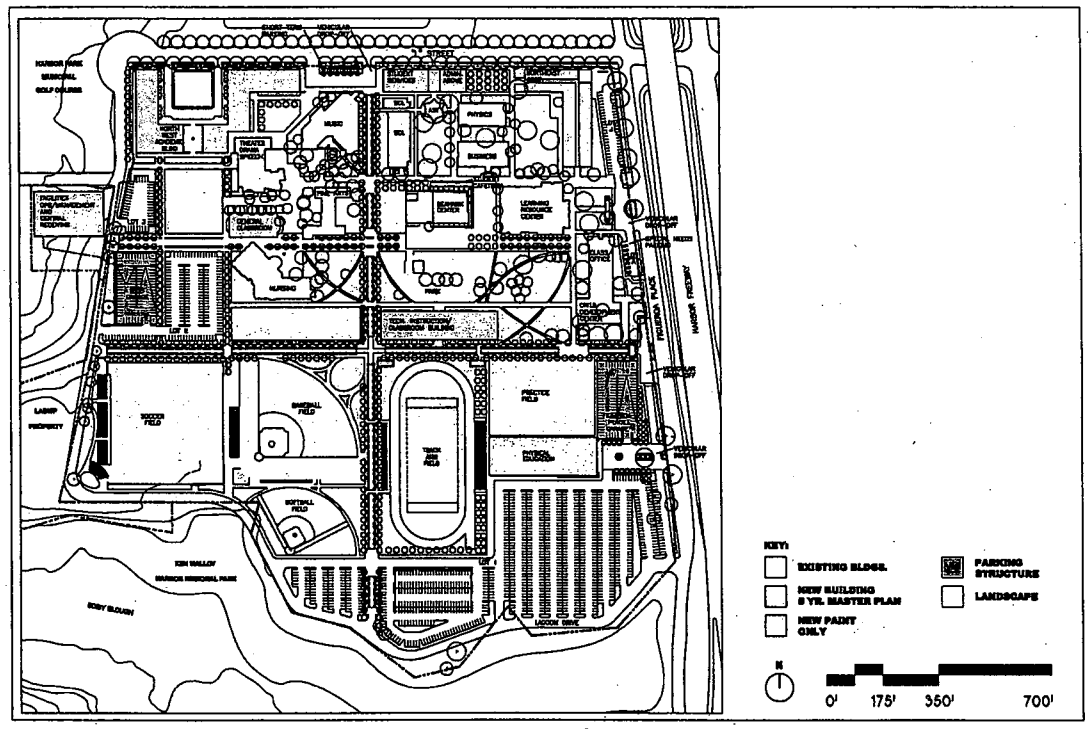
Los Angeles Harbor College Facilities Master Plan

Final Environmental Impact Report

State Clearinghouse Number 2002091037



Source: The Steinberg Group, October 2002.

Prepared for

the Los Angeles Community College District

Prepared by

Myra L. Frank & Associates, Inc.

June 2003

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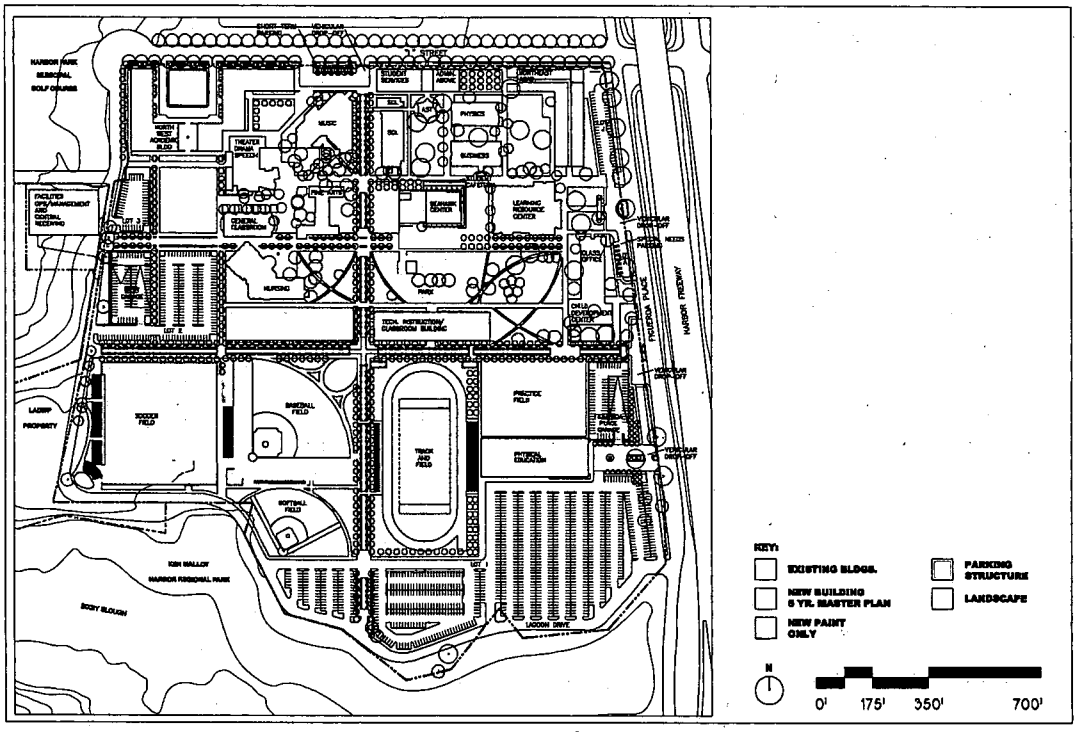

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LOS ANGELES HARBOR COLLEGE FACILITIES MASTER PLAN FINAL ENVIRONMENTAL IMPACT REPORT EXECUTIVE SUMMARY

Los Angeles Harbor College is a 2-year community college accredited by the Western Association of Schools and Colleges and one of nine community colleges that form the Los Angeles Community College District (District). Harbor College is located in the Wilmington area of the City of Los Angeles, just north of Los Angeles Harbor (see Figure 1).

On April 10, 2001, Los Angeles voters approved Proposition A, a $1.245 billion facilities bond that would provide funding to repair, rehabilitate, and modernize facilities at all nine of District's campuses. Harbor College was allocated $124 million of the $1.245 billion bond measure. Harbor College has developed a Facilities Master Plan that identifies the vision and objectives of the College and specific projects that could be constructed over the next 5 years using Proposition A bond money and other future funding to achieve the goals of the College.

The Facilities Master Plan includes construction of new facilities; renovation, modernization, and additions to existing facilities; demolition of several existing structures; and development of new surface parking and/or parking structures. Completion of the projects proposed under the Facilities Master Plan would increase the building square footage on the campus from 421,000 gross square feet of floor space to approximately 651,000 gross square feet of space. Implementation of some of the projects may require zoning/planning approvals from the City of Los Angeles. The new and modernized facilities would accommodate an anticipated total student enrollment in the fall 2008 semester of 10,891 students or 3,843 full-time-equivalent students. In the fall 2001 semester there were 8,855 students or 3,125 full-time-equivalent students enrolled at Harbor College.

The District has directed the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA) to evaluate the environmental effects of the Master Plan. In accordance with CEQA requirements, on September 9, 2002, approximately 120 copies of a Notice of Preparation (NOP) were distributed to various agencies, organizations, and individuals that might have an interest in the project. The NOP announced that an EIR would be prepared and requested comments on issues or impacts that should be addressed in the environmental document. A public scoping workshop was also held on September 17, 2002, to provide an additional opportunity for individuals to submit comments or suggestions on issues to be evaluated in the EIR and to provide information on the Master Plan and EIR process.

A Draft EIR was prepared that evaluated the environmental impacts resulting from implementation of the Facilities Master Plan and identifies measures to mitigate the significant effects of the projects proposed under the Master Plan. According to the analyses in the Draft EIR, the proposed Master Plan could result in significant or potentially significant impacts in the following areas:

- **Visual Resources** – The Master Plan would result in the demolition of the visually significant Technology 1 and 2 and Liberal Arts Buildings.
- **Air Quality** – Construction activities could result in pollutant emissions that exceed South Coast Air Quality Management District significance thresholds.

