World War II the style proliferated throughout the United States. Rudolph Schindler and Richard Neutra were the catalyst for the widespread popularity of the style in Southern California. It was a prominent style in Southern California from the 1930s into the 1950s. The International style is characterized by a radical simplification of form and a complete rejection of ornament. Common features of International style architecture include square and rectangular building footprints, simple cubic or extruded rectangular forms, horizontal bands of windows, and strong right angles. Predominant building materials include concrete, smooth stucco, brick, and glass (City of San Diego 2007).

Late Moderne

The Late Moderne style incorporates elements of both the Streamline Moderne and International styles. Early examples of the style date from the 1930s but was a popular style used in commercial and civic buildings during the 1950s and 1960s. The Late Moderne style is frequently identified by the use of the bezeled window, where horizontal groupings of windows are outlined in a protruding, bezel-like flange, often in a material and color that contrasts with the surrounding wall surface. Character defining features include horizontal emphasis, exposed concrete or cement plaster veneer, flat roofs horizontal bands of bezeled windows with aluminum louvers (occasionally), operable steel sash windows (casement, awning, or hopper) and projecting window frames (HRG 2018).

Brutalism

Brutalism created massive, monolithic structures that stretched the limits of concrete construction. More properly known as "New Brutalism," the name was derived from béton brut, the concrete casting technique that left a roughly finished surface bearing the imprint of the formwork, used by Le Corbusier in the *Unité d'Habitation*, Marseille, France (1952). One of the style's most significant American promoters was John Portman, who designed several enormous atrium hotels and office clusters known for their spectacular spatial effects, including the Bonaventure Hotel in Los Angeles. The style was particularly popular in the construction of government, educational, and financial buildings. Other well-known examples of the style in Southern California include the Salk Institute in La Jolla (1959) by Louis Kahn, and the Geisel Library at the University of California, San Diego (1969) by William Pereira. Character defining features of this style include bold geometric shapes, sculptural façade articulation; exposed, roughly finished cast-in-place or pre-cast concrete construction; window and door openings as voids in otherwise solid volumes; and raised plazas and base articulation (HRG 2018).

(See continuation sheet)

D6. Significance (continued):

CRHR Evaluation

CRHR Criterion 1: The historic-period buildings that comprise Citrus College do not collectively or individually meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of history and cultural heritage. While it is the oldest Junior College is Los Angeles County and the fifth oldest in California, no extant buildings are present from its founding in 1915. The earliest extant building present on the property was constructed in 1935, and it has bene heavily modified and no longer retains historic integrity. Most of the extant buildings were constructed in the mid- to late-twentieth century, a period in which states were investing in the construction and expansion of public educational institutions throughout the country. Citrus College is one of many community colleges that were either expanded or constructed in California during this period. Research has yielded no information to suggest that the extant historic-period buildings at Citrus College are specifically associated with significant historical events important to Glendora, the State of California, or the United States. Therefore, the historic-period buildings that comprise Citrus College are not collectively or individually eligible for the CRHR under Criterion 1.

CRHR Criterion 2: The historic-period buildings that comprise Citrus College do not collectively or individually meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. While the campus has seen countless students and faculty, research has yielded no information to suggest that persons of historical significance are specifically associated with the historic-period buildings on the campus or the campus, as a whole, in such a way that the person's historic significance is conveyed by the buildings or the campus. Therefore, the historic-period buildings that comprise Citrus College are not collectively or individually eligible for the CRHR under Criterion 2.

CRHR Criterion 3: The historic-period buildings that comprise Citrus College do not collectively meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The historic-period buildings that comprise Citrus College were constructed in a range of styles including Spanish Revival, International, Late Moderne, Brutalism, and utilitarian. These styles are common of mid- to late-twentieth century institutional buildings, particularly college campuses. For the most part, they are unremarkable examples of this style and many have been altered with additions, replacement windows and doors, and rooftop equipment enclosures. The campus itself has undergone significant changes due to the addition of new buildings which have altered the campus layout. Historic-period buildings on the campus were designed by four prominent California architecture firms working during different periods: Austin and Ashely, Architects; Austin, Field and Fry, Architects; Neptune & Thomas and Associates; and Cashion-Horie Architects. Of the firms, Austin and Ashely, Architects; and Austin, Field and Fry, Architects may, arguably, be considered masters. Austin and Ashely, Architects designed Hayden Hall, which was significantly remodeled in 2015 resulting in a loss of potential historic integrity. Further, the building was unlikely to be considered a masterful example of Austin and Ashely, Architects' work prior to the renovations. Austin, Field and Fry, Architects designed Earth Science and physical Education Gym, neither of which should be considered masterful examples of the firm's work when viewed within the wider context of their other projects. Therefore, the historic-period buildings that comprise Citrus College are not collectively eligible for the CRHR under Criterion 3.

(See continuation sheet)

D6. Significance (continued):

While the historic-period buildings that comprise Citrus College are not collectively eligible for the CRHR under Criterion 3, the Performing Arts Building does appear eligible for the CRHR under Criterion 3 as a good example of Brutalism. The building displays many of the character defining features of Brutalism including bold geometric shapes, sculptural façade articulation; exposed, roughly finished cast-in-place or pre-cast concrete construction; window and door openings as voids in otherwise solid volumes; and raised plazas and base articulation. However, the building also incorporated element of Late Moderne style including rounded protrusions evoking Streamline Moderne and the use of globe lighting on the exterior of the building creating a contrast with the angular and monumental forms of the building. While there is a certain visual continuity between this building and the others designed on the campus by Neptune & Thomas and Associates, these stylistic callbacks to an earlier design style amidst the Brutalism and International buildings make the Performing Arts building unique to the campus and to the region. Therefore, the Performing Arts building is individually eligible for the CRHR under Criterion 3.

CRHR Criterion 4: The historic-period buildings that comprise Citrus College do not collectively or individually meet CRHR Criterion 4 since they are unlikely to yield information important to prehistory or history. It is unlikely that this property has the potential to broaden our understanding of 20th century community colleges or the development of Chino Hills, California, or the United States. Therefore, the historic-period buildings that comprise Citrus College are not collectively or individually eligible for the CRHR under Criterion 4.

The historic-period buildings that comprise Citrus College were evaluated for historical significance by applying the criteria of the CRHR using data gathered during the pedestrian survey and information acquired through historical research. Kleinfelder recommends that the historic-period buildings that comprise Citrus College are not collectively eligible for inclusion in the CRHR. Therefore, the historic-period buildings that comprise Citrus College are not collectively considered historical resources for the purposes of CEQA.

The CRHR recognizes a property's historic integrity through seven aspects or qualities. These include location, design, setting, materials, workmanship, feeling, and association. The Performing Arts building retains integrity of location, design, materials, workmanship, feeling and association. The integrity of the setting has been compromised due to the construction of several non-historic period buildings in the vicinity of the Performing Arts building.

The Performing Arts building is recommended individually eligible for the CRHR under Criterion 3 as a good example of Brutalism architecture and retains sufficient integrity to convey its historical significance. Therefore, the Performing Arts building is considered historical resources for the purposes of CEQA.

***D7. References (continued)**:

American Architects Directory
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City of San Diego

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(See continuation sheet)

***D7. References (continued):**

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2022b "Austin, Field, & Fry." Accessed at: Austin, Field & Fry | Los Angeles Conservancy (laconservancy.org) on May 4, 2022.

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2022 "Frederick M. Ashley (Architect)." Accessed at: pcad.lib.washington.edu/ on May 4, 2022.

Paul R. Williams Project
2022 "Young Paul R. Williams." Accessed at: www.paulrwilliamsproject.org/about/ accessed on May 4, 2022.

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 10 **of** 46 ***Resource Name or #**: (Assigned by recorder) Hayden Hall - Citrus College

P1. Other Identifier

***P2. Location:** ☐Not for Publication ☑Unrestricted

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418585.54mE/ 3777423.78 mN

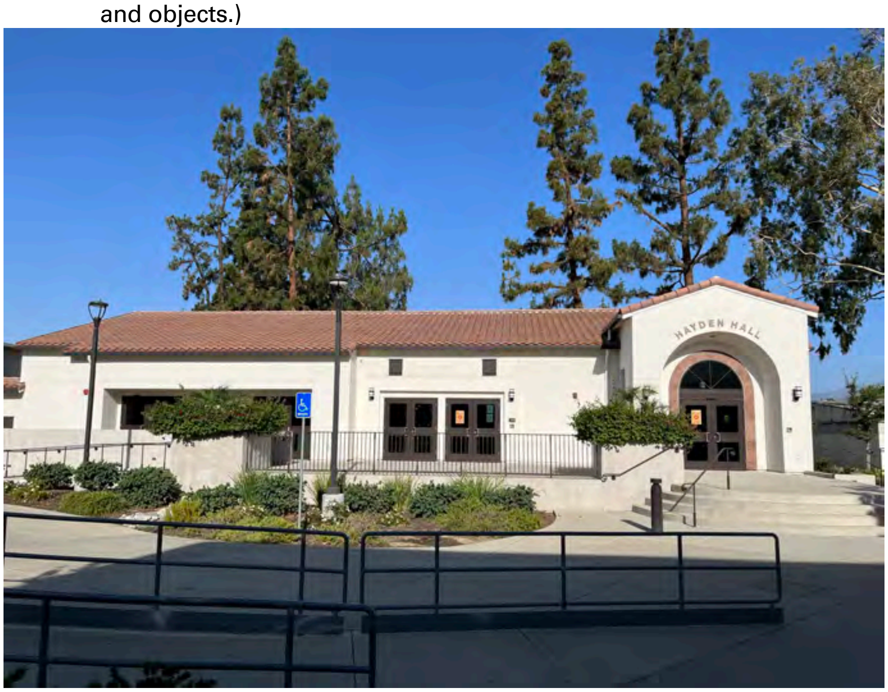
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

Hayden Hall is Spanish Revival style building constructed in 1934. The building is one-story and has an L-shaped plan, stucco siding, and a cross-gable Spanish tile roof. The east elevation features the primary entrance on the north portion of the elevation. It is located within a recessed archway and is filled with non-historic period commercial glass doors above which is a fixed arched window. Two additional non-historic entry doors are centered on the elevation and a band of non-historic entry doors and fixed windows are located in a recessed entry on the south portion of the elevation. The north elevation features a fixed window and vent on the protrusion on the east corner of the elevation. A slight protrusion with a Spanish tile shed roof is centered on the elevation and features three fixed arched windows. The south elevation features a trash enclosure and a small maintenance addition with a one entry door on the south elevation. The west elevation features a fixed window and no other doors or fenestration. The building was remodeled in 2015 which included the replacement of all doors and windows, the stucco on the building was replaced, and there were extensive interior modifications.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Hayden Hall, east elevation, facing west. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1935 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

***Resource Name or #**: Hayden Hall -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

North and East Elevations, facing southwest


South and east elevations, facing northwest


North elevation, facing south


North and west elevations, facing southeast

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 12 **of** 46 ***Resource Name or #**: (Assigned by recorder) Earth Science - Citrus College

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418599.46mE/ 3777457.20mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Earth Science: The Earth Science building is an International style building constructed in 1952. The building has a rectangular plan with a flat roof and a shed roof penthouse on the south portion of the building. Eaves extend over the west and east elevations. The building is clad in stucco. The south elevation features a recessed entrance centered on the elevation and surrounded by brick. The elevation extends to the east and the west to form wing walls for the east and west elevations. The west elevation features bands of double-hung and hopper windows. Entrances are irregularly spaced on the elevation. The north elevation features a recessed entrance off-center on the elevation and surrounded by brick. The elevation extends to the east and the west to form wing walls for the east and west elevations. The east elevation features a band of windows. A aluminum screen composed of horizontal blinds extends over the upper 2/3 of the elevation.

***P3b. Resource Attributes**: HP15. Educational buildings
***P4.Resources Present**: ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: Earth Science, south elevation, facing northeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1952 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

***Resource Name or #**: Earth Science-Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

South and west elevations, facing northeast

East elevation, facing northwest

North elevation, facing south

West elevations, facing southeast

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 14 **of** 46 ***Resource Name or #**: (Assigned by recorder) Physical Education Gym - Citrus College

P1. Other Identifier

***P2. Location:** □**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418553.37mE/ 3777349.77mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

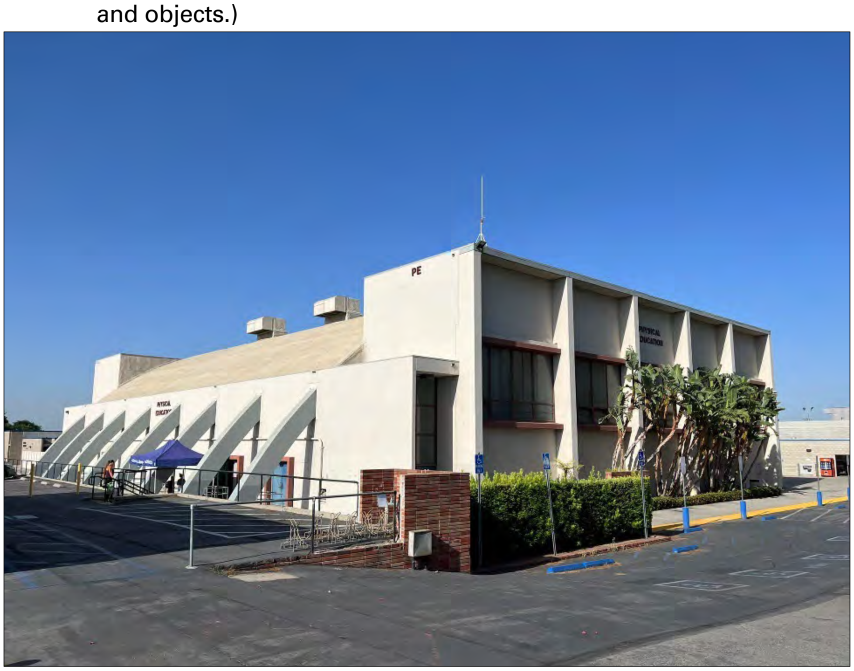
***P3a. Description:**

The Physical Education Gym is an International style building constructed in 1954. The building has a rectangular plan with a curved, vaulted roof. The building is constructed of concrete. The north elevation extends above the roofline. It is divided into five bays, each separated by a pilaster. Bands of fixed and double-hung windows are centered on the elevation within each bay. Entrances are recced on the west and east portions of the elevation beneath 3 by 2 fixed windows. The west elevation features entrance doors. Curved concrete supports extend out form the elevation forming a partial arcade along the elevation. The south elevation features entrance doors on a single-story protrusion. The second story is divided into five bays separated by pilasters. Each bay features a band of fixed windows. The east elevation features entrance doors. Curved concrete supports extend out form the elevation forming a partial arcade along the elevation.

***P3b. Resource Attributes**: HP15. Educational buildings

***P4.Resources Present:** ☑Building □Structure □Object □Site ☑District ☑Element of District □Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: Physical Education Gym, north and east elevations, facing southwest. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic □Prehistoric □Both
1954 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** □ NONE ☑Location Map ☑Continuation Sheet □Building, Structure, and Object Record □Archaeological Record ☑District Record □Linear Feature Record □Milling Station Record □Rock Art Record □Artifact Record □Photograph Record □Other (List):

Page 15 **of** 46 *__Resource Name or #__: Physical Education Gym -Citrus College
***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

North elevation, facing south


North and west elevations, facing southeast


South elevation, facing north


South and east elevations, facing northwest

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418668.52mE/ 3777373.43mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

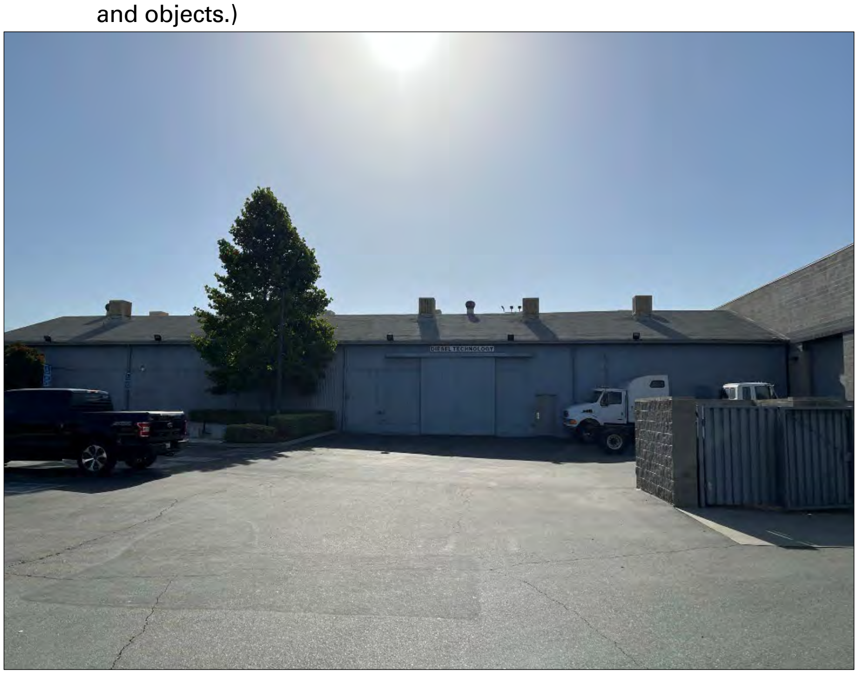
***P3a. Description:**
Diesel Tech. 1 is a utilitarian building constructed in 1956. The building has a rectangular plan and a medium-pitched gable roof. The building has a concrete foundation and is clad in corrugated metal siding. The west elevation features a sliding warehouse door centered on the elevation. Additional entrance doors are located on the elevation. The north elevation features an entrance door centered on the elevation and no other doors or fenestration. The east elevation features irregularly spaced sliding warehouse doors. The south elevation abuts an adjacent building.

***P3b. Resource Attributes**: HP15. Educational buildings
***P4.Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Diesel Tech. 1, west elevation, facing east. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1956 (Citrus College)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

 ***Resource Name or #**: Diesel Tech 1.-Citrus College
***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**


North elevation, facing south


East elevation, facing southwest

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) Hayden Library - Citrus College

P1. Other Identifier
***P2. Location:** ☐Not for Publication ☑Unrestricted
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418365.04mE/ 3777533.57mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Hayden Library is an International style building constructed in 1961. The building has a rectangular plan and a flat roof. The building is primarily clad in concrete. The south elevation of the building features fixed glass windows and glass entrance doors on the western portion of the elevation. A cantilevered overhang extends over the western portion of the elevation. A concrete block clock tower is located off center on the elevation. It is comprised of a tower with metal clock faces on the east and west elevations. The tower extends up on the east and west elevations creating a void at the top of the tower that is filled with a recessed structure with vertical decorations. The south elevation of the tower features recessed openings. The portion of the south elevation to east of the clock tower is clad in concrete block that flares at the base creating a slight shingle effect. The second floor on the south elevation is recessed and features square, fixed windows. The second floor is clad in vertical concrete panels. The roof extends into a slightly curved dormer with recessed bays of horizontal windows. The west elevation is clad in concrete block that flares at the base creating a slight shingle effect. Entrance doors are located on the north portion of the elevation. A concrete block and wood enclosure is located on the south portion of the elevation. The north elevation is clad in concrete block that flares at the base creating a slight shingle effect. The second floor is recessed and is clad in vertical concrete panels. The roof extends into a slightly curved dormer with recessed bays of horizontal windows. An addition constructed in 2000 on the east elevation of the building. The 2000 improvements also included renovations to the original library building. The addition dramatically changed the massing and design of the original library.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings
***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)
P5b. Description of Photo: Hayden Library, south elevation, facing northeast. (6.27.22)
***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1961 (Citrus College)
***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741
***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560
***P9. Date Recorded**: June 2022
***P10. Survey Type:** Intensive
***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

***Resource Name or #**: Hayden Library-Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**


West elevation, facing east


North and west elevations, facing southeast


East addition, facing southwest


East addition, facing northwest

 ***Resource Name or #**: Hayden Library-Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**


South elevation, facing northwest


South and west elevations, facing northeast

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

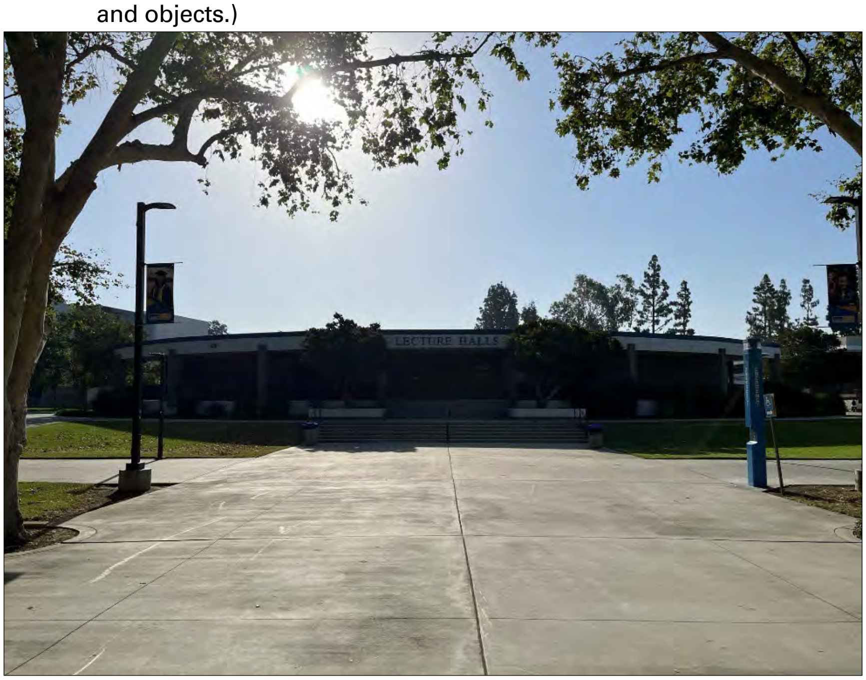
 ***Resource Name or #**: (Assigned by recorder) Lecture Hall/Life Science - Citrus College

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418493.53 mE/ 3777484.80 mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
The Lecture Hall/Life Science building is an International style building constructed in 1963. The building is one-story and features a flat roof and an irregular plan. The building is primarily clad in concrete block that flares at the base creating a slight shingle effect. The west elevation of the building is curved to accommodate the theater seating of the lecture halls. A concrete walkway supported by concrete columns extends over the elevation/ it is accessed by concrete stairs centered on the elevation. Entrance doors are regularly spaced along the elevation. A courtyard connects the Lecture Hall portion of the building with the Life Science building. The courtyard features a glass atrium and concrete planters. The building is clad is square blue tile in the courtyard. The east, north, and south elevations which comprise the Life Sciences portion of the building features a walkway supported by concrete block pillars. The walls are clad in concrete block that flares at the base creating a slight shingle effect. Bands of fixed windows and entrance doors are regularly spaces on these elevations.

***P3b. Resource Attributes**: HP15. Educational buildings
***P4.Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: Lecture Hall/Life Science, west elevation, facing east. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1963 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

Page 22 **of** 46 *__Resource Name or #__:Lecture Hall/Life Science -Citrus College
*__Recorded by__: Kleinfelder *__Date__: June 2022 ☒**Continuation** ☐**Update**


West elevation, facing southeast


North elevation, facing south


Courtyard, facing south


North and east elevations, facing southwest

 ***Resource Name or #**:Lecture Hall/Life Science -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

east elevation, facing southwest

South and east elevations, facing northwest

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #

Trinomial

NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) Owl Book Store/Campus Center - Citrus College

P1. Other Identifier

***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418396.16 mE/ 3777444.84 mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

The Owl Book Store/Campus Center is an International style building constructed in 1963.The building is composed of two sections, the Owl Book Store and the Camus Center, which are joined by a covered walkway and courtyard. The building has a flat roof and an irregular plan. It is primarily clad in concrete block that flares at the base creating a slight shingle effect. Panels of concrete are located along the roofline of the building on all elevations. The west elevation of the west portion of the building has no doors or fenestration. The north elevation of the west portion of the building features an entrance door located off-center on the elevation. The entrance is located under a fabric awning and accessed via concrete stairs. The east elevation of the west building features several bays divided by concrete block pilasters. Fixed windows and glass entry doors are located on the elevation. A covered walkway connects this elevation with the west elevation of the east portion of the building. The west elevation of the east portion of the building features two recessed entryways. The north elevation of the east portion of the building features recessed bays separated by concrete block pilasters. The bays are filled with fixed windows. The east corner of the elevation is recessed beneath a overhang supported by concrete block pillars. Entrance doors and windows are located under the overhang. The east elevation of the east portion of the building features no doors or fenestration. The south elevation of the east portion of the building features several recessed bays with fixed windows divided by concrete block pilasters centered on the elevation. An access door with concrete stairs is located on the east portion of the elevation.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Owl Book Store/Campus Center, north and west elevations, facing southeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1963 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

Page 25 **of** 46 *Resource Name or #: Owl Book Stove/Campus Center -Citrus College
*Recorded by: Kleinfelder *Date: June 2022 ☒Continuation ☐Update

North elevation and courtyard, facing southwest

West elevation and courtyard, facing southeast


North elevation, facing southeast


East elevation, facing southwest

State of California ♿ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 26 **of** 46 ***Resource Name or #**: (Assigned by recorder) Information Services - Citrus College

P1. Other Identifier

***P2. Location:** □**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418333.10 mE/ 3777402.45 mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Information Services is an International style building constructed in 1963. The building has a rectangular plan and a combined flat and mansard roof. The building features a concrete lock base which give way to protruding walls with stucco siding on all elevations. Each elevation features a recessed entryway centered on each elevation. The concrete block extends up at the entryways to create pony walls. Each entrance is filled with doors that are surrounded with vertical wood siding.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building □Structure □Object □Site ☑District ☑Element of District □Other (Isolates, etc.)

P5b. Description of Photo: Information Services, east elevation, facing southwest. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic □Prehistoric □Both
1963 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

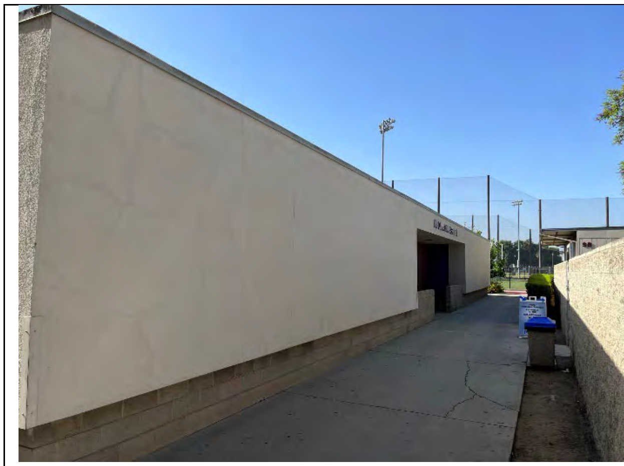
***P9. Date Recorded**: June 2022

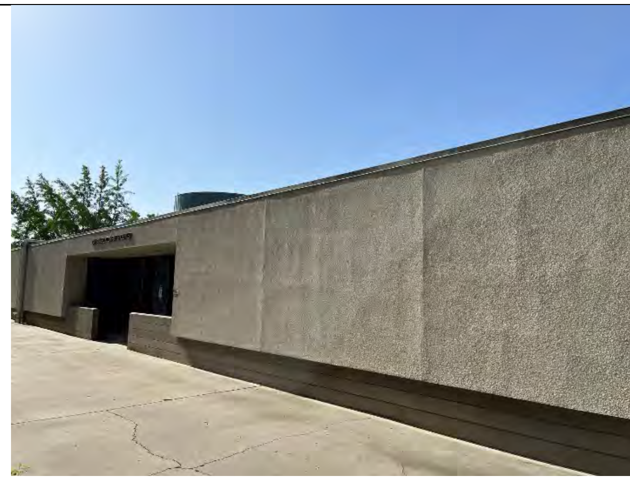
***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** □ NONE ☑Location Map ☑Continuation Sheet □Building, Structure, and Object Record □Archaeological Record ☑District Record □Linear Feature Record □Milling Station Record □Rock Art Record □Artifact Record □Photograph Record □Other (List):

Page 27 **of** 46
***Resource Name or #**: Information Services -Citrus College
***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**


West elevation, facing southeast


West elevation, facing northeast


South elevation, facing north

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) North Stadium Restroom - Citrus College

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418516.20 mE/ 3777145.27 mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
North Stadium Restroom is a utilitarian style building constructed in 1963. The building has a rectangular plan is clad in concrete block and has a flat roof. Entrances to the restrooms are located on the northwest and southeast. An extended eve and screen walls on the east and west portions of each elevation create the entrance.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: North Stadium Restroom, south and west elevations, facing east. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1963 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) South Stadium Restroom - Citrus College

P1. Other Identifier
***P2. Location:** ☐Not for Publication ☑Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418516.20 mE/ 3777145.27 mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
South Stadium Restroom is a utilitarian style building constructed in 1963. The building has a rectangular plan is clad in concrete block and has a flat roof. Entrances to the restrooms are located on the northeast and southwest. An extended eve and screen walls on the east and west portions of each elevation create the entrance.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: North Stadium Restroom, south and west elevations, facing northeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1963 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

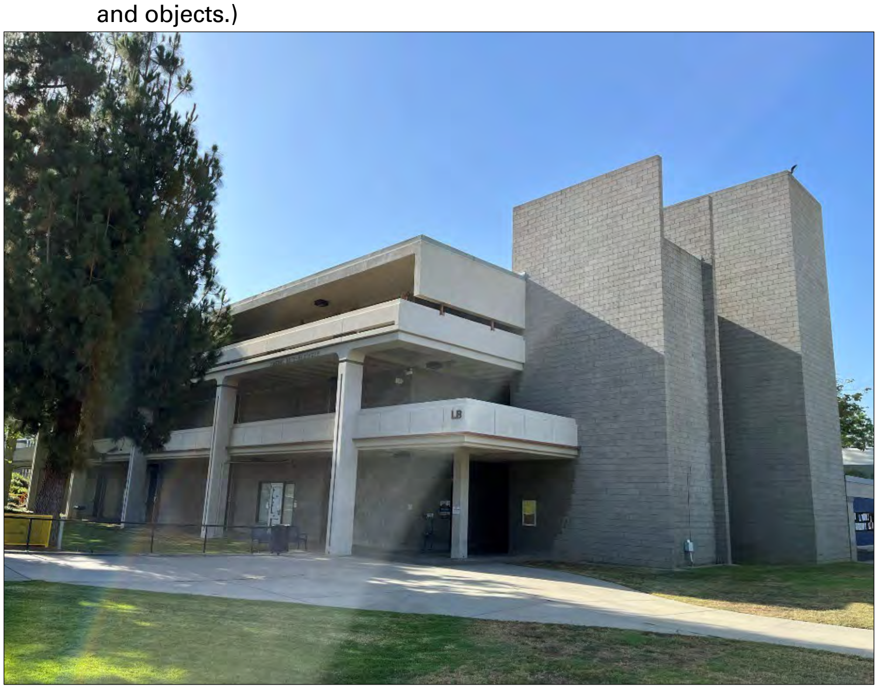
 ***Resource Name or #**: (Assigned by recorder) Liberal Arts - Citrus College

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418310.32mE/ 3777439.75mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Liberal Arts is an International style building constructed in 1964. The building is three stories and features a rectangular plan and a flat roof. The building is clad in concrete with a grid pattern. The first floor of the north elevation features regularly spaced entrance doors. A covered walkway extends over the elevation, supported by pillars that extend up to support the walkway on the third floor. The overhang forms the walkway for the second floor of the elevation. The second floor of the elevation features regularly spaced entrance door. The third floor of the elevation features regularly spaced entrance doors and a concrete overhang. The west elevation features concrete block towers enclosing stairs. A one-story concrete block utility building with blue tiles on the west elevation is located on the south portion of the north elevation. The first floor of the south elevation features regularly spaced entrance doors. A covered walkway extends over the elevation, supported by pillars that extend up to support the walkway on the third floor. The overhang forms the walkway for the second floor of the elevation. The second floor of the elevation features regularly spaced entrance door. The third floor of the elevation features regularly spaced entrance doors and a concrete overhang. The east elevation features a concrete block tower enclosing equipment.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Liberal Arts, north and west elevations, facing southeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1964 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

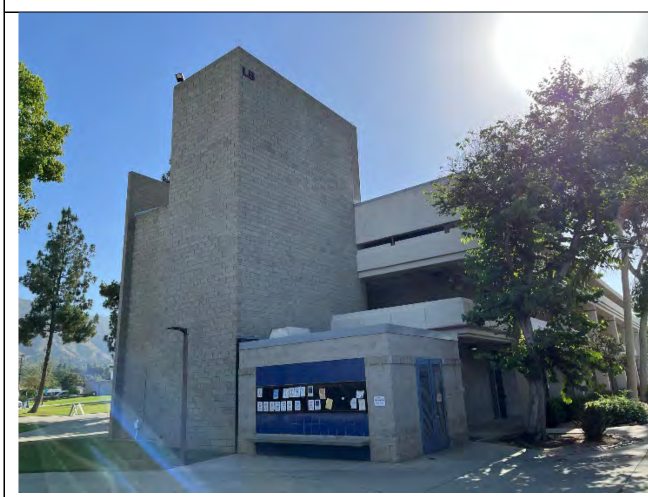
***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

 ***Resource Name or #**: Liberal Arts -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

North and west elevations, facing southeast

North elevation, facing south



West elevation, facing northeast

South elevation, facing northeast

State of California ♁ The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** **PRIMARY RECORD**	**Primary #** **HRI #** **Trinomial** **NRHP Status Code** Other Listings Review Code: Reviewer Date:

Page 32 **of** 46 ***Resource Name or #**: (Assigned by recorder) Physical Science - Citrus College

P1. Other Identifier

***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418536.60mE/ 3777424.41mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

The Physical Science building is an International style building constructed in 1965. The building is two stories and features a rectangular plan with a flat roof. The building is clad in concrete with a grid pattern. The first floor of the north elevation features two bands of recessed bays with fixed windows separated by concrete pilasters. Entrance doors are spaced regularly on the elevation. The second-floor walkway is cantilevered over the first-floor elevation to form a covered walkway. Molded concrete rafter tailings are visible under the overhang. floor of the north elevation features two bands of recessed bays with fixed windows separated by concrete pilasters. Entrance doors are spaced regularly on the elevation. The eaves extend over the walkway. The west elevation features a concrete stairway to access the second floor. The east elevation features a concrete stairway to access the second floor. Entrance doors are centered on the second and first floor elevations. The first floor of the south elevation features two bands of recessed bays with fixed windows separated by concrete pilasters. Entrance doors are spaced regularly on the elevation. The second-floor walkway is cantilevered over the first-floor elevation to form a covered walkway. Molded concrete rafter tailings are visible under the overhang. floor of the north elevation features two bands of recessed bays with fixed windows separated by concrete pilasters. A concrete block and cast concrete elevator enclosure is centered on the elevation. The building underwent renovations in 1994.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Physical Science, south and west elevations, facing southeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1965 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

 *__Resource Name or #__: Physical Science -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

West elevation, facing east

South elevation, facing north

North and east elevations, facing southwest

North elevation, facing southeast

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 34 **of** 46 ***Resource Name or #**: (Assigned by recorder) Administration - Citrus College

P1. Other Identifier

***P2. Location:** □Not for Publication ☑Unrestricted

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418262.34mE/ 3777516.88mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

Administration is an International style building constructed in 1966. The building has a rectangular plan, a flat roof, and is clad in concrete block. The first and second floor of the buildings are separated by a band of concrete that extends on all elevations of the building. The west elevation features one glass-block window. The south elevation features regularly spaced pillars that extend from the ground to the roof. Bands of horizontal fixed windows bookend by a vertical fixed window on the east side of each easternmost window are spaced regularly on the first-floor elevation. A recessed entryway is centered on the first floor of the elevation. The second floor of the elevation features bands of fixed windows. A trellis shade extends over the elevation. The east corner of the elevation features a covered entryway enclosed with glass and supported by concrete pillars. The entry is accessed by concrete stairs. The east elevation features concrete block and an entrance door. Fixed rectangular windows are centered on the elevation and located on the north corner of the elevation. The east corner of the elevation features a covered entryway enclosed with glass and supported by concrete pillars. Bands of horizontal fixed windows bookend by a vertical fixed window on the west side of each westernmost window side are spaced regularly on the first-floor elevation. The second floor of the elevation features bands of fixed windows. A trellis shade extends over the elevation. The building was renovated in 2016 including window and door replacements.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings

***P4. Resources Present:** ☑Building □Structure □Object □Site ☑District ☑Element of District □Other (Isolates, etc.)

P5b. Description of Photo: Administration, south and east elevations, facing northwest. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic □Prehistoric □Both
1966 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** □ NONE ☑Location Map ☑Continuation Sheet □Building, Structure, and Object Record □Archaeological Record ☑District Record □Linear Feature Record □Milling Station Record □Rock Art Record □Artifact Record □Photograph Record □Other (List):

***Resource Name or #**: Administration -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

West elevation, facing northeast

South elevation, facing southeast

East elevation, facing west


North and west elevations, facing southeast

 ***Resource Name or #**: (Assigned by recorder) Professional Center - Citrus College

P1. Other Identifier
***P2. Location:** □**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418640.33mE/ 3777483.19mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Professional Center is a is an International style building constructed in 1967. The building has a rectangular plan, a flat roof, and is clad in concrete block. The west elevation features an exterior stairway on the north corner of the elevation. The stairway has one landing and metal and wood railings. The first-floor features entrance doors. The second-floor walkway forms a cantilevered covered walkway for the first floor of the elevation. The second-floor features entrance doors. The third-floor walkway forms a cantilevered covered walkway for the second floor of the elevation. The third floor of the elevation features entrance doors. The third floor features an extended eave to form a covered walkway. The first floor features a glass and concrete block atrium-style enclosure. An entrance is centered on the first floor of the elevation. The second-floor features entrance doors. The third-floor walkway forms a cantilevered covered walkway for the second floor of the elevation. The third floor of the elevation features entrance doors. The third floor features an extended eave to form a covered walkway. The first floor of the south elevation features entrance doors. The second-floor walkway forms a cantilevered covered walkway for the first floor of the elevation. The second-floor features entrance doors. The third-floor walkway forms a cantilevered covered walkway for the second floor of the elevation. The third floor features an extended eave to form a covered walkway. The building underwent renovations in 1998 and 2006.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings
***P4. Resources Present:** ☑Building □Structure □Object □Site ☑District ☑Element of District □Other (Isolates, etc.)

P5b. Description of Photo: Professional center, north elevation, facing southwest. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic □Prehistoric □Both
1967 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive
***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.
***Attachments:** □ NONE ☑Location Map ☑Continuation Sheet □Building, Structure, and Object Record □Archaeological Record ☑District Record □Linear Feature Record □Milling Station Record □Rock Art Record □Artifact Record □Photograph Record □Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#
HRI #
Trinomial

***Resource Name or #**: Professional Center -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

South elevation, facing north

West elevation facing east


North and west elevations, facing southeast

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) Performing Arts - Citrus College

P1. Other Identifier

***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418149.83mE/ 3777516.62mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

Performing Arts is a Brutalist style building with Late Moderne elements constructed in 1971. The building has an irregular plan and is clad in concrete block, molded concrete, and board pressed concrete. The building features two major components: the large tower on the north section of the building and the curved section on the south portion of the building. The north portion of the building is comprised of a large rectangular tower with a flat roof. Concrete pilasters are spaced regularly on all elevations. The elevations are clad in concrete block and the top portion of each elevation is clad in concrete. Several collocated cellphone panels are affixes along the roofline on each elevation. The west elevation of the south portion of the building features several stepped entryways accessed by concrete stairs with a concrete block screen wall. The entries are recessed under concrete overhangs and each feature two doors separated by a concrete screen wall. Pilasters extend down onto the concrete overhangs to form an L-shape. Globe lighting is regularly interspersed on the elevation. Two cylindrical concrete pillars with globe lights are located adjacent to the elevation. The south elevation features the primary entrance which is curved and lined with glass entry doors and fixed windows. The elevation is accessed vis concrete stairs. Large square concrete pillars support a concrete overhang. Two pressed-board concrete cylinders are place on the overhang. The elevation is clad in concrete block and concrete. The portion of the elevation east of the main entry features three loading bays. The portion of the elevation west of the entrance area features three additional entrances with descending stairways. The north and west elevations of the building are surrounded with ancillary structures including restrooms, a ticket booth, and additional theater buildings some of which were added in the 1990s.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Performing Arts, south and west elevations, facing northeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1971 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder 770 First Avenue, Suite 400, San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary#
HRI #
Trinomial

***Resource Name or #**: Performing Arts -Citrus College

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

 South elevation, facing north	 South and east elevations, facing northwest
 North elevation, facing southwest	 South and west elevations, facing north

State of California ♁ The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** **PRIMARY RECORD**	**Primary #** **HRI #** **Trinomial** **NRHP Status Code** Other Listings Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) Technology Center - Citrus College

P1. Other Identifier

***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418637.43mE/ 3777440.19 mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

Technology Center is a is an International style building constructed in 1967. The building has a rectangular plan, a flat roof, and is clad in concrete block. The first floor of the south elevation features entrance doors. The second-floor walkway forms a cantilevered covered walkway for the first floor of the elevation. The second-floor features entrance doors. The second floor features an extended eave to form a covered walkway. The first floor is accessed via concrete stairs. The stairs and first floor elevation features metal and wood railings. The west elevation features a concrete stairway with metal and wood railings on the north portion of the elevation. The landing is supported by a concrete pillar. The first floor of the west elevation features entrance doors. The second-floor walkway forms a cantilevered covered walkway for the first floor of the elevation. The second-floor features entrance doors. The second floor features an extended eave to form a covered walkway. The first floor of the north elevation features entrance doors. The second-floor walkway forms a cantilevered covered walkway for the first floor of the elevation. The second-floor features entrance doors. The second floor features an extended eave to form a covered walkway.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Technology Center, south and west elevations, facing northeast. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1967 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

Page 41 **of** 46 *__Resource Name or #__: Technology Center -Citrus College
*__Recorded by__: Kleinfelder *__Date__: June 2022 ☒**Continuation** ☐**Update**


South elevation, facing northwest


East elevation, facing northwest


North elevation, facing southeast

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

Page 42 **of** 46 ***Resource Name or #**: (Assigned by recorder) Maintenance & Operations Warehouse - Citrus College
P1. Other Identifier
***P2. Location:** □**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418319.93 mE/ 3776968.09 mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Maintenance & Operations Warehouse is a utilitarian building constructed in 1974. The building has a rectangular plan with a low-pitched gable roof. The building is clad in corrugated metal. The east elevation features roll-top warehouse doors and entrance doors. The north elevation features no doors or fenestration.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building □Structure □Object □Site ☑District ☑Element of District □Other (Isolates, etc.)

P5b. Description of Photo: Maintenance & Operations Warehouse, east elevation, facing southwest. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic □Prehistoric □Both
1974 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** □ NONE ☑Location Map ☑Continuation Sheet □Building, Structure, and Object Record □Archaeological Record ☑District Record □Linear Feature Record □Milling Station Record □Rock Art Record □Artifact Record □Photograph Record □Other (List):

State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) Automotive Annex - Citrus College

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418714.86mE/ 3777360.92mN
e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**
Automotive Annex is a utilitarian building constructed in 1975. The building has a rectangular plan and a flat roof. The west portion of the building is clad in corrugated metal and the east portion is clad in concrete block. The west elevation features warehouse doors. The north south, and east elevations feature no doors or fenestration.

***P3b. Resource Attributes**: HP15. Educational buildings

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Automotive Annex, west elevation, facing southeast (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1975 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California ♁ The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	**Primary #** **HRI #** **Trinomial** **NRHP Status Code** Other Listings Review Code: Reviewer Date:

Page 44 **of** 46 ***Resource Name or #**: (Assigned by recorder) Education Development Center - Citrus College

P1. Other Identifier

***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**

***a. County** Los Angeles

***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**

c. Address: 1000 W Foothill Blvd. **City:** Glendora **Zip:** 91741

d. UTM: Zone 11S, 418222.13 mE/ 3777433.49 mN

e. Other Locational Data: AINs 8628-001-907, 8628-001-902, 8628-003-902, 8628-003-900

***P3a. Description:**

Education Development Center is a is an International style building constructed in 1977. The building has two stories and a rectangular plan. The building was undergoing extensive renovations during the 2022 survey.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P3b. Resource Attributes**: HP15. Educational buildings

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☑District ☑Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: Education Development Center, east elevation, facing southwest. (6.27.22)

***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1977 (Citrus College)

***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741

***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560

***P9. Date Recorded**: June 2022

***P10. Survey Type:** Intensive

***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

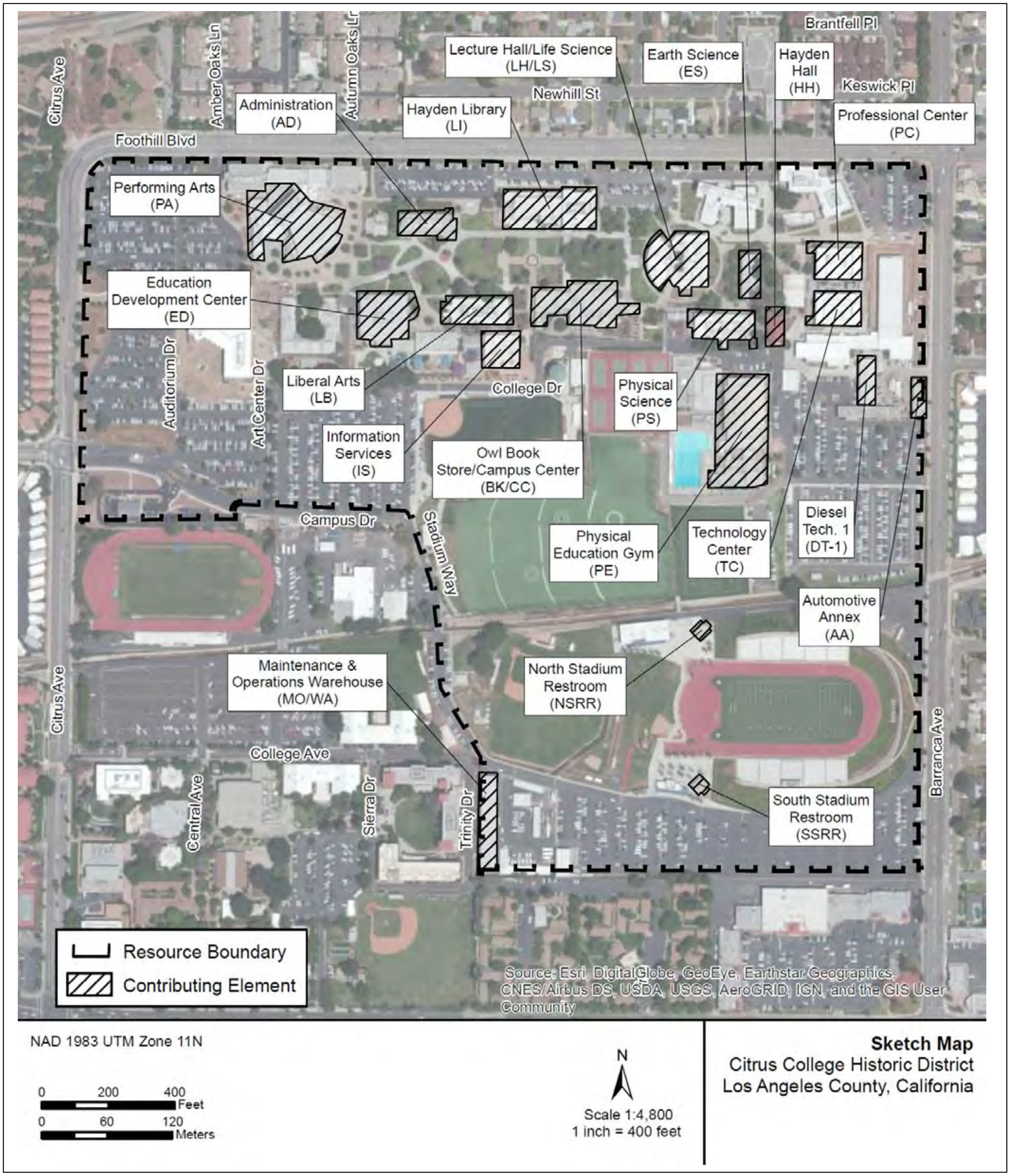
***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☑District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

SKETCH MAP

***Resource Name or #:** Citrus College

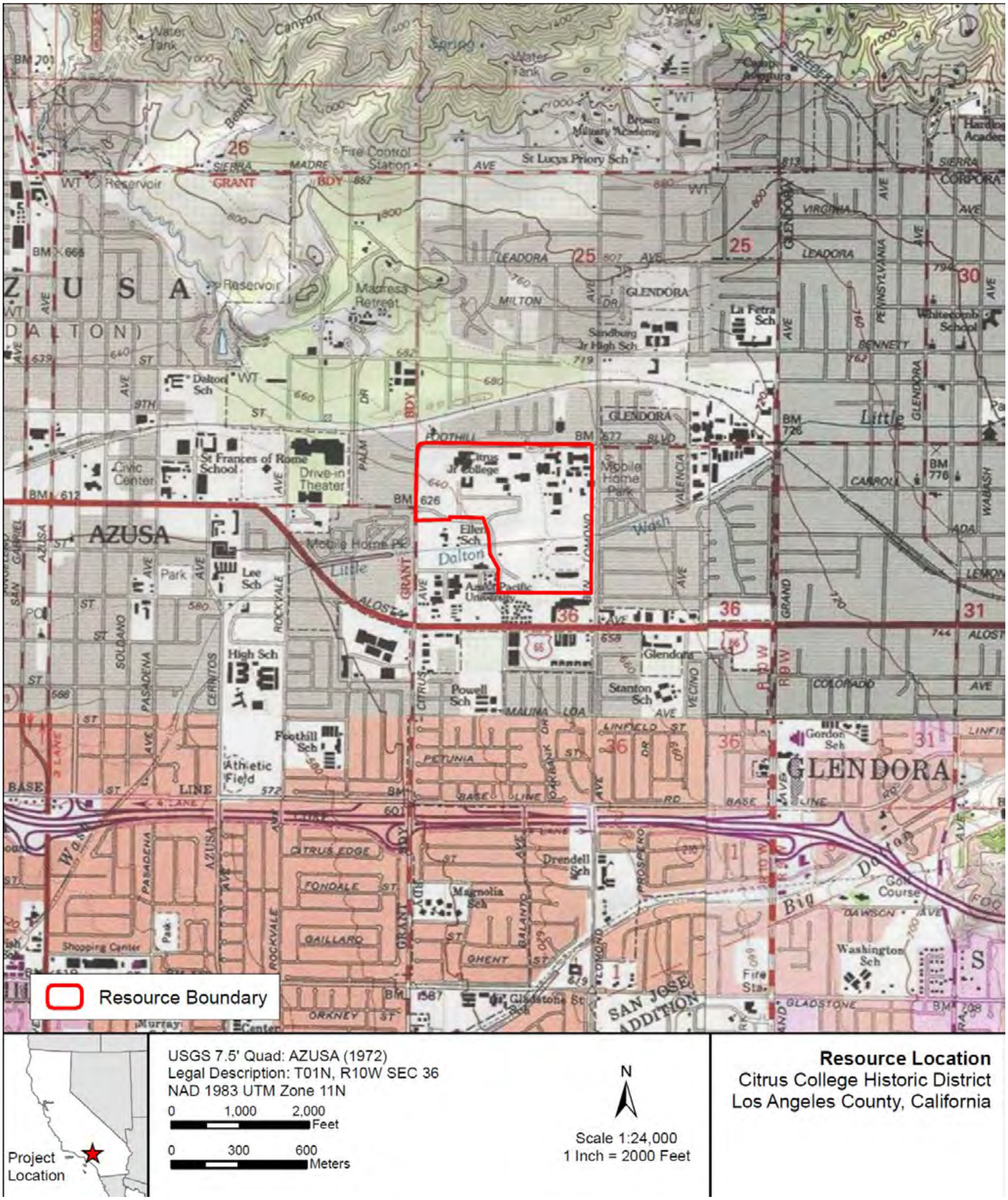
***Drawn by:** Kleinfelder

***Date of map:** January 2022



NOTE: Include bar scale and north arrow.

***Resource Name or #:** Citrus College



State of California ♁ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code: Reviewer Date:

 ***Resource Name or #**: (Assigned by recorder) Church located at AIN 8625-022-903

P1. Other Identifier
***P2. Location:** ☐**Not for Publication** ☑**Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Azusa **Date** 1972 **T**01N; **R**10W; ¼ **of** t ¼ **of** ¼ **of Sec** 25, 26; S.B.**B.M.**
c. Address: 1155 W Foothill Blvd. **City:** Glendora **Zip:** 91741
d. UTM: Zone 11S, 418004.03 mE/ 3777645.66 mN
e. Other Locational Data: AIN 8625-022-903

***P3a. Description:**
The church located at AIN 8625-022-903 is a one-story Contemporary style church constructed in 1963. It is comprised of two components: the southwest-northeast oriented main church wing and the northwest-southeast oriented classroom wing. The two wings are connected via a covered walkway. The building features a low-pitched gable roof that extends over the north and south elevations to form eaves with exposed rafter tails. The building is ones-story and primarily clad in stucco with occasional flagstone panels. The south elevation features two protrusions which include entry doors. The protrusions feature flagstone screen walls. The protrusions feature a covered walkway between the entry doors that is supported by a metal pole. A band of fixed windows is located above the covered walkway. The west elevation features an off-center flagstone decorative screen wall with a wood cross affixed to the top. The north and south portions of the elevation feature vertical bands of fixed windows. The south band of windows is comprised of stained glass depicting Christian religious images. The north elevation of the building features a flagstone screen wall that has a covered walkway which connects to the classroom wing. The east elevation features a main entrance centered on the elevation. A one-story addition with a flagstone panel is located on the elevation. The south elevation of the classroom building features concrete siding with vertical line design and an entrance door. Two flagstone screen walls support a covered walkway. The west and south elevations features regularly spaced doors and windows. The north elevation has no doors or fenestration.

***P3b. Resource Attributes**: HP16. Religious building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

***P4. Resources Present:** ☑Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)
P5b. Description of Photo: South and west elevation, facing northwest. (6.27.22)
***P6. Date Constructed/Age and Source:** ☑Historic ☐Prehistoric ☐Both
1963 (Los Angeles County Assessor)
***P7. Owner and Address:**
Citrus Community College District
1000 W. Foothill Blvd., Glendora CA 91741
***P8. Recorded by:**
Kleinfelder
770 First Avenue, Suite 400
San Diego, CA 9560
***P9. Date Recorded**: June 2022
***P10. Survey Type:** Intensive
***P11. Report Citation**: 2022. Castells, Justin. Historical Resources Identification and Evaluation Report in Support of the Citrus College 2020-2030 Educational and Facilities Master Plan Project, Glendora, California. On file with Kleinfelder.

***Attachments:** ☐ NONE ☑Location Map ☑Continuation Sheet ☑Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record
☐Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**:

***Resource Name or #**: Church located at AIN 8625-022-903

B1. Historic Name: Calvary Lutheran Church
B2. Common Name: Spirit of Life Bible Church
B3. Original Use: Church
B4. Present Use: Vacant
***B5. Architectural Style:** Contemporary
***B6. Construction History:**

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location**:

***B8. Related Features**: N/A

B9a. Architect: unknown **b. Builder**: unknown
***B10. Significance:** N/A **Theme**: N/A **Area**: N/A
Period of Significance: N/A **Property Type**: church **Applicable Criteria**: N/A

The permanent American settlement of Glendora began in 1868 when the land was opened to homesteading after investor Henry Dalton's claim to Mexican lands purchased prior to California's incorporation into the United States was challenged by the United States Government. The first permanent American settlers within Glendora were former confederate soldiers John Bender and William Bryant who each established farms in 1874. They were followed by other homesteaders who established farms throughout the area (Heaton 2022).

In 1885, manufacturer George D. Whitcomb purchased 200 acres of land in the Glendora region with plans to establish a town. Whitcomb managed to persuade Santa Fe Railroad officials to adjust their planned route through the San Gabriel Valley to pass through his new town which he named Glendora which was a portmanteau of the word "glen" and the name of his wife, Leadora. Whitcomb formed the Glendora Land Company in 1887 with partners John W. Cook and Merrick Reynolds. The company began clearing land and laying out streets for the proposed town site. Additional infrastructure included water mains and pepper trees that were planted along the roads. Public sale of lots began on April 1, 1887 and 291 lots were sold on the first day (Heaton 2022).

(see continuation sheet)

B11. Additional Resource Attributes:

***B12. References:** See continuation sheet

B13. Remarks:

***B14. Evaluator:** J. Castells, Kleinfelder

***Date of Evaluation:** June 2022

(Sketch Map with north arrow required.)

See attachment

(This space reserved for official comments.)

 *__Resource Name or #__: Church located at AIN 8625-022-903

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**

D6. Significance (continued):

From its founding, Glendora's economy relied on the railroad and on agriculture. Early settlers planted wheat, flax, barley, castor beans, grapevines, vegetables and fruit trees. The introduction of citrus trees to the region transformed Glendora, as it did most of Southern California. Groves of orange and lemon trees began to replace farming operations in the region and the first packing house in Glendora was constructed in 1896. The proximity of the town to the Santa Fe railroad helped establish a thriving citrus industry throughout the late 19th and early 20th centuries (Heaton 2022).

The citrus industry resulted in a stable population for Glendora, which necessitated the establishment of additional civic services. In 1891 Citrus Union High School was established by the State of California to service the Glendora region. On November 13, 1911, Glendora was incorporated as a city and the first City Hall was constructed in 1913. In 1915, Citrus College became the first Junior College in Los Angeles County (Heaton 2022).

Like much of Southern California, the post-World War II housing boom transformed the community of Glendora. The 1950s and 1960s saw many of the once expansive citrus groves removed in favor of housing. The rapid growth in the region during this period resulted in a need to expand and modernize the city, including major expansion of Citrus College. Devastating fires and flooding in the late 1960s coupled with declining prominence of the railroad led to a period of economic decline for Glendora. In the early 1970s the Glendora Community Redevelopment Agency was established to assist in upgrading Glendora businesses and to attract new business to the region. With the completion of I-210 in 1973, Glendora was reconnected with other Southern California cities (Heaton 2022).

The church building located at AIN 8625-022-903 was constructed in 1963 (Los Angeles County Assessor 2022). A review of available records has yielded little information regarding this building, but by 1995 the building was occupied by Calvary Lutheran Church (Pasadena Star-News 1993).

Contemporary Style Architecture

The Contemporary Style was prominent in southern California between approximately 1955 and 1965. Often incorporated into tract home development during this period it was also a common design type for commercial and institutional buildings. Contemporary Style commercial and institutional buildings typically display angular massing, varied materials use, and unusual roof forms. Character defining features of this style include Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone and mullion-free glass; and Angular massing (City of San Diego 2007).

<u>CRHR Evaluation</u>

CRHR Criterion 1: The church located at AIN 8625-022-903 does not meet CRHR Criterion 1 for association with events that have made a significant contribution to the broad patterns of history and cultural heritage. The building was constructed in 1963 and is one of countless church buildings constructed throughout California and the region during the mid-twentieth century. Research has yielded little information regarding the building. The paucity no information to suggest that the building is not specifically associated with significant historical events important to Glendora, the State of California, or the United States. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 1.

(see continuation sheet)

D6. Significance (continued):

CRHR Criterion 2: The church located at AIN 8625-022-903 does not meet CRHR Criterion 2 for any direct associations with the productive lives of persons important in local, state, or national history. While the church has been the place of worship for many, research has yielded no information to suggest that any persons of historical significance are specifically associated with the building. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 2.

CRHR Criterion 3: The church located at AIN 8625-022-903 does not meet CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. The church is a Contemporary style building constructed in 1963. It is an unremarkable example of this style, which was common for commercial, residential, and institutional buildings during the mid- to late-twentieth century. While the architect and builder were not identified, this building is unlikely to be the work of a master. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 3.

CRHR Criterion 4: The church located at AIN 8625-022-903 does not meet CRHR Criterion 4 since it is unlikely to yield information important to prehistory or history. It is unlikely that this property has the potential to broaden our understanding of 20th century churches or the development of Glendora, California, or the United States. Therefore, the church located at AIN 8625-022-903 is not eligible for the CRHR under Criterion 4.

The church located at AIN 8625-022-903 was evaluated for historical significance by applying the criteria of the CRHR using data gathered during the pedestrian survey and information acquired through historical research. Kleinfelder recommends that the church located at AIN 8625-022-903 is not eligible for inclusion in the CRHR. Therefore, the church located at AIN 8625-022-903 is not considered historical resources for the purposes of CEQA.

***D7. References (continued)**:

City of San Diego
2007 *San Diego Modernism Historic Context Statement*. Prepared by the City of San Diego and submitted to the State of California office of Historic Preservation, October 17, 2007.

Heaton, Culver
2022 "History of Glendora." Accessed at: www.cityofglendora.org/departments-services/library/about-us/history-of-glendora on May 6, 2022.

Los Angeles County Assessor
2022 "Property Information for AIN 8625-022-903." Accessed at: https://maps.assessor.lacounty.gov/ on May 6, 2022.

Pasadena Star News
1993 "Church Directory." *Pasadena Star-News*, December 24, 1993, pg. 34.

 *__Resource Name or #__: Church located at AIN 8625-022-903

***Recorded by**: Kleinfelder ***Date**: June 2022 ☒**Continuation** ☐**Update**


South elevation, facing north


west elevation, facing east


East and south elevations, facing northwest


East and north elevations, facing southwest

State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION **SKETCH MAP**	Primary # HRI# Trinomial

***Resource Name or #:** Citrus College

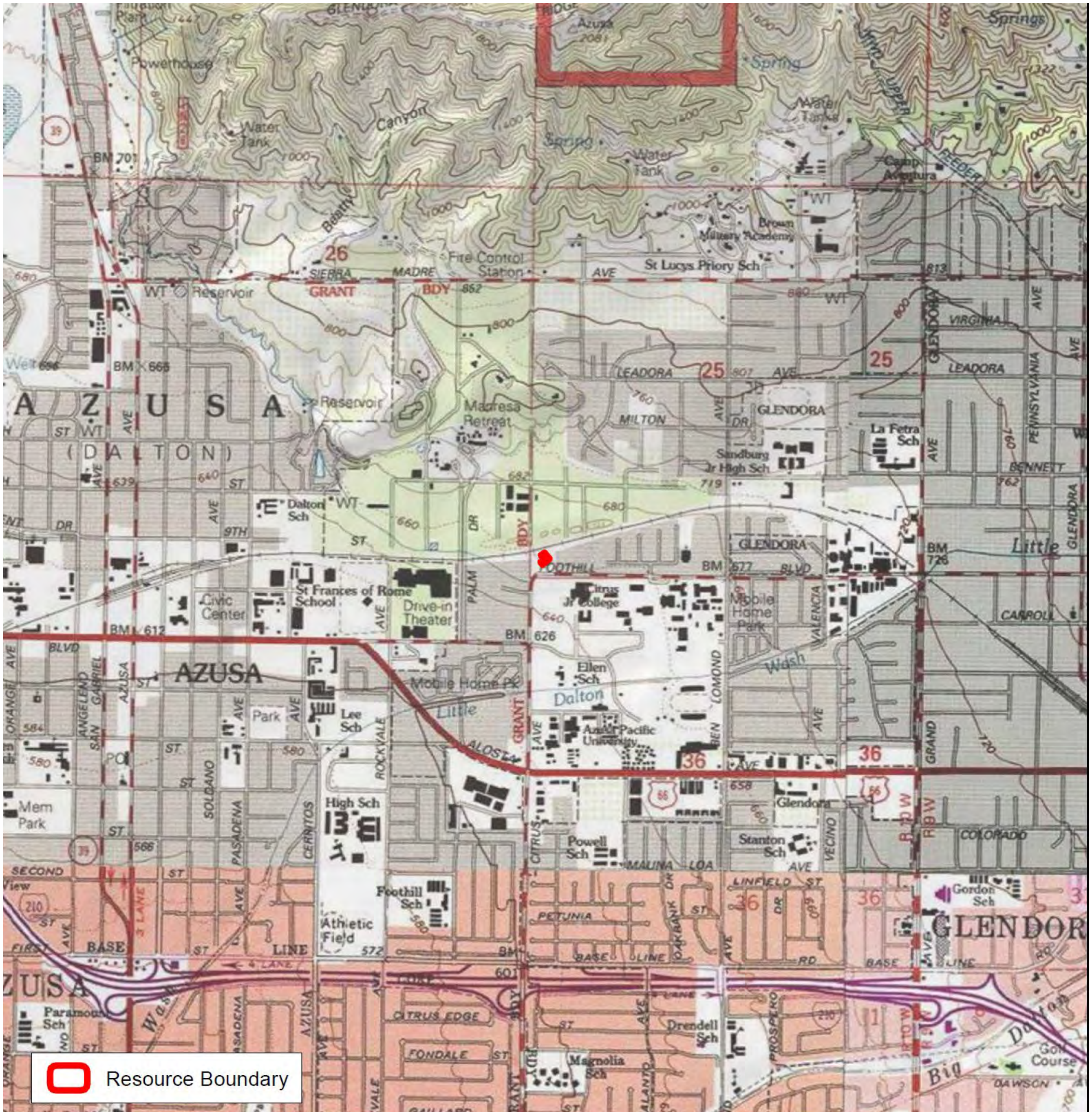
***Drawn by:** Kleinfelder

***Date of map:** January 2022

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

***Resource Name or #**: Church located at AIN 8625-022-903



USGS 7.5' Quad: AZUSA (1972)
Legal Description: T01N, R10W SEC 25
NAD 1983 UTM Zone 11N

0 1,000 2,000 Feet

0 300 600 Meters

N

Scale 1:24,000
1 Inch = 2000 Feet

Resource Location
Church Property
Los Angeles County, California

APPENDIX B

SURVEY PHOTOGRAPHS

Hayden Hall (HH), east elevation, facing west.

Earth Science (ES), south elevation, facing northeast.

Physical Education Gym (PE), north and east elevations, facing southwest.

Diesel Tech. 1 (DT-1), west elevation, facing east.

Hayden Library (LI), south elevation, facing northeast.

Lecture Hall/Life Science (LH/LS), west elevation, facing east.

Owl Book Store/Campus Center (BK/CC), north and west elevations, facing southeast.

Information Services (IS), east elevation, facing southwest.

North Stadium Restroom (NSRR), south and west elevations, facing east.

South Stadium Restroom (SSRR), south and west elevations, facing northeast.

Liberal Arts (LB), north and west elevations, facing southeast.

Physical Science (PS), south and west elevations, facing southeast.

Administration (AD), south and east elevations, facing northwest.

Professional Center (PC), north elevation, facing southwest.

Performing Arts (PA), southwest elevation, facing northeast.

Technology Center (TC), south and west elevations, facing northeast.

Maintenance & Operations Warehouse (MO/WA), east elevation, facing southwest.

Automotive Annex (AA), west elevation, facing southeast.

Education Development Center (ED), north and east elevations, facing southwest.

Church located at AIN 8625-022-903, south and west elevations, facing northwest.

Appendix D – Noise Impact Analysis

NOISE IMPACT ANALYSIS

CITRUS COLLEGE EDUCATIONAL AND FACILITIES MASTER PLAN 2020-2030 PROJECT

CITY OF GLENDORA

Lead Agency:

Citrus Community College District
1000 W Foothill Boulevard
Glendora, CA 91741

Prepared by:

Vista Environmental
1021 Didrickson Way
Laguna Beach, CA 92651
949 510 5355
Greg Tonkovich, INCE

Project No. 21070

June 16, 2022

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ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Glendora
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-weighted decibels
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
Hz	Hertz
Ldn	Day-night average noise level
Leq	Equivalent sound level
Lmax	Maximum noise level
ONAC	Federal Office of Noise Abatement and Control
OSB	Oriented Strand Board
OSHA	Occupational Safety and Health Administration
PPV	Peak particle velocity
RMS	Root mean square
SEL	Single Event Level or Sound Exposure Level
STC	Sound Transmission Class
UMTA	Federal Urban Mass Transit Administration
VdB	Vibration velocity level in decibels

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Noise Impact Analysis has been prepared to determine the noise impacts associated with the proposed Citrus College Educational and Facilities Master Plan 2020-2030 project (2020-2030 EFMP or proposed project). The following is provided in this report:

- A description of the study area and the proposed project;
- Information regarding the fundamentals of noise;
- Information regarding the fundamentals of vibration;
- A description of the local noise guidelines and standards;
- An evaluation of the current noise environment;
- An analysis of the potential short-term construction-related noise impacts from the proposed project; and,
- An analysis of long-term operations-related noise impacts from the proposed project.

1.2 Site Location and Study Area

The existing Citrus College is located on approximately 104 acres at 1000 W. Foothill Boulevard in the City of Glendora (City). Citrus College is bounded by Foothill Boulevard and residential uses to the north, Barranca Avenue and a mix of residential and commercial uses to the east, Azusa Pacific University, residential and commercial uses to the south, and Citrus Avenue and residential uses to the west.

In addition to the existing Citrus College location, the proposed project includes a 1.77 acre parcel at 1155 Foothill Boulevard that is currently occupied by a church on this property and is referred to as the Center for Excellence Site. This property is bounded by the Metro Rail Foothill Gold Line to the north, residential uses to the east, Foothill Boulevard and Citrus College to the south, and Citrus Avenue and residential uses to the west. The project study area is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the Center for Excellence site. There are also homes as near as 15 feet from the south side, 80 feet from the east side, and 90 feet from the north and west sides of the existing Citrus College site. The nearest K-12 school is Powell Elementary School, which is located as near as 1,100 feet south of the existing Citrus College site.

1.3 Proposed Project Description

The proposed project comprises of the adoption and implementation of the 2020-2030 EFMP. As of 2019 there were 13,159 full time students enrolled at Citrus College. By 2030 there is anticipated to be 13,321 full time students enrolled at Citrus College, which would result in an increase of 162 students.

Pursuant to the 2020-2030 EMP, site improvements will include connectivity of on-site parking facilities, refinement of existing and additional drop-off/pick-up zones, improved pedestrian access and wayfinding.

Renovations will address programming needs for flexible and technologically advanced classrooms and laboratory technology upgrades, improvements to space efficiency and utilization of space, improvements to existing infrastructure, and sustainability improvements that will contribute to becoming a Zero Net Energy (ZNE) campus.

The proposed project also involves construction of new buildings:

- Buildings to replace existing buildings that do not meet the requirements for renovation.
- Buildings that will address the needs of Citrus College to meet the demands of its current and future students, changing population demographics, and the changing labor market as defined in the educational component of the master plan¬
- Buildings that maximize efficiency and implement a comprehensive sustainable building design
- Sustainable strategies that will contribute to becoming a ZNE campus

These new buildings include: 1) Conference Center, 2) Student Union/Dining Hall, 3) Career Technical Education Building, 4) Classroom Building / Veterans Resource Center, 5) STEM/Science Building, 6) Library/Learning Resources Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings.

The site plan for the 2020-2030 EFMP planning process, is shown in Figure 2, Citrus College 2020-2030 Educational and Facilities Master Plan. This site plan includes new construction, building renovations and site development projects identified in the educational component of the EFMP. Outlined below is a list of Minor, Moderate, and Major Renovation/Replacement needs (projects) for existing campus buildings as provided in the EFMP.

Minor Renovation

The following buildings/facilities were constructed and/or modernized more recently and are thus in need of only minor renovations to bring them up to current code requirements, to address items identified in the college's Americans with Disabilities Act (ADA) Transition Plan, to address technology and utilities infrastructure upgrades, to enhance functionality, and to improve efficiency for serving students, staff and visitors:

VA - Visual Arts
CI - Center for Innovation
MA - Math/Science
RG - Reprographics
FH - Field House
GH - Gate House
SS - Student Services
IC - Integrated Success Center
CS - Campus Safety
AD- Administration

Moderate Renovation

The buildings/facilities listed below are in need of moderate renovations to address the following items:

- Facilities need to be brought up to current code compliance

- Improvements are needed to address building security
- The quantity and infrastructure of restrooms do not support current building capacities
- Technology improvements are needed to support current needs, adapt to future needs, and to remain flexible and adaptable to future technological changes
- Buildings need a more cohesive relationship to their surroundings
- Improvements are needed for accessibility and to meet current standards
- Moderate renovations are needed to address items in Citrus College's ADA Transition Plan
- Moderate enhancements are needed to address functionality and to meet programmatic needs

NR/SR - North and South Stadium Restrooms

RA - Recording Arts

VT - Video Technology

TD/TE - Technician Development/Technology Engineering

Athletic Facilities

CP - Central Plant

Major Renovation / Replacement

The buildings/facilities listed below are in need of major renovations or replacement to address the following items:

- Improvements are needed to address building security
- Building construction makes it difficult and costly to renovate for better space utilization and to achieve energy efficiency
- Evidence of substantial structural slab cracking with areas of exposed rebar
- Restrooms are not to current code compliance
- Requires ADA upgrades
- Roofing needs replacement
- Existing facilities are qualified with a high Facilities Condition Index (FCI)
- Classrooms have outdated lighting and internal environment is void of natural light
- Lab equipment and stations do not meet accessibility quantities and requirements
- Air handling units have reached the end of their useful life and are past due for replacement
- Current physical conditions of facilities inhibit the ability for technological implementation and flexibility
- Better efficiency of space utilization to adapt to programmatic needs

PE - Physical Education Gym

DT1 - Diesel Technology 1

DT2 - Diesel Technology 2

PC - Professional Center

PS - Physical Science

LH - Lecture Hall

LS - Life Science

LB - Liberal Arts/Business

AA - Automotive Annex

TC - Technology Center

PA - Performing Arts

LI – Library

BK - Bookstore

CC (lower level) - Dining Room and Kitchen

IS - Information Systems

MO & WA - Maintenance & Warehouse

Major Capital Projects / Proposed New Building Construction

The following is an overview of the EFMP'S major capital projects / proposed new building construction: 1) Conference Center, 2) Student Union/Dining Hall, 3) Career Technical Education Building, 4) Classroom Building / Veterans Resource Center, 5) STEM/Science Building, 6) Library/Learning Resources Center, and 7) Kinesiology Building. Additional construction may include solar photovoltaic parking canopies associated with the construction of the new buildings.

<u>Center for Excellence - Conference Center</u>

The recommendation for the off-site facility is to build a modern, technology-enhanced conference center which would be available for Citrus College and the community. The prime location of this facility renders a great opportunity for college use as well as a venue for broader organizational use. Additionally, the facility's proximity to the Metro Gold Line station makes it ideally accessible to the greater community. The Project site for the proposed conference center is approximately 1.77 acres and is north of Foothill Boulevard and east of Citrus Avenue. The new two-story conference center will be 40,000 sq. ft. The existing 10,000 sq. ft. church will be demolished as will the existing parking lot be removed and reconfigured.

<u>Student Union / Dining Hall</u>

A new Student Union / Dining Hall facility will be 20,000 sq. ft. and is proposed to be constructed at the location of the existing bookstore. The student union will absorb the kitchen and dining hall services from the lower level of the Campus Center and bring those services up to the same level as the campus quad. This new facility will extend into the central quad and provide options for indoor and outdoor dining. This facility will serve as a space for student gathering and informal collaboration and should be accessible to everyone on campus. The lower level of the Campus Center will be modernized for Information Services, allowing the college's Technology and Computing Services (TeCS) area to be housed in the lower level of the Campus Center, near the college's fiber-optic hub. The buildings to be replaced in conjunction with this recommendation are the existing Bookstore and Information Systems.

<u>Career Technical Education Building (CTE)</u>

A new 79,000 sq. ft. CTE building will be constructed adjacent to the existing Technician Development (TD) and Technology Engineering (TE) buildings. The new CTE building replaces similar outdated structures, allowing for the sharing of instructional support spaces while also providing specialty spaces to support new and existing CTE programs. Data collected from the educational component of the EFMP projects significant growth in the CTE programs. Classroom and lab spaces will be expanded and designed to accommodate future programmatic needs and educational technologies. The buildings to be removed in conjunction with the construction of this building are PC, TC, AA, DT1, DT2 Site, and Portable 3 (P3)

Classroom Building and Veterans Resource Center

A new instructional building (classroom building) will function as an interdisciplinary facility that will provide flexibility for advanced teaching methodologies. The building will be approximately 44,000 sq. ft and would be designed to accommodate technological learning environments that meet expanded classroom needs including highly-flexible spaces to accommodate future programmatic needs and educational technologies for interactive teaching and learning facilities. To optimize access and provide a central location for a new Veterans Success Center, the location of the building should be adjacent to the Educational Development Center (ED) building on the west side of campus. This will provide greater balance and distribution of academic elements to the central campus core. The new facility will have an additional area designated for a Veterans Success Center with private access and separate support spaces. The buildings to be replaced in conjunction with the construction of this building are: Liberal Arts (LB), Information Systems (IS), Integrated Success Center (IC), North Bungalow (NB) and South Bungalow (SB).

STEM / Science Building

A new 58,000 sq. ft. STEM / Science building will provide multiple upgrades for all science and related disciplinary programs. Classrooms, labs, and interactive teaching and learning spaces will be expanded to meet present and future needs of growing programs. Located near the existing Math / Science Building and Center for Innovation, this building cluster will increase Citrus College's ability to remain competitive, enhance student enrollment, and attract new students. New café facilities will also be considered in relation to this new building design, to accommodate students, faculty and staff that are primarily located at this eastern-most end of the campus.

The buildings to be replaced in conjunction with this recommendation are LS, LH and PS Facility Removal: The Professional Center (PC) and Technology Center (TC) and Portable 1 (PT1) are in the footprint of the building and will be removed. After construction, Physical Science (PS), Lecture Hall (LH), Life Science (LS) and Earth Science (ES) will move into this building, the existing buildings will be obsolete and will be removed following the completion of the STEM building will also be removed to prepare for construction of Kinesiology Building.

Library / Learning Resource Center

The new 56,000 sq. ft. Library / Learning Resource Center redefines a traditional library by providing less space for physical books and more space for technological resources and is shown in Figure 1.3, Citrus College 2020-2030 Educational and Facilities Master Plan. The new Library building will improve the efficiency and utilization of space, provide technologically advanced resources, and enhance learning environments conducive to all methods of learning. These newly designed educational spaces will incorporate technology, accommodate flexible and collaborative learning spaces for small and large groups and include areas for individual study. The existing library building will be replaced with this new Library / Learning Resource Center and the existing on grade parking will be demolished as well.

Kinesiology Building

A new 65,000 sq. ft. Kinesiology building will be adjacent to the existing gym facility and physical education buildings. The new Kinesiology building will enhance the college's existing athletic programs and provide an opportunity to grow competitive sports teams as well as the academic programs. It is recommended that the new facility include universally accessible gym facilities and equipment, as well as classrooms and offices for instructional use.

The buildings to be replaced in conjunction with this recommendation are AP, AQ and PE. The Tennis Complex (TN), Adaptive Physical Education (AP), and Aquatic Center (AQ) are in the footprint of the new building and will be removed as well.

Minor Capital Projects

The following is an overview of the EFMP'S Minor Capital Projects, or proposed site improvements. There are several opportunities to reinforce the campus image and provide a cohesive and memorable experience for all students, faculty, staff and visitors. A number of site improvement projects are recommended to enrich the campus identity and enhance the overall campus community environment. These recommendations are listed below:

- Drop-Off / Pick-Up Zones transforms the way buildings interface with adjacent parking lots as entry plazas from the drop-off / pick-up zones and visitor arrival areas at these locations.
- High Monument Signage enhances existing high monument signage to emphasize the primary campus point-of-entry and reinforce branding and college identity.
- Low Monument Signage / Marquee updates the existing marquee to better represent Citrus College with its location at the primary entrance to the college. Repeat a variation of the high monument sign at multiple locations along the street frontage identifying entrances to buildings and parking lot locations.
- Campus Gateway enhances this area of the campus as a primary drop-off / pick-up area and threshold to the college.
- Promenade improves pedestrian circulation paths with paving, sustainable landscaping, signage and lighting.
- Central Quad strengthens the campus core and sense of community with a redefined and reimagined central quad. Activated by student-oriented spaces on each end with major pedestrian pathways connecting to all areas of the campus, the central quad becomes the "heart of the campus."
- East Quad enhances the east quad to support a variety of activities including informal study spaces, career fairs, ceremonies, and special events. Additionally, functions in adjacent buildings can extend out into the east quad.
- Veterans Plaza creates a Veterans Plaza as an outdoor extension of the Veterans Success Center and strengthens the sense of community amongst the Veteran group and with the rest of the college.
- Library / Learning Resource Center Plaza creates a Learning Resource Center Plaza to provide a collaborative outdoor space for students to gather and learn. Adjacent areas to this facility will enhance the use of outdoor space for studying and social interaction.
- Tree Grove will provide similar planted tree species along major arterial paths to add identity and enhance the campus image.

- Fountain Plaza enhances the central quad and create a link between outdoor space and the new Student Union/Dining Hall Facility by renovating the existing Owl fountain and bringing it into compliance with current water usage standards

Proposed Circulation and Parking

The proposed circulation plan enhances vehicular and pedestrian circulation by creating new paths of travel from multiple points of entry to designated drop-off/pick-up zones. The proposed plan links the two existing student parking lots to the south of the central quad with a new road running between the softball fields and golf driving range. The new road will allow drivers to navigate through campus without needing to leave the campus to get to their desired destination. The proposed road is also the route to the proposed new drop-off/pick-up zones. There are currently 3,321 parking spaces and the proposed project would increase the number of parking spaces to 3,350 spaces, which would result in an increase of 29 parking spaces. It is anticipated that implementation of the proposed project would result in the installation of up to 5 acres of new pavement area for the new paths of travel and parking spaces.

Projected Space Needs and Demolition

Table A, Projected Space Needs and Demolition compares Citrus College's existing space, proposed modifications, improvements, and space re-alignment, in order to project future space needs. The methodology used for these projections was based upon the estimated overall annual growth rate of 0.49% for Citrus College. The facilities improvements recommended will minimally increase the total campus gross square feet (GSF) by less than 1%, or approximately 4,924 GSF. However, the proposed recommendations will increase assignable square feet (ASF) by 3.5%, or approximately 17,812 ASF by better utilization of space design. The proposed removal and replacement of older buildings will significantly improve the efficiency and flexibility of the college's instructional spaces.

Table A – Projected Space Needs and Demolition

Type of Space[1]	2019	Planned Demolition	Planned New	Difference	Projected 2030
GSF	759,786	(316,904)	321,828	4,924	764,710
ASF	501,306	(218,288)	236,100	17,812	519,118

Notes:
[1] GSF = Gross Square Feet; ASF = Assignable Square Feet.

Planned Development Schedule

As shown in Table B, Buildout of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022. Phase 2 (Conference Center) is anticipated to begin in Winter 2023. Standard construction hours would be 7:00 am to 7:00 pm Monday through Friday. If it is necessary to occasionally conduct construction activities on Saturdays, construction activities will start at 9:00 am.

Table B – Planned Development Phases

Development Phase	Building / Use
1. 2022 – 2031	Campus Wide Improvements
2. 2023 – 2025	Center for Excellence
3. 2024 – 2025	Campus Center and Dining Hall
4. 2025 – 2027	Career Technical Education
5. 2027 – 2029	Classroom Building/Veteran's Resource Center
6. 2028 – 2030	STEM
7. 2029 – 2031	Library / Learning Resource Center *
8. 2030 - 2032	Kinesiology *

Notes:
* The Library / Learning Resource Center and Kinesiology Building may be initiated / completed as District funding becomes available.

1.4 Standard Noise Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the City of Glendora and State of California.

City of Glendora Municipal Code

The following lists the City of Glendora Municipal Code regulations that are applicable to all commercial development projects in the City.

Sections 9.44.100 Operational Noise Levels

Section 9.44.100 of the City's Municipal Code limits noise created on the project site to the adjacent properties to the ambient base noise level plus 5 dBA.

Section 9.44.110 Construction Noise

Section 9.44.110 of the City's Municipal Code restricts construction activities from occurring between the hours of 9:00 p.m. and 7:00 a.m.

State of California Rules

The following lists the State of California rules that are applicable to all commercial projects in the State.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle.

California Vehicle Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California. 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

1.5 Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines noise checklist questions.

Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact.

Generation of excessive groundborne vibration or groundborne noise levels?

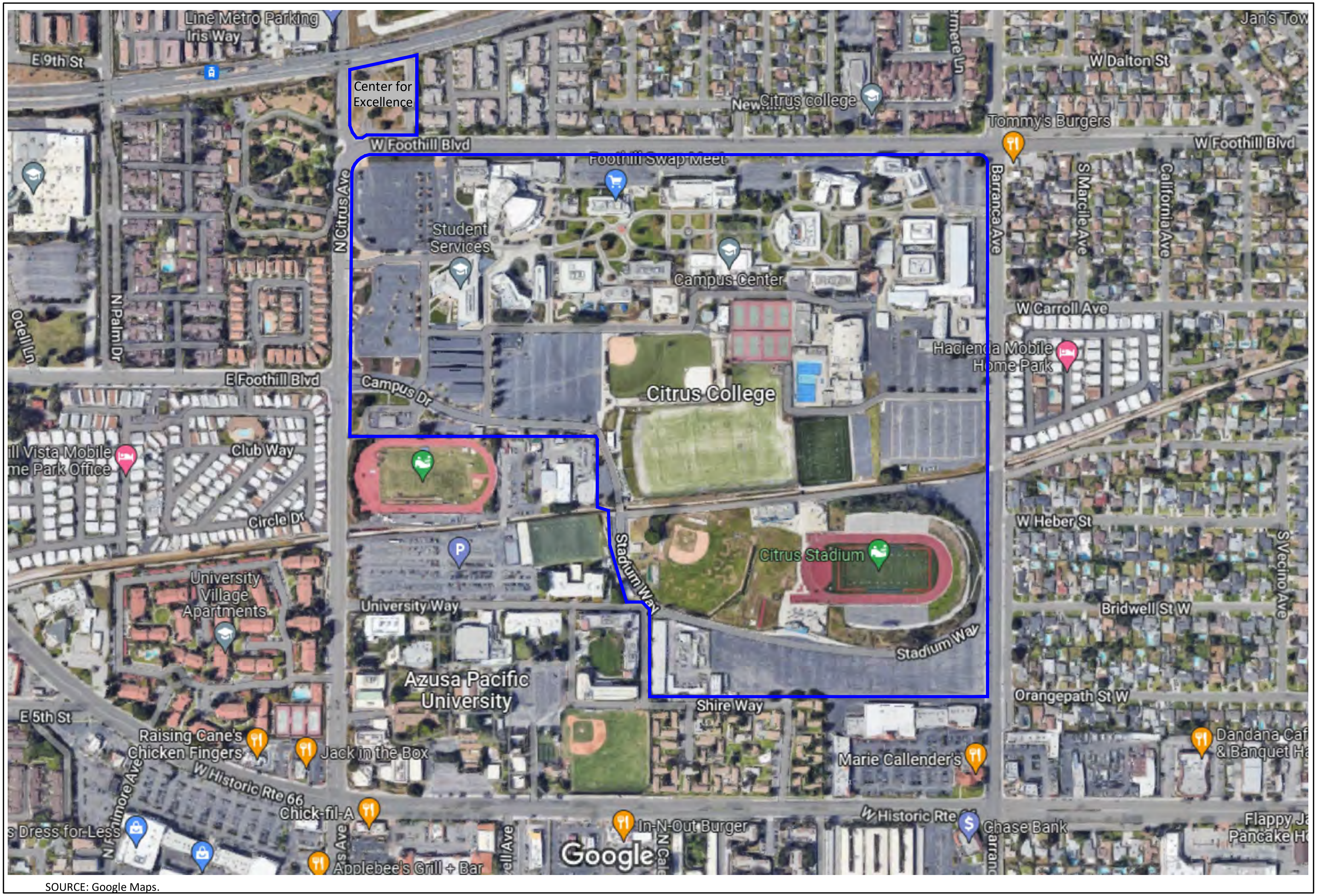
Less than significant impact.

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

No impact.

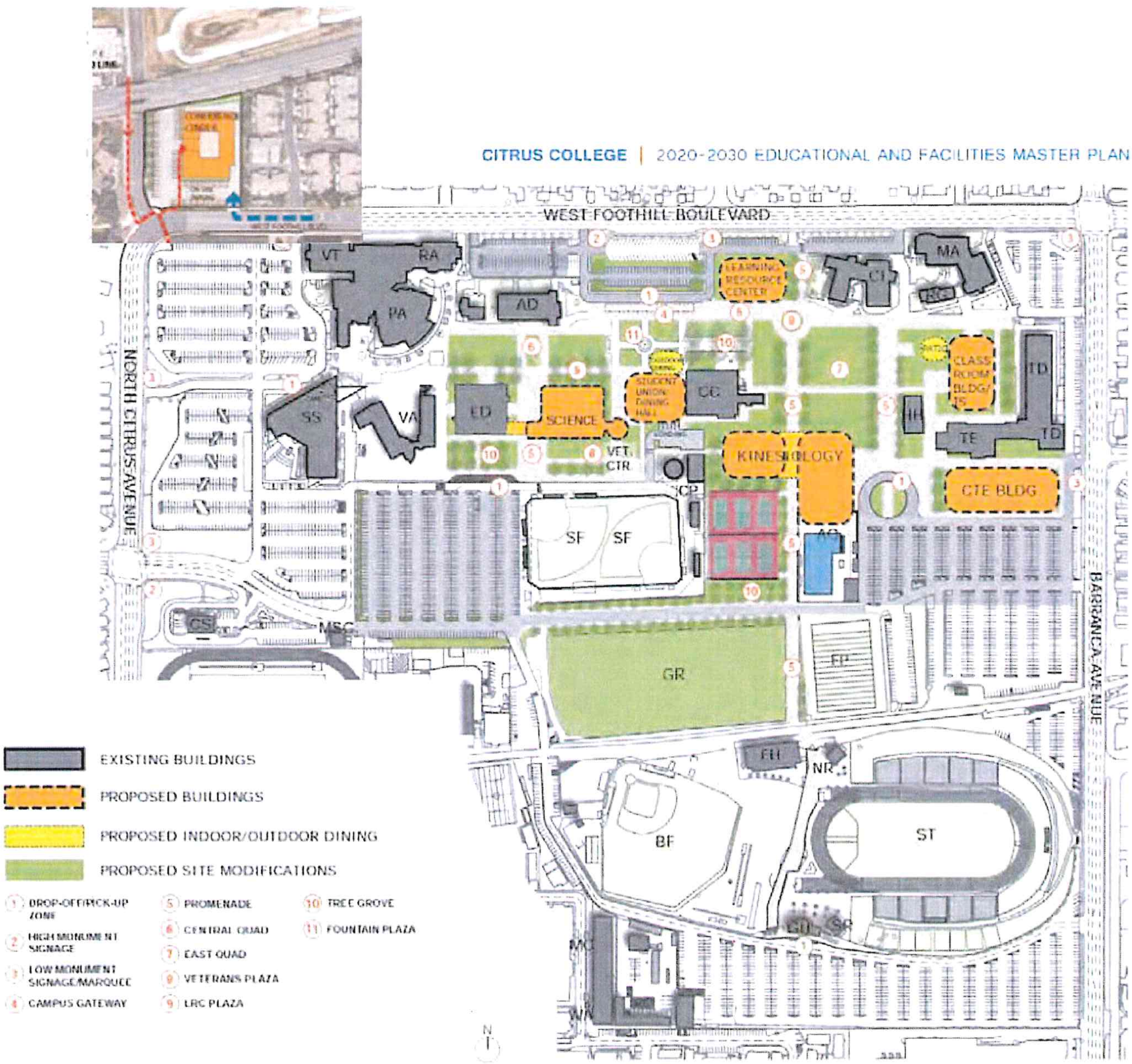
1.6 Mitigation Measures for the Proposed Project

This analysis found that through adherence to the noise and vibration regulations detailed in Section 1.4 above, were adequate to limit all noise and vibration impacts to less than significant levels. No mitigation measures are required for the proposed project with respect to noise and vibration impacts.



SOURCE: Google Maps.

Figure 1
Project Location Map



SOURCE: Chambers Group.

VISTA ENVIRONMENTAL

Figure 2
Proposed Site Plan

2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of Glendora relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a "pure tone," there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to "stand out" against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

2.4 Ground Absorption

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

3.0 GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

3.1 Vibration Descriptors

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as (L_v) and is based on the rms velocity amplitude. A commonly used abbreviation is “VdB”, which in this text, is when L_v is based on the reference quantity of 1 micro inch per second.

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

3.3 Vibration Propagation

The propagation of ground-borne vibration is not as simple to model as airborne noise. This is due to the fact that noise in the air travels through a relatively uniform median, while ground-borne vibrations travel through the earth which may contain significant geological differences. There are three main types of vibration propagation; surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground’s surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a “push-pull” fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or “side-to-side and perpendicular to the direction of propagation.”

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 REGULATORY SETTING

The project site is located in the City of Glendora. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA), which regulates transit noise, while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the proposed project is not under the jurisdiction of the FTA, the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings are provided below in Table C.

Table C – FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Allowable Project Noise Exposure Before Moderate Impact	Allowable Combined Total Noise Exposure	Allowable Noise Exposure Increase Before Moderate Impact
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Allowable Project Noise Exposure Before Moderate Impact	Allowable Combined Total Noise Exposure	Allowable Noise Exposure Increase Before Moderate Impact
75	65	75	0

Source: Federal Transit Administration, 2018.

The FTA Manual also provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relates to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings for a detailed construction noise assessment are provided below in Table D.

Table D – FTA Construction Noise Criteria

Land Use	Day (dBA $Leq_{(8\text{-hour})}$)	Night (dBA $Leq_{(8\text{-hour})}$)	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80[1]
Industrial	90	90	85[1]

Notes:
(1) Use a 24-hour Leq $_{(24\ hour)}$ instead of Ldn $_{(30\ day)}$.
Source: Federal Transit Administration, 2018.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

4.2 State Regulations

Noise Standards

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

Vibration Standards

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the California Environmental Quality Act (CEQA) Guidelines, which requires the analysis of exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

4.3 Local Regulations

The City of Glendora General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

City of Glendora General Plan

The City of Glendora has adopted the land use compatibility standards based on the State Department of Health Services for acceptable noise levels for counties and cities. The City's Land Use Compatibility standards are presented in Table E.

Table E – City of Glendora Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes:
NA: Not Applicable.
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features
Source: City of Glendora General Plan Table N-1.

The City's Noise Ordinance establishes the following daytime and nighttime noise standards that are defined in Table N-2 of the General Plan and reprinted below in Table F.

Table F – City of Glendora Noise Ordinance Standards

Zone	Noise Level (dBA)		
	Day: 7 AM – 7 PM	Evening: 7 PM – 10 PM	Night: 10 PM – 7 AM
Single Family Residential	55	50	45
Multiple Residential (R-3 and R-4)	55	55	50
Commercial	65	65	60
Industrial and Light Manufacturing	70	70	70
Special Zones (MS)	55	50	45

Source: City of Glendora General Plan Table N-2.

The following applicable goals and policies to the proposed project are from the Noise Element of the General Plan.

Goal N-1: Reduced noise impacts from transportation sources.

Policy N-1.1. Ensure traffic noise mitigation measures are included and implemented in the design of new development.

Policy N-1.3 Limit construction, delivery, and through truck traffic to designated routes.

Policy N-1.4 Mitigate transportation equipment impacts at construction sites.

Goal N-2: Reduced noise impacts from non-transportation sources.

Policy N-2.2. Strive to resolve existing and potential conflicts between noise generating uses and human activities.

Policy N-2.3 Prohibit significant noise generating activities from locating adjacent to residential neighborhoods and near schools.

Policy N-2.4 Ensure that construction noise does not cause an adverse impact to the residents of the City by requiring that noise mitigation techniques be incorporated into all construction-related activities.

Goal N-3: Coordinated land use planning and noise mitigation.

Policy N-3.1. Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

Policy N-3.2 Enforce all noise standards as outlined in the City's Noise Ordinance.

Policy N-3.3 Enforce limits set by the State of California to control noise levels, particularly those governing motor vehicles.

Policy N-3.4 Ensure that all new development is consistent with exterior and interior noise standards.

Policy N-3.5 Incorporate noise reduction measures into all development proposals, as necessary.

Policy N-3.6 Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.

Policy N-3.7 Require acoustical materials in all new residential and commercial developments where noise levels exceed the compatibility standards outlined in the Noise Element.

City of Glendora Municipal Code

The City of Glendora Municipal Code establishes the following applicable standards related to noise and vibration.

9.44.040 Ambient noise base level

When "ambient noise level" is referred to in this chapter, it means the higher of the following:

(1) Actual measured ambient noise level; or

(2) Ambient base level (see chart below)

Table G – City of Glendora Municipal Code Ambient Noise Base Levels

	Time		
Zone	7 a.m. to 7 p.m.	7 p.m. to 10 p.m.	10 p.m. to 7 a.m.
Single Family Residential	55 dBA	50 dBA	45 dBA
Multifamily Residential	55 dBA	55 dBA	50 dBA
Commercial	65 dBA	65 dBA	60 dBA
Manufacturing	70 dBA	70 dBA	70 dBA
Special Zones (MS)	55 dBA	50 dBA	45 dBA

Source: City of Glendora Municipal Code Section 9.44.040 Ambient noise base level.

Wherever two different zones are contiguous, the lower ambient noise level at the common property line shall apply.

9.44.100 Machinery, equipment, fans and air conditioning

It is unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five decibels.

9.44.110 Construction of buildings and projects

It is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of nine p.m. of one day and seven a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the city. No permit shall be required to perform emergency work as defined in Section 9.44.020(c).

5.0 EXISTING NOISE CONDITIONS

To determine the existing noise levels, noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicle traffic on Foothill Boulevard, Citrus Avenue and Barranca Avenue as well as from train noise on the Metro Rail Foothill Gold Line that is located on the north side of the Center for Excellence. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

5.1 Noise Measurement Equipment

The noise measurements were taken using three Larson Davis Model LXT1 Type 1 sound level meters programmed in "slow" mode to record the sound pressure level at 1-second intervals for 24 hours in "A" weighted form. In addition, the L_{eq} averaged over the entire measuring time and L_{max} were recorded with both sound level meters. The sound level meters and microphones were mounted on fences, trees and power poles in the vicinity of the project site. The noise meters were placed around six feet above the ground and were equipped with windscreens during all measurements. The noise meters were calibrated before and after the monitoring using a Larson Davis Cal200 calibrator. All noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

Noise Measurement Locations

The noise monitoring locations were selected in order to obtain noise measurements of the current noise levels on the project site. The noise measurement sites were selected to provide a representative sampling of the existing noise levels in the project vicinity. Descriptions of the noise monitoring sites are provided below in Table H and are shown in Figure 3. Appendix A includes a photo index of the study area and noise level measurement locations.

Noise Measurement Timing and Climate

The noise measurements were recorded between 12:43 p.m. on Wednesday, May 25, 2022 and 1:10 p.m. on Thursday, May 26, 2022. When the noise measurements were started the sky was clear (no clouds), the temperature was 82 degrees Fahrenheit, the humidity was 55 percent, barometric pressure was 29.69 inches of mercury, and the wind was blowing around six miles per hour. Overnight, the temperature dropped to 59 degrees Fahrenheit and the humidity peaked at 98 percent. At the conclusion of the noise measurements, the sky was partly cloudy, the temperature was 80 degrees Fahrenheit, the humidity was 55 percent, barometric pressure was 28.99 inches of mercury, and the wind was blowing around five miles per hour.