- **Biological Resources** – Development of a new loop road and softball field could affect riparian habitat in Ken Malloy Harbor Regional Park. Construction activities may also affect breeding activities of special interest bird species and could result in removal of one or more active nests of birds protected under the Migratory Bird Treaty Act. Flood lighting associated with new sports fields could also affect the breeding success of special interest bird species.
- **Historical Resources** – The proposed Master Plan would result in the demolition of three historically significant buildings, Technology 1 and 2 and Liberal Arts.
- **Archaeological Resources** – Construction activities have the potential to disturb, alter, or destroy archaeological resources that may be present in natural sediments underlying the campus.
- **Paleontological Resources** – Construction activities that extend into Palos Verdes Sand or San Pedro Sand soil formations could result in the destruction of unique fossil resources.
- **Geology/Soils/Seismicity** – Strong groundshaking due to earthquakes on nearby faults could damage structures on the campus. Near surface soils on portions of the campus also have a medium potential for expansion, which could cause unacceptable settlement or heave of structures.
- **Hazardous Materials** – Construction activities in areas on campus where hazardous materials are stored or used could result in potentially significant impacts. Also, three off-campus hazardous materials sites have a moderate potential to affect the project. Demolition of older buildings on the campus could potentially result in exposure and mobilization of asbestos-containing material and/or lead based paint contaminants.
- **Noise** – Noise from construction activities could adversely affect on-campus academic facilities.
- **Public Services** – Fire protection services could be adversely affected during construction if emergency vehicle access is impeded due to street or lane closures within campus boundaries. On-campus academic facilities, including Harbor College facilities, the LAUSD Teacher Preparation Academy, and the Child Development Center could be adversely affected by noise and air pollution during construction.
- **Transportation/Traffic & Parking** – Increased enrollment and employment could result in significant impacts in the year 2008 at 2 of 13 study intersections.
- **Public Utilities** – Increased wastewater flows to the 10-inch sanitary sewer line that runs under Figueroa Place, which is need of repair, could exceed the current diminished capacity of that sewer line.

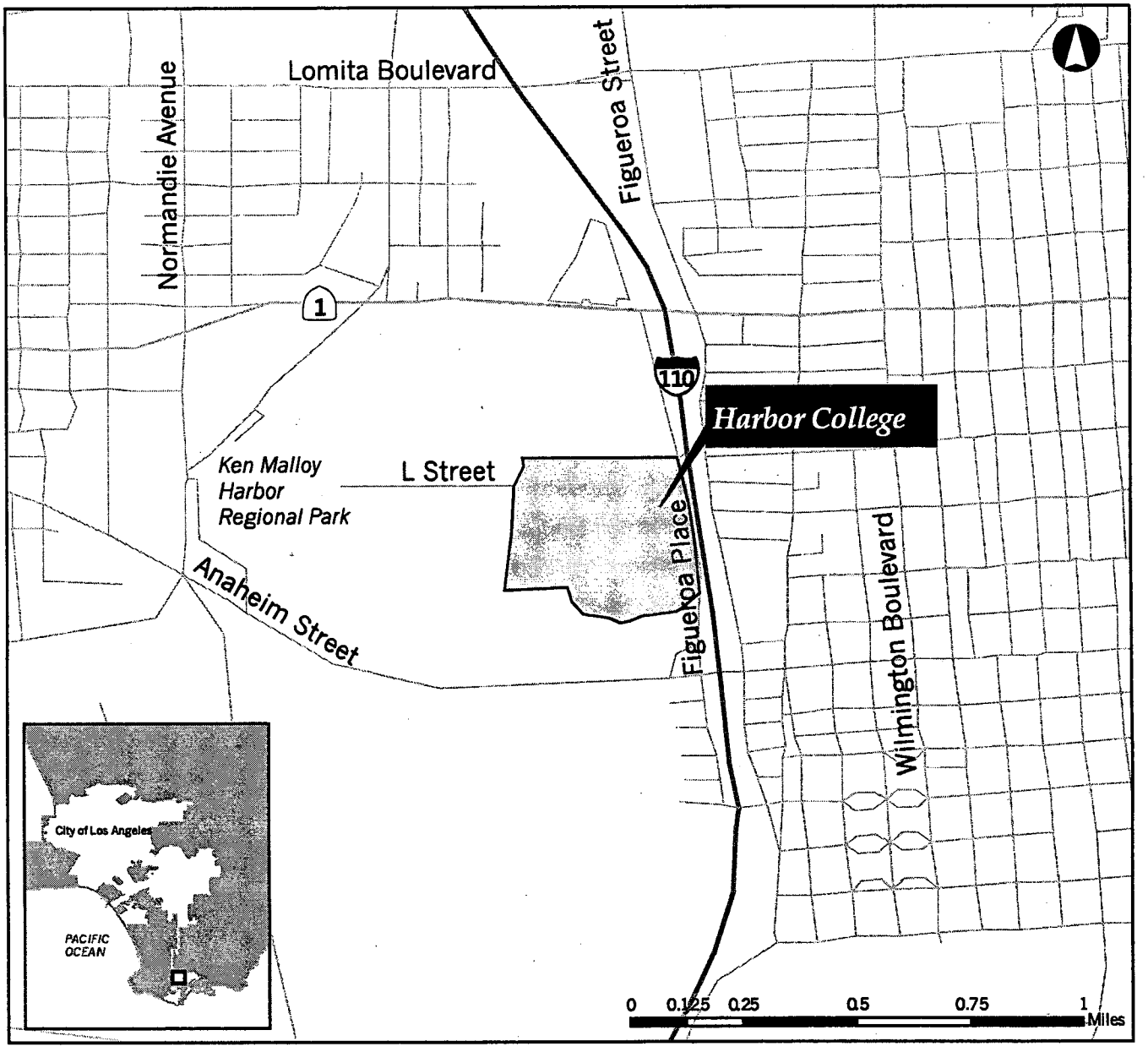
The impacts in the following areas would remain significant after implementation of proposed mitigation measures: visual resources, air quality, historical resources, potential archaeological resources (if any Native American remains are present and disturbed), and transportation/traffic (if agencies with jurisdiction over the affected intersections determine, upon further review, that the mitigation measures at an affected intersection are infeasible, the impact would be significant and unavoidable).

As required by CEQA, a 45-day public review period for the Draft EIR was established, which began on March 12, 2003 and ended April 28, 2003. Comments on the adequacy of the Draft EIR and merits of the project that were submitted in writing by the termination of the comment period on April 28 and at the two public workshops that were held on at the Learning Resource Center on the campus on March 27, 2003 and April 15, 2003 (6 p.m. to 8 p.m.) have been included in the Final EIR. The Final

EIR consists of the text of the Draft EIR (changes or corrections to the text of the Draft EIR in response to public comments are shown in strikeout and underline text) and the public comments on the Draft EIR and responses to those comments (Chapter 9 of the Final EIR).

The District Board of Trustees will hold a public hearing to receive testimony on the Final EIR and Master Plan on June 25 at 3:30 p.m. in the District Office, 770 Wilshire Boulevard, 1st floor. Persons wishing to speak at this hearing must sign up by calling the Board Office, (213) 891-2044, by 10 a.m. on 6/25/03. Those who wish to comment, but cannot attend the hearing, may send written comments to Dr. Mary Lee, Executive Director of Facilities Planning and Development, Los Angeles Community College District, 770 Wilshire Boulevard, Los Angeles, CA 90017. Comments will be made part of the public record and given to the Board of Trustees for consideration.

Figure 1: Project Vicinity Map



Sources: U.S. Census Bureau TIGER Data, 1995, Myra L. Frank & Associates, Inc., 2002.

PREFACE

This document constitutes the Final Environmental Impact Report (Final EIR) for the proposed Los Angeles Harbor College Facilities Master Plan. The body of this document contains the Draft EIR, which was circulated for a 45-day public review period from March 12, 2003 to April 28, 2003. Two public workshops on the Draft EIR were held in the Learning Resource Center on the campus on March 27 and April 15, 2003. Chapter 9 of this Final EIR includes written public comments on the Draft EIR received during the public review period and responses to those comments. Changes and corrections to the text of the Draft EIR in response to public comments are indicated in the body of the document by underline text for additions and ~~strikeout~~ for deletions.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

SUMMARY

S-1 INTRODUCTION AND BACKGROUND

Los Angeles Harbor College is a 2-year community college accredited by the Western Association of Schools and Colleges and one of nine community colleges that form the Los Angeles Community College District (District). Originally established in 1949 on a 37-acre campus in the Wilmington area of Los Angeles, just north of the Los Angeles Harbor, the College offers both an Associate in Arts Degree and an Associate in Science Degree as well as occupational career certificates and skills certificates. The primary service area for Los Angeles Harbor College is comprised of the communities of Wilmington, Torrance, San Pedro, and Carson, which are the home of approximately 64 percent of the students at the College.

Student enrollment has varied substantially over the years. In the fall of 1981, there were 12,541 students enrolled at the College. Enrollment declined to a low of 7,151 students in the fall of 2000. In the fall 2001 semester there were 8,855 students enrolled at Harbor College. The number of full-time-equivalent (FTE)[1] students for the fall 2001 semester was estimated at 3,125. As of the fall 2001 semester, there were 319 full-time-equivalent employed staff members at Harbor College. The estimated number of FTE students for the fall 2002 semester is 3,219 and the estimated number of FTE employed staff members remains at 319.

S-2 DEVELOPMENT OF THE FACILITIES MASTER PLAN

In October 2001, Los Angeles Harbor College began a 6-month, four-phase planning effort to create the Los Angeles Harbor College Campus Plan. The first phase included a reconnaissance and analysis effort to document existing conditions and identify the needs of the College. The second and third phases included outreach, planning and design, and development of a Draft Campus Master Plan to determine the use, priority, and development of new facilities and renovation of existing buildings on the campus. The fourth phase was the finalization of the Campus Master Plan.

The Campus Master Plan details a five-year plan and thirty-year vision for the College. The five-year plan includes new building construction, removal of some existing facilities, renovations and additions to existing buildings, new landscaping and open space, and other modifications to the campus.

The Campus Master Plan was developed to fulfill the following objectives: confirm the College's commitment to the communities it serves, develop state-of-the-art facilities to enhance

[1] To determine the number of full-time-equivalent (FTE) students, the District calculates the total number of instructional hours for all of the enrollments and divides by 525 hours, which is roughly the number of instructional hours of one student taking five 3-unit classes for two primary terms. Instructional hours are based on enrollments on a census date and hours are counted differently for full-term and short-term classes. Some courses require reporting of actual hours of attendance only.

the College's current curriculum and provide new formats for teaching and educating students, and provide space to allow the College to support increased future enrollment. The intent was to develop a comprehensive plan that meets the needs of the College, the students, and the community.

In October 2002 the Los Angeles Harbor College Facilities Master Plan (Master Plan), which was based on the Five-Year Campus Master Plan and elements of the thirty-year vision for the College, was presented to the College's planning advisory committee. The Master Plan details the greatest amount of new construction, renovation projects, and demolition that could conceivably occur over the next 5 years to achieve the goals of the College. This Master Plan concept provided the basic project description for this Environmental Impact Report.

S-3 PROPOSITION A BOND MEASURE

Proposition A is a $1.245 billion facilities bond that is being used to repair, rehabilitate, and modernize facilities at all nine of the Los Angeles Community College District's campuses. Los Angeles voters approved Proposition A on April 10, 2001, by a 67 percent margin, surpassing the 55 percent needed for passage. The District has established a goal of spending $525 million in the first 36 months on programming, design, and construction for the District's nine campuses.

Proposition A requires that bond revenues be expended only for construction, reconstruction, rehabilitation, or replacement of college facilities and that no bond revenues be expended for any teacher or administrative salaries or other college operating expenses. To ensure that all Proposition A requirements are met, the District established an independent District Citizens' Oversight Committee, as well as Citizens' Oversight Committees for each of the District's nine colleges. The committees are comprised of business, labor, education, student, senior, and community leaders.

Harbor College was allocated $124 million of the $1.245 billion bond measure. The $124 million in Proposition A funding will be used to construct many of the facilities proposed under the Master Plan. The completion of other projects envisioned under the Master Plan are contingent upon allocation of additional funding.[2]

S-4 PROJECT OBJECTIVES

The objectives of the proposed Master Plan are to:

- Confirm Harbor College's commitment to the communities it serves, including day time and evening students, as well as the general community, by expanding and improving its educational and athletic facilities and community-oriented programs.
- Develop state-of-the-art educational facilities with an infrastructure that can transform and expand to accommodate changing technologies, including both new equipment and new formats in teaching and educating students.

[2] Proposition AA, which is a $980 million bond measure to fund critical construction and repairs at all nine colleges in the District, won voter approval on May 20, 2003, with a 64 percent majority vote.

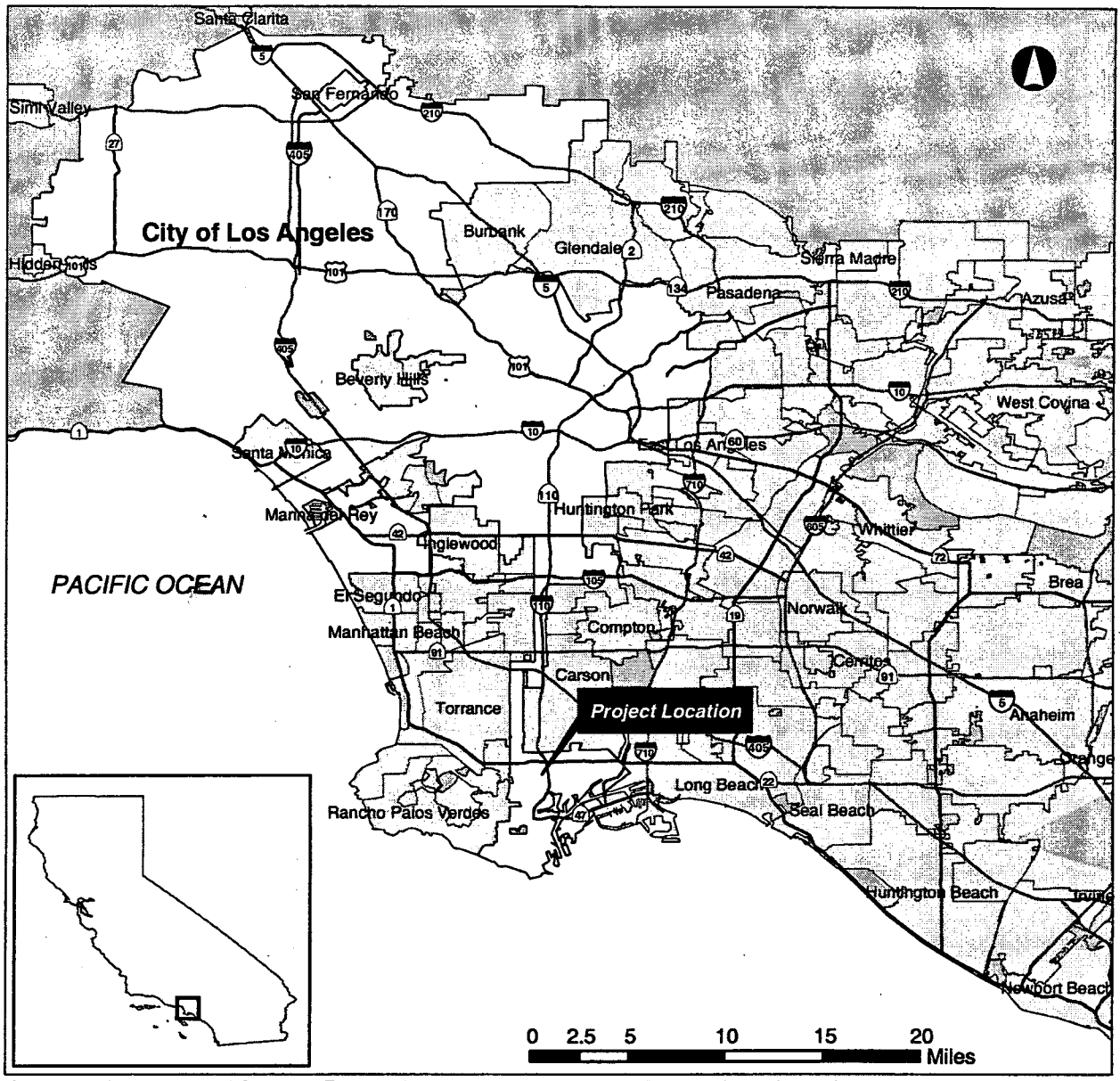
- Develop state-of-the-art facilities that meet or exceed current safety standards and requirements.
- Provide facilities to allow Harbor College to support increased projected future enrollment.
- Enhance and maintain the campus open space for recreational and community activity and harmonize the campus with the surrounding natural areas.
- Develop state-of-the-art facilities that allow the College to meet its modern role as a college preparatory institution by integrating into its curriculum areas of education associated with the four-year college and university experience, while maintaining its historical core mission of preparing students for the workplace.
- Create and design facilities that promote the Leadership in Energy & Environmental Design (LEED™) Green Building standards.
- Improve ingress to and egress from the campus for motorized traffic, while at the same time increasing pedestrian safety by moving traffic out of the center of campus to reduce the potential for conflicts between pedestrian and motorized traffic.
- Construct new facilities on campus, with connecting landscaped walkways, to eventually create a "quad" appearance and result in a more harmonious and synchronous feel to the campus.

S-5 PROJECT LOCATION AND SETTING

Harbor College is located just north of the Los Angeles Harbor area in the City and County of Los Angeles (see Figure S-1). The campus is generally bounded to the north, south, and west by the Ken Malloy Harbor Regional Park (which includes recreational facilities, ball fields, a golf course, lagoon, and the Bixby Slough that are owned and maintained by the City of Los Angeles Department of Recreation and Parks) and to the east by the Harbor Freeway (I-110). Figueroa Place lies between the campus and the Harbor Freeway to the east and "L" Street lies between the campus and the park to the north (see Figure S-2).