5.2 Noise Measurement Results

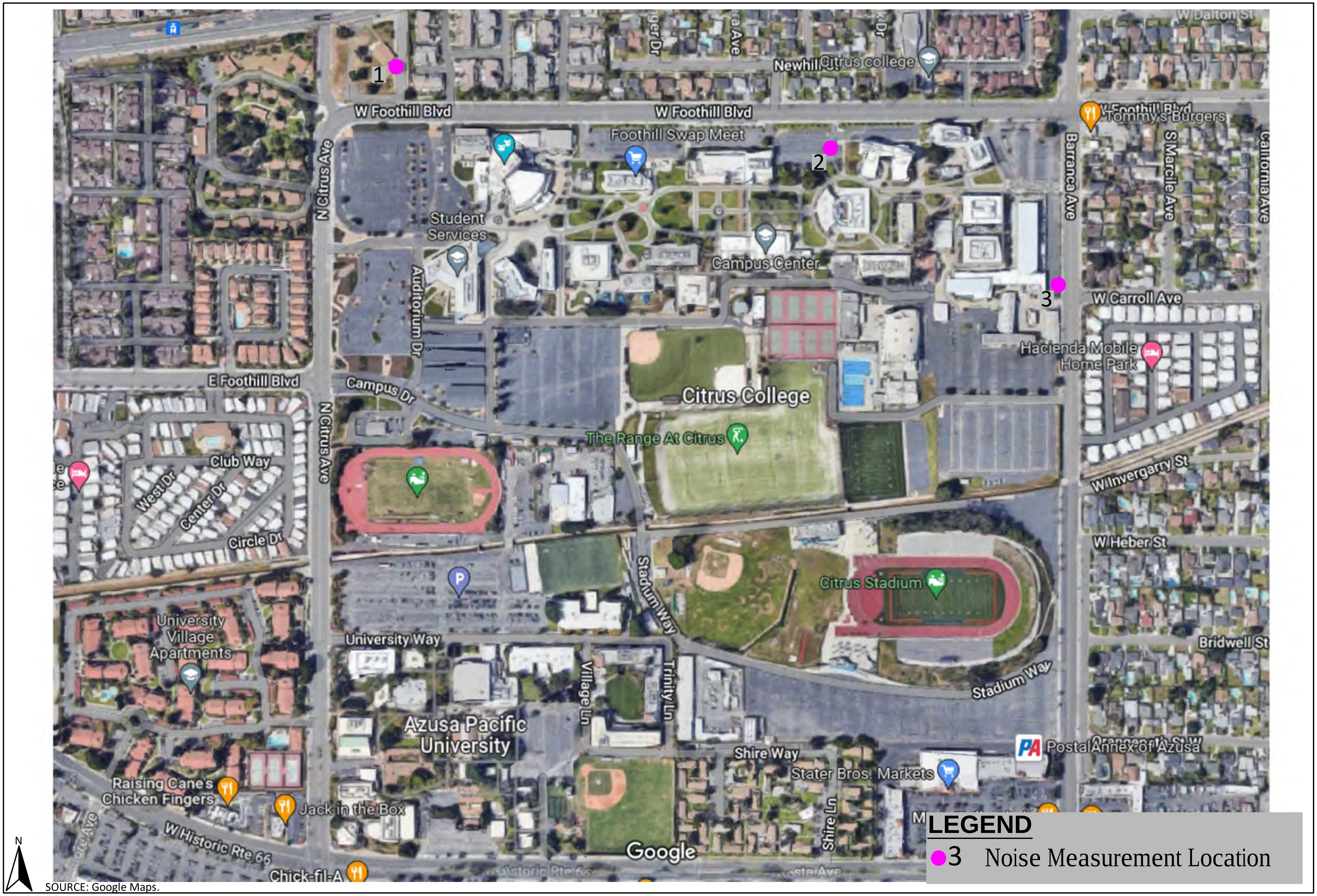
The results of the noise level measurements are presented in Table H. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. Table H also shows the L_{eq}, L_{max}, and CNEL, based on the entire measurement time. The noise monitoring data printouts are included in Appendix B. Figure 4 shows a graph of the 24-hour noise measurements.

Table H – Existing (Ambient) Noise Level Measurements

Site No.	Site Description	Average (dBA L_{eq})		1-hr Average (dBA L_{eq}/Time)		Average (dBA CNEL)
		Daytime[1]	Nighttime[2]	Minimum	Maximum	
1	Located on a tree on the eastern portion of the Center for Excellence site, approximately 40 feet west of east property line and 150 feet north of Foothill Boulevard centerline.	56.8	48.0	39.2 3:37 a.m.	62.3 8:58 p.m.	58.7
2	Located on a tree on the northern portion of the Citrus College site, approximately 125 feet south of Foothill Boulevard centerline.	59.3	52.4	46.0 3:42 a.m.	62.0 7:33 a.m.	61.1
3	Located on a water valve on the eastern portion of Citrus College site, approximately 55 feet west of Barranca Avenue centerline.	66.4	59.1	50.7 2:23 a.m.	68.7 7:23 a.m.	67.9

Notes:
[1] Daytime is defined as 7:00 a.m. to 7:00 p.m. in Section 9.44.040 of the Municipal Code.
[2] Nighttime define as 10:00 p.m. to 7:00 a.m. in Section 9.44.040 of the Municipal Code.
Source: Noise measurements taken between Wednesday, May 25 and Thursday, May 26, 2022.

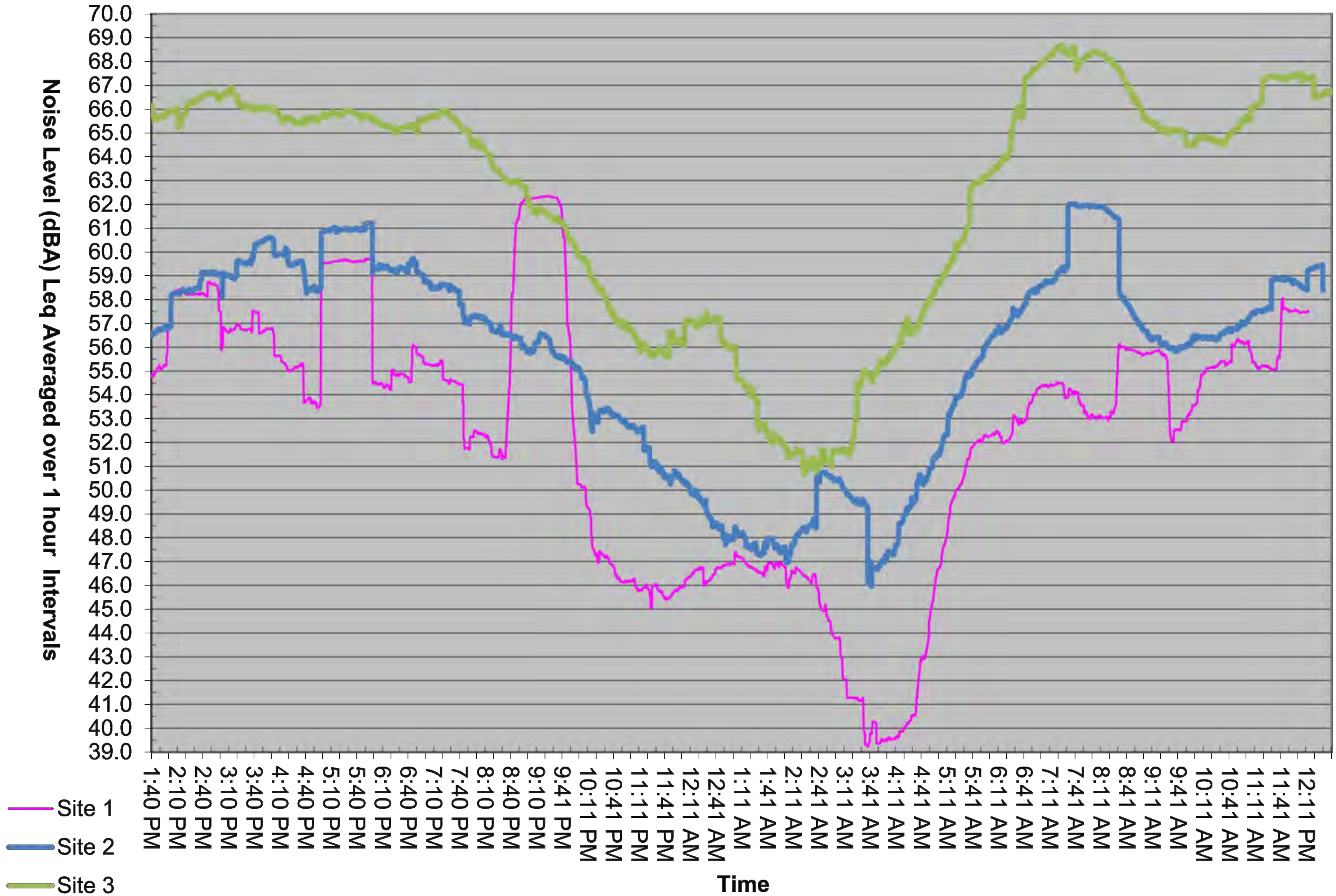
Table H shows that the existing daytime (7 a.m. to 7 p.m.) noise levels at all sites currently exceed the Daytime Ambient Noise Base Level of 55 dBA and the nighttime (10 p.m. to 7 a.m.) noise levels at all sites currently exceed the Nighttime Ambient Noise Base Level of 45 dBA for residential uses as defined in Section 9.44.040 of the Municipal Code. Although the noise measurements were not taken at the nearby homes, they were taken a similar distance away from Foothill Boulevard and Barranca Avenue as the nearby homes, so the measured noise levels provide representative noise levels at the nearby homes.



SOURCE: Google Maps.

VISTA ENVIRONMENTAL

Figure 3
Field Noise Monitoring Locations



SOURCE: Three Larson Davis Model LXT1 Class 1 Sound Level Meters.

VISTA ENVIRONMENTAL

Figure 4
Field Noise Measurements Graph

6.0 MODELING PARAMETERS AND ASSUMPTIONS

6.1 Construction Noise

The noise impacts from construction of the proposed project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table I below provides a list of the construction equipment anticipated to be used for each phase of construction as detailed in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis Citrus College Educational and Facilities Master Plan 2020-2030 Project* (Air Quality Analysis), prepared by Vista Environmental, June 13, 2022.

Table I – Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Demolition				
Concrete/Industrial Saw	1	20	90	90
Excavator	3	40	85	81
Rubber Tired Dozer	2	40	85	83
Site Preparation				
Rubber Tired Dozers	3	40	85	82
Tractors	2	40	84	N/A
Front End Loader	1	40	80	79
Backhoe	1	40	80	78
Grading				
Excavators	2	40	85	81
Grader	1	40	85	N/A
Rubber Tired Dozer	1	40	85	82
Scrapers	2	40	85	84
Tractor	1	40	84	N/A
Front End Loader	1	40	80	79
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	20	90	90
Tractor	1	40	84	N/A
Front End Loader	1	40	80	79
Backhoe	1	40	80	78
Welder	1	40	73	74
Architectural Coatings				
Air Compressor	1	40	80	78
Paving				
Pavers	2	50	85	77
Paving Equipment	2	50	85	77
Rollers	2	20	85	80

Notes:

[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level utilized by the RCNM program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[4] Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.
Source: Federal Highway Administration, 2006 and CalEEMod default equipment mix.

Table I also shows the associated measured noise emissions for each piece of equipment from the RCNM model and measured percentage of typical equipment use per day. Construction noise impacts to the nearest homes have been calculated according to the equipment noise levels and usage factors listed in Table I and through use of the RCNM. The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the proposed Center for Excellence site. There are also homes as near as 80 feet from the east side, where the proposed CTE Building will be located, and as near as 90 feet from the north side, where the proposed Learning Resource Center will be located. All other proposed improvements would be located near the center of the Citrus College Campus that would not be in close proximity to offsite sensitive receptors. For each phase of construction, all construction equipment was analyzed based on being placed in the middle of the proposed Center for Excellence, Learning Resource Center and CTE Building, which is based on the analysis methodology detailed in the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual), prepared by FTA, September 2018, for a General Assessment. The RCNM model printouts are provided in Appendix C.

6.2 Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table J gives approximate vibration levels for particular construction activities. The data in Table J provides a reasonable estimate for a wide range of soil conditions.

Table J – Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v)at 25 feet
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

The construction-related vibration impacts have been calculated through the vibration levels shown above in Table J and through typical vibration propagation rates. The equipment assumptions were based on the equipment lists provided above in Table I.

7.0 IMPACT ANALYSIS

7.1 CEQA Thresholds of Significance

Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project is determined to result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

7.2 Generation of Noise Levels in Excess of Standards

The proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the proposed project and compares the noise levels to the City standards.

Construction-Related Noise

As detailed above in Table B, Buildout of all of the projects will occur in eight development phases. Phase 1, campus-wide improvements will begin in Fall of 2022 and all construction would be completed by 2032. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the proposed Center for Excellence site. There are also homes as near as 80 feet from the east side, where the proposed CTE Building will be located, and as near as 90 feet from the north side, where the proposed Learning Resource Center will be located. All other proposed improvements would be located near the center of the Citrus College Campus that would not be in close proximity to offsite sensitive receptors.

Section 9.44.110 of the City's Municipal Code restricts construction activities that create excessive noise from occurring between the hours of 9 p.m. and 7 a.m.. As detailed above in Section 1.3, standard construction hours for the proposed project would be 7:00 am to 7:00 pm Monday through Friday. If it is necessary to occasionally conduct construction activities on Saturdays, construction activities will start at 9:00 am. As such, all construction activities associated with the proposed project would occur during the allowable hours for construction activities as detailed in Section 9.4.110 of the Municipal Code.

However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities during allowable hours for construction activities. As such, even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents. In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed above in Section 4.1 have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA at any of the nearby homes.

Construction noise levels to the nearby sensitive receptors have been calculated through use of the RCNM and the parameters and assumptions detailed in Section 6.1 of this report including Table I – Construction Equipment Noise Emissions and Usage Factors. The calculated construction noise results are shown below in Table K and the RCNM printouts are provided in Appendix C.

Table K – Construction Noise Levels at the Nearby Receptors

Construction Phase	Construction Noise Level (dBA Leq) at: Homes to East of Center for Excellence[1]	Homes to North of Learning Resource Center[2]	Homes to East of CTE Building[3]
Demolition	77	74	72
Site Preparation	77	74	72
Grading	78	75	73
Building Construction	78	75	72
Painting	64	61	59
Paving	72	69	67
FTA Construction Noise Threshold[4]	**80**	**80**	**80**
Exceed Thresholds?	**No**	**No**	**No**

[1] The distance from the center of the Center for Excellence to homes to east is 150 feet.
[2] The distance from the center of the Learning Resource Center to homes to north is 210 feet.
[3] The distance from the center of the CTE Building to homes to east is 270 feet.
[4] FTA Construction Noise Threshold obtained from Table D above.
Source: RCNM, Federal Highway Administration, 2006

Table K shows that the greatest noise impacts would occur during the grading phase of construction, with a noise level as high as 78 dBA Leq at the homes to the east of the Center for Excellence, 75 dBA Leq at the homes to north of the Learning Resource Center, and 73 dBA Leq at the homes to east of the CTE Building. Table K also shows that none of the construction phases would exceed the FTA construction noise standards of 80 dBA at the nearby homes. Therefore, through adherence to allowable construction times provided in Section 9.44.110 of the Municipal Code, the construction activities for the proposed project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant.

Operational-Related Noise

Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

<u>Roadway Vehicular Noise Impacts</u>

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

General Plan Policy N-1.1 requires that traffic noise mitigation measures are included and implemented in the design of new development. However, neither General Plan Policy 9.3, nor any other General Plan policy defines what constitutes a "substantial permanent increase to ambient noise levels". As such, this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that has been detailed above in Table C that shows that the project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing roadway noise levels.

Due to the low level of vehicular traffic that would be generated from development of the proposed project, no traffic analysis was prepared for the proposed project. However, the Air Quality Analysis (Vista Environmental, 2022) utilized the default trip generation rates in the CalEEMod model for the addition of 162 students, which found that the proposed project would generate 186 daily trips on weekdays. The City of Glendora General Plan details that there will be 13,700 daily vehicular trips on Foothill Boulevard just east of the project site in the year 2025. The proposed project would contribute 1.4 percent of the ADT if all project traffic were to travel east of the project site on Foothill Drive. In order for project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 3 dB, the roadway traffic would have to double, the roadway traffic would have to increase by 50 percent. As such, the proposed project's roadway noise impacts would be well below a 3 dB increase, which is the threshold of perception of an increase in noise levels. Therefore, operational roadway noise impacts would be less than significant.

<u>Onsite Noise Impacts</u>

The operation of the proposed improvements detailed in the EFMP 2020-2030, may create an increase in noise from rooftop equipment, parking lot activities, and delivery truck activities. It should be noted that no new sports fields or other source specific noise generating sources are proposed as part of the EFMP 2020-2030. As such, the onsite noise sources that have been analyzed in this section have been limited to rooftop equipment, parking lot activities, and delivery truck activities.

Section 9.44.100 of the City's Municipal Code limits noise created on the project site to the ambient noise plus 5 dBA. For the nearby homes, Section 9.44.040 of the Municipal Code details that the ambient noise level is the higher of either the actual measured noise level or the provided ambient base level. As detailed above in Section 5.2, all of the noise measurement sites currently exceed the Daytime Ambient Noise Base Level of 55 dBA and the nighttime (10 p.m. to 7 a.m.) noise levels at all sites currently exceed the Nighttime Ambient Noise Base Level of 45 dBA for residential uses as defined in Section 9.44.040 of the Municipal Code. As such, the measured ambient noise levels provided in Table H have been utilized to determine if an exceedance of the City noise standards at the nearby homes.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lots, and delivery trucks, reference noise measurements were taken of each noise source and are shown in Table L and the reference noise measurements are provided in Appendix D. The noise levels from each source were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.

Table L – Onsite Operational Noise Levels at Nearby Sensitive Receptors

Noise Source	Operational Noise Levels[1] (dBA Leq) at the Homes Located at: East of Center for Excellence	North of Learning Resource Center	East of CTE Building
Rooftop Equipment[2]	50	37	39
Parking Lot[3]	34	25	26
Delivery Truck[4]	38	43	43
City Noise Standard[5] (Day/Night)	61.8/53.0	64.3/57.4	71.4/64.1
Exceed Standard (Day/Night)?	No/No	No/No	No/No

Notes:
[1] The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.
[2] Rooftop equipment is based on a reference noise measurement of 65.1 dBA at 6 feet.
[3] Parking lot is based on a reference noise measurement of 52.1 dBA at 5 feet.
[4] Delivery Truck is based on a reference noise measurement of 54.8 dBA at 30 feet.
[2] From Section 9.44.100 8.36.040 of the City's Municipal Code of ambient noise plus 5 dBA.

Table L shows that that the proposed project's onsite operational noise from the anticipated noise sources would not exceed the applicable noise standards for each stationary noise source. Therefore, operational onsite noise impacts from each Campus would be less than significant.

Level of Significance

Less than significant impact.

7.3 Generation of Excessive Groundborne Vibration

The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

Construction-Related Vibration Impacts

Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the project site are homes located as near as 15 feet east of the proposed Center for Excellence site

Since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold level for construction activities, Caltrans guidance that is detailed above in Section 4.2 has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

The primary source of vibration during construction would be from the operation of a bulldozer. From Table J above a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest homes (15 feet away) would be 0.16 inch per second PPV, which would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

Operations-Related Vibration Impacts

The proposed project would consist of the development and operation of institutional junior college land uses. The on-going operation of the proposed project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the proposed project.

Level of Significance

Less than significant impact.

7.4 Aircraft Noise

The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Brackett Field Airport that is located approximately six miles southeast of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Brackett Field Airport. No impacts would occur from aircraft noise.

Level of Significance

No impact.

8.0 REFERENCES

California Department of Transportation, *2016 Annual Average Daily Truck Traffic on the California State Highway System*, 2018.

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analytics Protocol*, September 2013.

California Department of Transportation, *Transportation- and Construction Vibration Guidance Manual*, April 2020.

City of Glendora, *Glendora Community Plan 2025*, 2008.

City of Glendora, *Glendora Municipal Code,* 2021.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment,* September 2018.

U.S. Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide,* January, 2006.

Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis Citrus College Educational and Facilities Master Plan 2020-2030 Project,* June 13, 2022.

APPENDIX A

Field Noise Measurements Photo Index


Noise Measurement Site 1 - looking south


Noise Measurement Site 1 - looking southeast


Noise Measurement Site 1 - looking southwest


Noise Measurement Site 1 - looking west


Noise Measurement Site 1 - looking northwest


Noise Measurement Site 1 - looking southeast

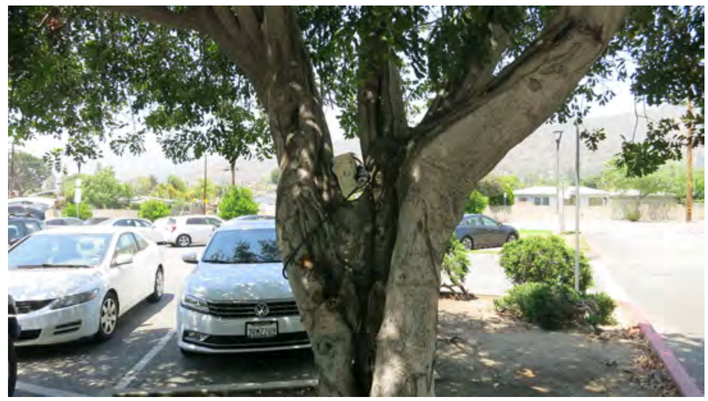

Noise Measurement Site 2 - looking southeast


Noise Measurement Site 2 - looking south

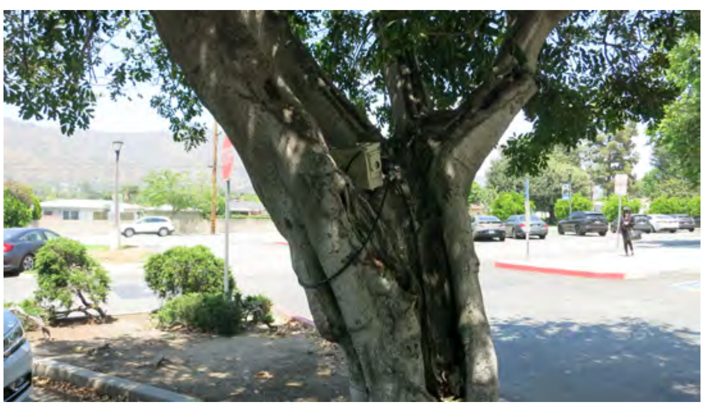
Noise Measurement Site 2 - looking southwest

Noise Measurement Site 2 - looking west

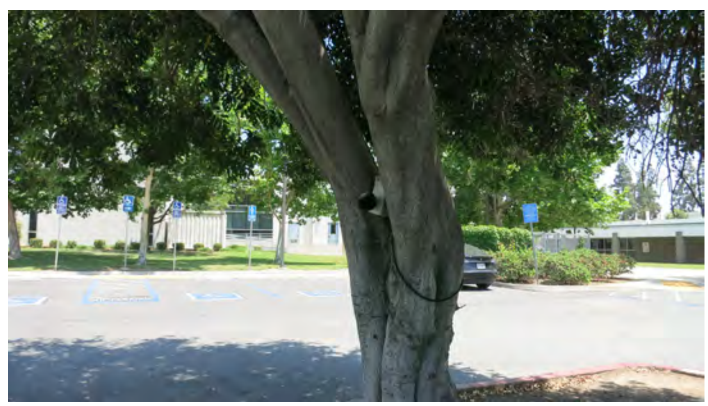
Noise Measurement Site 2 - looking northwest



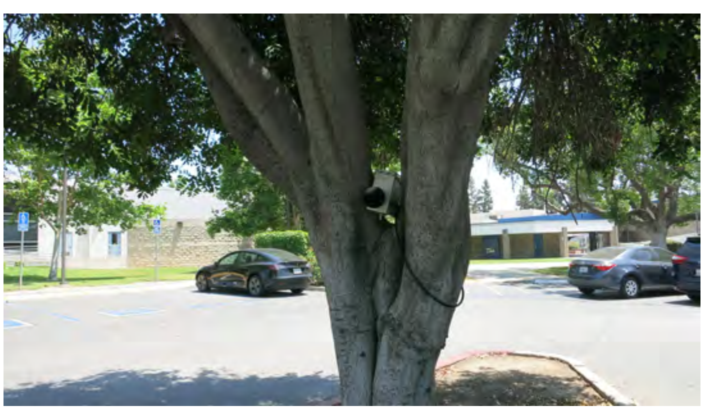
Noise Measurement Site 2 - looking north



Noise Measurement Site 2 - looking northeast



Noise Measurement Site 2 - looking east



Noise Measurement Site 2 - looking southeast

Noise Measurement Site 3 - looking north


Noise Measurement Site 3 - looking northeast


Noise Measurement Site 3 - looking east


Noise Measurement Site 3 - looking southeast


Noise Measurement Site 3 - looking south


Noise Measurement Site 3 - looking southwest


Noise Measurement Site 3 - looking west


Noise Measurement Site 3 - looking northwest

APPENDIX B

Field Noise Measurements Printouts

Site 1 - On East Portion of Church Site

May 25, 2022 | 12:43:59 PM | Leq Daytime = 56.8

Sampling Time = 1 sec | Freq Weighting=A | Leq Nighttime = 48.0

Record Num = 86402 | CNEL(24hr)= 58.7

Leq = 55.5 | Ldn(24hr)= 57.5

Min = 33.3 | Min Leq hr at 3:37 AM 39.2

Max = 83.6 | Max Leq hr at 8:58 PM 62.3

Site 2 - On North Portion of Citrus College Campus

May 25, 2022 | 1:01:06 PM | Leq Daytime = 59.3

Sampling Time = 1 sec | Freq Weighting=A | Leq Nighttime = 52.4

Record Num = 86402 | CNEL(24hr)= 61.1

Leq = 57.5 | Ldn(24hr)= 60.6

Min = 39.6 | Min Leq hr at 3:42 AM 46.0

Max = 89.2 | Max Leq hr at 7:33 AM 62.0

Site 3 - On East Portion of Citrus College Campus

May 25, 2022 | 1:10:44 PM | Leq Daytime = 66.4

Sampling Time = 1 sec | Freq Weighting=A | Leq Nighttime = 59.1

Record Num = 86402 | CNEL(24hr)= 67.9

Leq = 64.5 | Ldn(24hr)= 67.4

Min = 43.5 | Min Leq hr at 2:23 AM 50.7

Max = 91.9 | Max Leq hr at 7:23 AM 68.7

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
66.5	12:43:59		66.5	66.5
68.0	12:44:00		68.0	68.0
68.7	12:44:01		68.7	68.7
68.6	12:44:02		68.6	68.6
70.2	12:44:03		70.2	70.2
69.0	12:44:04		69.0	69.0
62.2	12:44:05		62.2	62.2
61.5	12:44:06		61.5	61.5
68.7	12:44:07		68.7	68.7
69.9	12:44:08		69.9	69.9
61.7	12:44:09		61.7	61.7
61.6	12:44:10		61.6	61.6
65.5	12:44:11		65.5	65.5
62.2	12:44:12		62.2	62.2
65.7	12:44:13		65.7	65.7
64.5	12:44:14		64.5	64.5
60.4	12:44:15		60.4	60.4
67.1	12:44:16		67.1	67.1
63.7	12:44:17		63.7	63.7
62.1	12:44:18		62.1	62.1
68.6	12:44:19		68.6	68.6
64.5	12:44:20		64.5	64.5
60.8	12:44:21		60.8	60.8
65.1	12:44:22		65.1	65.1
64.9	12:44:23		64.9	64.9
67.8	12:44:24		67.8	67.8
64.3	12:44:25		64.3	64.3
59.5	12:44:26		59.5	59.5
59.8	12:44:27		59.8	59.8
59.0	12:44:28		59.0	59.0
59.9	12:44:29		59.9	59.9
64.3	12:44:30		64.3	64.3
65.0	12:44:31		65.0	65.0
61.2	12:44:32		61.2	61.2
67.3	12:44:33		67.3	67.3
64.8	12:44:34		64.8	64.8
63.0	12:44:35		63.0	63.0
60.3	12:44:36		60.3	60.3
68.3	12:44:37		68.3	68.3
68.6	12:44:38		68.6	68.6
64.9	12:44:39		64.9	64.9
59.6	12:44:40		59.6	59.6
62.7	12:44:41		62.7	62.7
64.4	12:44:42		64.4	64.4
65.9	12:44:43		65.9	65.9
66.9	12:44:44		66.9	66.9
66.6	12:44:45		66.6	66.6
64.6	12:44:46		64.6	64.6
64.9	12:44:47		64.9	64.9
65.4	12:44:48		65.4	65.4
65.9	12:44:49		65.9	65.9
66.2	12:44:50		66.2	66.2
64.7	12:44:51		64.7	64.7
64.1	12:44:52		64.1	64.1
65.8	12:44:53		65.8	65.8
59.5	12:44:54		59.5	59.5
60.2	12:44:55		60.2	60.2
60.0	12:44:56		60.0	60.0
67.0	12:44:57		67.0	67.0
66.1	12:44:58		66.1	66.1
64.5	12:44:59		64.5	64.5
64.3	12:45:00		64.3	64.3
61.3	12:45:01		61.3	61.3
68.5	12:45:02		68.5	68.5
60.9	12:45:03		60.9	60.9
63.9	12:45:04		63.9	63.9
60.5	12:45:05		60.5	60.5
66.7	12:45:06		66.7	66.7
63.2	12:45:07		63.2	63.2
60.8	12:45:08		60.8	60.8
59.3	12:45:09		59.3	59.3
60.4	12:45:10		60.4	60.4
62.1	12:45:11		62.1	62.1
63.4	12:45:12		63.4	63.4
62.8	12:45:13		62.8	62.8
62.1	12:45:14		62.1	62.1
61.2	12:45:15		61.2	61.2
62.3	12:45:16		62.3	62.3
60.3	12:45:17		60.3	60.3
57.4	12:45:18		57.4	57.4
55.6	12:45:19		55.6	55.6
54.7	12:45:20		54.7	54.7
62.9	12:45:21		62.9	62.9
67.5	12:45:22		67.5	67.5
69.9	12:45:23		69.9	69.9
68.6	12:45:24		68.6	68.6
64.6	12:45:25		64.6	64.6
62.1	12:45:26		62.1	62.1
63.9	12:45:27		63.9	63.9
71.0	12:45:28		71.0	71.0
70.7	12:45:29		70.7	70.7
67.4	12:45:30		67.4	67.4
63.8	12:45:31		63.8	63.8
60.6	12:45:32		60.6	60.6
63.0	12:45:33		63.0	63.0
65.8	12:45:34		65.8	65.8
63.7	12:45:35		63.7	63.7
60.7	12:45:36		60.7	60.7
65.7	12:45:37		65.7	65.7
69.4	12:45:38		69.4	69.4
69.3	12:45:39		69.3	69.3
66.2	12:45:40		66.2	66.2
66.4	12:45:41		66.4	66.4
72.2	12:45:42		72.2	72.2
70.3	12:45:43		70.3	70.3
66.9	12:45:44		66.9	66.9
63.7	12:45:45		63.7	63.7
67.4	12:45:46		67.4	67.4
72.8	12:45:47		72.8	72.8
71.1	12:45:48		71.1	71.1
69.9	12:45:49		69.9	69.9
71.0	12:45:50		71.0	71.0
69.9	12:45:51		69.9	69.9
72.3	12:45:52		72.3	72.3
69.8	12:45:53		69.8	69.8
69.1	12:45:54		69.1	69.1
66.6	12:45:55		66.6	66.6
69.2	12:45:56		69.2	69.2
69.1	12:45:57		69.1	69.1
68.4	12:45:58		68.4	68.4
69.2	12:45:59		69.2	69.2
69.2	12:46:00		69.2	69.2
63.5	12:46:01		63.5	63.5
63.2	12:46:02		63.2	63.2
62.5	12:46:03		62.5	62.5
62.0	12:46:04		62.0	62.0
63.6	12:46:05		63.6	63.6
64.1	12:46:06		64.1	64.1
61.5	12:46:07		61.5	61.5
68.2	12:46:08		68.2	68.2
64.9	12:46:09		64.9	64.9
62.2	12:46:10		62.2	62.2
63.3	12:46:11		63.3	63.3
66.7	12:46:12		66.7	66.7
68.9	12:46:13		68.9	68.9
68.5	12:46:14		68.5	68.5
71.3	12:46:15		71.3	71.3
69.7	12:46:16		69.7	69.7
68.2	12:46:17		68.2	68.2
74.2	12:46:18		74.2	74.2
76.7	12:46:19		76.7	76.7
74.1	12:46:20		74.1	74.1
70.6	12:46:21		70.6	70.6
66.9	12:46:22		66.9	66.9
71.4	12:46:23		71.4	71.4
68.3	12:46:24		68.3	68.3
70.4	12:46:25		70.4	70.4
72.9	12:46:26		72.9	72.9
69.0	12:46:27		69.0	69.0
66.5	12:46:28		66.5	66.5
65.3	12:46:29		65.3	65.3
63.0	12:46:30		63.0	63.0
60.5	12:46:31		60.5	60.5
62.1	12:46:32		62.1	62.1
63.0	12:46:33		63.0	63.0
60.6	12:46:34		60.6	60.6
66.4	12:46:35		66.4	66.4
66.4	12:46:36		66.4	66.4
59.3	12:46:37		59.3	59.3
58.4	12:46:38		58.4	58.4
56.4	12:46:39		56.4	56.4
63.0	12:46:40		63.0	63.0
62.2	12:46:41		62.2	62.2
61.1	12:46:42		61.1	61.1
62.9	12:46:43		62.9	62.9
62.6	12:46:44		62.6	62.6
61.8	12:46:45		61.8	61.8
59.5	12:46:46		59.5	59.5
66.4	12:46:47		66.4	66.4
63.6	12:46:48		63.6	63.6

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
62.0	13:01:06		62.0	62.0
67.8	13:01:07		67.8	67.8
63.7	13:01:08		63.7	63.7
61.3	13:01:09		61.3	61.3
60.4	13:01:10		60.4	60.4
58.0	13:01:11		58.0	58.0
54.6	13:01:12		54.6	54.6
52.4	13:01:13		52.4	52.4
50.7	13:01:14		50.7	50.7
49.9	13:01:15		49.9	49.9
49.8	13:01:16		49.8	49.8
49.5	13:01:17		49.5	49.5
57.9	13:01:18		57.9	57.9
55.4	13:01:19		55.4	55.4
53.8	13:01:20		53.8	53.8
54.6	13:01:21		54.6	54.6
62.2	13:01:22		62.2	62.2
64.4	13:01:23		64.4	64.4
64.1	13:01:24		64.1	64.1
59.9	13:01:25		59.9	59.9
55.7	13:01:26		55.7	55.7
62.0	13:01:27		62.0	62.0
62.1	13:01:28		62.1	62.1
59.0	13:01:29		59.0	59.0
57.8	13:01:30		57.8	57.8
64.6	13:01:31		64.6	64.6
61.4	13:01:32		61.4	61.4
60.6	13:01:33		60.6	60.6
67.2	13:01:34		67.2	67.2
63.5	13:01:35		63.5	63.5
60.3	13:01:36		60.3	60.3
57.5	13:01:37		57.5	57.5
59.8	13:01:38		59.8	59.8
59.7	13:01:39		59.7	59.7
66.4	13:01:40		66.4	66.4
64.4	13:01:41		64.4	64.4
62.9	13:01:42		62.9	62.9
60.4	13:01:43		60.4	60.4
57.7	13:01:44		57.7	57.7
55.2	13:01:45		55.2	55.2
55.5	13:01:46		55.5	55.5
53.2	13:01:47		53.2	53.2
56.4	13:01:48		56.4	56.4
55.4	13:01:49		55.4	55.4
66.7	13:01:50		66.7	66.7
68.2	13:01:51		68.2	68.2
64.2	13:01:52		64.2	64.2
66.3	13:01:53		66.3	66.3
66.7	13:01:54		66.7	66.7
63.1	13:01:55		63.1	63.1
70.6	13:01:56		70.6	70.6
67.2	13:01:57		67.2	67.2
70.0	13:01:58		70.0	70.0
74.3	13:01:59		74.3	74.3
70.2	13:02:00		70.2	70.2
66.3	13:02:01		66.3	66.3
77.0	13:02:02		77.0	77.0
73.5	13:02:03		73.5	73.5
71.1	13:02:04		71.1	71.1
76.9	13:02:05		76.9	76.9
73.1	13:02:06		73.1	73.1
73.2	13:02:07		73.2	73.2
72.3	13:02:08		72.3	72.3
70.4	13:02:09		70.4	70.4
70.6	13:02:10		70.6	70.6
70.8	13:02:11		70.8	70.8
68.8	13:02:12		68.8	68.8
65.0	13:02:13		65.0	65.0
61.0	13:02:14		61.0	61.0
58.7	13:02:15		58.7	58.7
68.1	13:02:16		68.1	68.1
67.1	13:02:17		67.1	67.1
64.7	13:02:18		64.7	64.7
64.9	13:02:19		64.9	64.9
63.3	13:02:20		63.3	63.3
63.5	13:02:21		63.5	63.5
66.1	13:02:22		66.1	66.1
68.1	13:02:23		68.1	68.1
71.6	13:02:24		71.6	71.6
74.6	13:02:25		74.6	74.6
72.8	13:02:26		72.8	72.8
73.2	13:02:27		73.2	73.2
74.3	13:02:28		74.3	74.3
70.5	13:02:29		70.5	70.5
72.0	13:02:30		72.0	72.0
76.3	13:02:31		76.3	76.3
72.6	13:02:32		72.6	72.6
71.4	13:02:33		71.4	71.4
67.8	13:02:34		67.8	67.8
63.7	13:02:35		63.7	63.7
60.3	13:02:36		60.3	60.3
57.6	13:02:37		57.6	57.6
55.0	13:02:38		55.0	55.0
55.0	13:02:39		55.0	55.0
56.7	13:02:40		56.7	56.7
58.6	13:02:41		58.6	58.6
60.0	13:02:42		60.0	60.0
59.2	13:02:43		59.2	59.2
57.0	13:02:44		57.0	57.0
54.5	13:02:45		54.5	54.5
56.6	13:02:46		56.6	56.6
64.5	13:02:47		64.5	64.5
81.7	13:02:48		81.7	81.7
77.6	13:02:49		77.6	77.6
74.4	13:02:50		74.4	74.4
71.6	13:02:51		71.6	71.6
67.7	13:02:52		67.7	67.7
64.8	13:02:53		64.8	64.8
62.1	13:02:54		62.1	62.1
59.3	13:02:55		59.3	59.3
60.4	13:02:56		60.4	60.4
74.6	13:02:57		74.6	74.6
76.7	13:02:58		76.7	76.7
73.3	13:02:59		73.3	73.3
73.6	13:03:00		73.6	73.6
74.0	13:03:01		74.0	74.0
70.6	13:03:02		70.6	70.6
66.5	13:03:03		66.5	66.5
64.3	13:03:04		64.3	64.3
75.1	13:03:05		75.1	75.1
77.2	13:03:06		77.2	77.2
75.2	13:03:07		75.2	75.2
73.1	13:03:08		73.1	73.1
71.7	13:03:09		71.7	71.7
70.7	13:03:10		70.7	70.7
67.7	13:03:11		67.7	67.7
74.6	13:03:12		74.6	74.6
75.8	13:03:13		75.8	75.8
74.9	13:03:14		74.9	74.9
70.9	13:03:15		70.9	70.9
66.9	13:03:16		66.9	66.9
63.9	13:03:17		63.9	63.9
61.5	13:03:18		61.5	61.5
60.0	13:03:19		60.0	60.0
83.9	13:03:20		83.9	83.9
85.4	13:03:21		85.4	85.4
82.4	13:03:22		82.4	82.4
79.2	13:03:23		79.2	79.2
80.6	13:03:24		80.6	80.6
79.5	13:03:25		79.5	79.5
77.2	13:03:26		77.2	77.2
73.2	13:03:27		73.2	73.2
69.7	13:03:28		69.7	69.7
67.8	13:03:29		67.8	67.8
67.3	13:03:30		67.3	67.3
69.0	13:03:31		69.0	69.0
70.3	13:03:32		70.3	70.3
69.0	13:03:33		69.0	69.0
66.1	13:03:34		66.1	66.1
62.9	13:03:35		62.9	62.9
59.8	13:03:36		59.8	59.8
57.0	13:03:37		57.0	57.0
54.4	13:03:38		54.4	54.4
52.9	13:03:39		52.9	52.9
53.3	13:03:40		53.3	53.3
53.8	13:03:41		53.8	53.8
64.1	13:03:42		64.1	64.1
68.4	13:03:43		68.4	68.4
66.8	13:03:44		66.8	66.8
67.5	13:03:45		67.5	67.5
64.1	13:03:46		64.1	64.1
60.2	13:03:47		60.2	60.2
56.7	13:03:48		56.7	56.7
54.3	13:03:49		54.3	54.3
55.4	13:03:50		55.4	55.4
59.4	13:03:51		59.4	59.4
57.7	13:03:52		57.7	57.7
58.1	13:03:53		58.1	58.1
67.2	13:03:54		67.2	67.2
67.1	13:03:55		67.1	67.1

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
58.8	13:10:44		58.8	58.8
60.9	13:10:45		60.9	60.9
66.5	13:10:46		66.5	66.5
65.9	13:10:47		65.9	65.9
62.9	13:10:48		62.9	62.9
60.7	13:10:49		60.7	60.7
63.6	13:10:50		63.6	63.6
66.0	13:10:51		66.0	66.0
62.7	13:10:52		62.7	62.7
69.2	13:10:53		69.2	69.2
65.3	13:10:54		65.3	65.3
65.4	13:10:55		65.4	65.4
61.3	13:10:56		61.3	61.3
67.1	13:10:57		67.1	67.1
69.5	13:10:58		69.5	69.5
66.7	13:10:59		66.7	66.7
66.1	13:11:00		66.1	66.1
61.8	13:11:01		61.8	61.8
67.6	13:11:02		67.6	67.6
63.3	13:11:03		63.3	63.3
69.6	13:11:04		69.6	69.6
68.2	13:11:05		68.2	68.2
69.9	13:11:06		69.9	69.9
65.8	13:11:07		65.8	65.8
61.7	13:11:08		61.7	61.7
67.7	13:11:09		67.7	67.7
63.8	13:11:10		63.8	63.8
63.6	13:11:11		63.6	63.6
63.2	13:11:12		63.2	63.2
69.4	13:11:13		69.4	69.4
66.2	13:11:14		66.2	66.2
68.8	13:11:15		68.8	68.8
66.7	13:11:16		66.7	66.7
64.0	13:11:17		64.0	64.0
62.8	13:11:18		62.8	62.8
61.6	13:11:19		61.6	61.6
60.2	13:11:20		60.2	60.2
61.3	13:11:21		61.3	61.3
61.3	13:11:22		61.3	61.3
61.1	13:11:23		61.1	61.1
63.1	13:11:24		63.1	63.1
65.4	13:11:25		65.4	65.4
67.7	13:11:26		67.7	67.7
68.8	13:11:27		68.8	68.8
68.6	13:11:28		68.6	68.6
70.3	13:11:29		70.3	70.3
72.4	13:11:30		72.4	72.4
64.7	13:11:31		64.7	64.7
60.4	13:11:32		60.4	60.4
60.9	13:11:33		60.9	60.9
66.9	13:11:34		66.9	66.9
63.1	13:11:35		63.1	63.1
60.6	13:11:36		60.6	60.6
64.4	13:11:37		64.4	64.4
63.4	13:11:38		63.4	63.4
66.2	13:11:39		66.2	66.2
63.3	13:11:40		63.3	63.3
71.7	13:11:41		71.7	71.7
68.7	13:11:42		68.7	68.7
67.1	13:11:43		67.1	67.1
69.5	13:11:44		69.5	69.5
69.1	13:11:45		69.1	69.1
68.8	13:11:46		68.8	68.8
70.0	13:11:47		70.0	70.0
73.8	13:11:48		73.8	73.8
67.1	13:11:49		67.1	67.1
68.7	13:11:50		68.7	68.7
64.8	13:11:51		64.8	64.8
70.9	13:11:52		70.9	70.9
77.9	13:11:53		77.9	77.9
75.5	13:11:54		75.5	75.5
73.2	13:11:55		73.2	73.2
70.1	13:11:56		70.1	70.1
66.7	13:11:57		66.7	66.7
64.5	13:11:58		64.5	64.5
65.1	13:11:59		65.1	65.1
66.0	13:12:00		66.0	66.0
67.0	13:12:01		67.0	67.0
66.3	13:12:02		66.3	66.3
63.4	13:12:03		63.4	63.4
61.0	13:12:04		61.0	61.0
61.7	13:12:05		61.7	61.7
63.3	13:12:06		63.3	63.3
68.4	13:12:07		68.4	68.4
66.3	13:12:08		66.3	66.3
62.3	13:12:09		62.3	62.3
70.2	13:12:10		70.2	70.2
66.5	13:12:11		66.5	66.5
62.7	13:12:12		62.7	62.7
63.6	13:12:13		63.6	63.6
70.1	13:12:14		70.1	70.1
68.2	13:12:15		68.2	68.2
72.5	13:12:16		72.5	72.5
70.5	13:12:17		70.5	70.5
67.4	13:12:18		67.4	67.4
63.5	13:12:19		63.5	63.5
69.7	13:12:20		69.7	69.7
67.1	13:12:21		67.1	67.1
74.8	13:12:22		74.8	74.8
70.8	13:12:23		70.8	70.8
68.1	13:12:24		68.1	68.1
73.1	13:12:25		73.1	73.1
69.7	13:12:26		69.7	69.7
75.7	13:12:27		75.7	75.7
74.4	13:12:28		74.4	74.4
73.0	13:12:29		73.0	73.0
72.6	13:12:30		72.6	72.6
72.3	13:12:31		72.3	72.3
69.6	13:12:32		69.6	69.6
72.9	13:12:33		72.9	72.9
70.7	13:12:34		70.7	70.7
67.8	13:12:35		67.8	67.8
68.9	13:12:36		68.9	68.9
68.4	13:12:37		68.4	68.4
69.5	13:12:38		69.5	69.5
77.2	13:12:39		77.2	77.2
73.3	13:12:40		73.3	73.3
77.9	13:12:41		77.9	77.9
77.3	13:12:42		77.3	77.3
76.3	13:12:43		76.3	76.3
81.7	13:12:44		81.7	81.7
77.6	13:12:45		77.6	77.6
73.4	13:12:46		73.4	73.4
69.5	13:12:47		69.5	69.5
65.7	13:12:48		65.7	65.7
62.7	13:12:49		62.7	62.7
61.9	13:12:50		61.9	61.9
63.6	13:12:51		63.6	63.6
68.9	13:12:52		68.9	68.9
68.9	13:12:53		68.9	68.9
67.8	13:12:54		67.8	67.8
67.3	13:12:55		67.3	67.3
67.9	13:12:56		67.9	67.9
79.7	13:12:57		79.7	79.7
78.7	13:12:58		78.7	78.7
73.2	13:12:59		73.2	73.2
73.1	13:13:00		73.1	73.1
70.1	13:13:01		70.1	70.1
76.2	13:13:02		76.2	76.2
72.2	13:13:03		72.2	72.2
69.3	13:13:04		69.3	69.3
69.0	13:13:05		69.0	69.0
68.3	13:13:06		68.3	68.3
67.3	13:13:07		67.3	67.3
67.0	13:13:08		67.0	67.0
65.5	13:13:09		65.5	65.5
64.4	13:13:10		64.4	64.4
65.9	13:13:11		65.9	65.9
70.9	13:13:12		70.9	70.9
71.3	13:13:13		71.3	71.3
69.4	13:13:14		69.4	69.4
67.1	13:13:15		67.1	67.1
65.8	13:13:16		65.8	65.8
68.6	13:13:17		68.6	68.6
68.6	13:13:18		68.6	68.6
67.4	13:13:19		67.4	67.4
70.2	13:13:20		70.2	70.2
71.9	13:13:21		71.9	71.9
70.6	13:13:22		70.6	70.6
67.9	13:13:23		67.9	67.9
64.6	13:13:24		64.6	64.6
62.4	13:13:25		62.4	62.4
63.1	13:13:26		63.1	63.1
62.5	13:13:27		62.5	62.5
61.6	13:13:28		61.6	61.6
61.3	13:13:29		61.3	61.3
64.3	13:13:30		64.3	64.3
64.6	13:13:31		64.6	64.6
67.0	13:13:32		67.0	67.0
71.8	13:13:33		71.8	71.8