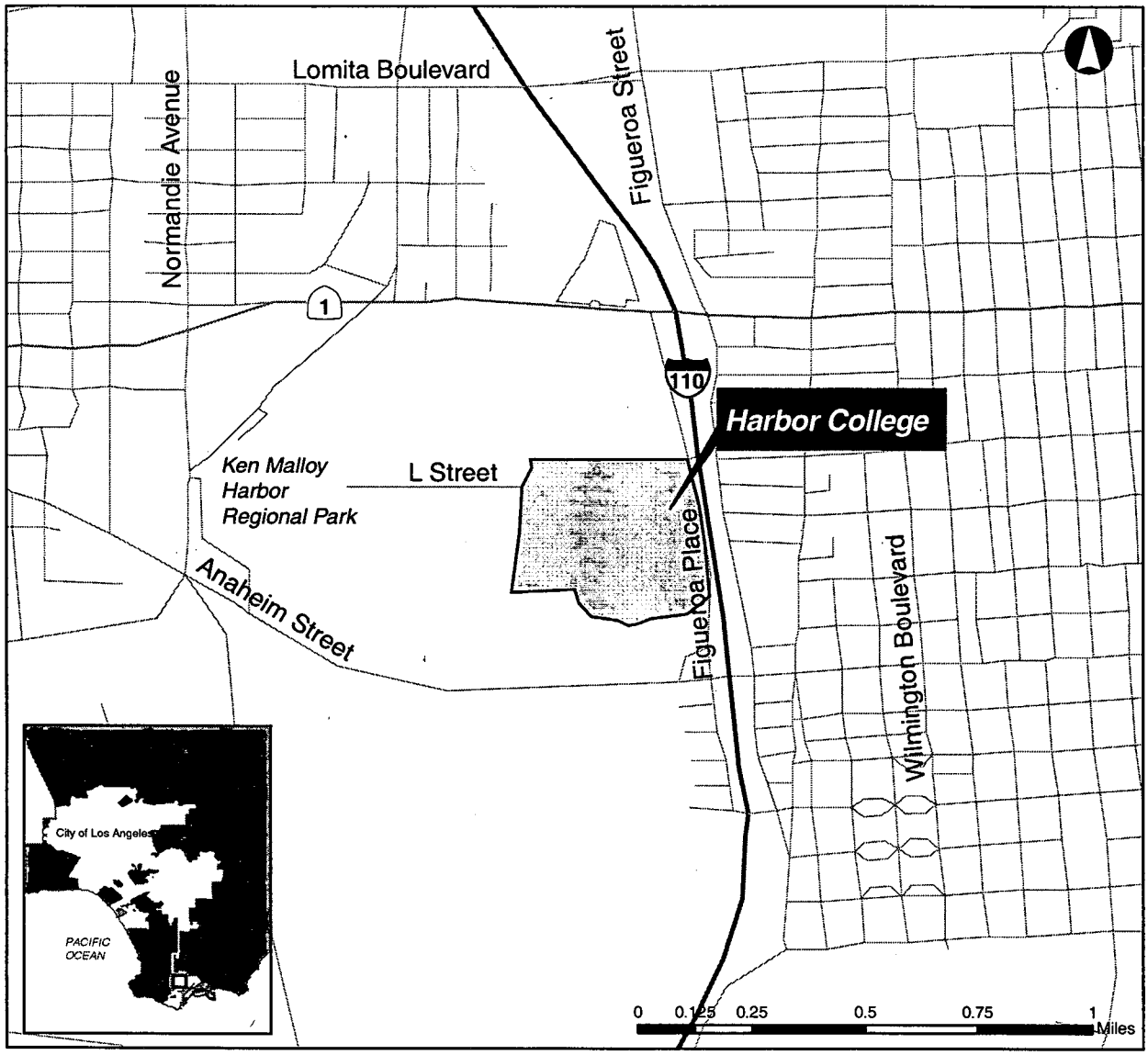
The College campus encompasses a total land area of approximately 65 acres and includes educational and administration facilities, surface parking lots, athletic fields and sports facilities, and open space (see Figure S-3 for a map of existing campus facilities). Most of the College's educational buildings are located in the northern half of the campus. The athletic fields and facilities are located to the south of the academic buildings. Parking is located on the southern half and in the northwest corner of the campus. A weekly swap meet is held on the southern portion of the campus on Sundays.

Figure S-1: Regional Location Map



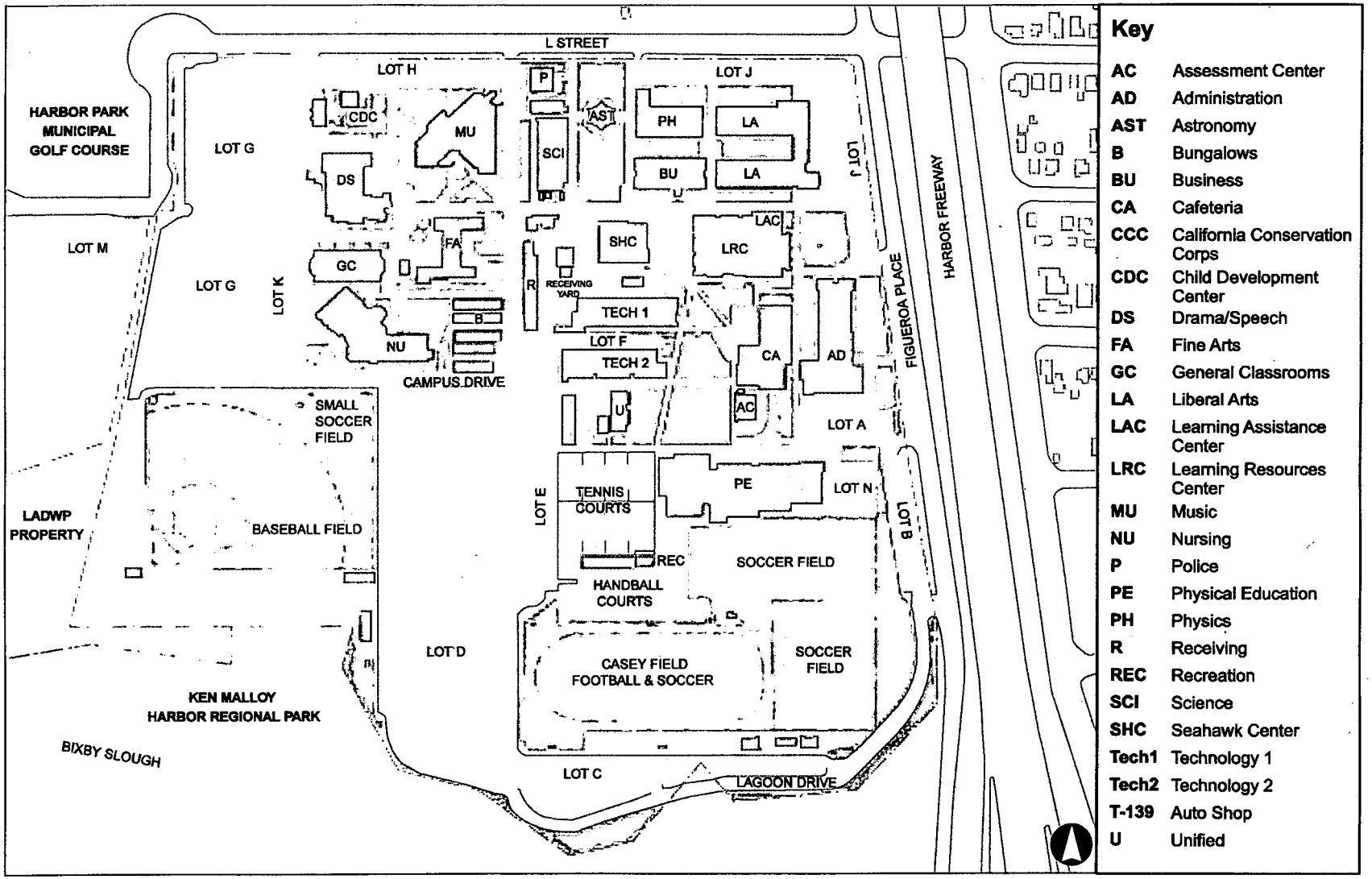
Sources: Environmental Systems Research Institute, 2001; Myra L. Frank & Associates, Inc., 2002.

Figure S-2: Project Vicinity Map



Sources: U.S. Census Bureau TIGER Data, 1995, Myra L. Frank & Associates, Inc., 2002.

Figure S-3: Existing Facilities Map



Sources: Los Angeles Harbor College Campus Plan 2002.

Industrial uses (i.e., Phillips Oil Refinery) are located in the general project area south of Harbor College, approximately 1,000 feet from the campus. Single-family and multi-family residential units are located near the intersection of Figueroa Place and Anaheim Street, just southeast of the campus. Single-family residential areas are also located east of the Harbor Freeway. Commercial uses, including a hotel and car dealership, exist at the northeast corner of the park along Pacific Coast Highway (SR 1), approximately one-quarter mile north of the campus (See Figure S-4).

Major highways and transportation facilities in the vicinity of the campus include the Harbor Freeway to the east and the San Diego Freeway (I-405) approximately 5 miles to the north. Other transportation facilities in the area include the Torrance Municipal Airport approximately 2.5 to 3 miles northwest of the College and the Los Angeles Harbor approximately 4.5 to 5 miles south of the College. Bus service is provided along major streets in the immediate vicinity of the College.

Water resources in the area include the Machado Lake and Bixby Slough located adjacent to the College in Ken Malloy Harbor Regional Park, the Palos Verdes Reservoir approximately 2 miles west of the College, the Dominguez Channel located approximately 2.5 miles to the east, and the Pacific Ocean located approximately 5 to 6 miles south of the campus.

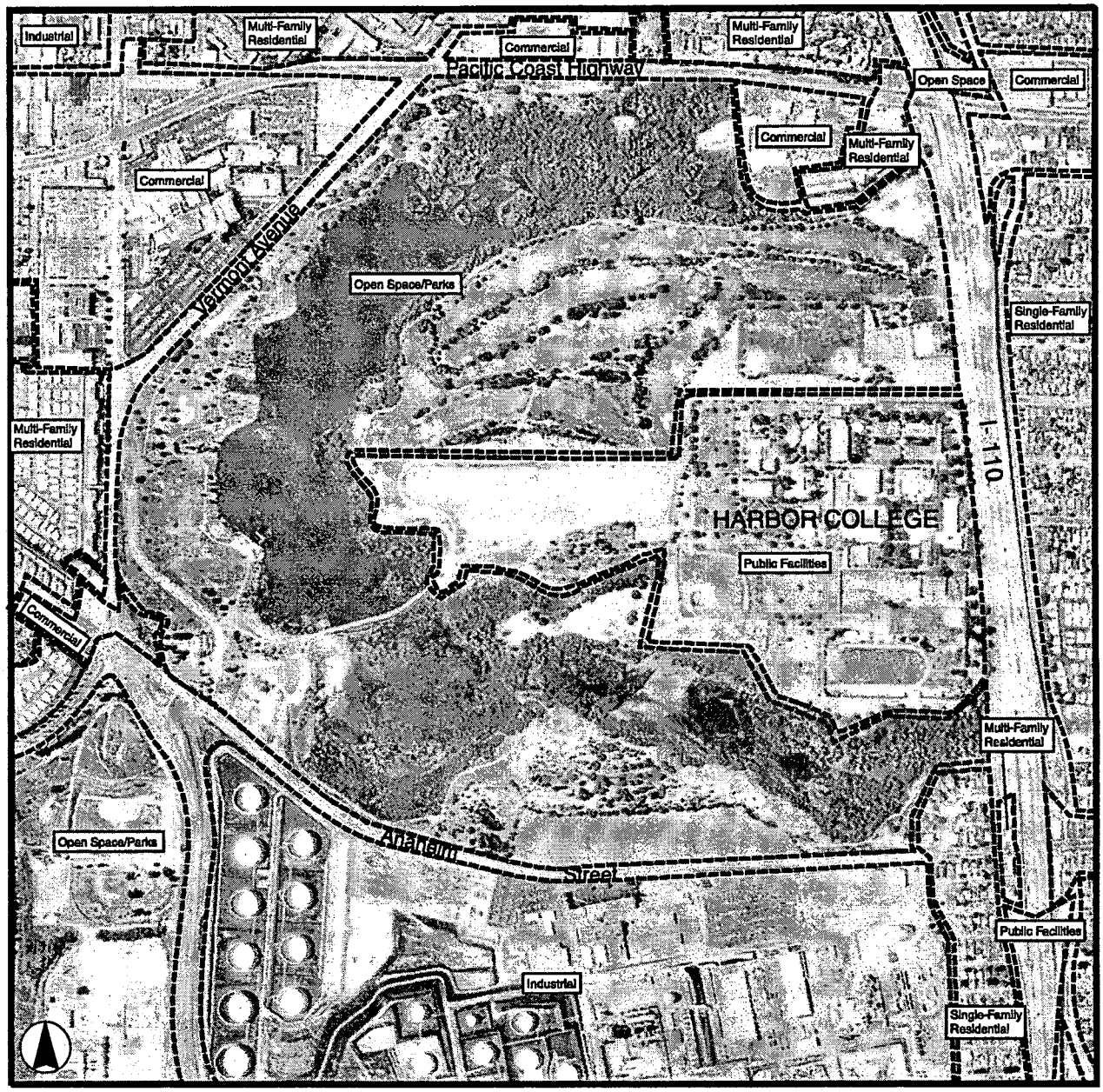
Harbor College is located in the Wilmington-Harbor City Community Plan area, which is 1 of 35 District Planning Areas that comprise the General Plan of the City of Los Angeles. This Community Plan designates Harbor College for Public Facilities uses. According to the *Los Angeles Planning and Zoning Code*, the campus is zoned PF-1XL for public facilities use in Height District 1, Extra Limited Height. No building or structure in Height District 1XL shall exceed 2 stories nor shall the highest point of the roof of any building or structure located in such district exceed 30 feet in height. Under state law, buildings and facilities at Harbor College are generally subject to zoning limitations imposed by the City of Los Angeles. By two-thirds vote of the District's Board of Trustees, however, the District may elect to exempt classroom facilities from local zoning control. Any new facilities that would not fully comply with current zoning and that are not exempted by the District Board will require a variance, conditional use permit, or zone modification from the City of Los Angeles.

The topography of Harbor College is relatively flat and is approximately 20 to 30 feet above sea level. Although there are no earthquake faults known to exist on the campus, there are a number of active faults located in the Wilmington/Harbor area. The Palos Verdes fault (maximum earthquake magnitude 7.1 on the Richter scale) is located approximately 1 mile southwest of the campus. Other active faults in the vicinity of the College include the Compton Thrust and Newport-Inglewood faults.

Biological resources in the area consist of areas of open space, various tree species, and ornamental landscaping on the campus and Ken Malloy Harbor Regional Park adjacent to the campus, any of which may provide habitat for various animal species. No threatened or endangered species are known to exist on the campus.

The Wilmington/Harbor Area of Los Angeles and the Southern California region in general have a Mediterranean climate characterized by warm, dry summers and mild winters with most of the rainfall occurring between the months of November and April.

Figure S-4: Project Area Land Uses

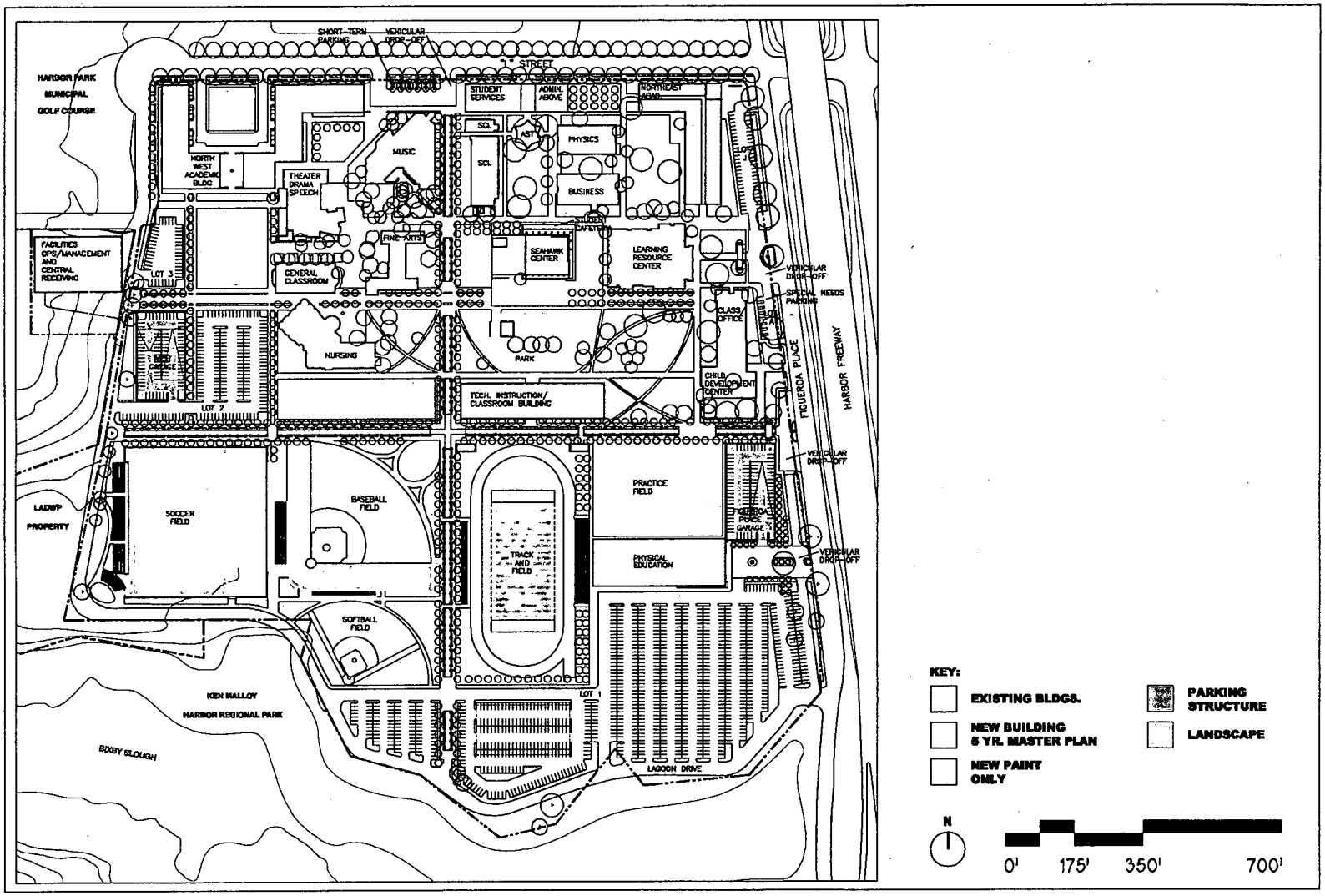


Sources: USGS Digital Orthophoto Quad: Torrance, 1994; Myra Frank & Associates, 2002; Wilmington-Harbor City Community Plan, 1999.