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
61.3	12:46:49		61.3	61.3
63.6	12:46:50		63.6	63.6
63.6	12:46:51		63.6	63.6
61.3	12:46:52		61.3	61.3
59.0	12:46:53		59.0	59.0
56.8	12:46:54		56.8	56.8
56.7	12:46:55		56.7	56.7
61.3	12:46:56		61.3	61.3
73.5	12:46:57		73.5	73.5
69.6	12:46:58		69.6	69.6
65.6	12:46:59		65.6	65.6
62.1	12:47:00		62.1	62.1
59.2	12:47:01		59.2	59.2
58.0	12:47:02		58.0	58.0
60.0	12:47:03		60.0	60.0
60.9	12:47:04		60.9	60.9
60.5	12:47:05		60.5	60.5
60.3	12:47:06		60.3	60.3
71.5	12:47:07		71.5	71.5
69.7	12:47:08		69.7	69.7
69.0	12:47:09		69.0	69.0
67.9	12:47:10		67.9	67.9
64.0	12:47:11		64.0	64.0
61.4	12:47:12		61.4	61.4
59.5	12:47:13		59.5	59.5
60.0	12:47:14		60.0	60.0
60.2	12:47:15		60.2	60.2
60.1	12:47:16		60.1	60.1
66.6	12:47:17		66.6	66.6
65.3	12:47:18		65.3	65.3
64.4	12:47:19		64.4	64.4
65.3	12:47:20		65.3	65.3
59.6	12:47:21		59.6	59.6
67.2	12:47:22		67.2	67.2
68.5	12:47:23		68.5	68.5
64.4	12:47:24		64.4	64.4
60.4	12:47:25		60.4	60.4
66.4	12:47:26		66.4	66.4
64.0	12:47:27		64.0	64.0
63.0	12:47:28		63.0	63.0
68.6	12:47:29		68.6	68.6
65.5	12:47:30		65.5	65.5
61.6	12:47:31		61.6	61.6
61.4	12:47:32		61.4	61.4
70.5	12:47:33		70.5	70.5
68.5	12:47:34		68.5	68.5
71.3	12:47:35		71.3	71.3
70.5	12:47:36		70.5	70.5
66.4	12:47:37		66.4	66.4
62.9	12:47:38		62.9	62.9
63.4	12:47:39		63.4	63.4
71.7	12:47:40		71.7	71.7
67.8	12:47:41		67.8	67.8
63.5	12:47:42		63.5	63.5
66.4	12:47:43		66.4	66.4
65.9	12:47:44		65.9	65.9
64.6	12:47:45		64.6	64.6
65.5	12:47:46		65.5	65.5
63.4	12:47:47		63.4	63.4
66.7	12:47:48		66.7	66.7
65.2	12:47:49		65.2	65.2
61.5	12:47:50		61.5	61.5
64.8	12:47:51		64.8	64.8
64.5	12:47:52		64.5	64.5
71.1	12:47:53		71.1	71.1
67.1	12:47:54		67.1	67.1
63.2	12:47:55		63.2	63.2
60.6	12:47:56		60.6	60.6
64.3	12:47:57		64.3	64.3
61.1	12:47:58		61.1	61.1
68.7	12:47:59		68.7	68.7
65.2	12:48:00		65.2	65.2
65.1	12:48:01		65.1	65.1
61.0	12:48:02		61.0	61.0
67.5	12:48:03		67.5	67.5
66.0	12:48:04		66.0	66.0
64.8	12:48:05		64.8	64.8
61.2	12:48:06		61.2	61.2
68.3	12:48:07		68.3	68.3
68.6	12:48:08		68.6	68.6
66.1	12:48:09		66.1	66.1
70.3	12:48:10		70.3	70.3
72.9	12:48:11		72.9	72.9
68.8	12:48:12		68.8	68.8
65.0	12:48:13		65.0	65.0
61.8	12:48:14		61.8	61.8
70.0	12:48:15		70.0	70.0
70.3	12:48:16		70.3	70.3
67.1	12:48:17		67.1	67.1
68.0	12:48:18		68.0	68.0
69.5	12:48:19		69.5	69.5
65.5	12:48:20		65.5	65.5
62.0	12:48:21		62.0	62.0
60.4	12:48:22		60.4	60.4
57.2	12:48:23		57.2	57.2
54.3	12:48:24		54.3	54.3
54.3	12:48:25		54.3	54.3
53.3	12:48:26		53.3	53.3
52.7	12:48:27		52.7	52.7
58.2	12:48:28		58.2	58.2
60.3	12:48:29		60.3	60.3
66.7	12:48:30		66.7	66.7
67.8	12:48:31		67.8	67.8
68.9	12:48:32		68.9	68.9
68.1	12:48:33		68.1	68.1
65.8	12:48:34		65.8	65.8
68.6	12:48:35		68.6	68.6
60.6	12:48:36		60.6	60.6
59.0	12:48:37		59.0	59.0
65.0	12:48:38		65.0	65.0
64.8	12:48:39		64.8	64.8
62.0	12:48:40		62.0	62.0
68.6	12:48:41		68.6	68.6
64.6	12:48:42		64.6	64.6
70.4	12:48:43		70.4	70.4
67.1	12:48:44		67.1	67.1
63.9	12:48:45		63.9	63.9
69.1	12:48:46		69.1	69.1
69.2	12:48:47		69.2	69.2
65.5	12:48:48		65.5	65.5
62.9	12:48:49		62.9	62.9
62.6	12:48:50		62.6	62.6
68.7	12:48:51		68.7	68.7
61.2	12:48:52		61.2	61.2
67.0	12:48:53		67.0	67.0
64.4	12:48:54		64.4	64.4
61.8	12:48:55		61.8	61.8
62.0	12:48:56		62.0	62.0
63.1	12:48:57		63.1	63.1
63.6	12:48:58		63.6	63.6
60.7	12:48:59		60.7	60.7
69.7	12:49:00		69.7	69.7
65.7	12:49:01		65.7	65.7
64.0	12:49:02		64.0	64.0
69.9	12:49:03		69.9	69.9
65.8	12:49:04		65.8	65.8
64.4	12:49:05		64.4	64.4
63.8	12:49:06		63.8	63.8
60.4	12:49:07		60.4	60.4
58.0	12:49:08		58.0	58.0
65.1	12:49:09		65.1	65.1
67.1	12:49:10		67.1	67.1
60.5	12:49:11		60.5	60.5
69.7	12:49:12		69.7	69.7
69.2	12:49:13		69.2	69.2
61.7	12:49:14		61.7	61.7
63.4	12:49:15		63.4	63.4
60.6	12:49:16		60.6	60.6
68.0	12:49:17		68.0	68.0
68.0	12:49:18		68.0	68.0
68.8	12:49:19		68.8	68.8
63.2	12:49:20		63.2	63.2
63.2	12:49:21		63.2	63.2
62.5	12:49:22		62.5	62.5
65.0	12:49:23		65.0	65.0
71.5	12:49:24		71.5	71.5
69.7	12:49:25		69.7	69.7
67.3	12:49:26		67.3	67.3
67.4	12:49:27		67.4	67.4
64.5	12:49:28		64.5	64.5
62.1	12:49:29		62.1	62.1
63.4	12:49:30		63.4	63.4
69.6	12:49:31		69.6	69.6
63.2	12:49:32		63.2	63.2
65.5	12:49:33		65.5	65.5
65.2	12:49:34		65.2	65.2
63.2	12:49:35		63.2	63.2
61.1	12:49:36		61.1	61.1
61.0	12:49:37		61.0	61.0
68.9	12:49:38		68.9	68.9
66.7	12:49:39		66.7	66.7
63.2	12:49:40		63.2	63.2
64.5	12:49:41		64.5	64.5
64.2	12:49:42		64.2	64.2
67.2	12:49:43		67.2	67.2
67.8	12:49:44		67.8	67.8
65.8	12:49:45		65.8	65.8
67.5	12:49:46		67.5	67.5
68.1	12:49:47		68.1	68.1
62.8	12:49:48		62.8	62.8
61.2	12:49:49		61.2	61.2

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
63.1	13:03:56		63.1	63.1
59.5	13:03:57		59.5	59.5
56.2	13:03:58		56.2	56.2
53.3	13:03:59		53.3	53.3
50.9	13:04:00		50.9	50.9
49.1	13:04:01		49.1	49.1
47.8	13:04:02		47.8	47.8
47.0	13:04:03		47.0	47.0
46.6	13:04:04		46.6	46.6
46.5	13:04:05		46.5	46.5
46.5	13:04:06		46.5	46.5
47.2	13:04:07		47.2	47.2
48.0	13:04:08		48.0	48.0
47.8	13:04:09		47.8	47.8
47.9	13:04:10		47.9	47.9
61.6	13:04:11		61.6	61.6
61.9	13:04:12		61.9	61.9
61.0	13:04:13		61.0	61.0
62.1	13:04:14		62.1	62.1
59.7	13:04:15		59.7	59.7
57.4	13:04:16		57.4	57.4
57.0	13:04:17		57.0	57.0
56.3	13:04:18		56.3	56.3
56.4	13:04:19		56.4	56.4
56.9	13:04:20		56.9	56.9
56.3	13:04:21		56.3	56.3
55.1	13:04:22		55.1	55.1
54.0	13:04:23		54.0	54.0
52.8	13:04:24		52.8	52.8
52.1	13:04:25		52.1	52.1
52.3	13:04:26		52.3	52.3
51.8	13:04:27		51.8	51.8
51.8	13:04:28		51.8	51.8
53.2	13:04:29		53.2	53.2
55.0	13:04:30		55.0	55.0
57.3	13:04:31		57.3	57.3
58.6	13:04:32		58.6	58.6
58.6	13:04:33		58.6	58.6
58.5	13:04:34		58.5	58.5
57.6	13:04:35		57.6	57.6
56.3	13:04:36		56.3	56.3
55.3	13:04:37		55.3	55.3
54.1	13:04:38		54.1	54.1
52.8	13:04:39		52.8	52.8
52.3	13:04:40		52.3	52.3
51.4	13:04:41		51.4	51.4
51.1	13:04:42		51.1	51.1
51.0	13:04:43		51.0	51.0
50.6	13:04:44		50.6	50.6
50.3	13:04:45		50.3	50.3
51.1	13:04:46		51.1	51.1
50.8	13:04:47		50.8	50.8
51.5	13:04:48		51.5	51.5
52.7	13:04:49		52.7	52.7
55.0	13:04:50		55.0	55.0
56.9	13:04:51		56.9	56.9
56.2	13:04:52		56.2	56.2
55.9	13:04:53		55.9	55.9
55.9	13:04:54		55.9	55.9
56.4	13:04:55		56.4	56.4
55.8	13:04:56		55.8	55.8
55.4	13:04:57		55.4	55.4
54.1	13:04:58		54.1	54.1
52.6	13:04:59		52.6	52.6
52.4	13:05:00		52.4	52.4
54.8	13:05:01		54.8	54.8
56.5	13:05:02		56.5	56.5
57.7	13:05:03		57.7	57.7
57.6	13:05:04		57.6	57.6
57.3	13:05:05		57.3	57.3
58.7	13:05:06		58.7	58.7
58.9	13:05:07		58.9	58.9
57.9	13:05:08		57.9	57.9
57.2	13:05:09		57.2	57.2
58.3	13:05:10		58.3	58.3
57.7	13:05:11		57.7	57.7
64.0	13:05:12		64.0	64.0
63.9	13:05:13		63.9	63.9
62.9	13:05:14		62.9	62.9
64.8	13:05:15		64.8	64.8
63.5	13:05:16		63.5	63.5
63.8	13:05:17		63.8	63.8
62.9	13:05:18		62.9	62.9
61.5	13:05:19		61.5	61.5
59.9	13:05:20		59.9	59.9
59.7	13:05:21		59.7	59.7
64.8	13:05:22		64.8	64.8
65.0	13:05:23		65.0	65.0
62.7	13:05:24		62.7	62.7
60.3	13:05:25		60.3	60.3
58.5	13:05:26		58.5	58.5
58.9	13:05:27		58.9	58.9
59.3	13:05:28		59.3	59.3
57.9	13:05:29		57.9	57.9
56.6	13:05:30		56.6	56.6
56.3	13:05:31		56.3	56.3
54.4	13:05:32		54.4	54.4
53.1	13:05:33		53.1	53.1
52.4	13:05:34		52.4	52.4
52.7	13:05:35		52.7	52.7
53.8	13:05:36		53.8	53.8
54.4	13:05:37		54.4	54.4
54.9	13:05:38		54.9	54.9
53.8	13:05:39		53.8	53.8
52.6	13:05:40		52.6	52.6
51.9	13:05:41		51.9	51.9
51.9	13:05:42		51.9	51.9
52.4	13:05:43		52.4	52.4
52.6	13:05:44		52.6	52.6
53.2	13:05:45		53.2	53.2
54.1	13:05:46		54.1	54.1
56.2	13:05:47		56.2	56.2
55.6	13:05:48		55.6	55.6
54.2	13:05:49		54.2	54.2
53.5	13:05:50		53.5	53.5
54.1	13:05:51		54.1	54.1
53.5	13:05:52		53.5	53.5
53.4	13:05:53		53.4	53.4
53.0	13:05:54		53.0	53.0
51.8	13:05:55		51.8	51.8
51.7	13:05:56		51.7	51.7
52.3	13:05:57		52.3	52.3
53.3	13:05:58		53.3	53.3
54.9	13:05:59		54.9	54.9
56.5	13:06:00		56.5	56.5
56.1	13:06:01		56.1	56.1
55.8	13:06:02		55.8	55.8
54.4	13:06:03		54.4	54.4
53.3	13:06:04		53.3	53.3
53.1	13:06:05		53.1	53.1
53.4	13:06:06		53.4	53.4
53.6	13:06:07		53.6	53.6
53.1	13:06:08		53.1	53.1
54.1	13:06:09		54.1	54.1
55.7	13:06:10		55.7	55.7
55.7	13:06:11		55.7	55.7
55.5	13:06:12		55.5	55.5
55.4	13:06:13		55.4	55.4
54.6	13:06:14		54.6	54.6
54.0	13:06:15		54.0	54.0
52.9	13:06:16		52.9	52.9
52.7	13:06:17		52.7	52.7
52.9	13:06:18		52.9	52.9
54.3	13:06:19		54.3	54.3
55.8	13:06:20		55.8	55.8
57.3	13:06:21		57.3	57.3
56.1	13:06:22		56.1	56.1
55.0	13:06:23		55.0	55.0
54.3	13:06:24		54.3	54.3
54.2	13:06:25		54.2	54.2
54.5	13:06:26		54.5	54.5
54.2	13:06:27		54.2	54.2
54.2	13:06:28		54.2	54.2
54.2	13:06:29		54.2	54.2
53.7	13:06:30		53.7	53.7
53.8	13:06:31		53.8	53.8
55.0	13:06:32		55.0	55.0
54.2	13:06:33		54.2	54.2
53.4	13:06:34		53.4	53.4
52.8	13:06:35		52.8	52.8
54.1	13:06:36		54.1	54.1
56.4	13:06:37		56.4	56.4
58.8	13:06:38		58.8	58.8
60.5	13:06:39		60.5	60.5
61.2	13:06:40		61.2	61.2
60.3	13:06:41		60.3	60.3
62.9	13:06:42		62.9	62.9
62.8	13:06:43		62.8	62.8
60.8	13:06:44		60.8	60.8
59.7	13:06:45		59.7	59.7
58.8	13:06:46		58.8	58.8
58.9	13:06:47		58.9	58.9
58.9	13:06:48		58.9	58.9
57.9	13:06:49		57.9	57.9
57.2	13:06:50		57.2	57.2
56.3	13:06:51		56.3	56.3
56.4	13:06:52		56.4	56.4
57.2	13:06:53		57.2	57.2
57.1	13:06:54		57.1	57.1
56.6	13:06:55		56.6	56.6
57.7	13:06:56		57.7	57.7

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
77.0	13:13:34		77.0	77.0
78.7	13:13:35		78.7	78.7
79.8	13:13:36		79.8	79.8
79.8	13:13:37		79.8	79.8
78.1	13:13:38		78.1	78.1
76.1	13:13:39		76.1	76.1
74.1	13:13:40		74.1	74.1
71.0	13:13:41		71.0	71.0
68.2	13:13:42		68.2	68.2
67.0	13:13:43		67.0	67.0
67.5	13:13:44		67.5	67.5
68.9	13:13:45		68.9	68.9
72.0	13:13:46		72.0	72.0
71.6	13:13:47		71.6	71.6
68.6	13:13:48		68.6	68.6
66.5	13:13:49		66.5	66.5
65.0	13:13:50		65.0	65.0
64.8	13:13:51		64.8	64.8
65.4	13:13:52		65.4	65.4
67.9	13:13:53		67.9	67.9
72.2	13:13:54		72.2	72.2
71.3	13:13:55		71.3	71.3
67.5	13:13:56		67.5	67.5
64.5	13:13:57		64.5	64.5
62.7	13:13:58		62.7	62.7
61.4	13:13:59		61.4	61.4
59.0	13:14:00		59.0	59.0
57.6	13:14:01		57.6	57.6
57.5	13:14:02		57.5	57.5
57.4	13:14:03		57.4	57.4
59.3	13:14:04		59.3	59.3
65.0	13:14:05		65.0	65.0
68.7	13:14:06		68.7	68.7
69.2	13:14:07		69.2	69.2
66.9	13:14:08		66.9	66.9
63.7	13:14:09		63.7	63.7
60.6	13:14:10		60.6	60.6
58.4	13:14:11		58.4	58.4
57.4	13:14:12		57.4	57.4
57.8	13:14:13		57.8	57.8
59.7	13:14:14		59.7	59.7
62.3	13:14:15		62.3	62.3
65.0	13:14:16		65.0	65.0
64.1	13:14:17		64.1	64.1
61.6	13:14:18		61.6	61.6
59.0	13:14:19		59.0	59.0
57.3	13:14:20		57.3	57.3
56.7	13:14:21		56.7	56.7
58.0	13:14:22		58.0	58.0
60.6	13:14:23		60.6	60.6
62.8	13:14:24		62.8	62.8
62.8	13:14:25		62.8	62.8
64.2	13:14:26		64.2	64.2
67.0	13:14:27		67.0	67.0
70.1	13:14:28		70.1	70.1
69.1	13:14:29		69.1	69.1
67.6	13:14:30		67.6	67.6
66.6	13:14:31		66.6	66.6
64.0	13:14:32		64.0	64.0
60.8	13:14:33		60.8	60.8
58.1	13:14:34		58.1	58.1
56.7	13:14:35		56.7	56.7
58.6	13:14:36		58.6	58.6
60.1	13:14:37		60.1	60.1
62.3	13:14:38		62.3	62.3
64.6	13:14:39		64.6	64.6
67.0	13:14:40		67.0	67.0
64.7	13:14:41		64.7	64.7
61.8	13:14:42		61.8	61.8
59.4	13:14:43		59.4	59.4
57.1	13:14:44		57.1	57.1
55.3	13:14:45		55.3	55.3
53.8	13:14:46		53.8	53.8
53.2	13:14:47		53.2	53.2
53.0	13:14:48		53.0	53.0
53.2	13:14:49		53.2	53.2
53.7	13:14:50		53.7	53.7
56.6	13:14:51		56.6	56.6
59.8	13:14:52		59.8	59.8
62.5	13:14:53		62.5	62.5
65.8	13:14:54		65.8	65.8
66.1	13:14:55		66.1	66.1
65.1	13:14:56		65.1	65.1
63.2	13:14:57		63.2	63.2
60.4	13:14:58		60.4	60.4
57.6	13:14:59		57.6	57.6
56.1	13:15:00		56.1	56.1
56.3	13:15:01		56.3	56.3
57.3	13:15:02		57.3	57.3
57.4	13:15:03		57.4	57.4
57.0	13:15:04		57.0	57.0
55.9	13:15:05		55.9	55.9
55.0	13:15:06		55.0	55.0
57.2	13:15:07		57.2	57.2
57.6	13:15:08		57.6	57.6
56.1	13:15:09		56.1	56.1
54.3	13:15:10		54.3	54.3
53.4	13:15:11		53.4	53.4
53.1	13:15:12		53.1	53.1
53.3	13:15:13		53.3	53.3
53.9	13:15:14		53.9	53.9
55.1	13:15:15		55.1	55.1
59.0	13:15:16		59.0	59.0
64.4	13:15:17		64.4	64.4
67.6	13:15:18		67.6	67.6
65.4	13:15:19		65.4	65.4
62.1	13:15:20		62.1	62.1
59.1	13:15:21		59.1	59.1
56.8	13:15:22		56.8	56.8
56.0	13:15:23		56.0	56.0
57.2	13:15:24		57.2	57.2
61.5	13:15:25		61.5	61.5
69.4	13:15:26		69.4	69.4
71.0	13:15:27		71.0	71.0
71.3	13:15:28		71.3	71.3
69.0	13:15:29		69.0	69.0
67.8	13:15:30		67.8	67.8
66.8	13:15:31		66.8	66.8
63.9	13:15:32		63.9	63.9
62.6	13:15:33		62.6	62.6
63.2	13:15:34		63.2	63.2
63.0	13:15:35		63.0	63.0
62.2	13:15:36		62.2	62.2
62.8	13:15:37		62.8	62.8
62.8	13:15:38		62.8	62.8
61.5	13:15:39		61.5	61.5
61.5	13:15:40		61.5	61.5
62.2	13:15:41		62.2	62.2
61.3	13:15:42		61.3	61.3
63.5	13:15:43		63.5	63.5
66.8	13:15:44		66.8	66.8
64.4	13:15:45		64.4	64.4
62.5	13:15:46		62.5	62.5
63.0	13:15:47		63.0	63.0
66.0	13:15:48		66.0	66.0
67.7	13:15:49		67.7	67.7
65.7	13:15:50		65.7	65.7
64.1	13:15:51		64.1	64.1
63.6	13:15:52		63.6	63.6
63.1	13:15:53		63.1	63.1
65.9	13:15:54		65.9	65.9
65.2	13:15:55		65.2	65.2
64.3	13:15:56		64.3	64.3
68.8	13:15:57		68.8	68.8
69.5	13:15:58		69.5	69.5
66.4	13:15:59		66.4	66.4
63.1	13:16:00		63.1	63.1
60.6	13:16:01		60.6	60.6
62.4	13:16:02		62.4	62.4
66.6	13:16:03		66.6	66.6
64.7	13:16:04		64.7	64.7
61.3	13:16:05		61.3	61.3
58.1	13:16:06		58.1	58.1
55.6	13:16:07		55.6	55.6
54.1	13:16:08		54.1	54.1
54.1	13:16:09		54.1	54.1
53.4	13:16:10		53.4	53.4
52.9	13:16:11		52.9	52.9
53.0	13:16:12		53.0	53.0
53.2	13:16:13		53.2	53.2
54.6	13:16:14		54.6	54.6
57.4	13:16:15		57.4	57.4
59.8	13:16:16		59.8	59.8
58.6	13:16:17		58.6	58.6
56.8	13:16:18		56.8	56.8
54.9	13:16:19		54.9	54.9
53.1	13:16:20		53.1	53.1
51.9	13:16:21		51.9	51.9
51.3	13:16:22		51.3	51.3
51.0	13:16:23		51.0	51.0
50.9	13:16:24		50.9	50.9
51.1	13:16:25		51.1	51.1
52.1	13:16:26		52.1	52.1
53.6	13:16:27		53.6	53.6
57.6	13:16:28		57.6	57.6
62.3	13:16:29		62.3	62.3
65.1	13:16:30		65.1	65.1
64.1	13:16:31		64.1	64.1
63.3	13:16:32		63.3	63.3
64.1	13:16:33		64.1	64.1
63.5	13:16:34		63.5	63.5

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
68.9	12:49:50		68.9	68.9
65.7	12:49:51		65.7	65.7
64.1	12:49:52		64.1	64.1
62.6	12:49:53		62.6	62.6
68.9	12:49:54		68.9	68.9
67.5	12:49:55		67.5	67.5
60.1	12:49:56		60.1	60.1
60.3	12:49:57		60.3	60.3
62.8	12:49:58		62.8	62.8
65.0	12:49:59		65.0	65.0
62.2	12:50:00		62.2	62.2
68.3	12:50:01		68.3	68.3
61.8	12:50:02		61.8	61.8
61.2	12:50:03		61.2	61.2
67.2	12:50:04		67.2	67.2
62.6	12:50:05		62.6	62.6
63.6	12:50:06		63.6	63.6
67.8	12:50:07		67.8	67.8
66.5	12:50:08		66.5	66.5
64.2	12:50:09		64.2	64.2
60.5	12:50:10		60.5	60.5
67.5	12:50:11		67.5	67.5
66.4	12:50:12		66.4	66.4
65.1	12:50:13		65.1	65.1
62.9	12:50:14		62.9	62.9
61.6	12:50:15		61.6	61.6
60.5	12:50:16		60.5	60.5
66.7	12:50:17		66.7	66.7
68.1	12:50:18		68.1	68.1
73.1	12:50:19		73.1	73.1
72.4	12:50:20		72.4	72.4
65.1	12:50:21		65.1	65.1
62.8	12:50:22		62.8	62.8
60.3	12:50:23		60.3	60.3
67.1	12:50:24		67.1	67.1
65.2	12:50:25		65.2	65.2
62.5	12:50:26		62.5	62.5
68.8	12:50:27		68.8	68.8
65.0	12:50:28		65.0	65.0
61.7	12:50:29		61.7	61.7
61.4	12:50:30		61.4	61.4
68.2	12:50:31		68.2	68.2
64.2	12:50:32		64.2	64.2
60.8	12:50:33		60.8	60.8
68.1	12:50:34		68.1	68.1
60.2	12:50:35		60.2	60.2
65.5	12:50:36		65.5	65.5
66.0	12:50:37		66.0	66.0
63.7	12:50:38		63.7	63.7
61.8	12:50:39		61.8	61.8
66.9	12:50:40		66.9	66.9
64.2	12:50:41		64.2	64.2
63.6	12:50:42		63.6	63.6
62.2	12:50:43		62.2	62.2
69.7	12:50:44		69.7	69.7
62.5	12:50:45		62.5	62.5
62.2	12:50:46		62.2	62.2
68.8	12:50:47		68.8	68.8
66.5	12:50:48		66.5	66.5
64.8	12:50:49		64.8	64.8
65.6	12:50:50		65.6	65.6
65.3	12:50:51		65.3	65.3
60.5	12:50:52		60.5	60.5
60.3	12:50:53		60.3	60.3
62.7	12:50:54		62.7	62.7
69.2	12:50:55		69.2	69.2
66.7	12:50:56		66.7	66.7
64.4	12:50:57		64.4	64.4
62.2	12:50:58		62.2	62.2
68.0	12:50:59		68.0	68.0
61.7	12:51:00		61.7	61.7
67.5	12:51:01		67.5	67.5
63.3	12:51:02		63.3	63.3
69.1	12:51:03		69.1	69.1
65.0	12:51:04		65.0	65.0
61.8	12:51:05		61.8	61.8
59.2	12:51:06		59.2	59.2
57.3	12:51:07		57.3	57.3
60.0	12:51:08		60.0	60.0
62.0	12:51:09		62.0	62.0
63.4	12:51:10		63.4	63.4
62.8	12:51:11		62.8	62.8
68.8	12:51:12		68.8	68.8
64.9	12:51:13		64.9	64.9
68.0	12:51:14		68.0	68.0
64.1	12:51:15		64.1	64.1
66.1	12:51:16		66.1	66.1
65.2	12:51:17		65.2	65.2
61.9	12:51:18		61.9	61.9
59.2	12:51:19		59.2	59.2
62.3	12:51:20		62.3	62.3
63.3	12:51:21		63.3	63.3
61.7	12:51:22		61.7	61.7
59.2	12:51:23		59.2	59.2
64.2	12:51:24		64.2	64.2
67.6	12:51:25		67.6	67.6
66.6	12:51:26		66.6	66.6
62.7	12:51:27		62.7	62.7
69.8	12:51:28		69.8	69.8
68.7	12:51:29		68.7	68.7
62.9	12:51:30		62.9	62.9
63.4	12:51:31		63.4	63.4
59.6	12:51:32		59.6	59.6
67.7	12:51:33		67.7	67.7
65.4	12:51:34		65.4	65.4
61.7	12:51:35		61.7	61.7
58.3	12:51:36		58.3	58.3
55.9	12:51:37		55.9	55.9
57.6	12:51:38		57.6	57.6
58.8	12:51:39		58.8	58.8
60.1	12:51:40		60.1	60.1
65.3	12:51:41		65.3	65.3
64.2	12:51:42		64.2	64.2
60.5	12:51:43		60.5	60.5
57.8	12:51:44		57.8	57.8
61.6	12:51:45		61.6	61.6
62.3	12:51:46		62.3	62.3
60.0	12:51:47		60.0	60.0
61.7	12:51:48		61.7	61.7
64.3	12:51:49		64.3	64.3
64.0	12:51:50		64.0	64.0
63.9	12:51:51		63.9	63.9
64.5	12:51:52		64.5	64.5
64.4	12:51:53		64.4	64.4
67.2	12:51:54		67.2	67.2
67.3	12:51:55		67.3	67.3
66.9	12:51:56		66.9	66.9
69.8	12:51:57		69.8	69.8
65.9	12:51:58		65.9	65.9
61.9	12:51:59		61.9	61.9
69.0	12:52:00		69.0	69.0
68.4	12:52:01		68.4	68.4
67.2	12:52:02		67.2	67.2
63.4	12:52:03		63.4	63.4
61.0	12:52:04		61.0	61.0
62.9	12:52:05		62.9	62.9
63.5	12:52:06		63.5	63.5
65.7	12:52:07		65.7	65.7
62.0	12:52:08		62.0	62.0
60.2	12:52:09		60.2	60.2
66.0	12:52:10		66.0	66.0
65.8	12:52:11		65.8	65.8
64.7	12:52:12		64.7	64.7
62.1	12:52:13		62.1	62.1
68.5	12:52:14		68.5	68.5
67.4	12:52:15		67.4	67.4
71.2	12:52:16		71.2	71.2
71.2	12:52:17		71.2	71.2
67.6	12:52:18		67.6	67.6
64.4	12:52:19		64.4	64.4
62.9	12:52:20		62.9	62.9
60.2	12:52:21		60.2	60.2
58.0	12:52:22		58.0	58.0
58.8	12:52:23		58.8	58.8
58.0	12:52:24		58.0	58.0
56.2	12:52:25		56.2	56.2
55.2	12:52:26		55.2	55.2
55.5	12:52:27		55.5	55.5
54.7	12:52:28		54.7	54.7
55.3	12:52:29		55.3	55.3
55.8	12:52:30		55.8	55.8
56.3	12:52:31		56.3	56.3
62.5	12:52:32		62.5	62.5
63.1	12:52:33		63.1	63.1
66.0	12:52:34		66.0	66.0
70.1	12:52:35		70.1	70.1
68.2	12:52:36		68.2	68.2
64.4	12:52:37		64.4	64.4
61.8	12:52:38		61.8	61.8
60.8	12:52:39		60.8	60.8
59.8	12:52:40		59.8	59.8
57.6	12:52:41		57.6	57.6
57.4	12:52:42		57.4	57.4
65.4	12:52:43		65.4	65.4
63.4	12:52:44		63.4	63.4
69.4	12:52:45		69.4	69.4
66.8	12:52:46		66.8	66.8
65.3	12:52:47		65.3	65.3
62.4	12:52:48		62.4	62.4
68.6	12:52:49		68.6	68.6
65.7	12:52:50		65.7	65.7
69.7	12:52:51		69.7	69.7
61.5	12:52:52		61.5	61.5
68.7	12:52:53		68.7	68.7
65.8	12:52:54		65.8	65.8
65.2	12:52:55		65.2	65.2
65.3	12:52:56		65.3	65.3
65.6	12:52:57		65.6	65.6

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
59.7	13:06:57		59.7	59.7
58.8	13:06:58		58.8	58.8
56.4	13:06:59		56.4	56.4
54.1	13:07:00		54.1	54.1
52.9	13:07:01		52.9	52.9
53.0	13:07:02		53.0	53.0
53.3	13:07:03		53.3	53.3
54.3	13:07:04		54.3	54.3
58.4	13:07:05		58.4	58.4
58.2	13:07:06		58.2	58.2
55.6	13:07:07		55.6	55.6
53.1	13:07:08		53.1	53.1
51.4	13:07:09		51.4	51.4
50.3	13:07:10		50.3	50.3
49.4	13:07:11		49.4	49.4
49.4	13:07:12		49.4	49.4
50.5	13:07:13		50.5	50.5
51.8	13:07:14		51.8	51.8
52.0	13:07:15		52.0	52.0
52.7	13:07:16		52.7	52.7
54.6	13:07:17		54.6	54.6
57.6	13:07:18		57.6	57.6
61.1	13:07:19		61.1	61.1
62.2	13:07:20		62.2	62.2
62.4	13:07:21		62.4	62.4
60.5	13:07:22		60.5	60.5
57.7	13:07:23		57.7	57.7
55.1	13:07:24		55.1	55.1
53.1	13:07:25		53.1	53.1
53.6	13:07:26		53.6	53.6
56.8	13:07:27		56.8	56.8
61.1	13:07:28		61.1	61.1
61.5	13:07:29		61.5	61.5
60.7	13:07:30		60.7	60.7
60.7	13:07:31		60.7	60.7
61.4	13:07:32		61.4	61.4
63.5	13:07:33		63.5	63.5
65.1	13:07:34		65.1	65.1
65.9	13:07:35		65.9	65.9
65.5	13:07:36		65.5	65.5
64.2	13:07:37		64.2	64.2
62.9	13:07:38		62.9	62.9
60.9	13:07:39		60.9	60.9
59.1	13:07:40		59.1	59.1
57.4	13:07:41		57.4	57.4
55.4	13:07:42		55.4	55.4
54.6	13:07:43		54.6	54.6
55.9	13:07:44		55.9	55.9
56.9	13:07:45		56.9	56.9
55.9	13:07:46		55.9	55.9
55.4	13:07:47		55.4	55.4
54.3	13:07:48		54.3	54.3
53.1	13:07:49		53.1	53.1
52.7	13:07:50		52.7	52.7
53.9	13:07:51		53.9	53.9
56.8	13:07:52		56.8	56.8
56.2	13:07:53		56.2	56.2
54.8	13:07:54		54.8	54.8
53.3	13:07:55		53.3	53.3
51.8	13:07:56		51.8	51.8
50.9	13:07:57		50.9	50.9
50.6	13:07:58		50.6	50.6
50.2	13:07:59		50.2	50.2
50.2	13:08:00		50.2	50.2
50.9	13:08:01		50.9	50.9
53.3	13:08:02		53.3	53.3
56.3	13:08:03		56.3	56.3
59.4	13:08:04		59.4	59.4
59.6	13:08:05		59.6	59.6
58.5	13:08:06		58.5	58.5
58.8	13:08:07		58.8	58.8
58.3	13:08:08		58.3	58.3
56.2	13:08:09		56.2	56.2
54.3	13:08:10		54.3	54.3
52.4	13:08:11		52.4	52.4
51.2	13:08:12		51.2	51.2
50.5	13:08:13		50.5	50.5
50.9	13:08:14		50.9	50.9
52.5	13:08:15		52.5	52.5
53.6	13:08:16		53.6	53.6
54.3	13:08:17		54.3	54.3
53.3	13:08:18		53.3	53.3
52.8	13:08:19		52.8	52.8
52.1	13:08:20		52.1	52.1
50.9	13:08:21		50.9	50.9
49.8	13:08:22		49.8	49.8
49.0	13:08:23		49.0	49.0
48.4	13:08:24		48.4	48.4
47.9	13:08:25		47.9	47.9
47.7	13:08:26		47.7	47.7
47.8	13:08:27		47.8	47.8
48.2	13:08:28		48.2	48.2
49.2	13:08:29		49.2	49.2
49.0	13:08:30		49.0	49.0
49.1	13:08:31		49.1	49.1
49.6	13:08:32		49.6	49.6
51.1	13:08:33		51.1	51.1
53.1	13:08:34		53.1	53.1
54.8	13:08:35		54.8	54.8
56.4	13:08:36		56.4	56.4
58.1	13:08:37		58.1	58.1
59.7	13:08:38		59.7	59.7
60.0	13:08:39		60.0	60.0
61.5	13:08:40		61.5	61.5
61.3	13:08:41		61.3	61.3
58.6	13:08:42		58.6	58.6
55.6	13:08:43		55.6	55.6
53.0	13:08:44		53.0	53.0
51.4	13:08:45		51.4	51.4
50.2	13:08:46		50.2	50.2
49.9	13:08:47		49.9	49.9
50.3	13:08:48		50.3	50.3
51.9	13:08:49		51.9	51.9
54.4	13:08:50		54.4	54.4
55.5	13:08:51		55.5	55.5
57.3	13:08:52		57.3	57.3
59.0	13:08:53		59.0	59.0
57.2	13:08:54		57.2	57.2
54.9	13:08:55		54.9	54.9
52.6	13:08:56		52.6	52.6
50.6	13:08:57		50.6	50.6
49.6	13:08:58		49.6	49.6
49.1	13:08:59		49.1	49.1
49.0	13:09:00		49.0	49.0
49.2	13:09:01		49.2	49.2
49.7	13:09:02		49.7	49.7
50.4	13:09:03		50.4	50.4
51.6	13:09:04		51.6	51.6
53.1	13:09:05		53.1	53.1
55.3	13:09:06		55.3	55.3
58.4	13:09:07		58.4	58.4
59.3	13:09:08		59.3	59.3
59.3	13:09:09		59.3	59.3
60.1	13:09:10		60.1	60.1
60.8	13:09:11		60.8	60.8
63.6	13:09:12		63.6	63.6
63.1	13:09:13		63.1	63.1
62.6	13:09:14		62.6	62.6
63.3	13:09:15		63.3	63.3
64.0	13:09:16		64.0	64.0
64.2	13:09:17		64.2	64.2
63.1	13:09:18		63.1	63.1
62.1	13:09:19		62.1	62.1
62.4	13:09:20		62.4	62.4
61.6	13:09:21		61.6	61.6
60.0	13:09:22		60.0	60.0
57.3	13:09:23		57.3	57.3
54.8	13:09:24		54.8	54.8
54.1	13:09:25		54.1	54.1
53.6	13:09:26		53.6	53.6
52.5	13:09:27		52.5	52.5
52.2	13:09:28		52.2	52.2
52.3	13:09:29		52.3	52.3
54.5	13:09:30		54.5	54.5
55.3	13:09:31		55.3	55.3
54.3	13:09:32		54.3	54.3
53.5	13:09:33		53.5	53.5
52.4	13:09:34		52.4	52.4
51.7	13:09:35		51.7	51.7
51.1	13:09:36		51.1	51.1
50.4	13:09:37		50.4	50.4
50.1	13:09:38		50.1	50.1
50.3	13:09:39		50.3	50.3
50.5	13:09:40		50.5	50.5
50.4	13:09:41		50.4	50.4
50.7	13:09:42		50.7	50.7
51.8	13:09:43		51.8	51.8
53.0	13:09:44		53.0	53.0
54.2	13:09:45		54.2	54.2
56.2	13:09:46		56.2	56.2
57.3	13:09:47		57.3	57.3
58.7	13:09:48		58.7	58.7
60.1	13:09:49		60.1	60.1
58.1	13:09:50		58.1	58.1
55.7	13:09:51		55.7	55.7
53.6	13:09:52		53.6	53.6
52.2	13:09:53		52.2	52.2
51.8	13:09:54		51.8	51.8
51.8	13:09:55		51.8	51.8
51.4	13:09:56		51.4	51.4
51.1	13:09:57		51.1	51.1
52.6	13:09:58		52.6	52.6
54.5	13:09:59		54.5	54.5
55.7	13:10:00		55.7	55.7
56.8	13:10:01		56.8	56.8
56.6	13:10:02		56.6	56.6
58.0	13:10:03		58.0	58.0
59.2	13:10:04		59.2	59.2

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
65.3	13:16:35		65.3	65.3
69.8	13:16:36		69.8	69.8
67.1	13:16:37		67.1	67.1
63.6	13:16:38		63.6	63.6
61.7	13:16:39		61.7	61.7
64.6	13:16:40		64.6	64.6
68.7	13:16:41		68.7	68.7
68.2	13:16:42		68.2	68.2
65.2	13:16:43		65.2	65.2
61.7	13:16:44		61.7	61.7
58.4	13:16:45		58.4	58.4
55.6	13:16:46		55.6	55.6
53.3	13:16:47		53.3	53.3
51.9	13:16:48		51.9	51.9
51.0	13:16:49		51.0	51.0
50.5	13:16:50		50.5	50.5
50.1	13:16:51		50.1	50.1
50.0	13:16:52		50.0	50.0
50.1	13:16:53		50.1	50.1
50.4	13:16:54		50.4	50.4
50.1	13:16:55		50.1	50.1
50.0	13:16:56		50.0	50.0
49.9	13:16:57		49.9	49.9
49.9	13:16:58		49.9	49.9
49.9	13:16:59		49.9	49.9
50.0	13:17:00		50.0	50.0
50.4	13:17:01		50.4	50.4
51.3	13:17:02		51.3	51.3
51.4	13:17:03		51.4	51.4
52.3	13:17:04		52.3	52.3
52.0	13:17:05		52.0	52.0
53.7	13:17:06		53.7	53.7
55.4	13:17:07		55.4	55.4
59.6	13:17:08		59.6	59.6
65.8	13:17:09		65.8	65.8
68.9	13:17:10		68.9	68.9
66.4	13:17:11		66.4	66.4
62.9	13:17:12		62.9	62.9
59.5	13:17:13		59.5	59.5
56.6	13:17:14		56.6	56.6
54.7	13:17:15		54.7	54.7
55.8	13:17:16		55.8	55.8
59.6	13:17:17		59.6	59.6
62.0	13:17:18		62.0	62.0
64.6	13:17:19		64.6	64.6
65.7	13:17:20		65.7	65.7
64.8	13:17:21		64.8	64.8
62.7	13:17:22		62.7	62.7
61.8	13:17:23		61.8	61.8
64.8	13:17:24		64.8	64.8
64.6	13:17:25		64.6	64.6
63.3	13:17:26		63.3	63.3
61.7	13:17:27		61.7	61.7
62.1	13:17:28		62.1	62.1
64.3	13:17:29		64.3	64.3
67.9	13:17:30		67.9	67.9
70.5	13:17:31		70.5	70.5
70.3	13:17:32		70.3	70.3
70.2	13:17:33		70.2	70.2
70.8	13:17:34		70.8	70.8
68.2	13:17:35		68.2	68.2
65.0	13:17:36		65.0	65.0
63.9	13:17:37		63.9	63.9
68.6	13:17:38		68.6	68.6
69.3	13:17:39		69.3	69.3
66.4	13:17:40		66.4	66.4
63.0	13:17:41		63.0	63.0
59.6	13:17:42		59.6	59.6
56.9	13:17:43		56.9	56.9
55.8	13:17:44		55.8	55.8
57.2	13:17:45		57.2	57.2
59.6	13:17:46		59.6	59.6
61.9	13:17:47		61.9	61.9
62.1	13:17:48		62.1	62.1
59.4	13:17:49		59.4	59.4
56.2	13:17:50		56.2	56.2
53.9	13:17:51		53.9	53.9
52.4	13:17:52		52.4	52.4
51.5	13:17:53		51.5	51.5
50.7	13:17:54		50.7	50.7
50.2	13:17:55		50.2	50.2
50.1	13:17:56		50.1	50.1
50.1	13:17:57		50.1	50.1
50.3	13:17:58		50.3	50.3
50.6	13:17:59		50.6	50.6
50.7	13:18:00		50.7	50.7
51.6	13:18:01		51.6	51.6
53.1	13:18:02		53.1	53.1
55.2	13:18:03		55.2	55.2
60.4	13:18:04		60.4	60.4
67.0	13:18:05		67.0	67.0
68.9	13:18:06		68.9	68.9
65.8	13:18:07		65.8	65.8
62.2	13:18:08		62.2	62.2
58.9	13:18:09		58.9	58.9
56.9	13:18:10		56.9	56.9
56.6	13:18:11		56.6	56.6
58.6	13:18:12		58.6	58.6
60.5	13:18:13		60.5	60.5
60.8	13:18:14		60.8	60.8
58.5	13:18:15		58.5	58.5
55.8	13:18:16		55.8	55.8
53.5	13:18:17		53.5	53.5
52.0	13:18:18		52.0	52.0
51.2	13:18:19		51.2	51.2
50.5	13:18:20		50.5	50.5
50.4	13:18:21		50.4	50.4
50.1	13:18:22		50.1	50.1
49.7	13:18:23		49.7	49.7
49.7	13:18:24		49.7	49.7
49.9	13:18:25		49.9	49.9
50.1	13:18:26		50.1	50.1
49.9	13:18:27		49.9	49.9
50.0	13:18:28		50.0	50.0
50.2	13:18:29		50.2	50.2
50.2	13:18:30		50.2	50.2
51.0	13:18:31		51.0	51.0
52.3	13:18:32		52.3	52.3
54.0	13:18:33		54.0	54.0
56.2	13:18:34		56.2	56.2
60.3	13:18:35		60.3	60.3
66.7	13:18:36		66.7	66.7
70.8	13:18:37		70.8	70.8
70.3	13:18:38		70.3	70.3
69.8	13:18:39		69.8	69.8
66.8	13:18:40		66.8	66.8
66.8	13:18:41		66.8	66.8
71.7	13:18:42		71.7	71.7
69.8	13:18:43		69.8	69.8
66.1	13:18:44		66.1	66.1
62.3	13:18:45		62.3	62.3
58.8	13:18:46		58.8	58.8
55.8	13:18:47		55.8	55.8
53.4	13:18:48		53.4	53.4
51.9	13:18:49		51.9	51.9
51.1	13:18:50		51.1	51.1
50.8	13:18:51		50.8	50.8
50.8	13:18:52		50.8	50.8
51.1	13:18:53		51.1	51.1
51.2	13:18:54		51.2	51.2
51.7	13:18:55		51.7	51.7
53.1	13:18:56		53.1	53.1
56.0	13:18:57		56.0	56.0
61.9	13:18:58		61.9	61.9
67.9	13:18:59		67.9	67.9
66.1	13:19:00		66.1	66.1
62.5	13:19:01		62.5	62.5
59.2	13:19:02		59.2	59.2
56.5	13:19:03		56.5	56.5
54.4	13:19:04		54.4	54.4
53.6	13:19:05		53.6	53.6
55.1	13:19:06		55.1	55.1
59.5	13:19:07		59.5	59.5
62.7	13:19:08		62.7	62.7
64.8	13:19:09		64.8	64.8
62.1	13:19:10		62.1	62.1
59.3	13:19:11		59.3	59.3
58.8	13:19:12		58.8	58.8
60.9	13:19:13		60.9	60.9
63.7	13:19:14		63.7	63.7
64.8	13:19:15		64.8	64.8
64.3	13:19:16		64.3	64.3
63.2	13:19:17		63.2	63.2
63.2	13:19:18		63.2	63.2
64.8	13:19:19		64.8	64.8
65.8	13:19:20		65.8	65.8
66.1	13:19:21		66.1	66.1
65.9	13:19:22		65.9	65.9
65.5	13:19:23		65.5	65.5
63.9	13:19:24		63.9	63.9
61.6	13:19:25		61.6	61.6
58.8	13:19:26		58.8	58.8
56.8	13:19:27		56.8	56.8
56.1	13:19:28		56.1	56.1
57.8	13:19:29		57.8	57.8
62.4	13:19:30		62.4	62.4
64.0	13:19:31		64.0	64.0
65.5	13:19:32		65.5	65.5
68.7	13:19:33		68.7	68.7
72.3	13:19:34		72.3	72.3
70.9	13:19:35		70.9	70.9
72.3	13:19:36		72.3	72.3
75.1	13:19:37		75.1	75.1
76.4	13:19:38		76.4	76.4
73.6	13:19:39		73.6	73.6
70.0	13:19:40		70.0	70.0
66.6	13:19:41		66.6	66.6
64.5	13:19:42		64.5	64.5

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
64.8	12:52:58		64.8	64.8
64.7	12:52:59		64.7	64.7
69.1	12:53:00		69.1	69.1
64.9	12:53:01		64.9	64.9
60.8	12:53:02		60.8	60.8
63.4	12:53:03		63.4	63.4
65.3	12:53:04		65.3	65.3
61.8	12:53:05		61.8	61.8
68.3	12:53:06		68.3	68.3
64.9	12:53:07		64.9	64.9
63.9	12:53:08		63.9	63.9
61.9	12:53:09		61.9	61.9
59.6	12:53:10		59.6	59.6
56.9	12:53:11		56.9	56.9
61.1	12:53:12		61.1	61.1
67.9	12:53:13		67.9	67.9
69.9	12:53:14		69.9	69.9
71.6	12:53:15		71.6	71.6
68.0	12:53:16		68.0	68.0
69.4	12:53:17		69.4	69.4
67.9	12:53:18		67.9	67.9
65.4	12:53:19		65.4	65.4
67.0	12:53:20		67.0	67.0
68.6	12:53:21		68.6	68.6
64.4	12:53:22		64.4	64.4
60.4	12:53:23		60.4	60.4
59.8	12:53:24		59.8	59.8
64.4	12:53:25		64.4	64.4
61.6	12:53:26		61.6	61.6
65.1	12:53:27		65.1	65.1
66.8	12:53:28		66.8	66.8
64.4	12:53:29		64.4	64.4
61.8	12:53:30		61.8	61.8
64.6	12:53:31		64.6	64.6
62.2	12:53:32		62.2	62.2
62.6	12:53:33		62.6	62.6
66.9	12:53:34		66.9	66.9
68.5	12:53:35		68.5	68.5
69.4	12:53:36		69.4	69.4
65.6	12:53:37		65.6	65.6
61.6	12:53:38		61.6	61.6
68.2	12:53:39		68.2	68.2
67.7	12:53:40		67.7	67.7
67.5	12:53:41		67.5	67.5
65.6	12:53:42		65.6	65.6
63.5	12:53:43		63.5	63.5
61.7	12:53:44		61.7	61.7
62.5	12:53:45		62.5	62.5
69.9	12:53:46		69.9	69.9
67.9	12:53:47		67.9	67.9
64.1	12:53:48		64.1	64.1
60.5	12:53:49		60.5	60.5
68.2	12:53:50		68.2	68.2
71.5	12:53:51		71.5	71.5
69.2	12:53:52		69.2	69.2
65.2	12:53:53		65.2	65.2
61.1	12:53:54		61.1	61.1
57.7	12:53:55		57.7	57.7
58.1	12:53:56		58.1	58.1
59.0	12:53:57		59.0	59.0
61.9	12:53:58		61.9	61.9
70.2	12:53:59		70.2	70.2
67.6	12:54:00		67.6	67.6
63.7	12:54:01		63.7	63.7
60.6	12:54:02		60.6	60.6
59.2	12:54:03		59.2	59.2
56.5	12:54:04		56.5	56.5
56.3	12:54:05		56.3	56.3
55.1	12:54:06		55.1	55.1
59.6	12:54:07		59.6	59.6
60.3	12:54:08		60.3	60.3
58.8	12:54:09		58.8	58.8
59.7	12:54:10		59.7	59.7
64.1	12:54:11		64.1	64.1
66.1	12:54:12		66.1	66.1
67.5	12:54:13		67.5	67.5
64.4	12:54:14		64.4	64.4
64.8	12:54:15		64.8	64.8
71.6	12:54:16		71.6	71.6
69.1	12:54:17		69.1	69.1
65.9	12:54:18		65.9	65.9
63.7	12:54:19		63.7	63.7
61.7	12:54:20		61.7	61.7
60.0	12:54:21		60.0	60.0
67.8	12:54:22		67.8	67.8
73.1	12:54:23		73.1	73.1
69.1	12:54:24		69.1	69.1
64.9	12:54:25		64.9	64.9
60.9	12:54:26		60.9	60.9
57.3	12:54:27		57.3	57.3
55.0	12:54:28		55.0	55.0
52.9	12:54:29		52.9	52.9
59.4	12:54:30		59.4	59.4
58.1	12:54:31		58.1	58.1
55.9	12:54:32		55.9	55.9
54.6	12:54:33		54.6	54.6
55.2	12:54:34		55.2	55.2
55.1	12:54:35		55.1	55.1
63.7	12:54:36		63.7	63.7
72.8	12:54:37		72.8	72.8
71.2	12:54:38		71.2	71.2
67.6	12:54:39		67.6	67.6
64.7	12:54:40		64.7	64.7
62.4	12:54:41		62.4	62.4
61.1	12:54:42		61.1	61.1
66.5	12:54:43		66.5	66.5
64.1	12:54:44		64.1	64.1
60.6	12:54:45		60.6	60.6
58.0	12:54:46		58.0	58.0
55.6	12:54:47		55.6	55.6
56.0	12:54:48		56.0	56.0
56.2	12:54:49		56.2	56.2
54.5	12:54:50		54.5	54.5
53.6	12:54:51		53.6	53.6
56.9	12:54:52		56.9	56.9
56.8	12:54:53		56.8	56.8
55.4	12:54:54		55.4	55.4
53.9	12:54:55		53.9	53.9
53.5	12:54:56		53.5	53.5
51.7	12:54:57		51.7	51.7
52.2	12:54:58		52.2	52.2
53.5	12:54:59		53.5	53.5
52.0	12:55:00		52.0	52.0
51.5	12:55:01		51.5	51.5
52.6	12:55:02		52.6	52.6
53.5	12:55:03		53.5	53.5
61.8	12:55:04		61.8	61.8
61.4	12:55:05		61.4	61.4
58.4	12:55:06		58.4	58.4
55.8	12:55:07		55.8	55.8
54.8	12:55:08		54.8	54.8
54.4	12:55:09		54.4	54.4
54.0	12:55:10		54.0	54.0
56.8	12:55:11		56.8	56.8
56.0	12:55:12		56.0	56.0
54.7	12:55:13		54.7	54.7
55.6	12:55:14		55.6	55.6
56.6	12:55:15		56.6	56.6
54.6	12:55:16		54.6	54.6
54.1	12:55:17		54.1	54.1
54.0	12:55:18		54.0	54.0
55.6	12:55:19		55.6	55.6
54.2	12:55:20		54.2	54.2
55.2	12:55:21		55.2	55.2
53.9	12:55:22		53.9	53.9
54.0	12:55:23		54.0	54.0
58.3	12:55:24		58.3	58.3
57.4	12:55:25		57.4	57.4
55.4	12:55:26		55.4	55.4
54.1	12:55:27		54.1	54.1
52.8	12:55:28		52.8	52.8
52.7	12:55:29		52.7	52.7
53.2	12:55:30		53.2	53.2
54.5	12:55:31		54.5	54.5
54.4	12:55:32		54.4	54.4
54.3	12:55:33		54.3	54.3
53.3	12:55:34		53.3	53.3
53.5	12:55:35		53.5	53.5
54.6	12:55:36		54.6	54.6
53.4	12:55:37		53.4	53.4
51.6	12:55:38		51.6	51.6
50.4	12:55:39		50.4	50.4
49.7	12:55:40		49.7	49.7
50.5	12:55:41		50.5	50.5
54.7	12:55:42		54.7	54.7
57.2	12:55:43		57.2	57.2
59.1	12:55:44		59.1	59.1
56.0	12:55:45		56.0	56.0
53.2	12:55:46		53.2	53.2
51.5	12:55:47		51.5	51.5
50.5	12:55:48		50.5	50.5
50.3	12:55:49		50.3	50.3
50.9	12:55:50		50.9	50.9
52.7	12:55:51		52.7	52.7
51.5	12:55:52		51.5	51.5
50.8	12:55:53		50.8	50.8
50.6	12:55:54		50.6	50.6
52.6	12:55:55		52.6	52.6
51.5	12:55:56		51.5	51.5
50.5	12:55:57		50.5	50.5
50.2	12:55:58		50.2	50.2
50.0	12:55:59		50.0	50.0
50.0	12:56:00		50.0	50.0
50.1	12:56:01		50.1	50.1
50.0	12:56:02		50.0	50.0
50.4	12:56:03		50.4	50.4
51.4	12:56:04		51.4	51.4
51.7	12:56:05		51.7	51.7
53.1	12:56:06		53.1	53.1
53.8	12:56:07		53.8	53.8
53.7	12:56:08		53.7	53.7
53.8	12:56:09		53.8	53.8
53.6	12:56:10		53.6	53.6
56.6	12:56:11		56.6	56.6
56.3	12:56:12		56.3	56.3
53.6	12:56:13		53.6	53.6
53.3	12:56:14		53.3	53.3
52.5	12:56:15		52.5	52.5
51.2	12:56:16		51.2	51.2
50.9	12:56:17		50.9	50.9
50.7	12:56:18		50.7	50.7
50.6	12:56:19		50.6	50.6
50.7	12:56:20		50.7	50.7
53.7	12:56:21		53.7	53.7
56.8	12:56:22		56.8	56.8
54.7	12:56:23		54.7	54.7