0 250 500 1000 1500 2000 Feet

The College is located within the South Coast Air Basin, which covers approximately 6,600 square miles and consists of the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. Among the four counties of the Basin, Los Angeles County has the highest ambient pollution concentrations. Air quality in the region has, however, been improving steadily since the early 1990s.

Figure S-5: Proposed Facilities Master Plan Development



Source: The Steinberg Group, October 2002.

S-6 PROJECT DESCRIPTION

The Master Plan proposes the construction of new buildings; renovation and modernization of and additions to existing facilities; demolition of some existing buildings; and the development of new surface parking and/or parking structures, landscaping, and open space (see Figure S-5). The Master Plan would provide enough space in new and modernized facilities to accommodate an estimated enrollment in the fall 2008 semester of 10,891 students (or 3,843 FTE students) and 354 FTE employed staff members, an increase of approximately 23 percent and 11 percent, respectively, over the number of students and employees in the fall of 2001.[3] The facilities proposed under the Master Plan would meet or exceed current safety and energy standards and would be able to accommodate new educational technologies. The Master Plan would also enhance the image and appearance of the campus, improve vehicle and pedestrian circulation and access, and further the educational goals and curriculum of the College.

Under the Master Plan, a pedestrian arterial system would be established that organizes the campus into quadrants: northwest, northeast, southwest, and southeast. This pedestrian backbone would distinguish the south campus as the athletic and recreation area of the College and the north campus as the academic core of the College.

The total bond distribution to the College under Proposition A is approximately $124 million. The Proposition A Bond funded projects discussed in the Master Plan include but are not limited to: new and enhanced student classrooms and resources, administrative and faculty offices, maintenance and operations facilities, athletic fields and facilities, and surface parking. Other Master Plan projects for which funding has not currently been allocated include the new Northwest Academic Building; parking structures; the new Cafeteria addition to the Seahawk Center; the demolition of the existing cafeteria; new athletic fields; demolition of portions of the existing Gymnasium and completion of a new Physical Education facility; and relocation of the existing track and field and southern portions of pedestrian walkways. The reasonably foreseeable projects proposed under the Master Plan are summarized in Table S-1. Construction of some of the new facilities may require conditional use permits or variances from the City of Los Angeles.

Completion of the projects proposed under the Master Plan would increase the building square footage on the campus by approximately 55 percent or 230,000 gross square feet (sf) and provide 2,031 parking spaces. Currently there are approximately 421,000 sf of floor space and 2,102 parking spaces on the campus. Construction is expected to commence in 2003 and continue through the year 2008. The construction sequencing for the various projects identified in Table S-1 is flexible as commencement of several projects is contingent upon allocation of additional funding.

[3] Student FTE and full-time employed staff members are projected on the basis of 3% funded growth compounded annually from 2001 through 2008.

Table S-1: Proposed Master Plan Projects

Project Name	Size	Construction Schedule*
Proposition A Bond Projects – New Construction Projects		
Student Services Center	36,000 sf	ES: 1Q 2005 DUR: 14 months
Northeast Academic Building	68,000 sf	ES: 1Q 2005 DUR: 16 months
Facilities Operations/Management and Central Receiving Facility	31,000 sf	ES: 3Q 2004 DUR: 8 months
Technology Instruction and Classroom Building	66,000 sf	ES: 1Q 2005 DUR: 16 months
Central Campus Landscape	5 acres	2005-2008
Athletic Practice Field	Small practice field constructed on the western portion of the existing north soccer field and other improvements to existing athletic fields	ES: 1Q 2004 DUR: 6 months
Loop Road and Parking	235 surface parking spaces	ES: 3Q 2004 DUR: 6 months
Physical Education/Wellness Center	24,000 sf	ES: 1Q 2006 DUR: 10 months
Proposition A Bond Projects – Renovation and Modernization Projects		
Seahawk Center	22,000 sf	ES: 3Q 2004 DUR: 10 months
Theater Building	24,000 sf	ES: 2Q 2004 DUR: 11 months
Administration Building	24,000 sf	ES: 2Q 2006 DUR: 11 months
Learning Resource Center	52,000 sf	ES: 2Q 2004 DUR: 10 months
Physics Building	11,000 sf	ES: 4Q 2004 DUR: 10 months
Business Building	12,000 sf	ES: 3Q 2004 DUR: 10 months
Life Sciences Building	31,000 sf	ES: 2Q 2005 DUR: 10 months
Nursing Building	21,000 sf	ES: 1Q 2004 DUR: 7 months
Fine Arts Building	11,000 sf	ES: 1Q 2004 DUR: 8 months
Music Building	25,000 sf	ES: 2Q 2004 DUR: 9 months
Astronomy Building	1,000 sf	ES: 3Q 2004 DUR: 2 months
Child Development Center (exterior paint only)	3,000 sf	ES: 3Q 2003 DUR: 1 month
General Classroom (exterior paint only)	14,000 sf	ES: 3Q 2003 DUR: 1 month

Table S-1: Proposed Master Plan Projects

Project Name	Size	Construction Schedule*
Physical Education Building (exterior and interior paint only)	42,000 sf	ES: 3Q 2003 DUR: 1 month
Utility Infrastructure projects	Sewer, Storm Drains, Water, and other Utilities	2003-2007
Proposition A Bond Projects – Demolition Projects		
Technology 1	14,000 sf	ES: 4Q 2004 DUR: 1 month
Technology 2	16,000 sf	ES: 4Q 2004 DUR: 2 months
Assessment Center	2,000 sf	ES: 3Q 2006 DUR: 2 months
Auto Shop	4,000 sf	ES: 4Q 2004 DUR: 2 months
Receiving, Gardener, and Storage facilities	11,000 sf	ES: 3Q 2006 DUR: 1 month
Campus Police Station	3,000 sf	ES: 1Q 2004 DUR: 1 month
Los Angeles Unified Bungalows	5,000 sf	ES: 4Q 2004 DUR: 2 months
All Bungalows/Miscellaneous	22,000 sf	2003-2006
Liberal Arts Building	33,000 sf	ES: 1Q 2005 DUR: 1 month
Other Master Plan Projects – New Construction Projects		
Northwest Academic Building	119,000 sf	2006-2008
Student Cafeteria	9,000 sf	2007-2008
Completion of the Physical Education Facility	50,000 sf	2007-2008
Figueroa Place Garage	Four levels, 386 spaces	2006-2008
West Garage and surface parking	Four levels (350 spaces; surface parking for 220 vehicles)	2006-2008
South Campus Parking	Surface parking for 1,002 vehicles	2006-2008
Track and Field	Regulation size track and field	2006-2008
Southwest Campus Athletic Fields	Further improvements to Baseball, Softball, Soccer, and Practice Fields	2006-2008
Other Master Plan Projects – Demolition Projects		
Student Cafeteria	16,000 sf	2007-2008
Physical Education	42,000 sf	2008
Child Development Center	3,000 sf	2007

Note: * ES is the expected start date of construction; DUR is the construction duration; 1Q is the first quarter of the calendar year; 2Q is the second quarter of the calendar year; 3Q is the third quarter of the calendar year; 4Q is the fourth quarter of the calendar year.

Source: Harbor College; Pinnacle One; Myra L. Frank & Associates, Inc., 2003.

S-7 ALTERNATIVES TO THE PROPOSED PROJECT

The alternatives to the proposed Master Plan summarized below are described in greater detail in Chapter 4 of this EIR.

S-7.1 No Project Alternative

According to the *State CEQA Guidelines* (Section 15126.6(e)(3)(B)), the No Project Alternative is defined as the "circumstance under which the project does not proceed." The impacts of the No Project Alternative shall be analyzed "by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The purpose of describing and analyzing the No Project Alternative is "to allow decision-makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project."

Under the No Project Alternative, no comprehensive program of improvement projects would be implemented. The Harbor College campus would largely remain as is and would continue to operate and provide services in a manner similar to current conditions. New improvements and renovation work would be minimal, intermittent, and would consist primarily of those campus projects already approved and funded. Maintenance activities would continue consistent with present and recent past practices. As a result of the limited extent of improvements that might occur under the No Project Alternative, future enrollment growth at the College could be constrained and would likely be less than the 10,891 students projected for the fall 2008 semester under the Master Plan. However, given recent trends, it is expected some increases in student enrollment would still occur.

As a consequence, the No Project Alternative project would not result in many of the significant or potentially significant impacts of the proposed project described in Chapter 3 of this EIR. However, the No Project Alternative would not provide the benefits and fulfill the objectives of the Master Plan. Existing campus buildings would continue to deteriorate further. Potential environmental benefits of the Master Plan including improvements in water quality due to new storm drain facilities, improvements to oncampus pedestrian and vehicular circulation, increased energy savings, and aesthetic/visual enhancements due to new and renovated buildings and additional open space and landscaping would not occur.

S-7.2 Alternatives Considered During the Master Plan Planning Process

In October 2001, Los Angeles Harbor College began a 6-month, four-phase planning effort to create the Los Angeles Harbor College Campus Plan. The first phase included a reconnaissance and analysis effort to document existing conditions and identify the needs of the College. The second and third phases included outreach, planning and design, and development of a Draft Campus Master Plan to determine the use, priority, and development of new facilities and renovation of existing buildings on the campus. The fourth phase was the finalization of the Campus Master Plan.

The Campus Master Plan detailed a five-year plan and a thirty-year vision for the College. The five-year plan includes new building construction, removal of some existing facilities, renovations and additions to existing buildings, new landscape and open space construction, and other modifications to the campus that could be realized within the $124 million Proposition A Bond construction budget.[4] The thirty-year vision is a projection of the campus plan to more fully reflect the educational mission of the College. The thirty-year vision establishes the context for the five-year plan.

The Five-Year Campus Master Plan in combination with elements from the thirty-year vision formed the basis for the Facilities Master Plan evaluated in detail in this EIR. Since the Five-Year Campus Master Plan proposes alternative locations for some facilities, includes fewer new buildings, and consequently may avoid one or more of the significant effects of the proposed Master Plan, it is evaluated in this EIR as an alternative to the proposed Master Plan.

The Five-Year Master Plan would result in demolition of two buildings that are considered significant historical and visual resources, Tech 1 and 2 Buildings. For comparison, the Master Plan would result in demolition of the historically and visually important Tech Buildings and the Liberal Arts Building. Other impacts would be similar to or slightly less than the impacts that could occur due to the proposed Master Plan evaluated in detail in this EIR.

S-7.3 Historic Preservation Alternatives

The proposed Master Plan would result in the demolition of the historically and visually significant Tech 1 and 2 Buildings and the Liberal Arts Building. To avoid these significant impacts, various options to full demolition were investigated and analyzed. The results of those efforts were documented in the report, *Historic Alternatives: Technology Buildings and Liberal Arts Building* (February 18, 2003) prepared by The Steinberg Group (see Appendix F of this EIR).

It should be noted that these alternatives generally differ from the proposed Master Plan only in regards to the proposals for the Tech 1 and 2 Buildings and the Liberal Arts Building. Other components of these alternatives and the proposed Master Plan would be essentially the same. Therefore, it is anticipated that the Historic Preservation Alternatives and the proposed Master Plan would result in similar impacts in the following areas: air quality impacts (i.e., unavoidable significant adverse construction air quality impacts and less than significant operational air quality impacts), potentially significant but mitigable biological impacts, impacts to archaeological and paleontological resources that are potentially significant but can be mitigated, potentially significant but mitigable geology/seismic impacts, potentially significant but mitigable hazardous materials impacts, less than significant impacts to water quality, significant but mitigable construction noise impacts, less than significant population and housing impacts, less than significant impacts to public services, significant traffic impacts at 2 of 13 study intersections that can be mitigated to a less than significant level, and potentially significant but mitigable impacts to public utilities (i.e., sewer capacity problems).

[4] Subsequent to development of the Five-Year Master Plan, more detailed cost estimates of projects proposed under the plan were developed. It was determined, based on these new cost estimates, that not all of the proposed projects could be constructed within the $124 million Proposition A budget.

a. Adaptive Reuse Alternative

Under this alternative, the Tech 1 and 2 Buildings and the Liberal Arts Buildings would be adaptively reused. In addition, a new, two-story 24,000-gross-square-foot (gsf) Technology Building would be constructed southwest of the existing Tech 2 Building and a new two-story, 35,400-gsf Northeast Academic Building would be constructed along L Street just north of the Liberal Arts Building. The renovated Tech 1 and 2 Buildings would contain approximately 33,800 gsf and the Liberal Arts Building would provide approximately 32,800 gsf of renovated space.

This alternative would avoid the significant historic and visual impacts of the proposed Master Plan that would result from demolition of the Tech and Liberal Arts Buildings. However, this alternative would not meet the College's program needs, would not fulfill all of the College's objectives, and would be significantly more costly.

Option 1 – Reuse of Tech 1 Building, Demolition of Tech 2 Building

Under this option to reuse of both Tech Buildings in Alternative 1 above, the Tech 1 Building would be renovated to provide approximately 17,400 gsf of space for classrooms, labs, and offices and the Tech 2 Building would be demolished. A new Technology Building containing a total area of approximately 65,600 gsf would be constructed immediately south of the Tech 2 Building site. Since the existing two Tech Buildings are nearly identical in size, style, and historical significance, preservation of one building, as a representative example of both, would mitigate the loss of the other Tech Building. Adaptive reuse of the Tech 1 Building would require an extensive seismic retrofit and significant repairs and improvements to building interiors, exteriors, and systems. This option would be significantly more costly than the proposed Master Plan.

Option 2 – Reuse of Tech 2 Building, Demolition of Tech 1 Building

Under this option to Alternative 1 above, the Tech 2 Building would be renovated, adaptively reused, and expanded to provide approximately 16,400 gsf of renovated space and 43,300 gsf of new space. The expansion or addition to the Tech 2 Building would be located along the southern side of the building. The Tech 1 Building would be demolished. As stated above, since the two Tech Buildings are nearly identical in size, style, and historical significance, preservation of one building, as a representative example of both, would mitigate the loss of the other Tech Building. Adaptive reuse of the Tech 2 Building would require an extensive seismic retrofit and significant repairs and improvements to building interiors, exteriors, and systems. This option would be significantly more costly than the proposed Master Plan.

S-8 AREAS OF CONTROVERSY

No areas of controversy were identified during the public scoping period for the EIR.

S-9 ISSUES TO BE RESOLVED

The specific designs for the new buildings and facilities have not yet been developed. Also, the proposed site to which the on-campus Sheriff's Station would be relocated has not been identified. Additionally, negotiations with the City of Los Angeles Department of Recreation and Parks and Department of Water and Power to obtain lease easements for the new loop road remain to be completed. These easements would affect less than one-quarter acre of park and Department and Water and Power property. Lastly, funding sources for the other Master Plan (i.e., non-Proposition A) projects have not been identified.

S-10 SUMMARY OF ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

Table S-2 provides a summary of the environmental effects that would result from implementation of the proposed Master Plan, potential mitigation measures, and the level of significance of the environmental impacts after implementation of the proposed mitigation.

In addition to the project impacts identified in Table S-2, the proposed Master Plan, in combination with related projects and other development in the area, could result in significant cumulative impacts after mitigation in the following areas: air quality, noise, public services, and public utilities. For a detailed discussion of cumulative impacts, see Chapter 5 of this EIR.