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
58.2	13:10:05		58.2	58.2
58.1	13:10:06		58.1	58.1
59.2	13:10:07		59.2	59.2
61.3	13:10:08		61.3	61.3
64.8	13:10:09		64.8	64.8
63.6	13:10:10		63.6	63.6
61.0	13:10:11		61.0	61.0
58.3	13:10:12		58.3	58.3
56.0	13:10:13		56.0	56.0
54.3	13:10:14		54.3	54.3
53.2	13:10:15		53.2	53.2
53.7	13:10:16		53.7	53.7
55.4	13:10:17		55.4	55.4
54.9	13:10:18		54.9	54.9
54.9	13:10:19		54.9	54.9
55.3	13:10:20		55.3	55.3
55.8	13:10:21		55.8	55.8
57.5	13:10:22		57.5	57.5
56.4	13:10:23		56.4	56.4
54.9	13:10:24		54.9	54.9
54.9	13:10:25		54.9	54.9
57.3	13:10:26		57.3	57.3
57.4	13:10:27		57.4	57.4
55.3	13:10:28		55.3	55.3
54.1	13:10:29		54.1	54.1
55.5	13:10:30		55.5	55.5
57.4	13:10:31		57.4	57.4
57.2	13:10:32		57.2	57.2
57.1	13:10:33		57.1	57.1
57.8	13:10:34		57.8	57.8
58.4	13:10:35		58.4	58.4
60.4	13:10:36		60.4	60.4
61.0	13:10:37		61.0	61.0
59.2	13:10:38		59.2	59.2
58.7	13:10:39		58.7	58.7
58.1	13:10:40		58.1	58.1
57.0	13:10:41		57.0	57.0
57.3	13:10:42		57.3	57.3
57.3	13:10:43		57.3	57.3
54.9	13:10:44		54.9	54.9
52.3	13:10:45		52.3	52.3
50.2	13:10:46		50.2	50.2
48.5	13:10:47		48.5	48.5
47.7	13:10:48		47.7	47.7
47.7	13:10:49		47.7	47.7
47.3	13:10:50		47.3	47.3
47.4	13:10:51		47.4	47.4
47.6	13:10:52		47.6	47.6
47.8	13:10:53		47.8	47.8
48.6	13:10:54		48.6	48.6
50.5	13:10:55		50.5	50.5
53.7	13:10:56		53.7	53.7
57.2	13:10:57		57.2	57.2
59.4	13:10:58		59.4	59.4
59.1	13:10:59		59.1	59.1
58.7	13:11:00		58.7	58.7
58.0	13:11:01		58.0	58.0
55.9	13:11:02		55.9	55.9
53.7	13:11:03		53.7	53.7
51.6	13:11:04		51.6	51.6
49.8	13:11:05		49.8	49.8
48.2	13:11:06		48.2	48.2
47.3	13:11:07		47.3	47.3
46.9	13:11:08		46.9	46.9
46.9	13:11:09		46.9	46.9
47.0	13:11:10		47.0	47.0
47.5	13:11:11		47.5	47.5
48.6	13:11:12		48.6	48.6
49.7	13:11:13		49.7	49.7
52.8	13:11:14		52.8	52.8
55.7	13:11:15		55.7	55.7
57.9	13:11:16		57.9	57.9
58.5	13:11:17		58.5	58.5
58.3	13:11:18		58.3	58.3
57.5	13:11:19		57.5	57.5
56.1	13:11:20		56.1	56.1
55.1	13:11:21		55.1	55.1
54.6	13:11:22		54.6	54.6
54.3	13:11:23		54.3	54.3
55.3	13:11:24		55.3	55.3
57.6	13:11:25		57.6	57.6
57.8	13:11:26		57.8	57.8
57.8	13:11:27		57.8	57.8
57.9	13:11:28		57.9	57.9
58.2	13:11:29		58.2	58.2
59.7	13:11:30		59.7	59.7
62.0	13:11:31		62.0	62.0
60.9	13:11:32		60.9	60.9
59.3	13:11:33		59.3	59.3
57.2	13:11:34		57.2	57.2
55.4	13:11:35		55.4	55.4
54.0	13:11:36		54.0	54.0
53.0	13:11:37		53.0	53.0
53.1	13:11:38		53.1	53.1
54.1	13:11:39		54.1	54.1
55.2	13:11:40		55.2	55.2
56.5	13:11:41		56.5	56.5
57.7	13:11:42		57.7	57.7
57.5	13:11:43		57.5	57.5
57.1	13:11:44		57.1	57.1
57.5	13:11:45		57.5	57.5
59.4	13:11:46		59.4	59.4
60.6	13:11:47		60.6	60.6
58.6	13:11:48		58.6	58.6
56.3	13:11:49		56.3	56.3
54.7	13:11:50		54.7	54.7
54.5	13:11:51		54.5	54.5
55.8	13:11:52		55.8	55.8
57.1	13:11:53		57.1	57.1
55.5	13:11:54		55.5	55.5
54.2	13:11:55		54.2	54.2
54.0	13:11:56		54.0	54.0
55.2	13:11:57		55.2	55.2
55.9	13:11:58		55.9	55.9
55.6	13:11:59		55.6	55.6
56.2	13:12:00		56.2	56.2
58.0	13:12:01		58.0	58.0
58.4	13:12:02		58.4	58.4
56.3	13:12:03		56.3	56.3
54.5	13:12:04		54.5	54.5
54.5	13:12:05		54.5	54.5
55.8	13:12:06		55.8	55.8
59.5	13:12:07		59.5	59.5
59.8	13:12:08		59.8	59.8
57.6	13:12:09		57.6	57.6
55.6	13:12:10		55.6	55.6
54.8	13:12:11		54.8	54.8
55.8	13:12:12		55.8	55.8
56.7	13:12:13		56.7	56.7
54.8	13:12:14		54.8	54.8
52.6	13:12:15		52.6	52.6
50.7	13:12:16		50.7	50.7
49.8	13:12:17		49.8	49.8
49.3	13:12:18		49.3	49.3
49.3	13:12:19		49.3	49.3
49.3	13:12:20		49.3	49.3
49.7	13:12:21		49.7	49.7
51.7	13:12:22		51.7	51.7
54.2	13:12:23		54.2	54.2
56.3	13:12:24		56.3	56.3
58.4	13:12:25		58.4	58.4
59.8	13:12:26		59.8	59.8
58.7	13:12:27		58.7	58.7
57.8	13:12:28		57.8	57.8
56.5	13:12:29		56.5	56.5
55.6	13:12:30		55.6	55.6
54.8	13:12:31		54.8	54.8
54.2	13:12:32		54.2	54.2
55.2	13:12:33		55.2	55.2
57.5	13:12:34		57.5	57.5
58.4	13:12:35		58.4	58.4
58.5	13:12:36		58.5	58.5
57.2	13:12:37		57.2	57.2
55.4	13:12:38		55.4	55.4
55.8	13:12:39		55.8	55.8
54.5	13:12:40		54.5	54.5
52.9	13:12:41		52.9	52.9
51.1	13:12:42		51.1	51.1
50.0	13:12:43		50.0	50.0
49.8	13:12:44		49.8	49.8
50.1	13:12:45		50.1	50.1
51.5	13:12:46		51.5	51.5
52.1	13:12:47		52.1	52.1
53.6	13:12:48		53.6	53.6
56.2	13:12:49		56.2	56.2
58.9	13:12:50		58.9	58.9
61.0	13:12:51		61.0	61.0
61.8	13:12:52		61.8	61.8
59.8	13:12:53		59.8	59.8
57.5	13:12:54		57.5	57.5
56.0	13:12:55		56.0	56.0
55.7	13:12:56		55.7	55.7
56.5	13:12:57		56.5	56.5
58.0	13:12:58		58.0	58.0
57.5	13:12:59		57.5	57.5
57.3	13:13:00		57.3	57.3
56.3	13:13:01		56.3	56.3
55.3	13:13:02		55.3	55.3
53.8	13:13:03		53.8	53.8
52.6	13:13:04		52.6	52.6
51.7	13:13:05		51.7	51.7
50.6	13:13:06		50.6	50.6
49.6	13:13:07		49.6	49.6
49.0	13:13:08		49.0	49.0
48.3	13:13:09		48.3	48.3
48.9	13:13:10		48.9	48.9
48.6	13:13:11		48.6	48.6
47.7	13:13:12		47.7	47.7
47.6	13:13:13		47.6	47.6
47.9	13:13:14		47.9	47.9
47.9	13:13:15		47.9	47.9
47.9	13:13:16		47.9	47.9
48.0	13:13:17		48.0	48.0
48.7	13:13:18		48.7	48.7
49.9	13:13:19		49.9	49.9
54.2	13:13:20		54.2	54.2
56.5	13:13:21		56.5	56.5
56.0	13:13:22		56.0	56.0
54.9	13:13:23		54.9	54.9
54.1	13:13:24		54.1	54.1
53.8	13:13:25		53.8	53.8
55.1	13:13:26		55.1	55.1
57.4	13:13:27		57.4	57.4
58.2	13:13:28		58.2	58.2
58.4	13:13:29		58.4	58.4
57.7	13:13:30		57.7	57.7

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
64.6	13:19:43		64.6	64.6
64.7	13:19:44		64.7	64.7
65.0	13:19:45		65.0	65.0
65.1	13:19:46		65.1	65.1
63.9	13:19:47		63.9	63.9
61.5	13:19:48		61.5	61.5
58.7	13:19:49		58.7	58.7
56.6	13:19:50		56.6	56.6
55.2	13:19:51		55.2	55.2
55.1	13:19:52		55.1	55.1
56.4	13:19:53		56.4	56.4
59.3	13:19:54		59.3	59.3
64.4	13:19:55		64.4	64.4
67.3	13:19:56		67.3	67.3
66.1	13:19:57		66.1	66.1
62.7	13:19:58		62.7	62.7
59.5	13:19:59		59.5	59.5
57.2	13:20:00		57.2	57.2
55.2	13:20:01		55.2	55.2
54.4	13:20:02		54.4	54.4
54.6	13:20:03		54.6	54.6
55.7	13:20:04		55.7	55.7
57.6	13:20:05		57.6	57.6
57.0	13:20:06		57.0	57.0
56.5	13:20:07		56.5	56.5
58.0	13:20:08		58.0	58.0
63.3	13:20:09		63.3	63.3
66.7	13:20:10		66.7	66.7
64.0	13:20:11		64.0	64.0
60.7	13:20:12		60.7	60.7
57.7	13:20:13		57.7	57.7
55.4	13:20:14		55.4	55.4
53.6	13:20:15		53.6	53.6
53.2	13:20:16		53.2	53.2
53.9	13:20:17		53.9	53.9
53.5	13:20:18		53.5	53.5
54.6	13:20:19		54.6	54.6
55.2	13:20:20		55.2	55.2
55.7	13:20:21		55.7	55.7
60.6	13:20:22		60.6	60.6
66.3	13:20:23		66.3	66.3
66.8	13:20:24		66.8	66.8
63.8	13:20:25		63.8	63.8
60.5	13:20:26		60.5	60.5
57.6	13:20:27		57.6	57.6
55.7	13:20:28		55.7	55.7
54.0	13:20:29		54.0	54.0
53.6	13:20:30		53.6	53.6
54.1	13:20:31		54.1	54.1
57.3	13:20:32		57.3	57.3
61.2	13:20:33		61.2	61.2
61.9	13:20:34		61.9	61.9
65.3	13:20:35		65.3	65.3
67.5	13:20:36		67.5	67.5
65.4	13:20:37		65.4	65.4
63.5	13:20:38		63.5	63.5
63.6	13:20:39		63.6	63.6
62.6	13:20:40		62.6	62.6
60.0	13:20:41		60.0	60.0
57.1	13:20:42		57.1	57.1
54.7	13:20:43		54.7	54.7
52.8	13:20:44		52.8	52.8
51.7	13:20:45		51.7	51.7
50.9	13:20:46		50.9	50.9
50.6	13:20:47		50.6	50.6
50.4	13:20:48		50.4	50.4
50.0	13:20:49		50.0	50.0
49.9	13:20:50		49.9	49.9
50.3	13:20:51		50.3	50.3
50.7	13:20:52		50.7	50.7
51.8	13:20:53		51.8	51.8
54.1	13:20:54		54.1	54.1
57.6	13:20:55		57.6	57.6
60.2	13:20:56		60.2	60.2
63.1	13:20:57		63.1	63.1
63.6	13:20:58		63.6	63.6
64.0	13:20:59		64.0	64.0
64.4	13:21:00		64.4	64.4
61.6	13:21:01		61.6	61.6
59.6	13:21:02		59.6	59.6
60.1	13:21:03		60.1	60.1
62.2	13:21:04		62.2	62.2
64.5	13:21:05		64.5	64.5
65.2	13:21:06		65.2	65.2
68.1	13:21:07		68.1	68.1
71.3	13:21:08		71.3	71.3
71.4	13:21:09		71.4	71.4
71.9	13:21:10		71.9	71.9
70.3	13:21:11		70.3	70.3
68.8	13:21:12		68.8	68.8
68.1	13:21:13		68.1	68.1
71.8	13:21:14		71.8	71.8
70.8	13:21:15		70.8	70.8
69.3	13:21:16		69.3	69.3
70.8	13:21:17		70.8	70.8
69.8	13:21:18		69.8	69.8
67.9	13:21:19		67.9	67.9
66.2	13:21:20		66.2	66.2
64.8	13:21:21		64.8	64.8
63.6	13:21:22		63.6	63.6
64.0	13:21:23		64.0	64.0
66.1	13:21:24		66.1	66.1
65.3	13:21:25		65.3	65.3
61.9	13:21:26		61.9	61.9
58.7	13:21:27		58.7	58.7
55.6	13:21:28		55.6	55.6
53.5	13:21:29		53.5	53.5
53.2	13:21:30		53.2	53.2
53.3	13:21:31		53.3	53.3
54.1	13:21:32		54.1	54.1
55.3	13:21:33		55.3	55.3
57.4	13:21:34		57.4	57.4
63.1	13:21:35		63.1	63.1
70.8	13:21:36		70.8	70.8
69.3	13:21:37		69.3	69.3
68.7	13:21:38		68.7	68.7
68.9	13:21:39		68.9	68.9
69.5	13:21:40		69.5	69.5
67.4	13:21:41		67.4	67.4
64.9	13:21:42		64.9	64.9
63.5	13:21:43		63.5	63.5
62.0	13:21:44		62.0	62.0
61.7	13:21:45		61.7	61.7
61.7	13:21:46		61.7	61.7
59.9	13:21:47		59.9	59.9
58.0	13:21:48		58.0	58.0
57.2	13:21:49		57.2	57.2
60.1	13:21:50		60.1	60.1
65.5	13:21:51		65.5	65.5
70.8	13:21:52		70.8	70.8
69.5	13:21:53		69.5	69.5
66.3	13:21:54		66.3	66.3
64.3	13:21:55		64.3	64.3
67.2	13:21:56		67.2	67.2
67.2	13:21:57		67.2	67.2
64.1	13:21:58		64.1	64.1
61.0	13:21:59		61.0	61.0
59.0	13:22:00		59.0	59.0
58.7	13:22:01		58.7	58.7
59.6	13:22:02		59.6	59.6
60.1	13:22:03		60.1	60.1
61.8	13:22:04		61.8	61.8
63.0	13:22:05		63.0	63.0
64.1	13:22:06		64.1	64.1
64.4	13:22:07		64.4	64.4
62.8	13:22:08		62.8	62.8
61.0	13:22:09		61.0	61.0
60.2	13:22:10		60.2	60.2
62.2	13:22:11		62.2	62.2
66.8	13:22:12		66.8	66.8
67.5	13:22:13		67.5	67.5
64.7	13:22:14		64.7	64.7
62.2	13:22:15		62.2	62.2
61.5	13:22:16		61.5	61.5
63.7	13:22:17		63.7	63.7
66.0	13:22:18		66.0	66.0
65.1	13:22:19		65.1	65.1
64.3	13:22:20		64.3	64.3
63.6	13:22:21		63.6	63.6
61.8	13:22:22		61.8	61.8
60.4	13:22:23		60.4	60.4
59.9	13:22:24		59.9	59.9
60.1	13:22:25		60.1	60.1
61.9	13:22:26		61.9	61.9
65.2	13:22:27		65.2	65.2
69.3	13:22:28		69.3	69.3
71.0	13:22:29		71.0	71.0
74.2	13:22:30		74.2	74.2
70.8	13:22:31		70.8	70.8
67.2	13:22:32		67.2	67.2
63.8	13:22:33		63.8	63.8
61.2	13:22:34		61.2	61.2
60.0	13:22:35		60.0	60.0
60.8	13:22:36		60.8	60.8
63.0	13:22:37		63.0	63.0
65.0	13:22:38		65.0	65.0
66.0	13:22:39		66.0	66.0
67.8	13:22:40		67.8	67.8
69.4	13:22:41		69.4	69.4
66.3	13:22:42		66.3	66.3
63.0	13:22:43		63.0	63.0
60.4	13:22:44		60.4	60.4
58.7	13:22:45		58.7	58.7
57.7	13:22:46		57.7	57.7
57.2	13:22:47		57.2	57.2
57.0	13:22:48		57.0	57.0
57.0	13:22:49		57.0	57.0
57.6	13:22:50		57.6	57.6
58.5	13:22:51		58.5	58.5
59.6	13:22:52		59.6	59.6
60.5	13:22:53		60.5	60.5
60.4	13:22:54		60.4	60.4
59.8	13:22:55		59.8	59.8
59.8	13:22:56		59.8	59.8
61.8	13:22:57		61.8	61.8
65.7	13:22:58		65.7	65.7
67.5	13:22:59		67.5	67.5
66.1	13:23:00		66.1	66.1
67.9	13:23:01		67.9	67.9
70.5	13:23:02		70.5	70.5
68.4	13:23:03		68.4	68.4
65.8	13:23:04		65.8	65.8
64.4	13:23:05		64.4	64.4
64.6	13:23:06		64.6	64.6
66.7	13:23:07		66.7	66.7
68.2	13:23:08		68.2	68.2

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
54.4	12:56:24		54.4	54.4
55.2	12:56:25		55.2	55.2
55.0	12:56:26		55.0	55.0
55.0	12:56:27		55.0	55.0
53.5	12:56:28		53.5	53.5
52.7	12:56:29		52.7	52.7
54.2	12:56:30		54.2	54.2
54.6	12:56:31		54.6	54.6
53.7	12:56:32		53.7	53.7
52.7	12:56:33		52.7	52.7
54.9	12:56:34		54.9	54.9
54.9	12:56:35		54.9	54.9
55.0	12:56:36		55.0	55.0
54.8	12:56:37		54.8	54.8
57.7	12:56:38		57.7	57.7
55.5	12:56:39		55.5	55.5
53.9	12:56:40		53.9	53.9
53.3	12:56:41		53.3	53.3
54.8	12:56:42		54.8	54.8
54.8	12:56:43		54.8	54.8
59.0	12:56:44		59.0	59.0
57.9	12:56:45		57.9	57.9
57.2	12:56:46		57.2	57.2
58.9	12:56:47		58.9	58.9
57.8	12:56:48		57.8	57.8
58.3	12:56:49		58.3	58.3
57.1	12:56:50		57.1	57.1
56.7	12:56:51		56.7	56.7
55.4	12:56:52		55.4	55.4
53.2	12:56:53		53.2	53.2
51.4	12:56:54		51.4	51.4
50.3	12:56:55		50.3	50.3
54.7	12:56:56		54.7	54.7
53.7	12:56:57		53.7	53.7
51.8	12:56:58		51.8	51.8
50.7	12:56:59		50.7	50.7
55.3	12:57:00		55.3	55.3
56.1	12:57:01		56.1	56.1
61.8	12:57:02		61.8	61.8
60.6	12:57:03		60.6	60.6
60.7	12:57:04		60.7	60.7
59.7	12:57:05		59.7	59.7
58.8	12:57:06		58.8	58.8
58.9	12:57:07		58.9	58.9
59.2	12:57:08		59.2	59.2
59.7	12:57:09		59.7	59.7
59.0	12:57:10		59.0	59.0
59.7	12:57:11		59.7	59.7
60.1	12:57:12		60.1	60.1
60.8	12:57:13		60.8	60.8
60.7	12:57:14		60.7	60.7
60.6	12:57:15		60.6	60.6
60.5	12:57:16		60.5	60.5
60.7	12:57:17		60.7	60.7
60.9	12:57:18		60.9	60.9
61.0	12:57:19		61.0	61.0
61.2	12:57:20		61.2	61.2
61.9	12:57:21		61.9	61.9
63.2	12:57:22		63.2	63.2
64.6	12:57:23		64.6	64.6
64.9	12:57:24		64.9	64.9
65.7	12:57:25		65.7	65.7
66.6	12:57:26		66.6	66.6
66.2	12:57:27		66.2	66.2
64.6	12:57:28		64.6	64.6
63.0	12:57:29		63.0	63.0
61.9	12:57:30		61.9	61.9
61.1	12:57:31		61.1	61.1
61.0	12:57:32		61.0	61.0
60.0	12:57:33		60.0	60.0
59.5	12:57:34		59.5	59.5
58.9	12:57:35		58.9	58.9
60.0	12:57:36		60.0	60.0
60.2	12:57:37		60.2	60.2
59.1	12:57:38		59.1	59.1
58.8	12:57:39		58.8	58.8
59.1	12:57:40		59.1	59.1
59.1	12:57:41		59.1	59.1
59.4	12:57:42		59.4	59.4
59.3	12:57:43		59.3	59.3
59.1	12:57:44		59.1	59.1
59.1	12:57:45		59.1	59.1
59.5	12:57:46		59.5	59.5
59.2	12:57:47		59.2	59.2
59.2	12:57:48		59.2	59.2
59.6	12:57:49		59.6	59.6
59.8	12:57:50		59.8	59.8
59.4	12:57:51		59.4	59.4
58.9	12:57:52		58.9	58.9
58.8	12:57:53		58.8	58.8
58.7	12:57:54		58.7	58.7
58.6	12:57:55		58.6	58.6
58.6	12:57:56		58.6	58.6
58.9	12:57:57		58.9	58.9
59.0	12:57:58		59.0	59.0
60.1	12:57:59		60.1	60.1
60.4	12:58:00		60.4	60.4
59.7	12:58:01		59.7	59.7
59.2	12:58:02		59.2	59.2
58.8	12:58:03		58.8	58.8
58.7	12:58:04		58.7	58.7
58.6	12:58:05		58.6	58.6
58.5	12:58:06		58.5	58.5
58.6	12:58:07		58.6	58.6
58.6	12:58:08		58.6	58.6
59.0	12:58:09		59.0	59.0
59.9	12:58:10		59.9	59.9
59.3	12:58:11		59.3	59.3
59.3	12:58:12		59.3	59.3
59.3	12:58:13		59.3	59.3
59.4	12:58:14		59.4	59.4
59.7	12:58:15		59.7	59.7
60.1	12:58:16		60.1	60.1
59.9	12:58:17		59.9	59.9
59.5	12:58:18		59.5	59.5
59.2	12:58:19		59.2	59.2
58.8	12:58:20		58.8	58.8
59.8	12:58:21		59.8	59.8
59.5	12:58:22		59.5	59.5
59.0	12:58:23		59.0	59.0
58.8	12:58:24		58.8	58.8
58.6	12:58:25		58.6	58.6
58.5	12:58:26		58.5	58.5
58.4	12:58:27		58.4	58.4
58.6	12:58:28		58.6	58.6
58.8	12:58:29		58.8	58.8
59.1	12:58:30		59.1	59.1
58.9	12:58:31		58.9	58.9
58.9	12:58:32		58.9	58.9
59.0	12:58:33		59.0	59.0
59.2	12:58:34		59.2	59.2
59.2	12:58:35		59.2	59.2
58.4	12:58:36		58.4	58.4
57.6	12:58:37		57.6	57.6
57.2	12:58:38		57.2	57.2
58.0	12:58:39		58.0	58.0
58.7	12:58:40		58.7	58.7
57.6	12:58:41		57.6	57.6
55.9	12:58:42		55.9	55.9
55.0	12:58:43		55.0	55.0
54.7	12:58:44		54.7	54.7
54.6	12:58:45		54.6	54.6
53.6	12:58:46		53.6	53.6
53.3	12:58:47		53.3	53.3
54.0	12:58:48		54.0	54.0
54.6	12:58:49		54.6	54.6
54.5	12:58:50		54.5	54.5
53.6	12:58:51		53.6	53.6
52.6	12:58:52		52.6	52.6
52.0	12:58:53		52.0	52.0
51.7	12:58:54		51.7	51.7
51.3	12:58:55		51.3	51.3
51.5	12:58:56		51.5	51.5
51.6	12:58:57		51.6	51.6
51.4	12:58:58		51.4	51.4
51.1	12:58:59		51.1	51.1
50.5	12:59:00		50.5	50.5
50.0	12:59:01		50.0	50.0
49.7	12:59:02		49.7	49.7
49.6	12:59:03		49.6	49.6
49.4	12:59:04		49.4	49.4
49.4	12:59:05		49.4	49.4
49.5	12:59:06		49.5	49.5
50.2	12:59:07		50.2	50.2
51.1	12:59:08		51.1	51.1
52.1	12:59:09		52.1	52.1
52.8	12:59:10		52.8	52.8
52.7	12:59:11		52.7	52.7
52.0	12:59:12		52.0	52.0
51.0	12:59:13		51.0	51.0
50.3	12:59:14		50.3	50.3

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
57.0	13:13:31		57.0	57.0
56.5	13:13:32		56.5	56.5
55.7	13:13:33		55.7	55.7
54.6	13:13:34		54.6	54.6
53.3	13:13:35		53.3	53.3
51.8	13:13:36		51.8	51.8
51.1	13:13:37		51.1	51.1
50.4	13:13:38		50.4	50.4
51.3	13:13:39		51.3	51.3
53.9	13:13:40		53.9	53.9
56.4	13:13:41		56.4	56.4
57.0	13:13:42		57.0	57.0
56.6	13:13:43		56.6	56.6
56.8	13:13:44		56.8	56.8
57.3	13:13:45		57.3	57.3
56.3	13:13:46		56.3	56.3
55.5	13:13:47		55.5	55.5
54.6	13:13:48		54.6	54.6
53.2	13:13:49		53.2	53.2
51.9	13:13:50		51.9	51.9
51.4	13:13:51		51.4	51.4
50.4	13:13:52		50.4	50.4
50.3	13:13:53		50.3	50.3
50.7	13:13:54		50.7	50.7
52.0	13:13:55		52.0	52.0
52.9	13:13:56		52.9	52.9
53.5	13:13:57		53.5	53.5
57.4	13:13:58		57.4	57.4
57.5	13:13:59		57.5	57.5
57.1	13:14:00		57.1	57.1
57.5	13:14:01		57.5	57.5
58.3	13:14:02		58.3	58.3
56.4	13:14:03		56.4	56.4
53.7	13:14:04		53.7	53.7
51.3	13:14:05		51.3	51.3
49.5	13:14:06		49.5	49.5
49.4	13:14:07		49.4	49.4
50.9	13:14:08		50.9	50.9
52.4	13:14:09		52.4	52.4
52.9	13:14:10		52.9	52.9
52.0	13:14:11		52.0	52.0
50.9	13:14:12		50.9	50.9
49.6	13:14:13		49.6	49.6
48.3	13:14:14		48.3	48.3
47.4	13:14:15		47.4	47.4
47.1	13:14:16		47.1	47.1
46.9	13:14:17		46.9	46.9
46.9	13:14:18		46.9	46.9
46.8	13:14:19		46.8	46.8
46.6	13:14:20		46.6	46.6
46.7	13:14:21		46.7	46.7
47.7	13:14:22		47.7	47.7
49.6	13:14:23		49.6	49.6
51.7	13:14:24		51.7	51.7
52.9	13:14:25		52.9	52.9
56.9	13:14:26		56.9	56.9
56.9	13:14:27		56.9	56.9
54.5	13:14:28		54.5	54.5
52.1	13:14:29		52.1	52.1
50.6	13:14:30		50.6	50.6
50.8	13:14:31		50.8	50.8
52.6	13:14:32		52.6	52.6
55.8	13:14:33		55.8	55.8
58.1	13:14:34		58.1	58.1
58.4	13:14:35		58.4	58.4
57.5	13:14:36		57.5	57.5
55.7	13:14:37		55.7	55.7
53.9	13:14:38		53.9	53.9
52.5	13:14:39		52.5	52.5
52.2	13:14:40		52.2	52.2
52.2	13:14:41		52.2	52.2
52.0	13:14:42		52.0	52.0
51.3	13:14:43		51.3	51.3
51.7	13:14:44		51.7	51.7
52.2	13:14:45		52.2	52.2
52.5	13:14:46		52.5	52.5
52.6	13:14:47		52.6	52.6
53.5	13:14:48		53.5	53.5
54.1	13:14:49		54.1	54.1
55.1	13:14:50		55.1	55.1
56.8	13:14:51		56.8	56.8
57.6	13:14:52		57.6	57.6
56.8	13:14:53		56.8	56.8
55.8	13:14:54		55.8	55.8
54.5	13:14:55		54.5	54.5
52.8	13:14:56		52.8	52.8
51.4	13:14:57		51.4	51.4
51.1	13:14:58		51.1	51.1
51.0	13:14:59		51.0	51.0
51.1	13:15:00		51.1	51.1
52.5	13:15:01		52.5	52.5
52.2	13:15:02		52.2	52.2
51.8	13:15:03		51.8	51.8
51.8	13:15:04		51.8	51.8
52.2	13:15:05		52.2	52.2
53.4	13:15:06		53.4	53.4
54.9	13:15:07		54.9	54.9
56.9	13:15:08		56.9	56.9
58.2	13:15:09		58.2	58.2
58.3	13:15:10		58.3	58.3
57.9	13:15:11		57.9	57.9
57.1	13:15:12		57.1	57.1
57.1	13:15:13		57.1	57.1
58.4	13:15:14		58.4	58.4
58.4	13:15:15		58.4	58.4
57.8	13:15:16		57.8	57.8
58.7	13:15:17		58.7	58.7
59.9	13:15:18		59.9	59.9
60.8	13:15:19		60.8	60.8
60.5	13:15:20		60.5	60.5
58.3	13:15:21		58.3	58.3
58.2	13:15:22		58.2	58.2
58.6	13:15:23		58.6	58.6
57.5	13:15:24		57.5	57.5
57.1	13:15:25		57.1	57.1
58.2	13:15:26		58.2	58.2
59.3	13:15:27		59.3	59.3
61.3	13:15:28		61.3	61.3
61.6	13:15:29		61.6	61.6
59.4	13:15:30		59.4	59.4
56.9	13:15:31		56.9	56.9
54.4	13:15:32		54.4	54.4
53.2	13:15:33		53.2	53.2
53.1	13:15:34		53.1	53.1
55.6	13:15:35		55.6	55.6
54.6	13:15:36		54.6	54.6
52.8	13:15:37		52.8	52.8
51.5	13:15:38		51.5	51.5
50.9	13:15:39		50.9	50.9
50.0	13:15:40		50.0	50.0
50.8	13:15:41		50.8	50.8
52.9	13:15:42		52.9	52.9
53.4	13:15:43		53.4	53.4
54.2	13:15:44		54.2	54.2
55.7	13:15:45		55.7	55.7
57.0	13:15:46		57.0	57.0
54.9	13:15:47		54.9	54.9
52.3	13:15:48		52.3	52.3
50.1	13:15:49		50.1	50.1
48.3	13:15:50		48.3	48.3
47.2	13:15:51		47.2	47.2
46.5	13:15:52		46.5	46.5
46.1	13:15:53		46.1	46.1
45.9	13:15:54		45.9	45.9
45.8	13:15:55		45.8	45.8
45.8	13:15:56		45.8	45.8
45.9	13:15:57		45.9	45.9
45.8	13:15:58		45.8	45.8
46.8	13:15:59		46.8	46.8
47.2	13:16:00		47.2	47.2
47.3	13:16:01		47.3	47.3
47.3	13:16:02		47.3	47.3
46.4	13:16:03		46.4	46.4
47.4	13:16:04		47.4	47.4
48.2	13:16:05		48.2	48.2
48.7	13:16:06		48.7	48.7
49.9	13:16:07		49.9	49.9
50.8	13:16:08		50.8	50.8
54.4	13:16:09		54.4	54.4
54.4	13:16:10		54.4	54.4
52.4	13:16:11		52.4	52.4
50.3	13:16:12		50.3	50.3
48.8	13:16:13		48.8	48.8
47.7	13:16:14		47.7	47.7
47.3	13:16:15		47.3	47.3
47.3	13:16:16		47.3	47.3
46.6	13:16:17		46.6	46.6
46.5	13:16:18		46.5	46.5
46.4	13:16:19		46.4	46.4
46.1	13:16:20		46.1	46.1
46.1	13:16:21		46.1	46.1

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
68.9	13:23:09		68.9	68.9
67.3	13:23:10		67.3	67.3
65.1	13:23:11		65.1	65.1
65.2	13:23:12		65.2	65.2
65.2	13:23:13		65.2	65.2
63.8	13:23:14		63.8	63.8
64.0	13:23:15		64.0	64.0
64.3	13:23:16		64.3	64.3
65.6	13:23:17		65.6	65.6
68.1	13:23:18		68.1	68.1
66.2	13:23:19		66.2	66.2
64.6	13:23:20		64.6	64.6
63.6	13:23:21		63.6	63.6
62.8	13:23:22		62.8	62.8
63.5	13:23:23		63.5	63.5
64.6	13:23:24		64.6	64.6
66.9	13:23:25		66.9	66.9
67.6	13:23:26		67.6	67.6
69.0	13:23:27		69.0	69.0
69.3	13:23:28		69.3	69.3
66.4	13:23:29		66.4	66.4
63.2	13:23:30		63.2	63.2
61.4	13:23:31		61.4	61.4
62.9	13:23:32		62.9	62.9
67.3	13:23:33		67.3	67.3
69.3	13:23:34		69.3	69.3
69.2	13:23:35		69.2	69.2
66.6	13:23:36		66.6	66.6
63.6	13:23:37		63.6	63.6
61.8	13:23:38		61.8	61.8
60.5	13:23:39		60.5	60.5
58.6	13:23:40		58.6	58.6
57.8	13:23:41		57.8	57.8
60.5	13:23:42		60.5	60.5
65.4	13:23:43		65.4	65.4
68.5	13:23:44		68.5	68.5
66.0	13:23:45		66.0	66.0
62.5	13:23:46		62.5	62.5
59.9	13:23:47		59.9	59.9
60.7	13:23:48		60.7	60.7
63.3	13:23:49		63.3	63.3
64.6	13:23:50		64.6	64.6
63.6	13:23:51		63.6	63.6
61.7	13:23:52		61.7	61.7
60.6	13:23:53		60.6	60.6
61.0	13:23:54		61.0	61.0
62.7	13:23:55		62.7	62.7
62.2	13:23:56		62.2	62.2
60.5	13:23:57		60.5	60.5
59.6	13:23:58		59.6	59.6
60.9	13:23:59		60.9	60.9
62.0	13:24:00		62.0	62.0
61.7	13:24:01		61.7	61.7
60.9	13:24:02		60.9	60.9
59.2	13:24:03		59.2	59.2
56.7	13:24:04		56.7	56.7
54.7	13:24:05		54.7	54.7
53.0	13:24:06		53.0	53.0
53.1	13:24:07		53.1	53.1
56.4	13:24:08		56.4	56.4
61.3	13:24:09		61.3	61.3
65.4	13:24:10		65.4	65.4
67.3	13:24:11		67.3	67.3
65.7	13:24:12		65.7	65.7
62.5	13:24:13		62.5	62.5
59.2	13:24:14		59.2	59.2
56.5	13:24:15		56.5	56.5
55.0	13:24:16		55.0	55.0
53.1	13:24:17		53.1	53.1
52.0	13:24:18		52.0	52.0
53.0	13:24:19		53.0	53.0
55.6	13:24:20		55.6	55.6
58.3	13:24:21		58.3	58.3
61.2	13:24:22		61.2	61.2
63.0	13:24:23		63.0	63.0
62.4	13:24:24		62.4	62.4
63.5	13:24:25		63.5	63.5
66.4	13:24:26		66.4	66.4
65.6	13:24:27		65.6	65.6
62.9	13:24:28		62.9	62.9
59.6	13:24:29		59.6	59.6
56.7	13:24:30		56.7	56.7
54.3	13:24:31		54.3	54.3
53.1	13:24:32		53.1	53.1
52.4	13:24:33		52.4	52.4
51.3	13:24:34		51.3	51.3
52.5	13:24:35		52.5	52.5
54.1	13:24:36		54.1	54.1
56.6	13:24:37		56.6	56.6
59.6	13:24:38		59.6	59.6
66.3	13:24:39		66.3	66.3
72.3	13:24:40		72.3	72.3
71.3	13:24:41		71.3	71.3
68.6	13:24:42		68.6	68.6
71.4	13:24:43		71.4	71.4
72.4	13:24:44		72.4	72.4
70.3	13:24:45		70.3	70.3
71.2	13:24:46		71.2	71.2
71.5	13:24:47		71.5	71.5
71.3	13:24:48		71.3	71.3
69.4	13:24:49		69.4	69.4
67.4	13:24:50		67.4	67.4
64.1	13:24:51		64.1	64.1
61.0	13:24:52		61.0	61.0
59.0	13:24:53		59.0	59.0
60.0	13:24:54		60.0	60.0
63.3	13:24:55		63.3	63.3
66.0	13:24:56		66.0	66.0
67.4	13:24:57		67.4	67.4
68.2	13:24:58		68.2	68.2
68.8	13:24:59		68.8	68.8
68.1	13:25:00		68.1	68.1
67.5	13:25:01		67.5	67.5
66.5	13:25:02		66.5	66.5
65.6	13:25:03		65.6	65.6
67.2	13:25:04		67.2	67.2
73.2	13:25:05		73.2	73.2
76.3	13:25:06		76.3	76.3
73.5	13:25:07		73.5	73.5
70.8	13:25:08		70.8	70.8
71.1	13:25:09		71.1	71.1
71.4	13:25:10		71.4	71.4
71.5	13:25:11		71.5	71.5
69.2	13:25:12		69.2	69.2
67.3	13:25:13		67.3	67.3
68.1	13:25:14		68.1	68.1
66.9	13:25:15		66.9	66.9
63.9	13:25:16		63.9	63.9
62.2	13:25:17		62.2	62.2
62.1	13:25:18		62.1	62.1
62.8	13:25:19		62.8	62.8
61.1	13:25:20		61.1	61.1
58.2	13:25:21		58.2	58.2
55.1	13:25:22		55.1	55.1
52.6	13:25:23		52.6	52.6
51.0	13:25:24		51.0	51.0
50.1	13:25:25		50.1	50.1
49.5	13:25:26		49.5	49.5
49.3	13:25:27		49.3	49.3
49.0	13:25:28		49.0	49.0
49.0	13:25:29		49.0	49.0
48.9	13:25:30		48.9	48.9
49.1	13:25:31		49.1	49.1
49.4	13:25:32		49.4	49.4
49.7	13:25:33		49.7	49.7
50.6	13:25:34		50.6	50.6
51.5	13:25:35		51.5	51.5
52.0	13:25:36		52.0	52.0
52.4	13:25:37		52.4	52.4
54.5	13:25:38		54.5	54.5
56.8	13:25:39		56.8	56.8
59.4	13:25:40		59.4	59.4
60.8	13:25:41		60.8	60.8
60.0	13:25:42		60.0	60.0
58.2	13:25:43		58.2	58.2
58.2	13:25:44		58.2	58.2
60.1	13:25:45		60.1	60.1
62.5	13:25:46		62.5	62.5
63.9	13:25:47		63.9	63.9
62.3	13:25:48		62.3	62.3
60.1	13:25:49		60.1	60.1
59.4	13:25:50		59.4	59.4
61.1	13:25:51		61.1	61.1
63.0	13:25:52		63.0	63.0
62.7	13:25:53		62.7	62.7
61.8	13:25:54		61.8	61.8
60.4	13:25:55		60.4	60.4
61.4	13:25:56		61.4	61.4
63.5	13:25:57		63.5	63.5
63.5	13:25:58		63.5	63.5
65.9	13:25:59		65.9	65.9

Site 1 - On East Portion of Church Site					Site 2 - On North Portion of Citrus College Campus					Site 3 - On East Portion of Citrus College Campus				
SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
50.1	12:59:15		50.1	50.1	46.3	13:16:22		46.3	46.3	67.9	13:26:00		67.9	67.9
50.3	12:59:16		50.3	50.3	46.8	13:16:23		46.8	46.8	67.5	13:26:01		67.5	67.5
50.3	12:59:17		50.3	50.3	46.8	13:16:24		46.8	46.8	68.6	13:26:02		68.6	68.6
50.6	12:59:18		50.6	50.6	46.2	13:16:25		46.2	46.2	72.7	13:26:03		72.7	72.7
50.8	12:59:19		50.8	50.8	46.5	13:16:26		46.5	46.5	76.3	13:26:04		76.3	76.3
50.5	12:59:20		50.5	50.5	47.6	13:16:27		47.6	47.6	79.2	13:26:05		79.2	79.2
50.4	12:59:21		50.4	50.4	48.9	13:16:28		48.9	48.9	77.0	13:26:06		77.0	77.0
50.5	12:59:22		50.5	50.5	49.4	13:16:29		49.4	49.4	73.2	13:26:07		73.2	73.2
50.4	12:59:23		50.4	50.4	50.2	13:16:30		50.2	50.2	69.4	13:26:08		69.4	69.4
50.2	12:59:24		50.2	50.2	53.4	13:16:31		53.4	53.4	65.9	13:26:09		65.9	65.9
50.2	12:59:25		50.2	50.2	52.8	13:16:32		52.8	52.8	63.1	13:26:10		63.1	63.1
50.3	12:59:26		50.3	50.3	51.1	13:16:33		51.1	51.1	60.8	13:26:11		60.8	60.8
50.4	12:59:27		50.4	50.4	49.5	13:16:34		49.5	49.5	58.5	13:26:12		58.5	58.5
50.3	12:59:28		50.3	50.3	48.2	13:16:35		48.2	48.2	58.8	13:26:13		58.8	58.8
50.4	12:59:29		50.4	50.4	47.7	13:16:36		47.7	47.7	60.3	13:26:14		60.3	60.3
50.3	12:59:30		50.3	50.3	47.5	13:16:37		47.5	47.5	63.3	13:26:15		63.3	63.3
50.0	12:59:31		50.0	50.0	48.0	13:16:38		48.0	48.0	68.9	13:26:16		68.9	68.9
49.7	12:59:32		49.7	49.7	48.6	13:16:39		48.6	48.6	69.3	13:26:17		69.3	69.3
49.6	12:59:33		49.6	49.6	49.4	13:16:40		49.4	49.4	66.6	13:26:18		66.6	66.6
49.9	12:59:34		49.9	49.9	52.4	13:16:41		52.4	52.4	67.4	13:26:19		67.4	67.4
50.6	12:59:35		50.6	50.6	56.3	13:16:42		56.3	56.3	69.1	13:26:20		69.1	69.1
50.9	12:59:36		50.9	50.9	58.8	13:16:43		58.8	58.8	66.0	13:26:21		66.0	66.0
51.2	12:59:37		51.2	51.2	59.8	13:16:44		59.8	59.8	63.1	13:26:22		63.1	63.1
51.5	12:59:38		51.5	51.5	60.6	13:16:45		60.6	60.6	60.9	13:26:23		60.9	60.9
52.6	12:59:39		52.6	52.6	60.4	13:16:46		60.4	60.4	60.6	13:26:24		60.6	60.6
53.6	12:59:40		53.6	53.6	61.3	13:16:47		61.3	61.3	63.6	13:26:25		63.6	63.6
54.5	12:59:41		54.5	54.5	61.2	13:16:48		61.2	61.2	67.7	13:26:26		67.7	67.7
55.1	12:59:42		55.1	55.1	60.0	13:16:49		60.0	60.0	67.4	13:26:27		67.4	67.4
54.7	12:59:43		54.7	54.7	59.0	13:16:50		59.0	59.0	64.5	13:26:28		64.5	64.5
54.3	12:59:44		54.3	54.3	57.7	13:16:51		57.7	57.7	61.6	13:26:29		61.6	61.6
53.1	12:59:45		53.1	53.1	57.3	13:16:52		57.3	57.3	61.4	13:26:30		61.4	61.4
52.7	12:59:46		52.7	52.7	56.8	13:16:53		56.8	56.8	64.5	13:26:31		64.5	64.5
52.5	12:59:47		52.5	52.5	55.6	13:16:54		55.6	55.6	68.4	13:26:32		68.4	68.4
52.4	12:59:48		52.4	52.4	55.1	13:16:55		55.1	55.1	67.2	13:26:33		67.2	67.2
51.9	12:59:49		51.9	51.9	53.8	13:16:56		53.8	53.8	64.2	13:26:34		64.2	64.2
51.2	12:59:50		51.2	51.2	52.9	13:16:57		52.9	52.9	61.9	13:26:35		61.9	61.9
50.6	12:59:51		50.6	50.6	52.4	13:16:58		52.4	52.4	62.4	13:26:36		62.4	62.4
50.3	12:59:52		50.3	50.3	51.3	13:16:59		51.3	51.3	64.9	13:26:37		64.9	64.9
50.0	12:59:53		50.0	50.0	50.3	13:17:00		50.3	50.3	64.5	13:26:38		64.5	64.5
49.7	12:59:54		49.7	49.7	49.5	13:17:01		49.5	49.5	61.2	13:26:39		61.2	61.2
49.6	12:59:55		49.6	49.6	49.2	13:17:02		49.2	49.2	57.7	13:26:40		57.7	57.7
49.8	12:59:56		49.8	49.8	48.9	13:17:03		48.9	48.9	55.0	13:26:41		55.0	55.0
49.7	12:59:57		49.7	49.7	48.7	13:17:04		48.7	48.7	53.0	13:26:42		53.0	53.0
49.2	12:59:58		49.2	49.2	48.8	13:17:05		48.8	48.8	53.0	13:26:43		53.0	53.0
48.9	12:59:59		48.9	48.9	48.4	13:17:06		48.4	48.4	52.2	13:26:44		52.2	52.2
49.1	13:00:00		49.1	49.1	49.0	13:17:07		49.0	49.0	50.9	13:26:45		50.9	50.9
49.4	13:00:01		49.4	49.4	48.9	13:17:08		48.9	48.9	51.6	13:26:46		51.6	51.6
50.2	13:00:02		50.2	50.2	48.6	13:17:09		48.6	48.6	50.1	13:26:47		50.1	50.1
50.9	13:00:03		50.9	50.9	48.3	13:17:10		48.3	48.3	49.0	13:26:48		49.0	49.0
51.8	13:00:04		51.8	51.8	48.2	13:17:11		48.2	48.2	48.6	13:26:49		48.6	48.6
52.9	13:00:05		52.9	52.9	49.2	13:17:12		49.2	49.2	48.6	13:26:50		48.6	48.6
53.9	13:00:06		53.9	53.9	50.6	13:17:13		50.6	50.6	48.5	13:26:51		48.5	48.5
54.3	13:00:07		54.3	54.3	53.9	13:17:14		53.9	53.9	48.4	13:26:52		48.4	48.4
54.1	13:00:08		54.1	54.1	55.2	13:17:15		55.2	55.2	48.5	13:26:53		48.5	48.5
54.1	13:00:09		54.1	54.1	55.5	13:17:16		55.5	55.5	48.7	13:26:54		48.7	48.7
53.8	13:00:10		53.8	53.8	53.9	13:17:17		53.9	53.9	49.0	13:26:55		49.0	49.0
53.3	13:00:11		53.3	53.3	52.2	13:17:18		52.2	52.2	49.7	13:26:56		49.7	49.7
54.0	13:00:12		54.0	54.0	50.5	13:17:19		50.5	50.5	50.8	13:26:57		50.8	50.8
54.3	13:00:13		54.3	54.3	49.3	13:17:20		49.3	49.3	52.7	13:26:58		52.7	52.7
54.0	13:00:14		54.0	54.0	48.7	13:17:21		48.7	48.7	56.0	13:26:59		56.0	56.0
53.4	13:00:15		53.4	53.4	48.9	13:17:22		48.9	48.9	59.8	13:27:00		59.8	59.8
53.2	13:00:16		53.2	53.2	49.5	13:17:23		49.5	49.5	64.3	13:27:01		64.3	64.3
54.2	13:00:17		54.2	54.2	51.1	13:17:24		51.1	51.1	68.4	13:27:02		68.4	68.4
53.8	13:00:18		53.8	53.8	53.6	13:17:25		53.6	53.6	69.8	13:27:03		69.8	69.8
54.4	13:00:19		54.4	54.4	57.3	13:17:26		57.3	57.3	68.2	13:27:04		68.2	68.2
53.9	13:00:20		53.9	53.9	59.1	13:17:27		59.1	59.1	65.0	13:27:05		65.0	65.0
52.9	13:00:21		52.9	52.9	57.9	13:17:28		57.9	57.9	61.8	13:27:06		61.8	61.8
55.3	13:00:22		55.3	55.3	56.7	13:17:29		56.7	56.7	59.4	13:27:07		59.4	59.4
59.0	13:00:23		59.0	59.0	55.0	13:17:30		55.0	55.0	59.2	13:27:08		59.2	59.2
57.2	13:00:24		57.2	57.2	52.7	13:17:31		52.7	52.7	60.8	13:27:09		60.8	60.8
56.9	13:00:25		56.9	56.9	51.0	13:17:32		51.0	51.0	62.1	13:27:10		62.1	62.1
57.5	13:00:26		57.5	57.5	49.8	13:17:33		49.8	49.8	60.8	13:27:11		60.8	60.8
56.5	13:00:27		56.5	56.5	49.6	13:17:34		49.6	49.6	58.0	13:27:12		58.0	58.0
56.0	13:00:28		56.0	56.0	50.0	13:17:35		50.0	50.0	55.2	13:27:13		55.2	55.2
58.1	13:00:29		58.1	58.1	51.2	13:17:36		51.2	51.2	53.1	13:27:14		53.1	53.1
61.2	13:00:30		61.2	61.2	53.0	13:17:37		53.0	53.0	51.5	13:27:15		51.5	51.5
60.1	13:00:31		60.1	60.1	52.8	13:17:38		52.8	52.8	50.6	13:27:16		50.6	50.6
58.5	13:00:32		58.5	58.5	52.0	13:17:39		52.0	52.0	50.3	13:27:17		50.3	50.3
59.0	13:00:33		59.0	59.0	51.5	13:17:40		51.5	51.5	50.5	13:27:18		50.5	50.5
57.9	13:00:34		57.9	57.9	51.0	13:17:41		51.0	51.0	52.3	13:27:19		52.3	52.3
57.6	13:00:35		57.6	57.6	50.4	13:17:42		50.4	50.4	55.9	13:27:20		55.9	55.9
57.2	13:00:36		57.2	57.2	49.6	13:17:43		49.6	49.6	60.1	13:27:21		60.1	60.1
57.1	13:00:37		57.1	57.1	49.4	13:17:44		49.4	49.4	64.3	13:27:22		64.3	64.3
57.7	13:00:38		57.7	57.7	49.3	13:17:45		49.3	49.3	65.9	13:27:23		65.9	65.9
58.1	13:00:39		58.1	58.1	48.6	13:17:46		48.6	48.6	63.9	13:27:24		63.9	63.9
62.9	13:00:40		62.9	62.9	48.1	13:17:47		48.1	48.1	61.0	13:27:25		61.0	61.0
65.0	13:00:41		65.0	65.0	47.6	13:17:48		47.6	47.6	58.1	13:27:26		58.1	58.1
63.7	13:00:42		63.7	63.7	47.4	13:17:49		47.4	47.4	56.0	13:27:27		56.0	56.0
61.9	13:00:43		61.9	61.9	47.6	13:17:50		47.6	47.6	54.6	13:27:28		54.6	54.6
60.6	13:00:44		60.6	60.6	48.1	13:17:51		48.1	48.1	54.8	13:27:29		54.8	54.8
59.1	13:00:45		59.1	59.1	48.4	13:17:52		48.4	48.4	55.5	13:27:30		55.5	55.5
60.4	13:00:46		60.4	60.4	49.0	13:17:53		49.0	49.0	57.6	13:27:31		57.6	57.6
59.3	13:00:47		59.3	59.3	49.8	13:17:54		49.8	49.8	63.7	13:27:32		63.7	63.7
57.7	13:00:48		57.7	57.7	52.5	13:17:55		52.5	52.5	70.4	13:27:33		70.4	70.4
56.6	13:00:49		56.6	56.6	56.1	13:17:56		56.1	56.1	71.6	13:27:34		71.6	71.6
55.9	13:00:50		55.9	55.9	59.7	13:17:57		59.7	59.7	70.6	13:27:35		70.6	70.6
58.8	13:00:51		58.8	58.8	60.5	13:17:58		60.5	60.5	68.4	13:27:36		68.4	68.4
58.9	13:00:52		58.9	58.9	59.6	13:17:59		59.6	59.6	65.7	13:27:37		65.7	65.7
57.7	13:00:53		57.7	57.7	58.2	13:18:00		58.2	58.2	64.0	13:27:38		64.0	64.0
56.2	13:00:54		56.2	56.2	56.4	13:18:01		56.4	56.4	63.6	13:27:39		63.6	63.6
55.7	13:00:55		55.7	55.7	54.7	13:18:02		54.7	54.7	64.9	13:27:40		64.9	64.9
55.3	13:00:56		55.3	55.3	52.8	13:18:03		52.8	52.8	65.7	13:27:41		65.7	65.7
55.0	13:00:57		55.0	55.0	52.1	13:18:04		52.1	52.1	63.8	13:27:42		63.8	63.8
54.4	13:00:58		54.4	54.4	51.0	13:18:05		51.0	51.0	61.1	13:27:43		61.1	61.1
55.2	13:00:59		55.2	55.2	50.0	13:18:06		50.0	50.0	58.9	13:27:44		58.9	58.9
56.1	13:01:00		56.1	56.1	49.7	13:18:07		49.7	49.7	60.9	13:27:45		60.9	60.9
55.9	13:01:01		55.9	55.9	49.7	13:18:08		49.7	49.7	66.1	13:27:46		66.1	66.1
55.4	13:01:02		55.4	55.4	50.5	13:18:09		50.5	50.5	66.4	13:27:47		66.4	66.4
54.1	13:01:03		54.1	54.1	51.5	13:18:10		51.5	51.5	63.1	13:27:48		63.1	63.1
53.8	13:01:04		53.8	53.8	51.7	13:18:11		51.7	51.7	60.0	13:27:49		60.0	60.0
55.6	13:01:05		55.6	55.6	52.7	13:18:12		52.7	52.7	57.6	13:27:50		57.6	57.6
54.4	13:01:06		54.4	54.4	55.6	13:18:13		55.6	55.6	56.5	13:27:51		56.5	56.5
53.7	13:01:07		53.7	53.7	57.8	13:18:14		57.8	57.8	57.1	13:27:52		57.1	57.1
53.3	13:01:08		53.3	53.3	56.8	13:18:15		56.8	56.8	60.7	13:27:53		60.7	60.7
52.2	13:01:09		52.2	52.2	55.7	13:18:16		55.7	55.7	68.4	13:27:54		68.4	68.4
51.4	13:01:10		51.4	51.4	56.5	13:18:17		56.5	56.5	71.5	13:27:55		71.5	71.5
51.0	13:01:11		51.0	51.0	59.0	13:18:18		59.0	59.0	68.8	13:27:56		68.8	68.8
50.8	13:01:12		50.8	50.8	59.6	13:18:19		59.6	59.6	65.3	13:27:57		65.3	65.3
51.6	13:01:13		51.6	51.6	60.4	13:18:20		60.4	60.4	62.9	13:27:58		62.9	62.9
52.2	13:01:14		52.2	52.2	61.5	13:18:21		61.5	61.5	65.6	13:27:59		65.6	65.6
52.1	13:01:15		52.1	52.1	59.4	13:18:22		59.4	59.4	66.8	13:28:00		66.8	66.8
51.9	13:01:16		51.9	51.9	56.5	13:18:23		56.5	56.5	65.8	13:28:01		65.8	65.8
52.0	13:01:17		52.0	52.0	53.4	13:18:24		53.4	53.4	68.3	13:28:02		68.3	68.3
53.1	13:01:18		53.1	53.1	51.0	13:18:25		51.0	51.0	67.2	13:28:03		67.2	67.2
53.6	13:01:19		53.6	53.6	49.2	13:18:26		49.2	49.2	64.2	13:28:04		64.2	64.2
53.7	13:01:20		53.7	53.7	47.7	13:18:27		47.7	47.7	63.5	13:28:05		63.5	63.5
53.0	13:01:21		53.0	53.0	47.5	13:18:28		47.5	47.5	66.2	13:28:06		66.2	66.2
51.9	13:01:22		51.9	51.9	47.2	13:18:29		47.2	47.2	66.3	13:28:07		66.3	66.3
51.0	13:01:23		51.0	51.0	46.6	13:18:30		46.6	46.6	64.2	13:28:08		64.2	64.2
50.3	13:01:24		50.3	50.3	47.0	13:18:31		47.0	47.0	65.4	13:28:09		65.4	65.4
49.8	13:01:25		49.8	49.8	46.9	13:18:32		46.9	46.9	72.0	13:28:10		72.0	72.0
49.7	13:01:26		49.7	49.7	47.2	13:18:33		47.2	47.2	74.5	13:28:11		74.5	74.5
51.0	13:01:27		51.0	51.0	47.2	13:18:34		47.2	47.2	71.2	13:28:12		71.2	71.2
52.5	13:01:28		52.5	52.5	47.4	13:18:35		47.4	47.4	67.5	13:28:13		67.5	67.5
52.4	13:01:29		52.4	52.4	47.3	13:18:36		47.3	47.3	63.8	13:28:14		63.8	63.8
52.7	13:01:30		52.7	52.7	46.9	13:18:37		46.9	46.9	60.3	13:28:15		60.3	60.3
53.5	13:01:31		53.5	53.5	47.3	13:18:38		47.3	47.3	57.3	13:28:16		57.3	57.3
54.3	13:01:32		54.3	54.3	47.0	13:18:39		47.0	47.0	55.8	13:28:17		55.8	55.8
54.8	13:01:33		54.8	54.8	46.7	13:18:40		46.7	46.7	55.6	13:28:18		55.6	55.6
55.3	13:01:34		55.3	55.3	46.8	13:18:41		46.8	46.8	60.0	13:28:19		60.0	60.0
55.2	13:01:35		55.2	55.2	46.8	13:18:42		46.8	46.8	66.2	13:28:20		66.2	66.2
54.0	13:01:36		54.0	54.0	47.1	13:18:43		47.1	47.1	68.6	13:28:21		68.6	68.6
53.1	13:01:37		53.1	53.1	46.7	13:18:44		46.7	46.7	66.0	13:28:22		66.0	66.0
53.6	13:01:38		53.6	53.6	47.2	13:18:45		47.2	47.2	62.5	13:28:23		62.5	62.5
53.3	13:01:39		53.3	53.3	47.1	13:18:46		47.1	47.1	59.1	13:28:24		59.1	59.1
52.8	13:01:40		52.8	52.8	47.2	13:18:47		47.2	47.2	56.1	13:28:25		56.1	56.1
52.0	13:01:41		52.0	52.0	48.3	13:18:48		48.3	48.3	53.5	13:28:26		53.5	53.5
51.8	13:01:42		51.8	51.8	48.7	13:18:49		48.7	48.7	52.1	13:28:27		52.1	52.1
51.3	13:01:43		51.3	51.3	49.4	13:18:50		49.4	49.4	51.1	13:28:28		51.1	51.1
51.1	13:01:44		51.1	51.1	50.4	13:18:51		50.4	50.4	51.5	13:28:29		51.5	51.5
50.9	13:01:45		50.9	50.9	52.6	13:18:52		52.6	52.6	54.6	13:28:30		54.6	54.6
50.6	13:01:46		50.6	50.6	54.7	13:18:53		54.7	54.7	54.0	13:28:31		54.0	54.0
50.7	13:01:47		50.7	50.7	57.4	13:18:54		57.4	57.4	54.3	13:28:32		54.3	54.3
50.8	13:01:48		50.8	50.8	57.8	13:18:55		57.8	57.8	53.7	13:28:33		53.7	53.7
50.9	13:01:49		50.9	50.9	58.2	13:18:56		58.2	58.2	55.5	13:28:34		55.5	55.5
50.7	13:01:50		50.7	50.7	58.9	13:18:57		58.9	58.9	59.6	13:28:35		59.6	59.6
50.5	13:01:51		50.5	50.5	60.6	13:18:58		60.6	60.6	67.1	13:28:36		67.1	67.1
50.1	13:01:52		50.1	50.1	61.8	13:18:59		61.8	61.8	70.4	13:28:37		70.4	70.4

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
50.2	13:01:53		50.2	50.2
50.6	13:01:54		50.6	50.6
50.7	13:01:55		50.7	50.7
50.5	13:01:56		50.5	50.5
50.9	13:01:57		50.9	50.9
51.6	13:01:58		51.6	51.6
52.6	13:01:59		52.6	52.6
52.2	13:02:00		52.2	52.2
52.3	13:02:01		52.3	52.3
53.7	13:02:02		53.7	53.7
54.0	13:02:03		54.0	54.0
54.6	13:02:04		54.6	54.6
53.8	13:02:05		53.8	53.8
52.7	13:02:06		52.7	52.7
51.5	13:02:07		51.5	51.5
50.5	13:02:08		50.5	50.5
50.0	13:02:09		50.0	50.0
51.5	13:02:10		51.5	51.5
51.6	13:02:11		51.6	51.6
50.7	13:02:12		50.7	50.7
50.0	13:02:13		50.0	50.0
49.6	13:02:14		49.6	49.6
49.5	13:02:15		49.5	49.5
49.4	13:02:16		49.4	49.4
49.4	13:02:17		49.4	49.4
49.4	13:02:18		49.4	49.4
49.4	13:02:19		49.4	49.4
49.8	13:02:20		49.8	49.8
50.1	13:02:21		50.1	50.1
50.3	13:02:22		50.3	50.3
50.3	13:02:23		50.3	50.3
50.7	13:02:24		50.7	50.7
50.7	13:02:25		50.7	50.7
53.6	13:02:26		53.6	53.6
52.3	13:02:27		52.3	52.3
52.7	13:02:28		52.7	52.7
52.8	13:02:29		52.8	52.8
51.8	13:02:30		51.8	51.8
51.0	13:02:31		51.0	51.0
51.4	13:02:32		51.4	51.4
51.2	13:02:33		51.2	51.2
51.2	13:02:34		51.2	51.2
51.6	13:02:35		51.6	51.6
51.9	13:02:36		51.9	51.9
52.0	13:02:37		52.0	52.0
52.4	13:02:38		52.4	52.4
53.3	13:02:39		53.3	53.3
53.6	13:02:40		53.6	53.6
53.6	13:02:41		53.6	53.6
53.4	13:02:42		53.4	53.4
53.3	13:02:43		53.3	53.3
53.6	13:02:44		53.6	53.6
53.6	13:02:45		53.6	53.6
54.3	13:02:46		54.3	54.3
55.1	13:02:47		55.1	55.1
54.1	13:02:48		54.1	54.1
53.5	13:02:49		53.5	53.5
53.1	13:02:50		53.1	53.1
52.9	13:02:51		52.9	52.9
52.5	13:02:52		52.5	52.5
52.2	13:02:53		52.2	52.2
51.4	13:02:54		51.4	51.4
50.7	13:02:55		50.7	50.7
50.4	13:02:56		50.4	50.4
50.9	13:02:57		50.9	50.9
50.3	13:02:58		50.3	50.3
52.7	13:02:59		52.7	52.7
56.3	13:03:00		56.3	56.3
55.1	13:03:01		55.1	55.1
52.6	13:03:02		52.6	52.6
51.0	13:03:03		51.0	51.0
50.4	13:03:04		50.4	50.4
50.2	13:03:05		50.2	50.2
50.8	13:03:06		50.8	50.8
50.9	13:03:07		50.9	50.9
50.7	13:03:08		50.7	50.7
51.2	13:03:09		51.2	51.2
51.8	13:03:10		51.8	51.8
52.6	13:03:11		52.6	52.6
53.6	13:03:12		53.6	53.6
52.6	13:03:13		52.6	52.6
54.2	13:03:14		54.2	54.2
53.8	13:03:15		53.8	53.8
52.9	13:03:16		52.9	52.9
52.8	13:03:17		52.8	52.8
52.7	13:03:18		52.7	52.7
51.9	13:03:19		51.9	51.9
51.0	13:03:20		51.0	51.0
50.5	13:03:21		50.5	50.5
50.4	13:03:22		50.4	50.4
50.6	13:03:23		50.6	50.6
50.5	13:03:24		50.5	50.5
50.7	13:03:25		50.7	50.7
50.5	13:03:26		50.5	50.5
50.5	13:03:27		50.5	50.5
50.5	13:03:28		50.5	50.5
50.4	13:03:29		50.4	50.4
50.2	13:03:30		50.2	50.2
50.0	13:03:31		50.0	50.0
50.2	13:03:32		50.2	50.2
50.1	13:03:33		50.1	50.1
50.3	13:03:34		50.3	50.3
50.8	13:03:35		50.8	50.8
51.7	13:03:36		51.7	51.7
52.2	13:03:37		52.2	52.2
52.4	13:03:38		52.4	52.4
51.8	13:03:39		51.8	51.8
51.2	13:03:40		51.2	51.2
50.8	13:03:41		50.8	50.8
51.1	13:03:42		51.1	51.1
50.9	13:03:43		50.9	50.9
50.6	13:03:44		50.6	50.6
50.5	13:03:45		50.5	50.5
52.2	13:03:46		52.2	52.2
52.3	13:03:47		52.3	52.3
51.5	13:03:48		51.5	51.5
50.6	13:03:49		50.6	50.6
50.3	13:03:50		50.3	50.3
50.3	13:03:51		50.3	50.3
50.2	13:03:52		50.2	50.2
50.1	13:03:53		50.1	50.1
49.9	13:03:54		49.9	49.9
50.3	13:03:55		50.3	50.3
50.8	13:03:56		50.8	50.8
51.7	13:03:57		51.7	51.7
51.2	13:03:58		51.2	51.2
50.8	13:03:59		50.8	50.8
50.7	13:04:00		50.7	50.7
50.6	13:04:01		50.6	50.6
50.2	13:04:02		50.2	50.2
49.8	13:04:03		49.8	49.8
49.7	13:04:04		49.7	49.7
49.7	13:04:05		49.7	49.7
50.3	13:04:06		50.3	50.3
50.1	13:04:07		50.1	50.1
51.3	13:04:08		51.3	51.3
51.1	13:04:09		51.1	51.1
50.0	13:04:10		50.0	50.0
49.4	13:04:11		49.4	49.4
49.1	13:04:12		49.1	49.1
49.8	13:04:13		49.8	49.8
50.7	13:04:14		50.7	50.7
50.2	13:04:15		50.2	50.2
50.1	13:04:16		50.1	50.1
50.0	13:04:17		50.0	50.0
50.9	13:04:18		50.9	50.9
50.3	13:04:19		50.3	50.3
50.0	13:04:20		50.0	50.0
49.8	13:04:21		49.8	49.8
49.9	13:04:22		49.9	49.9
50.0	13:04:23		50.0	50.0
49.8	13:04:24		49.8	49.8
49.9	13:04:25		49.9	49.9
49.5	13:04:26		49.5	49.5
49.4	13:04:27		49.4	49.4
49.6	13:04:28		49.6	49.6
49.6	13:04:29		49.6	49.6
49.6	13:04:30		49.6	49.6

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
60.6	13:19:00		60.6	60.6
59.4	13:19:01		59.4	59.4
59.5	13:19:02		59.5	59.5
60.6	13:19:03		60.6	60.6
62.4	13:19:04		62.4	62.4
61.7	13:19:05		61.7	61.7
59.5	13:19:06		59.5	59.5
56.9	13:19:07		56.9	56.9
56.3	13:19:08		56.3	56.3
56.1	13:19:09		56.1	56.1
55.9	13:19:10		55.9	55.9
56.3	13:19:11		56.3	56.3
56.2	13:19:12		56.2	56.2
55.8	13:19:13		55.8	55.8
57.4	13:19:14		57.4	57.4
55.9	13:19:15		55.9	55.9
53.5	13:19:16		53.5	53.5
51.9	13:19:17		51.9	51.9
52.4	13:19:18		52.4	52.4
54.4	13:19:19		54.4	54.4
55.7	13:19:20		55.7	55.7
54.8	13:19:21		54.8	54.8
53.6	13:19:22		53.6	53.6
52.2	13:19:23		52.2	52.2
51.2	13:19:24		51.2	51.2
52.0	13:19:25		52.0	52.0
53.0	13:19:26		53.0	53.0
54.3	13:19:27		54.3	54.3
55.4	13:19:28		55.4	55.4
57.6	13:19:29		57.6	57.6
59.7	13:19:30		59.7	59.7
60.5	13:19:31		60.5	60.5
59.5	13:19:32		59.5	59.5
58.1	13:19:33		58.1	58.1
57.6	13:19:34		57.6	57.6
59.2	13:19:35		59.2	59.2
60.6	13:19:36		60.6	60.6
59.9	13:19:37		59.9	59.9
57.8	13:19:38		57.8	57.8
55.2	13:19:39		55.2	55.2
52.6	13:19:40		52.6	52.6
50.7	13:19:41		50.7	50.7
49.5	13:19:42		49.5	49.5
48.7	13:19:43		48.7	48.7
48.1	13:19:44		48.1	48.1
48.9	13:19:45		48.9	48.9
48.5	13:19:46		48.5	48.5
49.7	13:19:47		49.7	49.7
48.9	13:19:48		48.9	48.9
47.5	13:19:49		47.5	47.5
48.4	13:19:50		48.4	48.4
48.8	13:19:51		48.8	48.8
49.9	13:19:52		49.9	49.9
50.7	13:19:53		50.7	50.7
52.3	13:19:54		52.3	52.3
52.7	13:19:55		52.7	52.7
52.1	13:19:56		52.1	52.1
54.3	13:19:57		54.3	54.3
55.9	13:19:58		55.9	55.9
58.3	13:19:59		58.3	58.3
60.4	13:20:00		60.4	60.4
61.0	13:20:01		61.0	61.0
61.0	13:20:02		61.0	61.0
59.9	13:20:03		59.9	59.9
58.7	13:20:04		58.7	58.7
58.1	13:20:05		58.1	58.1
58.3	13:20:06		58.3	58.3
59.7	13:20:07		59.7	59.7
59.5	13:20:08		59.5	59.5
59.1	13:20:09		59.1	59.1
59.2	13:20:10		59.2	59.2
57.6	13:20:11		57.6	57.6
56.2	13:20:12		56.2	56.2
56.0	13:20:13		56.0	56.0
55.3	13:20:14		55.3	55.3
55.6	13:20:15		55.6	55.6
55.6	13:20:16		55.6	55.6
54.0	13:20:17		54.0	54.0
52.2	13:20:18		52.2	52.2
51.2	13:20:19		51.2	51.2
51.0	13:20:20		51.0	51.0
52.1	13:20:21		52.1	52.1
54.3	13:20:22		54.3	54.3
56.6	13:20:23		56.6	56.6
59.5	13:20:24		59.5	59.5
62.1	13:20:25		62.1	62.1
64.3	13:20:26		64.3	64.3
62.5	13:20:27		62.5	62.5
61.3	13:20:28		61.3	61.3
59.5	13:20:29		59.5	59.5
57.0	13:20:30		57.0	57.0
54.8	13:20:31		54.8	54.8
53.7	13:20:32		53.7	53.7
52.3	13:20:33		52.3	52.3
50.9	13:20:34		50.9	50.9
51.0	13:20:35		51.0	51.0
52.0	13:20:36		52.0	52.0
52.2	13:20:37		52.2	52.2
51.2	13:20:38		51.2	51.2
51.2	13:20:39		51.2	51.2
51.1	13:20:40		51.1	51.1
50.6	13:20:41		50.6	50.6
49.7	13:20:42		49.7	49.7
50.4	13:20:43		50.4	50.4
50.1	13:20:44		50.1	50.1
50.7	13:20:45		50.7	50.7
51.0	13:20:46		51.0	51.0
51.7	13:20:47		51.7	51.7
54.0	13:20:48		54.0	54.0
56.6	13:20:49		56.6	56.6
58.7	13:20:50		58.7	58.7
58.3	13:20:51		58.3	58.3
58.1	13:20:52		58.1	58.1
57.5	13:20:53		57.5	57.5
57.9	13:20:54		57.9	57.9
59.7	13:20:55		59.7	59.7
58.3	13:20:56		58.3	58.3
56.4	13:20:57		56.4	56.4
54.9	13:20:58		54.9	54.9
54.5	13:20:59		54.5	54.5
54.9	13:21:00		54.9	54.9
56.4	13:21:01		56.4	56.4
58.4	13:21:02		58.4	58.4
59.2	13:21:03		59.2	59.2
59.2	13:21:04		59.2	59.2
57.6	13:21:05		57.6	57.6
55.9	13:21:06		55.9	55.9
56.5	13:21:07		56.5	56.5
56.5	13:21:08		56.5	56.5
57.2	13:21:09		57.2	57.2
57.9	13:21:10		57.9	57.9
55.7	13:21:11		55.7	55.7
54.4	13:21:12		54.4	54.4
54.7	13:21:13		54.7	54.7
55.6	13:21:14		55.6	55.6
54.9	13:21:15		54.9	54.9
54.2	13:21:16		54.2	54.2
52.6	13:21:17		52.6	52.6
50.8	13:21:18		50.8	50.8
49.2	13:21:19		49.2	49.2
48.3	13:21:20		48.3	48.3
47.6	13:21:21		47.6	47.6
47.0	13:21:22		47.0	47.0
46.6	13:21:23		46.6	46.6
46.4	13:21:24		46.4	46.4
46.6	13:21:25		46.6	46.6
46.6	13:21:26		46.6	46.6
50.4	13:21:27		50.4	50.4
49.2	13:21:28		49.2	49.2
47.3	13:21:29		47.3	47.3
46.4	13:21:30		46.4	46.4
46.3	13:21:31		46.3	46.3
46.4	13:21:32		46.4	46.4
46.7	13:21:33		46.7	46.7
47.4	13:21:34		47.4	47.4
47.3	13:21:35		47.3	47.3
47.4	13:21:36		47.4	47.4
47.7	13:21:37		47.7	47.7

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
68.0	13:28:38		68.0	68.0
65.6	13:28:39		65.6	65.6
66.5	13:28:40		66.5	66.5
69.9	13:28:41		69.9	69.9
70.1	13:28:42		70.1	70.1
67.2	13:28:43		67.2	67.2
64.7	13:28:44		64.7	64.7
61.5	13:28:45		61.5	61.5
58.4	13:28:46		58.4	58.4
55.7	13:28:47		55.7	55.7
54.0	13:28:48		54.0	54.0
54.4	13:28:49		54.4	54.4
52.5	13:28:50		52.5	52.5
51.0	13:28:51		51.0	51.0
50.2	13:28:52		50.2	50.2
49.9	13:28:53		49.9	49.9
49.9	13:28:54		49.9	49.9
50.1	13:28:55		50.1	50.1
49.9	13:28:56		49.9	49.9
49.9	13:28:57		49.9	49.9
50.0	13:28:58		50.0	50.0
50.3	13:28:59		50.3	50.3
50.8	13:29:00		50.8	50.8
52.7	13:29:01		52.7	52.7
55.4	13:29:02		55.4	55.4
58.8	13:29:03		58.8	58.8
62.5	13:29:04		62.5	62.5
64.1	13:29:05		64.1	64.1
62.4	13:29:06		62.4	62.4
60.1	13:29:07		60.1	60.1
58.6	13:29:08		58.6	58.6
60.6	13:29:09		60.6	60.6
63.6	13:29:10		63.6	63.6
64.3	13:29:11		64.3	64.3
62.2	13:29:12		62.2	62.2
59.5	13:29:13		59.5	59.5
58.1	13:29:14		58.1	58.1
60.4	13:29:15		60.4	60.4
65.3	13:29:16		65.3	65.3
71.3	13:29:17		71.3	71.3
73.6	13:29:18		73.6	73.6
72.3	13:29:19		72.3	72.3
69.4	13:29:20		69.4	69.4
66.0	13:29:21		66.0	66.0
63.1	13:29:22		63.1	63.1
62.2	13:29:23		62.2	62.2
63.9	13:29:24		63.9	63.9
64.2	13:29:25		64.2	64.2
63.0	13:29:26		63.0	63.0
63.7	13:29:27		63.7	63.7
65.7	13:29:28		65.7	65.7
66.8	13:29:29		66.8	66.8
68.4	13:29:30		68.4	68.4
67.4	13:29:31		67.4	67.4
65.1	13:29:32		65.1	65.1
62.2	13:29:33		62.2	62.2
59.2	13:29:34		59.2	59.2
56.6	13:29:35		56.6	56.6
54.5	13:29:36		54.5	54.5
53.0	13:29:37		53.0	53.0
53.1	13:29:38		53.1	53.1
55.0	13:29:39		55.0	55.0
58.3	13:29:40		58.3	58.3
64.1	13:29:41		64.1	64.1
67.5	13:29:42		67.5	67.5
65.0	13:29:43		65.0	65.0
61.6	13:29:44		61.6	61.6
58.7	13:29:45		58.7	58.7
57.2	13:29:46		57.2	57.2
56.0	13:29:47		56.0	56.0
56.1	13:29:48		56.1	56.1
58.8	13:29:49		58.8	58.8
64.1	13:29:50		64.1	64.1
66.2	13:29:51		66.2	66.2
63.7	13:29:52		63.7	63.7
62.2	13:29:53		62.2	62.2
63.0	13:29:54		63.0	63.0
64.0	13:29:55		64.0	64.0
62.4	13:29:56		62.4	62.4
59.4	13:29:57		59.4	59.4
56.8	13:29:58		56.8	56.8
55.1	13:29:59		55.1	55.1
55.0	13:30:00		55.0	55.0
57.2	13:30:01		57.2	57.2
61.6	13:30:02		61.6	61.6
65.8	13:30:03		65.8	65.8
66.7	13:30:04		66.7	66.7
64.0	13:30:05		64.0	64.0
60.8	13:30:06		60.8	60.8
57.7	13:30:07		57.7	57.7
56.6	13:30:08		56.6	56.6
54.9	13:30:09		54.9	54.9
53.2	13:30:10		53.2	53.2
52.6	13:30:11		52.6	52.6
52.1	13:30:12		52.1	52.1
52.1	13:30:13		52.1	52.1
54.3	13:30:14		54.3	54.3
54.8	13:30:15		54.8	54.8
54.9	13:30:16		54.9	54.9
54.0	13:30:17		54.0	54.0
54.0	13:30:18		54.0	54.0
55.7	13:30:19		55.7	55.7
58.3	13:30:20		58.3	58.3
61.3	13:30:21		61.3	61.3
62.7	13:30:22		62.7	62.7
63.3	13:30:23		63.3	63.3
65.3	13:30:24		65.3	65.3
67.2	13:30:25		67.2	67.2
65.6	13:30:26		65.6	65.6
63.6	13:30:27		63.6	63.6
63.4	13:30:28		63.4	63.4
65.3	13:30:29		65.3	65.3
67.2	13:30:30		67.2	67.2
68.2	13:30:31		68.2	68.2
69.0	13:30:32		69.0	69.0
72.6	13:30:33		72.6	72.6
75.3	13:30:34		75.3	75.3
73.4	13:30:35		73.4	73.4
70.4	13:30:36		70.4	70.4
67.9	13:30:37		67.9	67.9
67.0	13:30:38		67.0	67.0
67.4	13:30:39		67.4	67.4
67.9	13:30:40		67.9	67.9
67.8	13:30:41		67.8	67.8
68.0	13:30:42		68.0	68.0
67.2	13:30:43		67.2	67.2
67.1	13:30:44		67.1	67.1
69.6	13:30:45		69.6	69.6
71.0	13:30:46		71.0	71.0
69.1	13:30:47		69.1	69.1
65.9	13:30:48		65.9	65.9
63.0	13:30:49		63.0	63.0
60.7	13:30:50		60.7	60.7
59.2	13:30:51		59.2	59.2
57.8	13:30:52		57.8	57.8
57.6	13:30:53		57.6	57.6
56.9	13:30:54		56.9	56.9
57.5	13:30:55		57.5	57.5
56.5	13:30:56		56.5	56.5
56.7	13:30:57		56.7	56.7
56.4	13:30:58		56.4	56.4
55.3	13:30:59		55.3	55.3
54.5	13:31:00		54.5	54.5
53.8	13:31:01		53.8	53.8
53.0	13:31:02		53.0	53.0
53.4	13:31:03		53.4	53.4
54.4	13:31:04		54.4	54.4
55.2	13:31:05		55.2	55.2
54.3	13:31:06		54.3	54.3
53.9	13:31:07		53.9	53.9
53.9	13:31:08		53.9	53.9
54.2	13:31:09		54.2	54.2
55.7	13:31:10		55.7	55.7
62.1	13:31:11		62.1	62.1
70.0	13:31:12		70.0	70.0
69.3	13:31:13		69.3	69.3
65.6	13:31:14		65.6	65.6
62.2	13:31:15		62.2	62.2

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
49.6	13:04:31		49.6	49.6
49.7	13:04:32		49.7	49.7
50.6	13:04:33		50.6	50.6
51.2	13:04:34		51.2	51.2
51.5	13:04:35		51.5	51.5
52.7	13:04:36		52.7	52.7
52.7	13:04:37		52.7	52.7
52.2	13:04:38		52.2	52.2
52.1	13:04:39		52.1	52.1
51.2	13:04:40		51.2	51.2
50.5	13:04:41		50.5	50.5
50.4	13:04:42		50.4	50.4
50.3	13:04:43		50.3	50.3
50.1	13:04:44		50.1	50.1
50.1	13:04:45		50.1	50.1
49.7	13:04:46		49.7	49.7
49.4	13:04:47		49.4	49.4
49.2	13:04:48		49.2	49.2
49.1	13:04:49		49.1	49.1
48.8	13:04:50		48.8	48.8
49.3	13:04:51		49.3	49.3
49.8	13:04:52		49.8	49.8
49.9	13:04:53		49.9	49.9
50.1	13:04:54		50.1	50.1
50.9	13:04:55		50.9	50.9
51.6	13:04:56		51.6	51.6
51.6	13:04:57		51.6	51.6
50.9	13:04:58		50.9	50.9
50.5	13:04:59		50.5	50.5
50.3	13:05:00		50.3	50.3
50.7	13:05:01		50.7	50.7
50.9	13:05:02		50.9	50.9
50.7	13:05:03		50.7	50.7
51.1	13:05:04		51.1	51.1
51.1	13:05:05		51.1	51.1
51.7	13:05:06		51.7	51.7
50.8	13:05:07		50.8	50.8
51.6	13:05:08		51.6	51.6
52.0	13:05:09		52.0	52.0
52.1	13:05:10		52.1	52.1
53.0	13:05:11		53.0	53.0
53.8	13:05:12		53.8	53.8
53.7	13:05:13		53.7	53.7
54.7	13:05:14		54.7	54.7
55.6	13:05:15		55.6	55.6
56.3	13:05:16		56.3	56.3
57.8	13:05:17		57.8	57.8
57.7	13:05:18		57.7	57.7
56.2	13:05:19		56.2	56.2
57.5	13:05:20		57.5	57.5
57.3	13:05:21		57.3	57.3
59.0	13:05:22		59.0	59.0
61.5	13:05:23		61.5	61.5
61.5	13:05:24		61.5	61.5
62.7	13:05:25		62.7	62.7
62.4	13:05:26		62.4	62.4
60.1	13:05:27		60.1	60.1
58.5	13:05:28		58.5	58.5
58.8	13:05:29		58.8	58.8
58.1	13:05:30		58.1	58.1
58.5	13:05:31		58.5	58.5
57.7	13:05:32		57.7	57.7
58.2	13:05:33		58.2	58.2
58.4	13:05:34		58.4	58.4
58.1	13:05:35		58.1	58.1
58.4	13:05:36		58.4	58.4
57.1	13:05:37		57.1	57.1
56.0	13:05:38		56.0	56.0
56.8	13:05:39		56.8	56.8
57.2	13:05:40		57.2	57.2
56.2	13:05:41		56.2	56.2
55.3	13:05:42		55.3	55.3
54.0	13:05:43		54.0	54.0
54.6	13:05:44		54.6	54.6
55.3	13:05:45		55.3	55.3
56.0	13:05:46		56.0	56.0
54.9	13:05:47		54.9	54.9
53.9	13:05:48		53.9	53.9
54.3	13:05:49		54.3	54.3
56.7	13:05:50		56.7	56.7
56.2	13:05:51		56.2	56.2
55.4	13:05:52		55.4	55.4
54.6	13:05:53		54.6	54.6
54.2	13:05:54		54.2	54.2
53.9	13:05:55		53.9	53.9
52.8	13:05:56		52.8	52.8
53.7	13:05:57		53.7	53.7
54.6	13:05:58		54.6	54.6
55.9	13:05:59		55.9	55.9
54.7	13:06:00		54.7	54.7
55.5	13:06:01		55.5	55.5
55.7	13:06:02		55.7	55.7
56.1	13:06:03		56.1	56.1
55.5	13:06:04		55.5	55.5
54.6	13:06:05		54.6	54.6
55.2	13:06:06		55.2	55.2
55.9	13:06:07		55.9	55.9
54.7	13:06:08		54.7	54.7
55.0	13:06:09		55.0	55.0
54.2	13:06:10		54.2	54.2
53.7	13:06:11		53.7	53.7
54.8	13:06:12		54.8	54.8
54.6	13:06:13		54.6	54.6
54.3	13:06:14		54.3	54.3
52.5	13:06:15		52.5	52.5
51.7	13:06:16		51.7	51.7
53.3	13:06:17		53.3	53.3
53.6	13:06:18		53.6	53.6
52.1	13:06:19		52.1	52.1
50.9	13:06:20		50.9	50.9
50.6	13:06:21		50.6	50.6
50.9	13:06:22		50.9	50.9
51.2	13:06:23		51.2	51.2
51.6	13:06:24		51.6	51.6
51.8	13:06:25		51.8	51.8
51.4	13:06:26		51.4	51.4
51.3	13:06:27		51.3	51.3
51.8	13:06:28		51.8	51.8
51.5	13:06:29		51.5	51.5
51.5	13:06:30		51.5	51.5
53.0	13:06:31		53.0	53.0
53.4	13:06:32		53.4	53.4
53.3	13:06:33		53.3	53.3
53.0	13:06:34		53.0	53.0
53.4	13:06:35		53.4	53.4
52.4	13:06:36		52.4	52.4
53.9	13:06:37		53.9	53.9
55.5	13:06:38		55.5	55.5
56.0	13:06:39		56.0	56.0
55.5	13:06:40		55.5	55.5
54.3	13:06:41		54.3	54.3
53.1	13:06:42		53.1	53.1
53.2	13:06:43		53.2	53.2
53.8	13:06:44		53.8	53.8
52.9	13:06:45		52.9	52.9
52.3	13:06:46		52.3	52.3
53.0	13:06:47		53.0	53.0
53.0	13:06:48		53.0	53.0
53.5	13:06:49		53.5	53.5
53.3	13:06:50		53.3	53.3
52.5	13:06:51		52.5	52.5
52.1	13:06:52		52.1	52.1
52.3	13:06:53		52.3	52.3
53.1	13:06:54		53.1	53.1
56.0	13:06:55		56.0	56.0
55.2	13:06:56		55.2	55.2
56.3	13:06:57		56.3	56.3
54.4	13:06:58		54.4	54.4
54.0	13:06:59		54.0	54.0
53.1	13:07:00		53.1	53.1
52.9	13:07:01		52.9	52.9
53.7	13:07:02		53.7	53.7
52.8	13:07:03		52.8	52.8
52.1	13:07:04		52.1	52.1
51.1	13:07:05		51.1	51.1
50.5	13:07:06		50.5	50.5
52.0	13:07:07		52.0	52.0
53.4	13:07:08		53.4	53.4

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
50.3	13:21:38		50.3	50.3
53.8	13:21:39		53.8	53.8
56.6	13:21:40		56.6	56.6
55.8	13:21:41		55.8	55.8
54.3	13:21:42		54.3	54.3
52.8	13:21:43		52.8	52.8
52.0	13:21:44		52.0	52.0
52.7	13:21:45		52.7	52.7
53.3	13:21:46		53.3	53.3
52.6	13:21:47		52.6	52.6
52.6	13:21:48		52.6	52.6
53.5	13:21:49		53.5	53.5
56.3	13:21:50		56.3	56.3
56.9	13:21:51		56.9	56.9
55.7	13:21:52		55.7	55.7
54.0	13:21:53		54.0	54.0
52.0	13:21:54		52.0	52.0
50.4	13:21:55		50.4	50.4
49.3	13:21:56		49.3	49.3
48.0	13:21:57		48.0	48.0
47.5	13:21:58		47.5	47.5
47.8	13:21:59		47.8	47.8
47.6	13:22:00		47.6	47.6
47.2	13:22:01		47.2	47.2
47.2	13:22:02		47.2	47.2
47.0	13:22:03		47.0	47.0
47.1	13:22:04		47.1	47.1
47.3	13:22:05		47.3	47.3
47.2	13:22:06		47.2	47.2
48.2	13:22:07		48.2	48.2
48.9	13:22:08		48.9	48.9
48.9	13:22:09		48.9	48.9
49.8	13:22:10		49.8	49.8
51.7	13:22:11		51.7	51.7
53.9	13:22:12		53.9	53.9
56.7	13:22:13		56.7	56.7
57.3	13:22:14		57.3	57.3
55.6	13:22:15		55.6	55.6
54.4	13:22:16		54.4	54.4
52.9	13:22:17		52.9	52.9
51.7	13:22:18		51.7	51.7
50.7	13:22:19		50.7	50.7
49.9	13:22:20		49.9	49.9
49.0	13:22:21		49.0	49.0
48.7	13:22:22		48.7	48.7
48.8	13:22:23		48.8	48.8
49.1	13:22:24		49.1	49.1
49.4	13:22:25		49.4	49.4
49.8	13:22:26		49.8	49.8
50.3	13:22:27		50.3	50.3
50.4	13:22:28		50.4	50.4
51.0	13:22:29		51.0	51.0
50.8	13:22:30		50.8	50.8
49.9	13:22:31		49.9	49.9
50.2	13:22:32		50.2	50.2
50.0	13:22:33		50.0	50.0
49.4	13:22:34		49.4	49.4
49.0	13:22:35		49.0	49.0
48.9	13:22:36		48.9	48.9
49.7	13:22:37		49.7	49.7
50.1	13:22:38		50.1	50.1
50.3	13:22:39		50.3	50.3
50.5	13:22:40		50.5	50.5
50.1	13:22:41		50.1	50.1
49.9	13:22:42		49.9	49.9
49.6	13:22:43		49.6	49.6
49.2	13:22:44		49.2	49.2
49.4	13:22:45		49.4	49.4
50.0	13:22:46		50.0	50.0
50.5	13:22:47		50.5	50.5
52.1	13:22:48		52.1	52.1
54.7	13:22:49		54.7	54.7
58.5	13:22:50		58.5	58.5
60.9	13:22:51		60.9	60.9
60.6	13:22:52		60.6	60.6
59.8	13:22:53		59.8	59.8
58.3	13:22:54		58.3	58.3
57.7	13:22:55		57.7	57.7
58.3	13:22:56		58.3	58.3
58.8	13:22:57		58.8	58.8
58.7	13:22:58		58.7	58.7
57.5	13:22:59		57.5	57.5
56.1	13:23:00		56.1	56.1
56.5	13:23:01		56.5	56.5
56.5	13:23:02		56.5	56.5
54.6	13:23:03		54.6	54.6
52.8	13:23:04		52.8	52.8
51.2	13:23:05		51.2	51.2
49.9	13:23:06		49.9	49.9
48.9	13:23:07		48.9	48.9
48.3	13:23:08		48.3	48.3
48.3	13:23:09		48.3	48.3
48.4	13:23:10		48.4	48.4
48.0	13:23:11		48.0	48.0
48.5	13:23:12		48.5	48.5
49.6	13:23:13		49.6	49.6
49.7	13:23:14		49.7	49.7
50.6	13:23:15		50.6	50.6
50.5	13:23:16		50.5	50.5
50.6	13:23:17		50.6	50.6
52.3	13:23:18		52.3	52.3
55.7	13:23:19		55.7	55.7
56.6	13:23:20		56.6	56.6
56.8	13:23:21		56.8	56.8
58.8	13:23:22		58.8	58.8
59.7	13:23:23		59.7	59.7
58.5	13:23:24		58.5	58.5
57.6	13:23:25		57.6	57.6
57.9	13:23:26		57.9	57.9
56.4	13:23:27		56.4	56.4
54.1	13:23:28		54.1	54.1
51.8	13:23:29		51.8	51.8
50.2	13:23:30		50.2	50.2
49.8	13:23:31		49.8	49.8
50.7	13:23:32		50.7	50.7
52.1	13:23:33		52.1	52.1
53.7	13:23:34		53.7	53.7
55.1	13:23:35		55.1	55.1
57.2	13:23:36		57.2	57.2
56.9	13:23:37		56.9	56.9
54.8	13:23:38		54.8	54.8
52.6	13:23:39		52.6	52.6
50.8	13:23:40		50.8	50.8
49.8	13:23:41		49.8	49.8
49.6	13:23:42		49.6	49.6
49.6	13:23:43		49.6	49.6
48.5	13:23:44		48.5	48.5
47.8	13:23:45		47.8	47.8
48.2	13:23:46		48.2	48.2
48.0	13:23:47		48.0	48.0
46.9	13:23:48		46.9	46.9
46.5	13:23:49		46.5	46.5
46.4	13:23:50		46.4	46.4
46.0	13:23:51		46.0	46.0
45.6	13:23:52		45.6	45.6
45.7	13:23:53		45.7	45.7
45.8	13:23:54		45.8	45.8
45.6	13:23:55		45.6	45.6
45.5	13:23:56		45.5	45.5
46.3	13:23:57		46.3	46.3
46.8	13:23:58		46.8	46.8
46.2	13:23:59		46.2	46.2
46.2	13:24:00		46.2	46.2
46.0	13:24:01		46.0	46.0
46.1	13:24:02		46.1	46.1
46.3	13:24:03		46.3	46.3
46.1	13:24:04		46.1	46.1
46.6	13:24:05		46.6	46.6
46.5	13:24:06		46.5	46.5
46.3	13:24:07		46.3	46.3
46.5	13:24:08		46.5	46.5
46.7	13:24:09		46.7	46.7
46.6	13:24:10		46.6	46.6
47.2	13:24:11		47.2	47.2
46.6	13:24:12		46.6	46.6
46.4	13:24:13		46.4	46.4
46.8	13:24:14		46.8	46.8
47.2	13:24:15		47.2	47.2

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
61.5	13:31:16		61.5	61.5
64.5	13:31:17		64.5	64.5
67.4	13:31:18		67.4	67.4
65.6	13:31:19		65.6	65.6
62.4	13:31:20		62.4	62.4
60.6	13:31:21		60.6	60.6
63.1	13:31:22		63.1	63.1
66.8	13:31:23		66.8	66.8
65.0	13:31:24		65.0	65.0
62.3	13:31:25		62.3	62.3
62.1	13:31:26		62.1	62.1
63.3	13:31:27		63.3	63.3
62.7	13:31:28		62.7	62.7
60.0	13:31:29		60.0	60.0
57.3	13:31:30		57.3	57.3
55.8	13:31:31		55.8	55.8
54.8	13:31:32		54.8	54.8
53.8	13:31:33		53.8	53.8
52.5	13:31:34		52.5	52.5
52.0	13:31:35		52.0	52.0
51.8	13:31:36		51.8	51.8
52.2	13:31:37		52.2	52.2
51.5	13:31:38		51.5	51.5
51.8	13:31:39		51.8	51.8
53.0	13:31:40		53.0	53.0
54.3	13:31:41		54.3	54.3
54.8	13:31:42		54.8	54.8
57.0	13:31:43		57.0	57.0
60.4	13:31:44		60.4	60.4
66.4	13:31:45		66.4	66.4
70.5	13:31:46		70.5	70.5
68.3	13:31:47		68.3	68.3
64.7	13:31:48		64.7	64.7
61.1	13:31:49		61.1	61.1
59.1	13:31:50		59.1	59.1
61.6	13:31:51		61.6	61.6
65.9	13:31:52		65.9	65.9
67.5	13:31:53		67.5	67.5
65.4	13:31:54		65.4	65.4
62.7	13:31:55		62.7	62.7
61.7	13:31:56		61.7	61.7
62.7	13:31:57		62.7	62.7
64.3	13:31:58		64.3	64.3
62.9	13:31:59		62.9	62.9
60.7	13:32:00		60.7	60.7
61.5	13:32:01		61.5	61.5
64.2	13:32:02		64.2	64.2
65.8	13:32:03		65.8	65.8
64.8	13:32:04		64.8	64.8
63.0	13:32:05		63.0	63.0
61.9	13:32:06		61.9	61.9
63.5	13:32:07		63.5	63.5
63.1	13:32:08		63.1	63.1
61.3	13:32:09		61.3	61.3
59.8	13:32:10		59.8	59.8
60.0	13:32:11		60.0	60.0
64.1	13:32:12		64.1	64.1
68.1	13:32:13		68.1	68.1
69.2	13:32:14		69.2	69.2
72.8	13:32:15		72.8	72.8
73.2	13:32:16		73.2	73.2
72.1	13:32:17		72.1	72.1
70.9	13:32:18		70.9	70.9
68.0	13:32:19		68.0	68.0
64.5	13:32:20		64.5	64.5
61.5	13:32:21		61.5	61.5
61.5	13:32:22		61.5	61.5
65.6	13:32:23		65.6	65.6
68.8	13:32:24		68.8	68.8
67.7	13:32:25		67.7	67.7
64.9	13:32:26		64.9	64.9
61.7	13:32:27		61.7	61.7
58.6	13:32:28		58.6	58.6
56.4	13:32:29		56.4	56.4
55.4	13:32:30		55.4	55.4
56.6	13:32:31		56.6	56.6
59.6	13:32:32		59.6	59.6
63.1	13:32:33		63.1	63.1
65.2	13:32:34		65.2	65.2
68.1	13:32:35		68.1	68.1
69.1	13:32:36		69.1	69.1
66.8	13:32:37		66.8	66.8
64.8	13:32:38		64.8	64.8
62.5	13:32:39		62.5	62.5
60.0	13:32:40		60.0	60.0
58.2	13:32:41		58.2	58.2
60.7	13:32:42		60.7	60.7
67.6	13:32:43		67.6	67.6
71.7	13:32:44		71.7	71.7
69.8	13:32:45		69.8	69.8
67.8	13:32:46		67.8	67.8
65.2	13:32:47		65.2	65.2
62.8	13:32:48		62.8	62.8
61.0	13:32:49		61.0	61.0
62.2	13:32:50		62.2	62.2
68.1	13:32:51		68.1	68.1
69.2	13:32:52		69.2	69.2
66.7	13:32:53		66.7	66.7
63.9	13:32:54		63.9	63.9
63.2	13:32:55		63.2	63.2
66.3	13:32:56		66.3	66.3
66.4	13:32:57		66.4	66.4
65.1	13:32:58		65.1	65.1
65.0	13:32:59		65.0	65.0
66.8	13:33:00		66.8	66.8
66.1	13:33:01		66.1	66.1
63.0	13:33:02		63.0	63.0
59.8	13:33:03		59.8	59.8
57.0	13:33:04		57.0	57.0
54.9	13:33:05		54.9	54.9
53.9	13:33:06		53.9	53.9
53.3	13:33:07		53.3	53.3
54.0	13:33:08		54.0	54.0
56.2	13:33:09		56.2	56.2
61.5	13:33:10		61.5	61.5
69.9	13:33:11		69.9	69.9
69.8	13:33:12		69.8	69.8
66.2	13:33:13		66.2	66.2
62.6	13:33:14		62.6	62.6
59.3	13:33:15		59.3	59.3
56.3	13:33:16		56.3	56.3
54.2	13:33:17		54.2	54.2
52.9	13:33:18		52.9	52.9
53.8	13:33:19		53.8	53.8
53.0	13:33:20		53.0	53.0
52.2	13:33:21		52.2	52.2
52.8	13:33:22		52.8	52.8
54.1	13:33:23		54.1	54.1
57.1	13:33:24		57.1	57.1
61.3	13:33:25		61.3	61.3
63.2	13:33:26		63.2	63.2
63.8	13:33:27		63.8	63.8
62.0	13:33:28		62.0	62.0
60.3	13:33:29		60.3	60.3
61.4	13:33:30		61.4	61.4
64.0	13:33:31		64.0	64.0
64.6	13:33:32		64.6	64.6
62.7	13:33:33		62.7	62.7
59.9	13:33:34		59.9	59.9
57.4	13:33:35		57.4	57.4
56.7	13:33:36		56.7	56.7
58.3	13:33:37		58.3	58.3
61.2	13:33:38		61.2	61.2
64.4	13:33:39		64.4	64.4
66.4	13:33:40		66.4	66.4
65.8	13:33:41		65.8	65.8
63.2	13:33:42		63.2	63.2
60.3	13:33:43		60.3	60.3
58.1	13:33:44		58.1	58.1
56.8	13:33:45		56.8	56.8
57.4	13:33:46		57.4	57.4
62.1	13:33:47		62.1	62.1
68.3	13:33:48		68.3	68.3
71.0	13:33:49		71.0	71.0
70.0	13:33:50		70.0	70.0
70.4	13:33:51		70.4	70.4
71.5	13:33:52		71.5	71.5
70.6	13:33:53		70.6	70.6

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
53.7	13:07:09		53.7	53.7
52.6	13:07:10		52.6	52.6
51.9	13:07:11		51.9	51.9
51.3	13:07:12		51.3	51.3
51.3	13:07:13		51.3	51.3
52.2	13:07:14		52.2	52.2
53.5	13:07:15		53.5	53.5
53.7	13:07:16		53.7	53.7
53.3	13:07:17		53.3	53.3
52.5	13:07:18		52.5	52.5
52.2	13:07:19		52.2	52.2
52.3	13:07:20		52.3	52.3
52.2	13:07:21		52.2	52.2
52.7	13:07:22		52.7	52.7
51.5	13:07:23		51.5	51.5
53.0	13:07:24		53.0	53.0
56.3	13:07:25		56.3	56.3
62.3	13:07:26		62.3	62.3
65.1	13:07:27		65.1	65.1
67.6	13:07:28		67.6	67.6
69.0	13:07:29		69.0	69.0
67.1	13:07:30		67.1	67.1
64.0	13:07:31		64.0	64.0
60.4	13:07:32		60.4	60.4
57.1	13:07:33		57.1	57.1
54.1	13:07:34		54.1	54.1
52.0	13:07:35		52.0	52.0
50.6	13:07:36		50.6	50.6
49.7	13:07:37		49.7	49.7
49.2	13:07:38		49.2	49.2
49.0	13:07:39		49.0	49.0
48.8	13:07:40		48.8	48.8
48.8	13:07:41		48.8	48.8
48.7	13:07:42		48.7	48.7
51.3	13:07:43		51.3	51.3
51.7	13:07:44		51.7	51.7
51.7	13:07:45		51.7	51.7
51.5	13:07:46		51.5	51.5
52.0	13:07:47		52.0	52.0
53.0	13:07:48		53.0	53.0
53.4	13:07:49		53.4	53.4
54.1	13:07:50		54.1	54.1
54.2	13:07:51		54.2	54.2
52.7	13:07:52		52.7	52.7
51.3	13:07:53		51.3	51.3
50.2	13:07:54		50.2	50.2
49.7	13:07:55		49.7	49.7
49.3	13:07:56		49.3	49.3
49.3	13:07:57		49.3	49.3
49.8	13:07:58		49.8	49.8
50.0	13:07:59		50.0	50.0
50.7	13:08:00		50.7	50.7
51.3	13:08:01		51.3	51.3
51.6	13:08:02		51.6	51.6
51.6	13:08:03		51.6	51.6
51.4	13:08:04		51.4	51.4
53.0	13:08:05		53.0	53.0
53.2	13:08:06		53.2	53.2
51.8	13:08:07		51.8	51.8
50.6	13:08:08		50.6	50.6
49.8	13:08:09		49.8	49.8
49.4	13:08:10		49.4	49.4
49.2	13:08:11		49.2	49.2
49.4	13:08:12		49.4	49.4
49.6	13:08:13		49.6	49.6
49.9	13:08:14		49.9	49.9
50.6	13:08:15		50.6	50.6
51.0	13:08:16		51.0	51.0
50.9	13:08:17		50.9	50.9
50.6	13:08:18		50.6	50.6
49.9	13:08:19		49.9	49.9
49.5	13:08:20		49.5	49.5
49.1	13:08:21		49.1	49.1
49.1	13:08:22		49.1	49.1
49.3	13:08:23		49.3	49.3
49.4	13:08:24		49.4	49.4
49.5	13:08:25		49.5	49.5
49.7	13:08:26		49.7	49.7
49.9	13:08:27		49.9	49.9
50.5	13:08:28		50.5	50.5
51.7	13:08:29		51.7	51.7
52.0	13:08:30		52.0	52.0
51.9	13:08:31		51.9	51.9
51.4	13:08:32		51.4	51.4
51.0	13:08:33		51.0	51.0
51.1	13:08:34		51.1	51.1
52.4	13:08:35		52.4	52.4
52.9	13:08:36		52.9	52.9
52.7	13:08:37		52.7	52.7
53.0	13:08:38		53.0	53.0
52.9	13:08:39		52.9	52.9
52.1	13:08:40		52.1	52.1
51.3	13:08:41		51.3	51.3
50.5	13:08:42		50.5	50.5
50.1	13:08:43		50.1	50.1
50.3	13:08:44		50.3	50.3
51.0	13:08:45		51.0	51.0
52.7	13:08:46		52.7	52.7
54.5	13:08:47		54.5	54.5
53.8	13:08:48		53.8	53.8
52.1	13:08:49		52.1	52.1
50.8	13:08:50		50.8	50.8
49.8	13:08:51		49.8	49.8
49.5	13:08:52		49.5	49.5
49.6	13:08:53		49.6	49.6
49.7	13:08:54		49.7	49.7
49.4	13:08:55		49.4	49.4
49.4	13:08:56		49.4	49.4
49.5	13:08:57		49.5	49.5
49.4	13:08:58		49.4	49.4
49.6	13:08:59		49.6	49.6
49.9	13:09:00		49.9	49.9
50.0	13:09:01		50.0	50.0
49.9	13:09:02		49.9	49.9
49.5	13:09:03		49.5	49.5
49.4	13:09:04		49.4	49.4
49.4	13:09:05		49.4	49.4
49.3	13:09:06		49.3	49.3
49.7	13:09:07		49.7	49.7
50.0	13:09:08		50.0	50.0
51.0	13:09:09		51.0	51.0
53.4	13:09:10		53.4	53.4
54.1	13:09:11		54.1	54.1
54.7	13:09:12		54.7	54.7
56.5	13:09:13		56.5	56.5
56.0	13:09:14		56.0	56.0
55.6	13:09:15		55.6	55.6
54.0	13:09:16		54.0	54.0
52.1	13:09:17		52.1	52.1
50.6	13:09:18		50.6	50.6
50.0	13:09:19		50.0	50.0
49.8	13:09:20		49.8	49.8
49.5	13:09:21		49.5	49.5
49.2	13:09:22		49.2	49.2
49.3	13:09:23		49.3	49.3
49.5	13:09:24		49.5	49.5
49.9	13:09:25		49.9	49.9
49.9	13:09:26		49.9	49.9
49.8	13:09:27		49.8	49.8
49.8	13:09:28		49.8	49.8
49.7	13:09:29		49.7	49.7
49.4	13:09:30		49.4	49.4
49.4	13:09:31		49.4	49.4
49.3	13:09:32		49.3	49.3
49.3	13:09:33		49.3	49.3
49.7	13:09:34		49.7	49.7
50.3	13:09:35		50.3	50.3
51.0	13:09:36		51.0	51.0
52.2	13:09:37		52.2	52.2
53.3	13:09:38		53.3	53.3
53.4	13:09:39		53.4	53.4
52.8	13:09:40		52.8	52.8
52.6	13:09:41		52.6	52.6
52.7	13:09:42		52.7	52.7
52.5	13:09:43		52.5	52.5
51.6	13:09:44		51.6	51.6
50.8	13:09:45		50.8	50.8
50.4	13:09:46		50.4	50.4

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
47.9	13:24:16		47.9	47.9
48.5	13:24:17		48.5	48.5
48.7	13:24:18		48.7	48.7
49.0	13:24:19		49.0	49.0
49.4	13:24:20		49.4	49.4
50.4	13:24:21		50.4	50.4
52.0	13:24:22		52.0	52.0
53.8	13:24:23		53.8	53.8
54.9	13:24:24		54.9	54.9
58.3	13:24:25		58.3	58.3
58.5	13:24:26		58.5	58.5
58.1	13:24:27		58.1	58.1
57.4	13:24:28		57.4	57.4
57.4	13:24:29		57.4	57.4
57.1	13:24:30		57.1	57.1
55.1	13:24:31		55.1	55.1
52.8	13:24:32		52.8	52.8
51.1	13:24:33		51.1	51.1
51.1	13:24:34		51.1	51.1
52.8	13:24:35		52.8	52.8
54.8	13:24:36		54.8	54.8
58.1	13:24:37		58.1	58.1
59.0	13:24:38		59.0	59.0
57.8	13:24:39		57.8	57.8
57.8	13:24:40		57.8	57.8
56.6	13:24:41		56.6	56.6
56.3	13:24:42		56.3	56.3
57.2	13:24:43		57.2	57.2
56.2	13:24:44		56.2	56.2
55.2	13:24:45		55.2	55.2
54.6	13:24:46		54.6	54.6
59.6	13:24:47		59.6	59.6
59.1	13:24:48		59.1	59.1
56.4	13:24:49		56.4	56.4
54.3	13:24:50		54.3	54.3
53.6	13:24:51		53.6	53.6
53.7	13:24:52		53.7	53.7
54.5	13:24:53		54.5	54.5
56.2	13:24:54		56.2	56.2
56.0	13:24:55		56.0	56.0
56.7	13:24:56		56.7	56.7
59.0	13:24:57		59.0	59.0
60.6	13:24:58		60.6	60.6
62.6	13:24:59		62.6	62.6
62.3	13:25:00		62.3	62.3
61.5	13:25:01		61.5	61.5
60.1	13:25:02		60.1	60.1
58.5	13:25:03		58.5	58.5
57.6	13:25:04		57.6	57.6
57.2	13:25:05		57.2	57.2
56.2	13:25:06		56.2	56.2
55.7	13:25:07		55.7	55.7
56.3	13:25:08		56.3	56.3
57.0	13:25:09		57.0	57.0
59.4	13:25:10		59.4	59.4
59.1	13:25:11		59.1	59.1
59.4	13:25:12		59.4	59.4
62.9	13:25:13		62.9	62.9
65.3	13:25:14		65.3	65.3
65.3	13:25:15		65.3	65.3
62.8	13:25:16		62.8	62.8
59.8	13:25:17		59.8	59.8
56.8	13:25:18		56.8	56.8
54.9	13:25:19		54.9	54.9
53.2	13:25:20		53.2	53.2
51.6	13:25:21		51.6	51.6
50.9	13:25:22		50.9	50.9
49.7	13:25:23		49.7	49.7
48.7	13:25:24		48.7	48.7
49.2	13:25:25		49.2	49.2
49.5	13:25:26		49.5	49.5
49.6	13:25:27		49.6	49.6
50.3	13:25:28		50.3	50.3
53.1	13:25:29		53.1	53.1
53.2	13:25:30		53.2	53.2
51.8	13:25:31		51.8	51.8
50.8	13:25:32		50.8	50.8
50.2	13:25:33		50.2	50.2
49.8	13:25:34		49.8	49.8
50.4	13:25:35		50.4	50.4
50.1	13:25:36		50.1	50.1
49.6	13:25:37		49.6	49.6
50.1	13:25:38		50.1	50.1
51.3	13:25:39		51.3	51.3
52.6	13:25:40		52.6	52.6
53.7	13:25:41		53.7	53.7
54.5	13:25:42		54.5	54.5
58.0	13:25:43		58.0	58.0
57.5	13:25:44		57.5	57.5
57.5	13:25:45		57.5	57.5
58.9	13:25:46		58.9	58.9
59.1	13:25:47		59.1	59.1
58.0	13:25:48		58.0	58.0
56.9	13:25:49		56.9	56.9
56.6	13:25:50		56.6	56.6
55.0	13:25:51		55.0	55.0
55.1	13:25:52		55.1	55.1
54.9	13:25:53		54.9	54.9
55.9	13:25:54		55.9	55.9
58.0	13:25:55		58.0	58.0
58.0	13:25:56		58.0	58.0
58.9	13:25:57		58.9	58.9
59.9	13:25:58		59.9	59.9
59.7	13:25:59		59.7	59.7
59.2	13:26:00		59.2	59.2
59.6	13:26:01		59.6	59.6
61.3	13:26:02		61.3	61.3
62.9	13:26:03		62.9	62.9
64.7	13:26:04		64.7	64.7
63.8	13:26:05		63.8	63.8
64.3	13:26:06		64.3	64.3
63.1	13:26:07		63.1	63.1
63.3	13:26:08		63.3	63.3
63.6	13:26:09		63.6	63.6
63.1	13:26:10		63.1	63.1
62.8	13:26:11		62.8	62.8
62.7	13:26:12		62.7	62.7
60.8	13:26:13		60.8	60.8
58.6	13:26:14		58.6	58.6
57.7	13:26:15		57.7	57.7
57.4	13:26:16		57.4	57.4
58.0	13:26:17		58.0	58.0
57.7	13:26:18		57.7	57.7
55.2	13:26:19		55.2	55.2
52.9	13:26:20		52.9	52.9
52.2	13:26:21		52.2	52.2
55.9	13:26:22		55.9	55.9
58.0	13:26:23		58.0	58.0
56.7	13:26:24		56.7	56.7
58.6	13:26:25		58.6	58.6
58.8	13:26:26		58.8	58.8
57.5	13:26:27		57.5	57.5
55.9	13:26:28		55.9	55.9
54.1	13:26:29		54.1	54.1
53.1	13:26:30		53.1	53.1
51.7	13:26:31		51.7	51.7
50.0	13:26:32		50.0	50.0
49.3	13:26:33		49.3	49.3
49.8	13:26:34		49.8	49.8
50.6	13:26:35		50.6	50.6
52.3	13:26:36		52.3	52.3
53.4	13:26:37		53.4	53.4
52.3	13:26:38		52.3	52.3
51.9	13:26:39		51.9	51.9
52.1	13:26:40		52.1	52.1
54.0	13:26:41		54.0	54.0
56.0	13:26:42		56.0	56.0
57.7	13:26:43		57.7	57.7
57.9	13:26:44		57.9	57.9
58.7	13:26:45		58.7	58.7
58.7	13:26:46		58.7	58.7
59.2	13:26:47		59.2	59.2
59.9	13:26:48		59.9	59.9
59.7	13:26:49		59.7	59.7
61.0	13:26:50		61.0	61.0
60.8	13:26:51		60.8	60.8
58.3	13:26:52		58.3	58.3
55.7	13:26:53		55.7	55.7

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
67.2	13:33:54		67.2	67.2
63.6	13:33:55		63.6	63.6
60.4	13:33:56		60.4	60.4
58.8	13:33:57		58.8	58.8
60.1	13:33:58		60.1	60.1
63.5	13:33:59		63.5	63.5
64.0	13:34:00		64.0	64.0
62.2	13:34:01		62.2	62.2
59.0	13:34:02		59.0	59.0
56.1	13:34:03		56.1	56.1
53.9	13:34:04		53.9	53.9
52.7	13:34:05		52.7	52.7
51.8	13:34:06		51.8	51.8
50.8	13:34:07		50.8	50.8
50.3	13:34:08		50.3	50.3
50.2	13:34:09		50.2	50.2
51.4	13:34:10		51.4	51.4
52.9	13:34:11		52.9	52.9
53.7	13:34:12		53.7	53.7
55.6	13:34:13		55.6	55.6
58.5	13:34:14		58.5	58.5
64.9	13:34:15		64.9	64.9
70.3	13:34:16		70.3	70.3
70.6	13:34:17		70.6	70.6
68.6	13:34:18		68.6	68.6
66.7	13:34:19		66.7	66.7
63.6	13:34:20		63.6	63.6
60.1	13:34:21		60.1	60.1
56.8	13:34:22		56.8	56.8
53.9	13:34:23		53.9	53.9
51.7	13:34:24		51.7	51.7
50.5	13:34:25		50.5	50.5
49.8	13:34:26		49.8	49.8
49.4	13:34:27		49.4	49.4
49.2	13:34:28		49.2	49.2
49.3	13:34:29		49.3	49.3
49.8	13:34:30		49.8	49.8
51.3	13:34:31		51.3	51.3
54.7	13:34:32		54.7	54.7
59.0	13:34:33		59.0	59.0
62.6	13:34:34		62.6	62.6
65.5	13:34:35		65.5	65.5
66.0	13:34:36		66.0	66.0
66.4	13:34:37		66.4	66.4
64.8	13:34:38		64.8	64.8
62.3	13:34:39		62.3	62.3
60.1	13:34:40		60.1	60.1
59.8	13:34:41		59.8	59.8
62.2	13:34:42		62.2	62.2
66.7	13:34:43		66.7	66.7
67.8	13:34:44		67.8	67.8
66.4	13:34:45		66.4	66.4
65.2	13:34:46		65.2	65.2
63.6	13:34:47		63.6	63.6
62.4	13:34:48		62.4	62.4
63.8	13:34:49		63.8	63.8
63.4	13:34:50		63.4	63.4
61.5	13:34:51		61.5	61.5
59.4	13:34:52		59.4	59.4
56.8	13:34:53		56.8	56.8
54.6	13:34:54		54.6	54.6
53.1	13:34:55		53.1	53.1
52.2	13:34:56		52.2	52.2
51.6	13:34:57		51.6	51.6
51.3	13:34:58		51.3	51.3
52.4	13:34:59		52.4	52.4
55.4	13:35:00		55.4	55.4
59.7	13:35:01		59.7	59.7
64.2	13:35:02		64.2	64.2
65.4	13:35:03		65.4	65.4
63.5	13:35:04		63.5	63.5
60.5	13:35:05		60.5	60.5
57.6	13:35:06		57.6	57.6
55.1	13:35:07		55.1	55.1
53.3	13:35:08		53.3	53.3
51.7	13:35:09		51.7	51.7
50.7	13:35:10		50.7	50.7
50.5	13:35:11		50.5	50.5
51.6	13:35:12		51.6	51.6
53.7	13:35:13		53.7	53.7
58.6	13:35:14		58.6	58.6
65.4	13:35:15		65.4	65.4
67.8	13:35:16		67.8	67.8
65.3	13:35:17		65.3	65.3
61.7	13:35:18		61.7	61.7
58.3	13:35:19		58.3	58.3
55.8	13:35:20		55.8	55.8
54.9	13:35:21		54.9	54.9
56.4	13:35:22		56.4	56.4
58.2	13:35:23		58.2	58.2
61.0	13:35:24		61.0	61.0
61.6	13:35:25		61.6	61.6
59.5	13:35:26		59.5	59.5
57.4	13:35:27		57.4	57.4
56.9	13:35:28		56.9	56.9
58.3	13:35:29		58.3	58.3
60.8	13:35:30		60.8	60.8
64.9	13:35:31		64.9	64.9
70.1	13:35:32		70.1	70.1
68.3	13:35:33		68.3	68.3
65.0	13:35:34		65.0	65.0
62.6	13:35:35		62.6	62.6
63.0	13:35:36		63.0	63.0
65.9	13:35:37		65.9	65.9
69.1	13:35:38		69.1	69.1
68.5	13:35:39		68.5	68.5
66.3	13:35:40		66.3	66.3
63.3	13:35:41		63.3	63.3
60.1	13:35:42		60.1	60.1
57.1	13:35:43		57.1	57.1
54.5	13:35:44		54.5	54.5
52.6	13:35:45		52.6	52.6
51.3	13:35:46		51.3	51.3
50.1	13:35:47		50.1	50.1
49.6	13:35:48		49.6	49.6
49.1	13:35:49		49.1	49.1
48.9	13:35:50		48.9	48.9
48.9	13:35:51		48.9	48.9
48.7	13:35:52		48.7	48.7
48.6	13:35:53		48.6	48.6
48.5	13:35:54		48.5	48.5
48.3	13:35:55		48.3	48.3
48.7	13:35:56		48.7	48.7
49.2	13:35:57		49.2	49.2
49.3	13:35:58		49.3	49.3
49.3	13:35:59		49.3	49.3
49.1	13:36:00		49.1	49.1
49.6	13:36:01		49.6	49.6
50.0	13:36:02		50.0	50.0
50.1	13:36:03		50.1	50.1
51.3	13:36:04		51.3	51.3
53.9	13:36:05		53.9	53.9
55.5	13:36:06		55.5	55.5
56.3	13:36:07		56.3	56.3
56.4	13:36:08		56.4	56.4
57.9	13:36:09		57.9	57.9
61.4	13:36:10		61.4	61.4
65.1	13:36:11		65.1	65.1
69.9	13:36:12		69.9	69.9
73.1	13:36:13		73.1	73.1
72.8	13:36:14		72.8	72.8
70.6	13:36:15		70.6	70.6
69.8	13:36:16		69.8	69.8
68.7	13:36:17		68.7	68.7
65.9	13:36:18		65.9	65.9
63.5	13:36:19		63.5	63.5
62.0	13:36:20		62.0	62.0
59.8	13:36:21		59.8	59.8
57.1	13:36:22		57.1	57.1
55.0	13:36:23		55.0	55.0
55.6	13:36:24		55.6	55.6
58.3	13:36:25		58.3	58.3
61.2	13:36:26		61.2	61.2
63.4	13:36:27		63.4	63.4
62.6	13:36:28		62.6	62.6
59.9	13:36:29		59.9	59.9
58.4	13:36:30		58.4	58.4
58.7	13:36:31		58.7	58.7

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
50.4	13:09:47		50.4	50.4
50.2	13:09:48		50.2	50.2
50.1	13:09:49		50.1	50.1
50.2	13:09:50		50.2	50.2
52.8	13:09:51		52.8	52.8
54.3	13:09:52		54.3	54.3
54.9	13:09:53		54.9	54.9
57.6	13:09:54		57.6	57.6
59.3	13:09:55		59.3	59.3
58.9	13:09:56		58.9	58.9
58.4	13:09:57		58.4	58.4
56.7	13:09:58		56.7	56.7
55.2	13:09:59		55.2	55.2
54.8	13:10:00		54.8	54.8
54.3	13:10:01		54.3	54.3
54.4	13:10:02		54.4	54.4
54.3	13:10:03		54.3	54.3
55.1	13:10:04		55.1	55.1
57.9	13:10:05		57.9	57.9
59.1	13:10:06		59.1	59.1
59.9	13:10:07		59.9	59.9
59.0	13:10:08		59.0	59.0
57.3	13:10:09		57.3	57.3
56.1	13:10:10		56.1	56.1
54.3	13:10:11		54.3	54.3
53.2	13:10:12		53.2	53.2
54.7	13:10:13		54.7	54.7
55.1	13:10:14		55.1	55.1
56.9	13:10:15		56.9	56.9
56.3	13:10:16		56.3	56.3
55.5	13:10:17		55.5	55.5
56.5	13:10:18		56.5	56.5
58.5	13:10:19		58.5	58.5
56.8	13:10:20		56.8	56.8
56.0	13:10:21		56.0	56.0
56.7	13:10:22		56.7	56.7
56.4	13:10:23		56.4	56.4
59.1	13:10:24		59.1	59.1
60.2	13:10:25		60.2	60.2
57.8	13:10:26		57.8	57.8
58.2	13:10:27		58.2	58.2
61.3	13:10:28		61.3	61.3
60.8	13:10:29		60.8	60.8
62.0	13:10:30		62.0	62.0
60.9	13:10:31		60.9	60.9
60.4	13:10:32		60.4	60.4
60.6	13:10:33		60.6	60.6
62.0	13:10:34		62.0	62.0
64.3	13:10:35		64.3	64.3
64.3	13:10:36		64.3	64.3
62.2	13:10:37		62.2	62.2
60.5	13:10:38		60.5	60.5
58.1	13:10:39		58.1	58.1
56.4	13:10:40		56.4	56.4
55.9	13:10:41		55.9	55.9
54.3	13:10:42		54.3	54.3
53.7	13:10:43		53.7	53.7
53.5	13:10:44		53.5	53.5
56.2	13:10:45		56.2	56.2
56.4	13:10:46		56.4	56.4
54.9	13:10:47		54.9	54.9
53.7	13:10:48		53.7	53.7
53.0	13:10:49		53.0	53.0
52.7	13:10:50		52.7	52.7
53.4	13:10:51		53.4	53.4
54.2	13:10:52		54.2	54.2
54.8	13:10:53		54.8	54.8
54.7	13:10:54		54.7	54.7
55.7	13:10:55		55.7	55.7
58.6	13:10:56		58.6	58.6
62.9	13:10:57		62.9	62.9
62.9	13:10:58		62.9	62.9
59.1	13:10:59		59.1	59.1
59.6	13:11:00		59.6	59.6
57.3	13:11:01		57.3	57.3
57.6	13:11:02		57.6	57.6
60.7	13:11:03		60.7	60.7
61.2	13:11:04		61.2	61.2
62.2	13:11:05		62.2	62.2
64.2	13:11:06		64.2	64.2
62.3	13:11:07		62.3	62.3
63.8	13:11:08		63.8	63.8
60.5	13:11:09		60.5	60.5
60.9	13:11:10		60.9	60.9
58.1	13:11:11		58.1	58.1
55.8	13:11:12		55.8	55.8
57.2	13:11:13		57.2	57.2
58.8	13:11:14		58.8	58.8
59.3	13:11:15		59.3	59.3
57.8	13:11:16		57.8	57.8
57.6	13:11:17		57.6	57.6
56.8	13:11:18		56.8	56.8
58.0	13:11:19		58.0	58.0
60.9	13:11:20		60.9	60.9
60.0	13:11:21		60.0	60.0
59.5	13:11:22		59.5	59.5
59.0	13:11:23		59.0	59.0
58.0	13:11:24		58.0	58.0
56.2	13:11:25		56.2	56.2
58.8	13:11:26		58.8	58.8
60.7	13:11:27		60.7	60.7
60.9	13:11:28		60.9	60.9
60.2	13:11:29		60.2	60.2
61.7	13:11:30		61.7	61.7
60.1	13:11:31		60.1	60.1
61.8	13:11:32		61.8	61.8
62.5	13:11:33		62.5	62.5
60.3	13:11:34		60.3	60.3
58.3	13:11:35		58.3	58.3
56.2	13:11:36		56.2	56.2
54.8	13:11:37		54.8	54.8
54.4	13:11:38		54.4	54.4
54.8	13:11:39		54.8	54.8
54.3	13:11:40		54.3	54.3
53.9	13:11:41		53.9	53.9
55.3	13:11:42		55.3	55.3
56.0	13:11:43		56.0	56.0
56.2	13:11:44		56.2	56.2
55.4	13:11:45		55.4	55.4
55.2	13:11:46		55.2	55.2
55.9	13:11:47		55.9	55.9
57.5	13:11:48		57.5	57.5
55.9	13:11:49		55.9	55.9
57.8	13:11:50		57.8	57.8
56.6	13:11:51		56.6	56.6
56.6	13:11:52		56.6	56.6
55.3	13:11:53		55.3	55.3
56.9	13:11:54		56.9	56.9
55.8	13:11:55		55.8	55.8
56.8	13:11:56		56.8	56.8
55.2	13:11:57		55.2	55.2
54.4	13:11:58		54.4	54.4
54.1	13:11:59		54.1	54.1
54.1	13:12:00		54.1	54.1
54.2	13:12:01		54.2	54.2
54.7	13:12:02		54.7	54.7
56.0	13:12:03		56.0	56.0
55.4	13:12:04		55.4	55.4
54.1	13:12:05		54.1	54.1
53.4	13:12:06		53.4	53.4
52.7	13:12:07		52.7	52.7
52.3	13:12:08		52.3	52.3
51.6	13:12:09		51.6	51.6
51.4	13:12:10		51.4	51.4
51.7	13:12:11		51.7	51.7
52.5	13:12:12		52.5	52.5
56.9	13:12:13		56.9	56.9
55.9	13:12:14		55.9	55.9
56.5	13:12:15		56.5	56.5
56.1	13:12:16		56.1	56.1
54.9	13:12:17		54.9	54.9
54.9	13:12:18		54.9	54.9
54.1	13:12:19		54.1	54.1
53.1	13:12:20		53.1	53.1
52.5	13:12:21		52.5	52.5
52.2	13:12:22		52.2	52.2
51.3	13:12:23		51.3	51.3
50.9	13:12:24		50.9	50.9

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
53.5	13:26:54		53.5	53.5
52.0	13:26:55		52.0	52.0
51.1	13:26:56		51.1	51.1
50.7	13:26:57		50.7	50.7
50.9	13:26:58		50.9	50.9
50.9	13:26:59		50.9	50.9
50.9	13:27:00		50.9	50.9
51.7	13:27:01		51.7	51.7
53.4	13:27:02		53.4	53.4
54.8	13:27:03		54.8	54.8
54.9	13:27:04		54.9	54.9
53.9	13:27:05		53.9	53.9
54.0	13:27:06		54.0	54.0
54.5	13:27:07		54.5	54.5
54.3	13:27:08		54.3	54.3
54.6	13:27:09		54.6	54.6
54.4	13:27:10		54.4	54.4
55.2	13:27:11		55.2	55.2
54.6	13:27:12		54.6	54.6
53.3	13:27:13		53.3	53.3
52.2	13:27:14		52.2	52.2
52.1	13:27:15		52.1	52.1
52.9	13:27:16		52.9	52.9
56.1	13:27:17		56.1	56.1
58.2	13:27:18		58.2	58.2
58.5	13:27:19		58.5	58.5
58.3	13:27:20		58.3	58.3
57.0	13:27:21		57.0	57.0
55.4	13:27:22		55.4	55.4
54.2	13:27:23		54.2	54.2
54.0	13:27:24		54.0	54.0
54.8	13:27:25		54.8	54.8
55.6	13:27:26		55.6	55.6
55.8	13:27:27		55.8	55.8
58.3	13:27:28		58.3	58.3
58.4	13:27:29		58.4	58.4
57.1	13:27:30		57.1	57.1
57.0	13:27:31		57.0	57.0
57.6	13:27:32		57.6	57.6
61.4	13:27:33		61.4	61.4
63.4	13:27:34		63.4	63.4
62.7	13:27:35		62.7	62.7
59.7	13:27:36		59.7	59.7
56.7	13:27:37		56.7	56.7
54.4	13:27:38		54.4	54.4
52.9	13:27:39		52.9	52.9
52.1	13:27:40		52.1	52.1
52.0	13:27:41		52.0	52.0
52.8	13:27:42		52.8	52.8
55.3	13:27:43		55.3	55.3
56.0	13:27:44		56.0	56.0
54.2	13:27:45		54.2	54.2
52.6	13:27:46		52.6	52.6
51.0	13:27:47		51.0	51.0
49.5	13:27:48		49.5	49.5
48.3	13:27:49		48.3	48.3
47.7	13:27:50		47.7	47.7
47.8	13:27:51		47.8	47.8
48.1	13:27:52		48.1	48.1
48.6	13:27:53		48.6	48.6
48.8	13:27:54		48.8	48.8
48.6	13:27:55		48.6	48.6
48.0	13:27:56		48.0	48.0
47.9	13:27:57		47.9	47.9
48.1	13:27:58		48.1	48.1
48.4	13:27:59		48.4	48.4
48.9	13:28:00		48.9	48.9
50.4	13:28:01		50.4	50.4
53.1	13:28:02		53.1	53.1
55.8	13:28:03		55.8	55.8
56.8	13:28:04		56.8	56.8
56.0	13:28:05		56.0	56.0
55.6	13:28:06		55.6	55.6
55.4	13:28:07		55.4	55.4
55.1	13:28:08		55.1	55.1
54.1	13:28:09		54.1	54.1
53.5	13:28:10		53.5	53.5
52.6	13:28:11		52.6	52.6
52.4	13:28:12		52.4	52.4
52.6	13:28:13		52.6	52.6
52.8	13:28:14		52.8	52.8
53.1	13:28:15		53.1	53.1
53.2	13:28:16		53.2	53.2
54.5	13:28:17		54.5	54.5
53.7	13:28:18		53.7	53.7
51.7	13:28:19		51.7	51.7
50.1	13:28:20		50.1	50.1
49.2	13:28:21		49.2	49.2
48.9	13:28:22		48.9	48.9
48.7	13:28:23		48.7	48.7
48.7	13:28:24		48.7	48.7
48.6	13:28:25		48.6	48.6
48.1	13:28:26		48.1	48.1
47.8	13:28:27		47.8	47.8
47.5	13:28:28		47.5	47.5
47.4	13:28:29		47.4	47.4
47.6	13:28:30		47.6	47.6
47.5	13:28:31		47.5	47.5
47.4	13:28:32		47.4	47.4
47.3	13:28:33		47.3	47.3
47.5	13:28:34		47.5	47.5
47.4	13:28:35		47.4	47.4
47.4	13:28:36		47.4	47.4
47.9	13:28:37		47.9	47.9
48.3	13:28:38		48.3	48.3
49.3	13:28:39		49.3	49.3
50.4	13:28:40		50.4	50.4
51.2	13:28:41		51.2	51.2
52.2	13:28:42		52.2	52.2
53.7	13:28:43		53.7	53.7
56.2	13:28:44		56.2	56.2
55.7	13:28:45		55.7	55.7
54.0	13:28:46		54.0	54.0
52.6	13:28:47		52.6	52.6
52.7	13:28:48		52.7	52.7
54.0	13:28:49		54.0	54.0
56.4	13:28:50		56.4	56.4
57.5	13:28:51		57.5	57.5
60.1	13:28:52		60.1	60.1
60.6	13:28:53		60.6	60.6
60.7	13:28:54		60.7	60.7
61.8	13:28:55		61.8	61.8
62.1	13:28:56		62.1	62.1
62.9	13:28:57		62.9	62.9
61.9	13:28:58		61.9	61.9
60.4	13:28:59		60.4	60.4
58.2	13:29:00		58.2	58.2
56.4	13:29:01		56.4	56.4
56.1	13:29:02		56.1	56.1
56.2	13:29:03		56.2	56.2
56.5	13:29:04		56.5	56.5
56.6	13:29:05		56.6	56.6
56.9	13:29:06		56.9	56.9
56.8	13:29:07		56.8	56.8
58.7	13:29:08		58.7	58.7
61.3	13:29:09		61.3	61.3
60.6	13:29:10		60.6	60.6
58.2	13:29:11		58.2	58.2
55.7	13:29:12		55.7	55.7
53.2	13:29:13		53.2	53.2
51.0	13:29:14		51.0	51.0
49.3	13:29:15		49.3	49.3
48.4	13:29:16		48.4	48.4
47.6	13:29:17		47.6	47.6
47.2	13:29:18		47.2	47.2
48.6	13:29:19		48.6	48.6
50.9	13:29:20		50.9	50.9
49.9	13:29:21		49.9	49.9
49.5	13:29:22		49.5	49.5
51.2	13:29:23		51.2	51.2
52.7	13:29:24		52.7	52.7
54.2	13:29:25		54.2	54.2
56.3	13:29:26		56.3	56.3
61.7	13:29:27		61.7	61.7
60.8	13:29:28		60.8	60.8
59.9	13:29:29		59.9	59.9
61.3	13:29:30		61.3	61.3
62.4	13:29:31		62.4	62.4

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
59.3	13:36:32		59.3	59.3
59.5	13:36:33		59.5	59.5
60.7	13:36:34		60.7	60.7
62.4	13:36:35		62.4	62.4
63.5	13:36:36		63.5	63.5
64.5	13:36:37		64.5	64.5
67.5	13:36:38		67.5	67.5
70.8	13:36:39		70.8	70.8
69.7	13:36:40		69.7	69.7
66.0	13:36:41		66.0	66.0
62.3	13:36:42		62.3	62.3
58.7	13:36:43		58.7	58.7
55.6	13:36:44		55.6	55.6
53.1	13:36:45		53.1	53.1
51.2	13:36:46		51.2	51.2
50.0	13:36:47		50.0	50.0
49.4	13:36:48		49.4	49.4
49.3	13:36:49		49.3	49.3
49.2	13:36:50		49.2	49.2
49.2	13:36:51		49.2	49.2
48.8	13:36:52		48.8	48.8
48.6	13:36:53		48.6	48.6
48.7	13:36:54		48.7	48.7
48.7	13:36:55		48.7	48.7
48.8	13:36:56		48.8	48.8
49.2	13:36:57		49.2	49.2
50.8	13:36:58		50.8	50.8
52.3	13:36:59		52.3	52.3
53.3	13:37:00		53.3	53.3
53.7	13:37:01		53.7	53.7
52.8	13:37:02		52.8	52.8
51.6	13:37:03		51.6	51.6
51.0	13:37:04		51.0	51.0
50.7	13:37:05		50.7	50.7
51.1	13:37:06		51.1	51.1
52.7	13:37:07		52.7	52.7
56.4	13:37:08		56.4	56.4
60.7	13:37:09		60.7	60.7
65.5	13:37:10		65.5	65.5
69.9	13:37:11		69.9	69.9
68.1	13:37:12		68.1	68.1
64.8	13:37:13		64.8	64.8
62.5	13:37:14		62.5	62.5
63.1	13:37:15		63.1	63.1
63.5	13:37:16		63.5	63.5
61.3	13:37:17		61.3	61.3
59.4	13:37:18		59.4	59.4
59.0	13:37:19		59.0	59.0
60.1	13:37:20		60.1	60.1
64.2	13:37:21		64.2	64.2
68.4	13:37:22		68.4	68.4
68.9	13:37:23		68.9	68.9
68.5	13:37:24		68.5	68.5
66.3	13:37:25		66.3	66.3
64.5	13:37:26		64.5	64.5
66.6	13:37:27		66.6	66.6
68.6	13:37:28		68.6	68.6
66.8	13:37:29		66.8	66.8
63.7	13:37:30		63.7	63.7
60.8	13:37:31		60.8	60.8
58.5	13:37:32		58.5	58.5
58.0	13:37:33		58.0	58.0
59.5	13:37:34		59.5	59.5
63.0	13:37:35		63.0	63.0
67.9	13:37:36		67.9	67.9
72.2	13:37:37		72.2	72.2
73.3	13:37:38		73.3	73.3
70.8	13:37:39		70.8	70.8
68.2	13:37:40		68.2	68.2
66.0	13:37:41		66.0	66.0
65.2	13:37:42		65.2	65.2
66.4	13:37:43		66.4	66.4
64.7	13:37:44		64.7	64.7
61.9	13:37:45		61.9	61.9
59.5	13:37:46		59.5	59.5
58.5	13:37:47		58.5	58.5
60.4	13:37:48		60.4	60.4
66.1	13:37:49		66.1	66.1
71.8	13:37:50		71.8	71.8
70.4	13:37:51		70.4	70.4
66.9	13:37:52		66.9	66.9
65.5	13:37:53		65.5	65.5
68.1	13:37:54		68.1	68.1
66.6	13:37:55		66.6	66.6
63.2	13:37:56		63.2	63.2
59.8	13:37:57		59.8	59.8
56.6	13:37:58		56.6	56.6
53.9	13:37:59		53.9	53.9
52.1	13:38:00		52.1	52.1
51.5	13:38:01		51.5	51.5
52.7	13:38:02		52.7	52.7
53.7	13:38:03		53.7	53.7
55.8	13:38:04		55.8	55.8
62.5	13:38:05		62.5	62.5
67.6	13:38:06		67.6	67.6
66.7	13:38:07		66.7	66.7
63.3	13:38:08		63.3	63.3
59.6	13:38:09		59.6	59.6
56.4	13:38:10		56.4	56.4
53.9	13:38:11		53.9	53.9
52.4	13:38:12		52.4	52.4
52.7	13:38:13		52.7	52.7
53.8	13:38:14		53.8	53.8
57.2	13:38:15		57.2	57.2
61.8	13:38:16		61.8	61.8
65.6	13:38:17		65.6	65.6
66.7	13:38:18		66.7	66.7
66.3	13:38:19		66.3	66.3
63.8	13:38:20		63.8	63.8
61.0	13:38:21		61.0	61.0
59.9	13:38:22		59.9	59.9
60.7	13:38:23		60.7	60.7
62.6	13:38:24		62.6	62.6
61.6	13:38:25		61.6	61.6
60.9	13:38:26		60.9	60.9
63.2	13:38:27		63.2	63.2
66.5	13:38:28		66.5	66.5
66.7	13:38:29		66.7	66.7
67.1	13:38:30		67.1	67.1
69.6	13:38:31		69.6	69.6
71.9	13:38:32		71.9	71.9
70.8	13:38:33		70.8	70.8
69.4	13:38:34		69.4	69.4
70.7	13:38:35		70.7	70.7
70.3	13:38:36		70.3	70.3
68.1	13:38:37		68.1	68.1
65.8	13:38:38		65.8	65.8
63.9	13:38:39		63.9	63.9
61.3	13:38:40		61.3	61.3
58.5	13:38:41		58.5	58.5
55.7	13:38:42		55.7	55.7
53.5	13:38:43		53.5	53.5
52.4	13:38:44		52.4	52.4
52.1	13:38:45		52.1	52.1
51.7	13:38:46		51.7	51.7
52.2	13:38:47		52.2	52.2
53.2	13:38:48		53.2	53.2
55.6	13:38:49		55.6	55.6
60.8	13:38:50		60.8	60.8
67.6	13:38:51		67.6	67.6
69.1	13:38:52		69.1	69.1
65.8	13:38:53		65.8	65.8
62.3	13:38:54		62.3	62.3
59.5	13:38:55		59.5	59.5
58.8	13:38:56		58.8	58.8
59.9	13:38:57		59.9	59.9
61.8	13:38:58		61.8	61.8
62.6	13:38:59		62.6	62.6
65.4	13:39:00		65.4	65.4
66.7	13:39:01		66.7	66.7
63.5	13:39:02		63.5	63.5
60.0	13:39:03		60.0	60.0
56.6	13:39:04		56.6	56.6
53.8	13:39:05		53.8	53.8
51.5	13:39:06		51.5	51.5
50.1	13:39:07		50.1	50.1
49.5	13:39:08		49.5	49.5
49.4	13:39:09		49.4	49.4

Site 1 - On East Portion of Church Site

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
51.7	13:12:25		51.7	51.7
50.8	13:12:26		50.8	50.8
51.4	13:12:27		51.4	51.4
52.7	13:12:28		52.7	52.7
51.1	13:12:29		51.1	51.1
50.8	13:12:30		50.8	50.8
51.4	13:12:31		51.4	51.4
51.5	13:12:32		51.5	51.5
52.0	13:12:33		52.0	52.0
51.9	13:12:34		51.9	51.9
53.5	13:12:35		53.5	53.5
53.7	13:12:36		53.7	53.7
54.7	13:12:37		54.7	54.7
54.2	13:12:38		54.2	54.2
53.4	13:12:39		53.4	53.4
53.3	13:12:40		53.3	53.3
52.8	13:12:41		52.8	52.8
52.9	13:12:42		52.9	52.9
53.1	13:12:43		53.1	53.1
51.7	13:12:44		51.7	51.7
52.1	13:12:45		52.1	52.1
52.6	13:12:46		52.6	52.6
53.7	13:12:47		53.7	53.7
54.0	13:12:48		54.0	54.0
52.9	13:12:49		52.9	52.9
51.8	13:12:50		51.8	51.8
51.4	13:12:51		51.4	51.4
51.2	13:12:52		51.2	51.2
50.6	13:12:53		50.6	50.6
50.6	13:12:54		50.6	50.6
50.8	13:12:55		50.8	50.8
55.3	13:12:56		55.3	55.3
56.0	13:12:57		56.0	56.0
56.7	13:12:58		56.7	56.7
57.5	13:12:59		57.5	57.5
57.2	13:13:00		57.2	57.2
58.1	13:13:01		58.1	58.1
59.7	13:13:02		59.7	59.7
59.9	13:13:03		59.9	59.9
57.5	13:13:04		57.5	57.5
57.3	13:13:05		57.3	57.3
58.7	13:13:06		58.7	58.7
58.4	13:13:07		58.4	58.4
56.1	13:13:08		56.1	56.1
53.8	13:13:09		53.8	53.8
52.9	13:13:10		52.9	52.9
51.6	13:13:11		51.6	51.6
50.5	13:13:12		50.5	50.5
49.9	13:13:13		49.9	49.9
49.6	13:13:14		49.6	49.6
50.4	13:13:15		50.4	50.4
50.9	13:13:16		50.9	50.9
56.6	13:13:17		56.6	56.6
59.3	13:13:18		59.3	59.3
58.2	13:13:19		58.2	58.2
54.8	13:13:20		54.8	54.8
52.3	13:13:21		52.3	52.3
50.9	13:13:22		50.9	50.9
50.9	13:13:23		50.9	50.9
50.2	13:13:24		50.2	50.2
50.0	13:13:25		50.0	50.0
49.6	13:13:26		49.6	49.6
49.6	13:13:27		49.6	49.6
49.6	13:13:28		49.6	49.6
49.7	13:13:29		49.7	49.7
50.5	13:13:30		50.5	50.5
51.6	13:13:31		51.6	51.6
51.3	13:13:32		51.3	51.3
50.7	13:13:33		50.7	50.7
50.2	13:13:34		50.2	50.2
49.8	13:13:35		49.8	49.8
49.6	13:13:36		49.6	49.6
50.1	13:13:37		50.1	50.1
50.5	13:13:38		50.5	50.5
50.5	13:13:39		50.5	50.5
50.5	13:13:40		50.5	50.5
50.1	13:13:41		50.1	50.1
50.0	13:13:42		50.0	50.0
50.0	13:13:43		50.0	50.0
50.0	13:13:44		50.0	50.0
49.9	13:13:45		49.9	49.9
49.9	13:13:46		49.9	49.9
50.8	13:13:47		50.8	50.8
52.1	13:13:48		52.1	52.1
51.8	13:13:49		51.8	51.8
50.6	13:13:50		50.6	50.6
50.2	13:13:51		50.2	50.2
49.8	13:13:52		49.8	49.8
49.7	13:13:53		49.7	49.7
49.7	13:13:54		49.7	49.7
50.1	13:13:55		50.1	50.1
50.8	13:13:56		50.8	50.8
51.8	13:13:57		51.8	51.8
52.7	13:13:58		52.7	52.7
52.5	13:13:59	59.9	52.5	52.5
51.6	13:14:00	59.9	51.6	51.6
52.1	13:14:01	59.9	52.1	52.1
52.1	13:14:02	59.9	52.1	52.1
51.1	13:14:03	59.9	51.1	51.1
50.4	13:14:04	59.9	50.4	50.4
50.0	13:14:05	59.9	50.0	50.0
50.2	13:14:06	59.9	50.2	50.2
50.4	13:14:07	59.9	50.4	50.4
50.2	13:14:08	59.9	50.2	50.2
50.1	13:14:09	59.9	50.1	50.1
50.3	13:14:10	59.9	50.3	50.3
51.1	13:14:11	59.9	51.1	51.1
53.1	13:14:12	59.9	53.1	53.1
53.8	13:14:13	59.9	53.8	53.8
52.7	13:14:14	59.8	52.7	52.7
51.5	13:14:15	59.8	51.5	51.5
51.0	13:14:16	59.8	51.0	51.0
50.8	13:14:17	59.8	50.8	50.8
50.8	13:14:18	59.8	50.8	50.8
50.9	13:14:19	59.8	50.9	50.9
50.8	13:14:20	59.8	50.8	50.8
51.4	13:14:21	59.8	51.4	51.4
51.9	13:14:22	59.8	51.9	51.9
51.7	13:14:23	59.8	51.7	51.7
50.9	13:14:24	59.8	50.9	50.9
50.1	13:14:25	59.8	50.1	50.1
49.6	13:14:26	59.8	49.6	49.6
49.4	13:14:27	59.8	49.4	49.4
49.7	13:14:28	59.8	49.7	49.7
49.6	13:14:29	59.8	49.6	49.6
49.7	13:14:30	59.8	49.7	49.7
51.0	13:14:31	59.8	51.0	51.0
51.8	13:14:32	59.8	51.8	51.8
51.1	13:14:33	59.8	51.1	51.1
50.6	13:14:34	59.8	50.6	50.6
50.2	13:14:35	59.8	50.2	50.2
49.9	13:14:36	59.8	49.9	49.9
49.8	13:14:37	59.8	49.8	49.8
49.9	13:14:38	59.8	49.9	49.9
50.2	13:14:39	59.8	50.2	50.2
50.4	13:14:40	59.8	50.4	50.4
50.8	13:14:41	59.8	50.8	50.8
51.1	13:14:42	59.8	51.1	51.1
51.3	13:14:43	59.8	51.3	51.3
51.2	13:14:44	59.7	51.2	51.2
50.9	13:14:45	59.7	50.9	50.9
50.6	13:14:46	59.7	50.6	50.6
50.5	13:14:47	59.7	50.5	50.5
50.4	13:14:48	59.7	50.4	50.4
50.1	13:14:49	59.7	50.1	50.1
50.1	13:14:50	59.7	50.1	50.1
50.4	13:14:51	59.7	50.4	50.4
50.6	13:14:52	59.7	50.6	50.6
50.7	13:14:53	59.7	50.7	50.7
51.0	13:14:54	59.7	51.0	51.0
50.2	13:14:55	59.7	50.2	50.2
49.8	13:14:56	59.7	49.8	49.8
49.7	13:14:57	59.7	49.7	49.7
51.2	13:14:58	59.7	51.2	51.2
50.9	13:14:59	59.7	50.9	50.9
50.5	13:15:00	59.7	50.5	50.5
51.0	13:15:01	59.7	51.0	51.0
51.5	13:15:02	59.7	51.5	51.5

Site 2 - On North Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
60.7	13:29:32		60.7	60.7
58.0	13:29:33		58.0	58.0
55.5	13:29:34		55.5	55.5
53.4	13:29:35		53.4	53.4
52.3	13:29:36		52.3	52.3
51.7	13:29:37		51.7	51.7
51.0	13:29:38		51.0	51.0
50.9	13:29:39		50.9	50.9
51.6	13:29:40		51.6	51.6
53.9	13:29:41		53.9	53.9
56.3	13:29:42		56.3	56.3
56.4	13:29:43		56.4	56.4
55.5	13:29:44		55.5	55.5
54.9	13:29:45		54.9	54.9
54.8	13:29:46		54.8	54.8
56.5	13:29:47		56.5	56.5
55.0	13:29:48		55.0	55.0
54.3	13:29:49		54.3	54.3
55.4	13:29:50		55.4	55.4
54.4	13:29:51		54.4	54.4
54.7	13:29:52		54.7	54.7
56.0	13:29:53		56.0	56.0
58.3	13:29:54		58.3	58.3
56.9	13:29:55		56.9	56.9
57.2	13:29:56		57.2	57.2
57.6	13:29:57		57.6	57.6
56.8	13:29:58		56.8	56.8
56.1	13:29:59		56.1	56.1
56.9	13:30:00		56.9	56.9
58.0	13:30:01		58.0	58.0
59.7	13:30:02		59.7	59.7
60.6	13:30:03		60.6	60.6
60.2	13:30:04		60.2	60.2
60.2	13:30:05		60.2	60.2
59.2	13:30:06		59.2	59.2
59.0	13:30:07		59.0	59.0
58.8	13:30:08		58.8	58.8
60.3	13:30:09		60.3	60.3
59.9	13:30:10		59.9	59.9
60.5	13:30:11		60.5	60.5
60.3	13:30:12		60.3	60.3
60.4	13:30:13		60.4	60.4
59.6	13:30:14		59.6	59.6
59.9	13:30:15		59.9	59.9
60.1	13:30:16		60.1	60.1
59.8	13:30:17		59.8	59.8
60.6	13:30:18		60.6	60.6
61.6	13:30:19		61.6	61.6
60.5	13:30:20		60.5	60.5
59.2	13:30:21		59.2	59.2
58.6	13:30:22		58.6	58.6
59.6	13:30:23		59.6	59.6
59.9	13:30:24		59.9	59.9
60.2	13:30:25		60.2	60.2
60.6	13:30:26		60.6	60.6
59.2	13:30:27		59.2	59.2
58.3	13:30:28		58.3	58.3
58.5	13:30:29		58.5	58.5
60.2	13:30:30		60.2	60.2
60.2	13:30:31		60.2	60.2
58.7	13:30:32		58.7	58.7
58.1	13:30:33		58.1	58.1
58.2	13:30:34		58.2	58.2
58.3	13:30:35		58.3	58.3
59.4	13:30:36		59.4	59.4
61.2	13:30:37		61.2	61.2
60.6	13:30:38		60.6	60.6
63.2	13:30:39		63.2	63.2
63.2	13:30:40		63.2	63.2
63.2	13:30:41		63.2	63.2
63.0	13:30:42		63.0	63.0
62.5	13:30:43		62.5	62.5
63.2	13:30:44		63.2	63.2
61.7	13:30:45		61.7	61.7
61.8	13:30:46		61.8	61.8
61.9	13:30:47		61.9	61.9
61.4	13:30:48		61.4	61.4
61.5	13:30:49		61.5	61.5
60.0	13:30:50		60.0	60.0
58.8	13:30:51		58.8	58.8
58.0	13:30:52		58.0	58.0
59.0	13:30:53		59.0	59.0
61.0	13:30:54		61.0	61.0
60.2	13:30:55		60.2	60.2
59.7	13:30:56		59.7	59.7
58.7	13:30:57		58.7	58.7
59.7	13:30:58		59.7	59.7
59.8	13:30:59		59.8	59.8
58.2	13:31:00		58.2	58.2
58.0	13:31:01		58.0	58.0
57.3	13:31:02		57.3	57.3
56.8	13:31:03		56.8	56.8
57.1	13:31:04		57.1	57.1
56.1	13:31:05		56.1	56.1
55.6	13:31:06	60.7	55.6	55.6
57.5	13:31:07	60.7	57.5	57.5
56.4	13:31:08	60.7	56.4	56.4
56.7	13:31:09	60.7	56.7	56.7
57.1	13:31:10	60.7	57.1	57.1
58.9	13:31:11	60.7	58.9	58.9
58.5	13:31:12	60.7	58.5	58.5
57.2	13:31:13	60.7	57.2	57.2
56.2	13:31:14	60.7	56.2	56.2
54.8	13:31:15	60.7	54.8	54.8
53.8	13:31:16	60.7	53.8	53.8
53.2	13:31:17	60.7	53.2	53.2
53.6	13:31:18	60.7	53.6	53.6
53.7	13:31:19	60.7	53.7	53.7
53.7	13:31:20	60.7	53.7	53.7
53.0	13:31:21	60.7	53.0	53.0
52.6	13:31:22	60.7	52.6	52.6
51.9	13:31:23	60.7	51.9	51.9
51.4	13:31:24	60.7	51.4	51.4
51.0	13:31:25	60.7	51.0	51.0
51.9	13:31:26	60.7	51.9	51.9
53.8	13:31:27	60.7	53.8	53.8
54.3	13:31:28	60.7	54.3	54.3
55.2	13:31:29	60.7	55.2	55.2
56.5	13:31:30	60.7	56.5	56.5
57.9	13:31:31	60.7	57.9	57.9
58.6	13:31:32	60.6	58.6	58.6
61.1	13:31:33	60.6	61.1	61.1
60.8	13:31:34	60.6	60.8	60.8
59.0	13:31:35	60.6	59.0	59.0
56.9	13:31:36	60.6	56.9	56.9
54.5	13:31:37	60.6	54.5	54.5
52.7	13:31:38	60.6	52.7	52.7
51.4	13:31:39	60.6	51.4	51.4
51.6	13:31:40	60.6	51.6	51.6
51.4	13:31:41	60.6	51.4	51.4
50.8	13:31:42	60.6	50.8	50.8
50.5	13:31:43	60.6	50.5	50.5
50.6	13:31:44	60.6	50.6	50.6
50.9	13:31:45	60.6	50.9	50.9
50.8	13:31:46	60.6	50.8	50.8
51.0	13:31:47	60.6	51.0	51.0
52.2	13:31:48	60.6	52.2	52.2
53.3	13:31:49	60.6	53.3	53.3
52.3	13:31:50	60.6	52.3	52.3
51.4	13:31:51	60.6	51.4	51.4
51.3	13:31:52	60.6	51.3	51.3
51.4	13:31:53	60.6	51.4	51.4
51.5	13:31:54	60.6	51.5	51.5
52.7	13:31:55	60.6	52.7	52.7
55.5	13:31:56	60.6	55.5	55.5
57.8	13:31:57	60.6	57.8	57.8
57.9	13:31:58	60.6	57.9	57.9
57.6	13:31:59	60.6	57.6	57.6
57.0	13:32:00	60.5	57.0	57.0
58.0	13:32:01	60.5	58.0	58.0
60.0	13:32:02	60.5	60.0	60.0
58.2	13:32:03	60.5	58.2	58.2
55.8	13:32:04	60.5	55.8	55.8
53.4	13:32:05	60.4	53.4	53.4
51.6	13:32:06	60.4	51.6	51.6
49.9	13:32:07	60.4	49.9	49.9
48.8	13:32:08	60.3	48.8	48.8
48.4	13:32:09	60.3	48.4	48.4

Site 3 - On East Portion of Citrus College Campus

SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
50.7	13:39:10		50.7	50.7
52.5	13:39:11		52.5	52.5
54.5	13:39:12		54.5	54.5
57.2	13:39:13		57.2	57.2
59.4	13:39:14		59.4	59.4
59.6	13:39:15		59.6	59.6
58.3	13:39:16		58.3	58.3
56.1	13:39:17		56.1	56.1
53.9	13:39:18		53.9	53.9
52.3	13:39:19		52.3	52.3
51.6	13:39:20		51.6	51.6
52.1	13:39:21		52.1	52.1
53.8	13:39:22		53.8	53.8
55.9	13:39:23		55.9	55.9
57.4	13:39:24		57.4	57.4
58.5	13:39:25		58.5	58.5
58.3	13:39:26		58.3	58.3
56.1	13:39:27		56.1	56.1
53.6	13:39:28		53.6	53.6
52.0	13:39:29		52.0	52.0
50.5	13:39:30		50.5	50.5
49.4	13:39:31		49.4	49.4
48.7	13:39:32		48.7	48.7
48.5	13:39:33		48.5	48.5
48.6	13:39:34		48.6	48.6
49.7	13:39:35		49.7	49.7
49.6	13:39:36		49.6	49.6
50.4	13:39:37		50.4	50.4
51.7	13:39:38		51.7	51.7
53.1	13:39:39		53.1	53.1
52.4	13:39:40		52.4	52.4
51.1	13:39:41		51.1	51.1
50.9	13:39:42		50.9	50.9
51.1	13:39:43		51.1	51.1
51.3	13:39:44		51.3	51.3
52.1	13:39:45		52.1	52.1
52.1	13:39:46		52.1	52.1
51.8	13:39:47		51.8	51.8
52.2	13:39:48		52.2	52.2
54.7	13:39:49		54.7	54.7
56.2	13:39:50		56.2	56.2
56.5	13:39:51		56.5	56.5
55.8	13:39:52		55.8	55.8
54.0	13:39:53		54.0	54.0
52.3	13:39:54		52.3	52.3
51.3	13:39:55		51.3	51.3
50.6	13:39:56		50.6	50.6
50.2	13:39:57		50.2	50.2
50.8	13:39:58		50.8	50.8
52.2	13:39:59		52.2	52.2
54.1	13:40:00		54.1	54.1
57.5	13:40:01		57.5	57.5
62.2	13:40:02		62.2	62.2
66.1	13:40:03		66.1	66.1
66.0	13:40:04		66.0	66.0
63.5	13:40:05		63.5	63.5
60.8	13:40:06		60.8	60.8
58.5	13:40:07		58.5	58.5
58.8	13:40:08		58.8	58.8
62.3	13:40:09		62.3	62.3
65.3	13:40:10		65.3	65.3
65.5	13:40:11		65.5	65.5
63.8	13:40:12		63.8	63.8
62.7	13:40:13		62.7	62.7
68.1	13:40:14		68.1	68.1
70.8	13:40:15		70.8	70.8
70.3	13:40:16		70.3	70.3
67.3	13:40:17		67.3	67.3
64.2	13:40:18		64.2	64.2
61.4	13:40:19		61.4	61.4
60.1	13:40:20		60.1	60.1
64.7	13:40:21		64.7	64.7
69.6	13:40:22		69.6	69.6
69.2	13:40:23		69.2	69.2
66.6	13:40:24		66.6	66.6
63.0	13:40:25		63.0	63.0
59.4	13:40:26		59.4	59.4
56.2	13:40:27		56.2	56.2
53.8	13:40:28		53.8	53.8
52.3	13:40:29		52.3	52.3
51.9	13:40:30		51.9	51.9
51.5	13:40:31		51.5	51.5
52.2	13:40:32		52.2	52.2
54.5	13:40:33		54.5	54.5
58.2	13:40:34		58.2	58.2
61.3	13:40:35		61.3	61.3
62.1	13:40:36		62.1	62.1
60.8	13:40:37		60.8	60.8
59.7	13:40:38		59.7	59.7
61.8	13:40:39		61.8	61.8
65.8	13:40:40		65.8	65.8
67.3	13:40:41		67.3	67.3
69.0	13:40:42		69.0	69.0
67.0	13:40:43		67.0	67.0
63.6	13:40:44	66.1	63.6	63.6
60.2	13:40:45	66.1	60.2	60.2
57.7	13:40:46	66.1	57.7	57.7
57.2	13:40:47	66.1	57.2	57.2
59.0	13:40:48	66.1	59.0	59.0
61.9	13:40:49	66.1	61.9	61.9
64.9	13:40:50	66.1	64.9	64.9
67.5	13:40:51	66.1	67.5	67.5
70.2	13:40:52	66.1	70.2	70.2
69.6	13:40:53	66.1	69.6	69.6
68.5	13:40:54	66.1	68.5	68.5
65.8	13:40:55	66.1	65.8	65.8
64.8	13:40:56	66.1	64.8	64.8
66.7	13:40:57	66.1	66.7	66.7
65.8	13:40:58	66.1	65.8	65.8
63.2	13:40:59	66.1	63.2	63.2
60.2	13:41:00	66.1	60.2	60.2
57.4	13:41:01	66.1	57.4	57.4
55.1	13:41:02	66.1	55.1	55.1
53.2	13:41:03	66.1	53.2	53.2
52.1	13:41:04	66.1	52.1	52.1
51.2	13:41:05	66.1	51.2	51.2
50.5	13:41:06	66.1	50.5	50.5
49.8	13:41:07	66.1	49.8	49.8
49.4	13:41:08	66.1	49.4	49.4
49.3	13:41:09	66.1	49.3	49.3
49.3	13:41:10	66.1	49.3	49.3
49.1	13:41:11	66.1	49.1	49.1
48.9	13:41:12	66.1	48.9	48.9
49.0	13:41:13	66.1	49.0	49.0
49.0	13:41:14	66.1	49.0	49.0
50.2	13:41:15	66.1	50.2	50.2
51.1	13:41:16	66.1	51.1	51.1
52.0	13:41:17	66.1	52.0	52.0
54.6	13:41:18	66.1	54.6	54.6
58.1	13:41:19	66.1	58.1	58.1
60.1	13:41:20	66.1	60.1	60.1
61.5	13:41:21	66.1	61.5	61.5
59.8	13:41:22	66.1	59.8	59.8
57.0	13:41:23	66.1	57.0	57.0
54.4	13:41:24	66.1	54.4	54.4
52.6	13:41:25	66.1	52.6	52.6
51.4	13:41:26	66.1	51.4	51.4
51.0	13:41:27	66.1	51.0	51.0
50.0	13:41:28	66.1	50.0	50.0
49.5	13:41:29	66.1	49.5	49.5
49.6	13:41:30	66.1	49.6	49.6
50.7	13:41:31	66.1	50.7	50.7
53.6	13:41:32	66.1	53.6	53.6
55.3	13:41:33	66.1	55.3	55.3
55.6	13:41:34	66.1	55.6	55.6
56.8	13:41:35	66.1	56.8	56.8
58.2	13:41:36	66.1	58.2	58.2
61.5	13:41:37	66.1	61.5	61.5
65.5	13:41:38	66.1	65.5	65.5
68.3	13:41:39	66.1	68.3	68.3
68.7	13:41:40	66.1	68.7	68.7
75.5	13:41:41	66.1	75.5	75.5
83.6	13:41:42	66.1	83.6	83.6
89.9	13:41:43	66.1	89.9	89.9
88.4	13:41:44	66.1	88.4	88.4
84.5	13:41:45	66.1	84.5	84.5
80.9	13:41:46	66.1	80.9	80.9
77.5	13:41:47	66.1	77.5	77.5

APPENDIX C

RCNM Model Construction Noise Calculations

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Demolition

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to East of Church Site	Residential	56.8	56.8	48

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	150	0
Excavator	No	40		80.7	150	0
Excavator	No	40		80.7	150	0
Excavator	No	40		80.7	150	0
Dozer	No	40		81.7	150	0
Dozer	No	40		81.7	150	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq
Concrete Saw		80.0	73.0	N/A	N/A	N/A	N/A
Excavator		71.2	67.2	N/A	N/A	N/A	N/A
Excavator		71.2	67.2	N/A	N/A	N/A	N/A
Excavator		71.2	67.2	N/A	N/A	N/A	N/A
Dozer		72.1	68.1	N/A	N/A	N/A	N/A
Dozer		72.1	68.1	N/A	N/A	N/A	N/A
	Total	**80**	**77**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Demolition

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to North of LRC	Residential	59.3	59.3	52.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	210	0
Excavator	No	40		80.7	210	0
Excavator	No	40		80.7	210	0
Excavator	No	40		80.7	210	0
Dozer	No	40		81.7	210	0
Dozer	No	40		81.7	210	0

Results

	Calculated (dBA)		Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	77.1	70	N/A	N/A	N/A	N/A
Excavator	68.2	64.3	N/A	N/A	N/A	N/A
Excavator	68.2	64.3	N/A	N/A	N/A	N/A
Excavator	68.2	64.3	N/A	N/A	N/A	N/A
Dozer	69.2	65.2	N/A	N/A	N/A	N/A
Dozer	69.2	65.2	N/A	N/A	N/A	N/A
Total	**77**	**74**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Demolition

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to East of CTE Building	Residential	66.4	66.4	59.1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	270	0
Excavator	No	40		80.7	270	0
Excavator	No	40		80.7	270	0
Excavator	No	40		80.7	270	0
Dozer	No	40		81.7	270	0
Dozer	No	40		81.7	270	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw		74.9	67.9	N/A	N/A	N/A	N/A
Excavator		66.1	62.1	N/A	N/A	N/A	N/A
Excavator		66.1	62.1	N/A	N/A	N/A	N/A
Excavator		66.1	62.1	N/A	N/A	N/A	N/A
Dozer		67.0	63.0	N/A	N/A	N/A	N/A
Dozer		67.0	63.0	N/A	N/A	N/A	N/A
	Total	**75**	**72**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Site Preparation

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to East of Church Site	Residential	56.8	56.8	48

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Dozer	No	40		81.7	150	0
Dozer	No	40		81.7	150	0
Dozer	No	40		81.7	150	0
Backhoe	No	40		77.6	150	0
Front End Loader	No	40		79.1	150	0
Tractor	No	40	84		150	0
Tractor	No	40	84		150	0

				Results			
		Calculated (dBA)			Noise Limits (dBA)		
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer		72.1	68.1	N/A	N/A	N/A	N/A
Dozer		72.1	68.1	N/A	N/A	N/A	N/A
Dozer		72.1	68.1	N/A	N/A	N/A	N/A
Backhoe		68.0	64.0	N/A	N/A	N/A	N/A
Front End Loader		69.6	65.6	N/A	N/A	N/A	N/A
Tractor		74.5	70.5	N/A	N/A	N/A	N/A
Tractor		74.5	70.5	N/A	N/A	N/A	N/A
	Total	**75**	**77**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022

Case Description: Citrus College EFMP 2020-2030 - Site Preparation

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to North of LRC	Residential	59.3	59.3	52.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	210	0
Dozer	No	40		81.7	210	0
Dozer	No	40		81.7	210	0
Backhoe	No	40		77.6	210	0
Front End Loader	No	40		79.1	210	0
Tractor	No	40	84		210	0
Tractor	No	40	84		210	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq
Dozer		69.2	65.2	N/A	N/A	N/A	N/A
Dozer		69.2	65.2	N/A	N/A	N/A	N/A
Dozer		69.2	65.2	N/A	N/A	N/A	N/A
Backhoe		65.1	61.1	N/A	N/A	N/A	N/A
Front End Loader		66.6	62.7	N/A	N/A	N/A	N/A
Tractor		71.5	67.6	N/A	N/A	N/A	N/A
Tractor		71.5	67.6	N/A	N/A	N/A	N/A
	Total	**72**	**74**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Site Preparation

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to East of CTE Building	Residential	66.4	66.4	59.1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	270	0
Dozer	No	40		81.7	270	0
Dozer	No	40		81.7	270	0
Backhoe	No	40		77.6	270	0
Front End Loader	No	40		79.1	270	0
Tractor	No	40	84		270	0
Tractor	No	40	84		270	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq
Dozer		67.0	63.0	N/A	N/A	N/A	N/A
Dozer		67.0	63.0	N/A	N/A	N/A	N/A
Dozer		67.0	63.0	N/A	N/A	N/A	N/A
Backhoe		62.9	58.9	N/A	N/A	N/A	N/A
Front End Loader		64.5	60.5	N/A	N/A	N/A	N/A
Tractor		69.4	65.4	N/A	N/A	N/A	N/A
Tractor		69.4	65.4	N/A	N/A	N/A	N/A
	Total	**69**	**72**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date:	6/15/2022
Case Description:	Citrus College EFMP 2020-2030 - Grading

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to East of Church Site	Residential	56.8	56.8	48

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	150	0
Excavator	No	40		80.7	150	0
Grader	No	40	85		150	0
Dozer	No	40		81.7	150	0
Scraper	No	40		83.6	150	0
Scraper	No	40		83.6	150	0
Backhoe	No	40		77.6	150	0
Tractor	No	40	84		150	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		71.2	67.2	N/A	N/A	N/A	N/A
Excavator		71.2	67.2	N/A	N/A	N/A	N/A
Grader		75.5	71.5	N/A	N/A	N/A	N/A
Dozer		72.1	68.1	N/A	N/A	N/A	N/A
Scraper		74.0	70.1	N/A	N/A	N/A	N/A
Scraper		74.0	70.1	N/A	N/A	N/A	N/A
Backhoe		68.0	64.0	N/A	N/A	N/A	N/A
Tractor		74.5	70.5	N/A	N/A	N/A	N/A
	Total	**76**	**78**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date:	6/15/2022
Case Description:	Citrus College EFMP 2020-2030 - Grading

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to North of LRC	Residential	59.3	59.3	52.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	210	0
Excavator	No	40		80.7	210	0
Grader	No	40	85		210	0
Dozer	No	40		81.7	210	0
Scraper	No	40		83.6	210	0
Scraper	No	40		83.6	210	0
Backhoe	No	40		77.6	210	0
Tractor	No	40	84		210	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		68.2	64.3	N/A	N/A	N/A	N/A
Excavator		68.2	64.3	N/A	N/A	N/A	N/A
Grader		72.5	68.6	N/A	N/A	N/A	N/A
Dozer		69.2	65.2	N/A	N/A	N/A	N/A
Scraper		71.1	67.1	N/A	N/A	N/A	N/A
Scraper		71.1	67.1	N/A	N/A	N/A	N/A
Backhoe		65.1	61.1	N/A	N/A	N/A	N/A
Tractor		71.5	67.6	N/A	N/A	N/A	N/A
	Total	**73**	**75**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022

Case Description: Citrus College EFMP 2020-2030 - Grading

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to East of CTE Building	Residential	66.4	66.4	59.1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	270	0
Excavator	No	40		80.7	270	0
Grader	No	40	85		270	0
Dozer	No	40		81.7	270	0
Scraper	No	40		83.6	270	0
Scraper	No	40		83.6	270	0
Backhoe	No	40		77.6	270	0
Tractor	No	40	84		270	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq
Excavator		66.1	62.1	N/A	N/A	N/A	N/A
Excavator		66.1	62.1	N/A	N/A	N/A	N/A
Grader		70.4	66.4	N/A	N/A	N/A	N/A
Dozer		67.0	63.0	N/A	N/A	N/A	N/A
Scraper		68.9	65.0	N/A	N/A	N/A	N/A
Scraper		68.9	65.0	N/A	N/A	N/A	N/A
Backhoe		62.9	58.9	N/A	N/A	N/A	N/A
Tractor		69.4	65.4	N/A	N/A	N/A	N/A
	Total	**70**	**73**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date:	6/15/2022
Case Description:	Citrus College EFMP 2020-2030 - Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to East of Church Site	Residential	56.8	56.8	48

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	150	0
Gradall	No	40		83.4	150	0
Gradall	No	40		83.4	150	0
Gradall	No	40		83.4	150	0
Generator	No	50		80.6	150	0
Backhoe	No	40		77.6	150	0
Front End Loader	No	40		79.1	150	0
Tractor	No	40	84		150	0
Welder / Torch	No	40		74	150	0

Results

		Calculated (dBA)			Noise Limits (dBA)		
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		71.0	63.0	N/A	N/A	N/A	N/A
Gradall		73.9	69.9	N/A	N/A	N/A	N/A
Gradall		73.9	69.9	N/A	N/A	N/A	N/A
Gradall		73.9	69.9	N/A	N/A	N/A	N/A
Generator		71.1	68.1	N/A	N/A	N/A	N/A
Backhoe		68.0	64.0	N/A	N/A	N/A	N/A
Front End Loader		69.6	65.6	N/A	N/A	N/A	N/A
Tractor		74.5	70.5	N/A	N/A	N/A	N/A
Welder / Torch		64.5	60.5	N/A	N/A	N/A	N/A
	Total	**75**	**78**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Building Construction

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to North of LRC	Residential	59.3	59.3	52.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	210	0
Gradall	No	40		83.4	210	0
Gradall	No	40		83.4	210	0
Gradall	No	40		83.4	210	0
Generator	No	50		80.6	210	0
Backhoe	No	40		77.6	210	0
Front End Loader	No	40		79.1	210	0
Tractor	No	40	84		210	0
Welder / Torch	No	40		74	210	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		68.1	60.1	N/A	N/A	N/A	N/A
Gradall		70.9	67.0	N/A	N/A	N/A	N/A
Gradall		70.9	67.0	N/A	N/A	N/A	N/A
Gradall		70.9	67.0	N/A	N/A	N/A	N/A
Generator		68.2	65.2	N/A	N/A	N/A	N/A
Backhoe		65.1	61.1	N/A	N/A	N/A	N/A
Front End Loader		66.6	62.7	N/A	N/A	N/A	N/A
Tractor		71.5	67.6	N/A	N/A	N/A	N/A
Welder / Torch		61.5	57.6	N/A	N/A	N/A	N/A
	Total	**72**	**75**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date:	6/15/2022
Case Description:	Citrus College EFMP 2020-2030 - Building Construction

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to East of CTE Building	Residential	66.4	66.4	59.1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	270	0
Gradall	No	40		83.4	270	0
Gradall	No	40		83.4	270	0
Gradall	No	40		83.4	270	0
Generator	No	50		80.6	270	0
Backhoe	No	40		77.6	270	0
Front End Loader	No	40		79.1	270	0
Tractor	No	40	84		270	0
Welder / Torch	No	40		74	270	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane		65.9	57.9	N/A	N/A	N/A	N/A
Gradall		68.8	64.8	N/A	N/A	N/A	N/A
Gradall		68.8	64.8	N/A	N/A	N/A	N/A
Gradall		68.8	64.8	N/A	N/A	N/A	N/A
Generator		66.0	63.0	N/A	N/A	N/A	N/A
Backhoe		62.9	58.9	N/A	N/A	N/A	N/A
Front End Loader		64.5	60.5	N/A	N/A	N/A	N/A
Tractor		69.4	65.4	N/A	N/A	N/A	N/A
Welder / Torch		59.4	55.4	N/A	N/A	N/A	N/A
	Total	**69**	**72**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Painting

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to East of Church Site	Residential	56.8	56.8	48.0

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	150	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq
Compressor (air)		68.1	64.1	N/A	N/A	N/A	N/A
	Total	**68**	**64**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to North of LRC	Residential	59.3	59.3	52.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	210	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq
Compressor (air)		65.2	61.2	N/A	N/A	N/A	N/A
	Total	**65**	**61**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date:	6/15/2022
Case Description:	Citrus College EFMP 2020-2030 - Painting

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to East of CTE Building	Residential	66.4	66.4	59.1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	270	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)		63.0	59.0	N/A	N/A	N/A	N/A
	Total	**63**	**59**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Homes to East of Church Site	Residential	56.8	56.8	48.0

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	150	0
Paver	No	50		77.2	150	0
Paver	No	50		77.2	150	0
Paver	No	50		77.2	150	0
Roller	No	20		80	150	0
Roller	No	20		80	150	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		67.7	64.7	N/A	N/A	N/A	N/A
Paver		67.7	64.7	N/A	N/A	N/A	N/A
Paver		67.7	64.7	N/A	N/A	N/A	N/A
Paver		67.7	64.7	N/A	N/A	N/A	N/A
Roller		70.5	63.5	N/A	N/A	N/A	N/A
Roller		70.5	63.5	N/A	N/A	N/A	N/A
	Total	**71**	**72**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Paving

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to North of LRC	Residential	59.3	59.3	52.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	210	0
Paver	No	50		77.2	210	0
Paver	No	50		77.2	210	0
Paver	No	50		77.2	210	0
Roller	No	20		80	210	0
Roller	No	20		80	210	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		64.8	61.7	N/A	N/A	N/A	N/A
Paver		64.8	61.7	N/A	N/A	N/A	N/A
Paver		64.8	61.7	N/A	N/A	N/A	N/A
Paver		64.8	61.7	N/A	N/A	N/A	N/A
Roller		67.5	60.5	N/A	N/A	N/A	N/A
Roller		67.5	60.5	N/A	N/A	N/A	N/A
	Total	**68**	**69**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/15/2022
Case Description: Citrus College EFMP 2020-2030 - Paving

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Homes to East of CTE Building	Residential	66.4	66.4	59.1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	270	0
Paver	No	50		77.2	270	0
Paver	No	50		77.2	270	0
Paver	No	50		77.2	270	0
Roller	No	20		80	270	0
Roller	No	20		80	270	0

Results

		Calculated (dBA)		Noise Limits (dBA)			
				Day		Evening	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		62.6	59.6	N/A	N/A	N/A	N/A
Paver		62.6	59.6	N/A	N/A	N/A	N/A
Paver		62.6	59.6	N/A	N/A	N/A	N/A
Paver		62.6	59.6	N/A	N/A	N/A	N/A
Roller		65.4	58.4	N/A	N/A	N/A	N/A
Roller		65.4	58.4	N/A	N/A	N/A	N/A
	Total	**65**	**67**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

APPENDIX D

Reference Noise Measurements Printouts

Measurement Report

Report Summary

Meter's File Name	831_Data.004	Computer's File Name	SLM_0002509_831_Data_004.02.ldbin
Meter	831		
Firmware	2.314		
User	GT	Location	
Description	Riverside - The Motorcycle Company - Phase 3		
Note	On Roof - Approx 6 feet from HVAC Unit		

Start Time	2020-05-09 13:23:15	Duration	0:10:00.2		
End Time	2020-05-09 13:33:15	Run Time	0:10:00.2	Pause Time	0:00:00.0

Results

Overall Metrics

LA_{eq}	65.1 dB		
LAE	92.9 dB	SEA	--- dB
EA	214.7 µPa²h		
LZ_{peak}	106.4 dB	2020-05-09 13:25:40	
LAS_{max}	80.1 dB	2020-05-09 13:25:19	
LAS_{min}	55.1 dB	2020-05-09 13:30:14	
LA_{eq}	65.1 dB		
LC_{eq}	78.1 dB	LC_{eq} - LA_{eq}	13.0 dB
LAI_{eq}	68.9 dB	LAI_{eq} - LA_{eq}	3.8 dB

Exceedances

Exceedances	Count	Duration
LAS > 65.0 dB	16	0:02:46.5
LAS > 85.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight	
65.1 dB	65.1 dB	0.0 dB	
LDEN	**LDay**	**LEve**	**LNight**
65.1 dB	65.1 dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	65.1 dB		78.1 dB		80.9 dB	
$Ls_{(max)}$	80.1 dB	2020-05-09 13:25:19	91.6 dB	2020-05-09 13:26:05	97.4 dB	2020-05-09 13:23:15
$LF_{(max)}$	84.7 dB	2020-05-09 13:25:18	95.4 dB	2020-05-09 13:25:40	97.5 dB	2020-05-09 13:23:15
$LI_{(max)}$	86.7 dB	2020-05-09 13:25:18	97.5 dB	2020-05-09 13:25:40	99.6 dB	2020-05-09 13:23:15
$LS_{(min)}$	55.1 dB	2020-05-09 13:30:14	64.7 dB	2020-05-09 13:30:02	67.4 dB	2020-05-09 13:28:06
$LF_{(min)}$	54.3 dB	2020-05-09 13:30:13	63.0 dB	2020-05-09 13:30:12	65.8 dB	2020-05-09 13:27:31
$LI_{(min)}$	54.6 dB	2020-05-09 13:30:13	65.0 dB	2020-05-09 13:30:02	68.0 dB	2020-05-09 13:27:59
$L_{Peak(max)}$	98.9 dB	2020-05-09 13:25:18	105.7 dB	2020-05-09 13:25:40	106.4 dB	2020-05-09 13:25:40

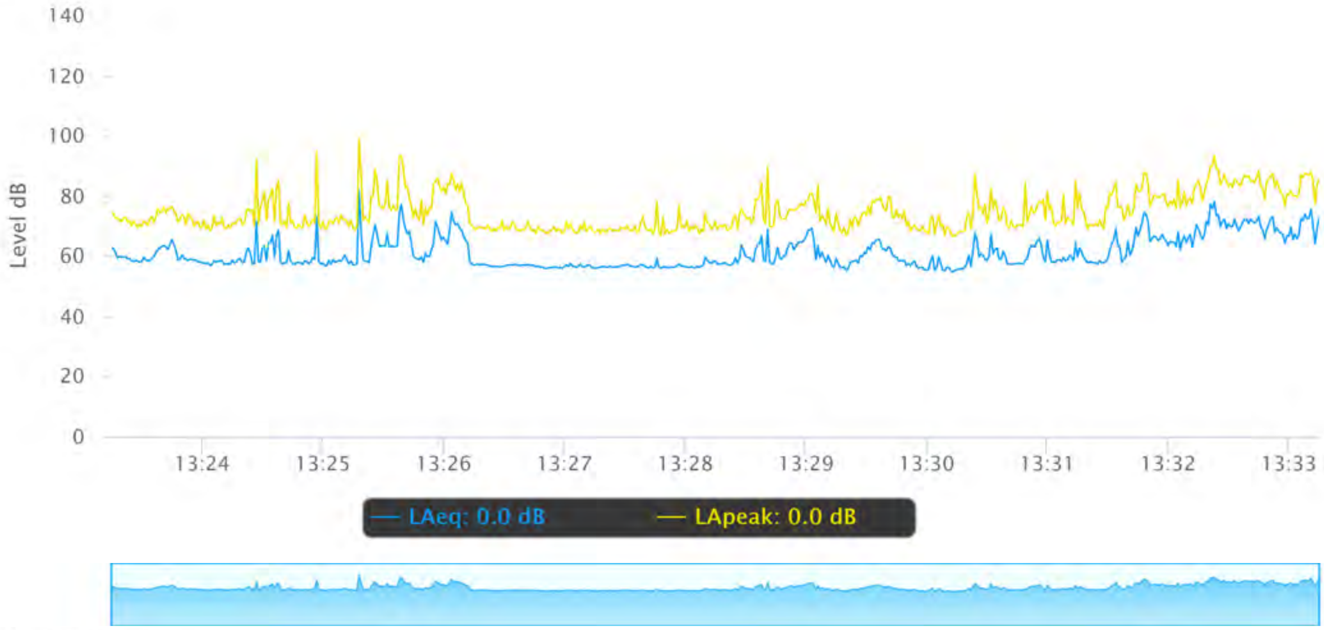
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

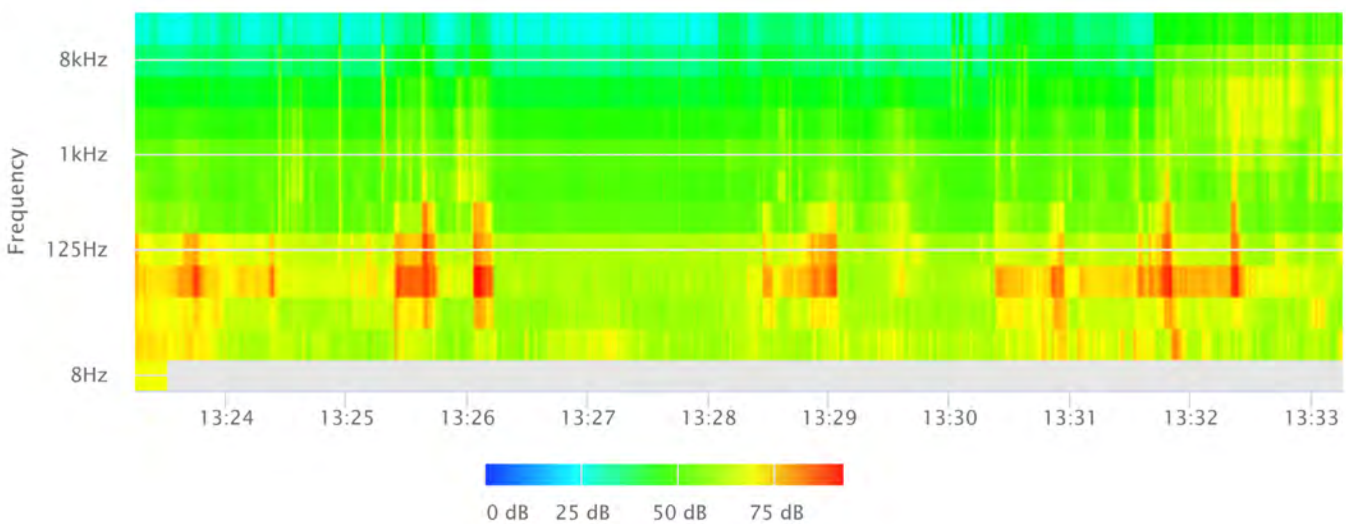
Statistics

LAS 5.0	71.5 dB
LAS 10.0	69.4 dB
LAS 33.3	62.7 dB
LAS 50.0	59.5 dB
LAS 66.6	58.1 dB
LAS 90.0	56.5 dB

Time History



OBA 1/1 Leq



Summary				
File Name	831_Data.002			
Serial Number	0002509			
Model	Model 831			
Firmware Version	2.301			
User	GT			
Location	At 7080 Mayten Ave - Edge of MFR Parking Lot			
Job Description	Mayten & Foothill			
Note				
Measurement Description				
Start	2015-09-10 15:54:09			
Stop	2015-09-10 16:10:10			
Duration	0:16:00.5			
Run Time	0:16:00.5			
Pause	0:00:00.0			
Pre Calibration	2015-09-10 15:32:49			
Post Calibration	None			
Calibration Deviation	---			
Overall Settings				
RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamp	PRM831			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	High			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	Z Weighting			
OBA Max Spectrum	Bin Max			
Gain	0.0	dB		
Overload	143.1	dB		
	A	**C**	**Z**	
Under Range Peak	**75.6**	72.6	77.6	dB
Under Range Limit	**26.1**	26.4	31.8	dB
Noise Floor	17.0	17.3	22.5	dB
Results				
LAeq	52.1	dB		
LAE	81.9	dB		
EA	17.242	µPa²h		
LApeak (max)	2015-09-10 16:03:36	98.6	dB	
LASmax	2015-09-10 16:03:36	74.6	dB	
LASmin	2015-09-10 15:54:57	41.3	dB	
SEA	-99.9	dB		
LAS > 65.0 dB (Exceedance Counts / Duration)	6	11.6	s	

LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LApeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LApeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LApeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**':00-23:00**	**:3:00-07:00**	**Lden**
	52.1	52.1	-99.9	52.1
LCeq	65.0 dB			
LAeq	52.1 dB			
LCeq - LAeq	12.9 dB			
LAIeq	61.6 dB			
LAeq	52.1 dB			
LAIeq - LAeq	9.5 dB			
# Overloads	0			
Overload Duration	0.0 s			
# OBA Overloads	0			
OBA Overload Duration	0.0 s			

Statistics	
LAS5.00	55.0 dB
LAS10.00	53.4 dB
LAS33.30	49.1 dB
LAS50.00	47.1 dB
LAS66.60	45.8 dB
LAS90.00	43.9 dB

Calibration History

Preamp	**Date**	**re. 1V/Pa**	**6.3**
PRM831	2015-09-10 15:32:49	-25.6	73.9
PRM831	2015-08-14 17:54:36	-26.3	36.4
PRM831	2015-08-05 20:29:18	-24.7	64.2
PRM831	2015-07-24 14:47:10	-25.6	60.9
PRM831	2015-05-05 14:56:20	-25.8	61.2
PRM831	2015-04-22 8:42:55	-26.3	58.2
PRM831	2015-04-17 11:29:03	-26.3	21.3
PRM831	2015-04-17 9:59:48	-26.0	30.6
PRM831	2015-04-17 8:00:28	-26.0	9.4
PRM831	2061-08-11 15:40:00	-26.0	44.2
PRM831	2014-10-15 14:30:38	-26.0	72.4

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\15.slmdl
Model/Serial Number: 824 / A3176
Firmware/Software Revs: 4.283 / 3.120
Name:
Descr1: 1021 Didrikson Way
Descr2: Laguna Beach, CA 92651
Setup/Setup Descr: slm&rta.ssa / SLM & Real-Time Analyzer
Location: 30' N of vendor truck loading area for Fresno Walmart
Note1: Approx 70' S of Locust Ave CL
Note2: 52F, 29.57 in Hg, 67% Humid., no wind, clear sky

Overall Any Data
Start Time: 19-May-2011 07:05:53
Elapsed Time: 00:08:30.5

	A Weight	C Weight	Flat
Leq:	54.8 dBA	65.1 dBC	66.1 dBF
SEL:	81.9 dBA	92.2 dBC	93.2 dBF
Peak:	85.2 dBA	85.8 dBC	86.0 dBF
	19-May-2011 07:09:58	19-May-2011 07:09:52	19-May-2011 07:09:52
Lmax (slow):	67.9 dBA	73.2 dBC	73.8 dBF
	19-May-2011 07:09:50	19-May-2011 07:13:57	19-May-2011 07:13:57
Lmin (slow):	43.7 dBA	60.0 dBC	61.6 dBF
	19-May-2011 07:11:17	19-May-2011 07:06:52	19-May-2011 07:06:51
Lmax (fast):	70.7 dBA	75.5 dBC	75.7 dBF
	19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (fast):	43.1 dBA	57.8 dBC	58.9 dBF
	19-May-2011 07:11:17	19-May-2011 07:09:10	19-May-2011 07:09:10
Lmax (impulse):	72.1 dBA	76.8 dBC	77.1 dBF
	19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (impulse):	43.6 dBA	61.1 dBC	62.4 dBF
	19-May-2011 07:11:17	19-May-2011 07:06:51	19-May-2011 07:09:10

Spectra

Date	Time	Run Time
19-May-2011	07:05:53	00:08:30.5

Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1	Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1
12.5	50.2		56.3		35.5		630	46.5		61.4		31.0	
16.0	50.9	55.5	56.1	61.5	37.1	41.8	800	45.4		60.8		30.5	
20.0	51.0		57.6		38.0		1000	44.5	49.3	56.1	63.9	31.7	35.6
25.0	55.8		57.5		41.1		1250	43.5		59.4		30.2	
31.5	57.7	61.6	57.1	63.3	46.2	49.9	1600	42.6		56.3		28.1	
40.0	56.7		60.3		46.3		2000	41.1	46.1	56.4	61.9	24.9	30.4
50.0	56.8		57.9		44.0		2500	40.0		58.4		21.7	
63.0	55.7	61.0	56.5	62.1	45.9	49.1	3150	40.2		60.8		19.4	
80.0	56.2		57.4		42.2		4000	39.5	43.8	58.6	63.4	18.7	24.1
100	55.6		55.1		42.3		5000	36.7		54.4		19.7	
125	54.3	59.2	59.0	63.8	40.7	45.7	6300	32.8		50.2		21.5	
160	52.8		61.0		39.4		8000	30.2	35.2	57.7	58.5	21.2	25.9
200	51.1		57.3		35.5		10000	25.4		41.5		20.5	
250	51.4	55.2	70.6	71.0	34.6	39.0	12500	22.9		32.2		19.4	
315	48.2		58.2		32.0		16000	20.8	26.5	27.4	33.9	19.1	24.4
400	47.0		59.0		30.1		20000	21.2		23.8		20.3	
500	47.0	51.6	64.3	66.9	30.4	35.3							

Ln Start Level: 15 dB

L1.00	0.0 dBA	L50.00	0.0 dBA	L95.00	0.0 dBA
L5.00	0.0 dBA	L90.00	0.0 dBA	L99.00	0.0 dBA

Detector: Slow
Weighting: A
SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times
SPL Exceedance level 2: 120 dB Exceeded: 0 times
Peak-1 Exceedance Level: 105 dB Exceeded: 0 times
Peak-2 Exceedance Level: 100 dB Exceeded: 0 times
Hysteresis: 2
Overloaded: 0 time(s)
Paused: 0 times for 00:00:00.0

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\15.slmdl
Model/Serial Number: 824 / A3176

Current Any Data
Start Time: 19-May-2011 07:05:53
Elapsed Time: 00:08:30.5

	A Weight	C Weight	Flat
Leq:	54.8 dBA	65.1 dBC	66.1 dBF
SEL:	81.9 dBA	92.2 dBC	93.2 dBF
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Lmin (impulse):	43.6 dBA	61.1 dBC	62.4 dBF
	19-May-2011 07:11:17	19-May-2011 07:06:51	19-May-2011 07:09:10

Calibrated:	18-May-2011 13:09:02	Offset:	-48.2 dB
Checked:	19-May-2011 06:46:08	Level:	113.9 dB
Calibrator	not set	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Disabled	Number Interval Records:	0
History Records:	Disabled	Number History Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

Appendix E – Mitigation, Monitoring, and Reporting Plan

MITIGATION MONITORING AND REPORTING PROGRAM
Citrus College 2020-2030 Educational and Facilities Master Plan Initial Study Mitigated Negative Declaration
Glendora, California

Prepared for:

CITRUS COMMUNITY COLLEGE DISTRICT
1000 W. Foothill Boulevard
Glendora, California 91741

Prepared by:

CHAMBERS GROUP

CHAMBERS GROUP, INC.
3151 Airway Avenue, Suite F208
Costa Mesa, California 92626
(949) 261-5414

March 2024

MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 (Assembly Bill 3180) requires that mitigation measures identified in environmental review documents prepared in accordance with California Environmental Quality Act (CEQA) are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the construction phase of Citrus College 2020-2030 Educational and Facilities Master Plan Initial Study Mitigated Negative Declaration.

Citrus Community College District (CCCD) is the agency responsible for implementation of the mitigation measures identified in the MND. This MMRP provides the CCCD with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP includes the following information for each mitigation measure:

- The phase of the project during which the required mitigation measure must be implemented;
- The phase of the project during which the required mitigation measure must be monitored; and
- The enforcement agency.

The MMRP includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

MITIGATION MONITORING AND REPORTING PROGRAM Citrus College 2020-2030 Educational and Facilities Master Plan							
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation	Verification of Compliance		
					Initial	Date	Remarks
Biological Resources							
BIO-1: The City Forester shall consider the impact on existing private trees and shall recommend project alternatives that encourage the preservation of mature trees. Trees that are removed from private property when done for the purpose of accommodating a project subject to discretionary zoning approval shall require replacement based on the following schedule. Private Trees of any species removed with a DBH of 10 inches or more must be replaced, according to the current size scale set forth by the City Forester. Any Oak Trees removed from private property with a DBH of 8 inches or more would be replaced, according to the current size scale set forth by the City Forester.	Pre-Construction	Post-Construction	City of Glendora	Less than Significant			
BIO-2: A nesting bird pre-construction survey will be conducted by a Qualified Biologist and submitted to the District three days prior to demolition and/or vegetation removal activities during nesting bird season (February 15 through August 31) within 250 feet of each of the Project sites for passerines and 500 feet for raptors and/or listed species, where feasible. Should nesting birds be found, an exclusionary buffer will be established by a Qualified Biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the Qualified Biologist, and construction or clearing will not be conducted within this zone until the Qualified Biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the Project site will be resurveyed during bird breeding season if a lapse in construction activities lasts longer than seven days. A survey must be completed for the Center for Excellence and Major Capital Projects listed in the 2020-2030 EFMP.	Pre-Construction	During Construction	Citrus Community College District	Less than Significant			
Cultural Resources							
CUL-1: A qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for architectural history or history review Project plans involving improvements to the Performing Arts building to identify potential impacts on character-defining features of the resource and adherence to the Secretary of the Interior's Standards. Should potential impacts be identified, additional studies may be required.	Pre-Construction	Pre-construction	Citrus Community College District	Less than Significant			
Geology/Soils							
GEO-1: Detailed geotechnical investigations shall be performed prior to the design of each of the Major Capital Projects in the 2020-2030 EFMP and the Center for Excellence. The geotechnical investigations shall include borings and laboratory testing to provide supporting data for geotechnical design recommendations.	Pre-construction	Pre-construction	Citrus Community College District	Less than Significant			

MITIGATION MONITORING AND REPORTING PROGRAM Citrus College 2020-2030 Educational and Facilities Master Plan							
Mitigation Measure	**Implementation Phase**	**Monitoring Phase**	**Enforcement Agency**	**Level of Significance After Mitigation**	**Verification of Compliance**		
					Initial	**Date**	**Remarks**
GEO-2: After completion of grading, additional testing will be performed in order to confirm the preliminary expansion index test results remain valid for each site.	During Construction	During Construction	Citrus Community College District	Less than Significant			
Hazards and Hazardous Materials							
HAZ-1: Prior to the demolition and renovation of the buildings identified in the 2020-2030 EFMP, including the Center for Excellence, a Hazardous Materials Building Survey shall be prepared for each building. The Hazardous Materials Building Survey shall include identification of suspect asbestos containing building materials, lead-containing building materials, loose & peeling lead containing paint, mercury light tubes, mercury thermostat switches, and polychlorinated biphenyl (PCB)-light ballasts, and PCB-containing building materials that may be impacted during the demolition of the five buildings. If the inspection confirms the presence of asbestos-contain materials (ACMs) or other hazardous building materials in any of the building, the hazardous materials shall be removed from these buildings prior to demolition and be transported in compliance with State and Federal requirements.	Pre-construction	Pre-construction	Citrus Community College District	Less than Significant			
HAZ-2: Prior to the initiation of grading and excavation activities, a Phase I ESA Report for the subject property shall be prepared in accordance with the American Society for Testing and Materials Standard Practice for ESAs: Phase I Site Assessment Process E 1527-13 and the United States Environmental Protection Agency (USEPA) 40 Code of Federal Regulations (CFR) Part 312 Standards and Practices for All Appropriate Inquiries (AAI) – Final Rule adopted November 1, 2006, and amended December 30, 2013.	Pre-construction	Pre-construction	Citrus Community College District	Less than Significant			