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-2 – Visual Resources			
Visual Quality, Character, & Resources: Although the exact architectural treatments for new buildings have yet to be finalized, new buildings would be designed in accordance with the design criteria and standards established by the District to ensure that new Proposition A Bond Program buildings are compatible with existing campus architecture and will enhance the overall visual quality of the existing campuses. Consequently, it is not expected that proposed new buildings would substantially diverge from the design styles exhibited by existing buildings (i.e., Late Moderne, the New Formalism, and the International Style), in terms of scale, massing, etc., and significant impacts are not anticipated.	Not Significant	**V-1** New buildings and renovations to existing buildings shall adhere to the standards, criteria, and guidelines in the District's Design Criteria and Standards/Sustainable Design Manual to ensure compatibility with the existing campus architecture in terms of architectural design, scale, massing, and siting.	Not Significant
Visual Quality, Character, & Resources: The renovation work proposed to Seahawk Center would be the most extensive and would include repair and modernization work inside the building as well as construction of a new addition at the rear to accommodate the replacement campus cafeteria facility (the current Cafeteria would be demolished). Although Seahawk Center is not identified as an historic resource it is one of the most attractive buildings on campus and is a noteworthy example of an architectural style popular in the early-to-mid 1960s known as the New Formalism. Adherence to the District's design standards would reduce the potential that the new addition would be visually incompatible with the Seahawk Center in terms of architectural detail, massing, and scale.	Not Significant	See V-1 above	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Visual Quality, Character, & Resources: If a four-level parking garage were to be constructed along the eastern border of the campus—depending on its height, bulk, color, and architectural design features—it might be partially visible to the residential area located on the eastside of the Harbor Freeway. However, the impact would not be significant because the existing freeway would remain the dominant visual element and the quality of existing views from the residential area is not high.	Not Significant	No mitigation is required.	Not Significant
Visual Quality, Character, & Resources: Demolition of six permanent buildings and seven bungalows is also proposed. Of these 13 buildings three are potential historic resources that appear to be eligible for the California Register of Historical Resources because they embody the distinctive characteristics of the International Style architectural style and best represent the early history of Harbor College as an educational institution in the Harbor City/Wilmington community (see Section 3-5, Historical Resources). These include the Tech 1 and Tech 2 Buildings and the Liberal Arts Building. All of these buildings were initially constructed in 1948-1949 and are among the College's earliest permanent buildings. Each is designed in a straightforward version of the International Style, retains integrity of location, and is largely intact in design terms. Demolition of these buildings and the loss of these visual resources would be considered a significant adverse visual impact.	Significant	No feasible mitigation.	Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Visual Quality, Character, & Resources: The proposed landscape design enhancements are expected to change the visual character of the campus. Certain buildings (the Tech 1 and 2 Buildings, Cafeteria, Bungalows, and Receiving Yard) are slated for demolition, in part, to create a large new open space area adjoining the southern edge of the core campus area. This proposed design change would give the campus a new east-west focus and create broader vistas. This would potentially necessitate the removal and/or relocation of mature trees. Provided a majority of extant mature trees can be preserved *in situ*, transplanted, and/or replicated by similar trees of comparable size (30 gallons or greater), the effect upon campus visual resources could be positive.	Beneficial	No mitigation is required.	Beneficial
Scenic Vistas & Views: Given the current fragmented character of views within southern half of the campus, the low visual quality of Parking Lot D, and the lack of attractive vistas at present, the proposed Master Plan would result in a better visual integration of the southern and northern halves of the campus, and would enhance views and vistas from the south to the northern portions of campus and from the north to the southern portions of the campus.	Beneficial	No mitigation is required.	Beneficial
Scenic Vistas & Views: Offsite views of the campus might potentially be negatively affected by construction of the Figueroa Place Parking Garage. Due to its proximity to the eastern perimeter of the campus it might fall within the sight lines of residents east of the freeway right-of-way. However, if designed in an attractive manner that is compatible with the existing campus architecture, and sympathetically scaled, the garage could become both a visual resource not perceived as an intrusive feature by nearby residents, as well as an enhancement improving the visibility of the campus to motorists and passersby.	Not Significant	No mitigation is required.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Shading/Glare: While new buildings may produce larger shadow patterns, these would not be substantial and would not significantly affect any sensitive open space areas on campus. Similarly, new buildings and the proposed renovation projects would not create substantial sources of glare, since they would utilize building materials that are generally non-reflective. The opportunity for glare would be reduced by the relatively large number of trees on the campus. Shading/glare impacts are not anticipated to be significant within or from either of the landscape units.	Not Significant	No mitigation is required.	Not Significant
Artificial Light: The proposed Master Plan would not introduce significant new sources of artificial light (security lighting in parking lots, along roadways, adjacent to new buildings and walkways, and in the playing fields on the southern half of the campus) that could adversely affect sensitive uses or nighttime views. Artificial lighting would be far enough away from sensitive residential uses located east of the campus on the opposite side of the Harbor Freeway and south of Bixby Slough that significant spillover impacts to these sensitive receptors is not anticipated.	Not Significant	Although significant artificial lighting impacts are not anticipated on sensitive residential uses, the following measure shall be implemented to ensure any potential impacts are minimized. **V-2** Nighttime lighting for the playing fields shall incorporate full-cutoff shielded fixtures or three-sided shielded fixtures pointed at least 45 degrees below the horizontal to contain the light within the campus and avoid spillover lighting impacts on off-campus properties including the adjacent parkland to the south and west and the residential neighborhoods farther to the south and east.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-3 – Air Quality			
Construction Impacts: Construction activities would generate an estimated 198 pounds of NO_x and 309 pounds of PM_{10} on the peak day, which would exceed South Coast Air Quality Management District (SCAQMD) recommended significance thresholds of 100 and 150 pounds/day, respectively. In addition, during the peak construction quarter, construction activities would generate an estimated 6.43 tons of NOx and 9.74 tons of PM_{10} emissions, which would exceed the SCAQMD significance thresholds of 2.5 and 6.75 tons/quarter, respectively. Thus, without mitigation, NO_x and PM_{10} emissions would be significant on the peak day and in the peak quarter of construction.	Significant	The following measures shall be implemented to control fugitive dust. These measures would reduce PM_{10} emissions by 60 percent. **AQ-1** Moisten soil not more than 15 minutes prior to moving soil and three times a day or four times a day under windy conditions in order to maintain soil moisture of 12 percent. **AQ-2** On the last day of active operations prior to a weekend or holiday, apply water or a chemical stabilizer to maintain a stabilized surface. **AQ-3** Water excavated soil piles hourly or cover piles with temporary coverings. **AQ-4** Cease grading during periods when winds exceed 25 miles per hour. **AQ-5** Moisten excavated soil prior to loading on trucks. **AQ-6** Apply cover to all loads of dirt leaving the site or leave sufficient freeboard capacity in truck to prevent fugitive dust emissions en route to disposal site. **AQ-7** Sweep streets to remove dirt carried out by truck wheels.	Significant (After mitigation, NOx emissions on the peak day and in the peak quarter would still exceed SCAQMD thresholds.)

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Air Quality, continued		**AQ-8** Schedule grading and excavation activities that occur within approximately 200 feet of the Child Development Center (CDC) during periods when children are not in attendance. If it is not possible to schedule grading and excavation activities when children are not present at the CDC, then children shall be kept indoors with the windows closed. Air conditioners in the CDC building shall have proper filters to ensure dust generated by construction activities is not transmitted indoors via the building's ventilation system. **AQ-9** Construct a temporary fence around the perimeter of the Child Development Center site to shield the Center from fugitive dust emissions. The fence shall have a minimum height of 8 feet and a solid or impermeable surface. **AQ-10** Turn off equipment when not in use for longer than 5 minutes. The following measures shall be employed wherever feasible to reduce gaseous emissions from equipment. They would also reduce toxic emissions from diesel equipment. **AQ-11** Use bio-diesel fuel in all onsite diesel-powered equipment, if feasible. **AQ-12** Use alternatively fueled (compressed natural gas (CNG), liquefied natural gas (LNG), dual-fuel or electric) construction equipment, if feasible. **AQ-13** To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Construction Impacts: During construction, both trucks and equipment would emit diesel exhaust, which has been declared as a toxic substance by the California Air Resources Board. The potential exists for significant adverse impacts on sensitive receptors, without mitigation.	Potentially Significant	See Mitigation Measures AQ-11 through AQ-13 above	Not Significant
Operational Impacts: The operational pollutant emissions (CO, VOC, NOx, and PM10) that would be generated by the proposed Master Plan would be well below SCAQMD's significance thresholds. Therefore, the project would not have a significant operational impact on regional air quality.	Not Significant	No mitigation is required.	Not Significant
DEIR Section 3-4 – Biological Resources			
Vegetation and Wildlife Habitat: Construction of the new campus loop road would result in impacts on non-native vegetation, as well as impacts on a drainage supporting a willow woodland west of the existing soccer field and dirt access road. Additionally, the northwest corner of the proposed new softball field would encroach upon a small portion (less than 1/4 acre) of Ken Malloy Harbor Regional Park (KMHRP) property, which supports riparian scrub vegetation at this location. Since riparian habitats in the Wilmington/San Pedro area are rare, road construction activities that would result in deposition of any fill material in the drainage, or removal of any vegetation from the drainage, would be considered a significant impact. Removal of riparian habitat may also require a Streambed Alteration Agreement from CDFG (see Section 3-10, Hydrology and Water Quality).	Potentially Significant	**BR-1** In order to avoid significant impacts on riparian habitat and violations of laws protecting riparian habitat and drainages, project engineering documents shall specify that all construction components and activities remain out of the drainage on the west side of the campus south of Lot M, and out of the riparian vegetation of KMHRP on the south side of campus at the northwest corner of the proposed softball field. If any project construction or operation activities would result in even minor alterations of drainages or riparian vegetation in these or other areas on the south side of campus, Los Angeles Harbor College shall retain the services of a qualified wetland specialist to conduct wetland delineations as necessary.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		The wetland specialist shall contact appropriate resources agencies (USACOE and CDFG) regarding permits and agreements that may be required prior to initiation of activities in drainages or riparian habitats; and to prepare documentation as appropriate so that permits and agreements pursuant to Section 404 of the U.S. Clean Water Act and Section 1600 of the California Fish and Game Code can be obtained. The permits will require preparation of a riparian mitigation plan; the mitigation plan will include the following provisions: Restoration Specialist: The restoration specialist shall be approved by the KMHRP and CDFG. The restoration specialist shall have demonstrated experience in the successful restoration of riparian habitat in southern California. Because an element of the restoration program could include eradication of giant reed from the KMHRP, the restoration specialist shall demonstrate experience in giant reed removal. Site Selection: Consultations with USACOE, CDFG, and KMHRP personnel shall be conducted to select a suitable restoration site location within the KMHRP. Riparian restoration could include, as one element, eradication of exotic vegetation within the KMHRP and restoration of the eradicated areas to native vegetation under a plan approved by CDFG, KMHRP, any other appropriate agencies or landowners, such as the County of Los Angeles. Preference shall be given to eradication of exotic species where the potential for future infestation (mainly from upstream sources) is low.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		Mitigation Ratios: Ratios for restoration of riparian habitat will depend upon the type of mitigation (restoration, enhancement, removal of exotic vegetation, or a combination of these) agreed upon by CDFG. However, CDFG recommends that mitigation be three-to-one per acre of riparian vegetation (CDFG 2003). Ratios shall be specified in the Streambed Alteration Agreement from CDFG. Selection of Plant Palettes: The plant palette shall include appropriate trees, understory, and early-successional species native to the area being restored. Quantities, Container Sizes, Planting Patterns, Origins: Seed quantities, plant container sizes, and planting patterns shall be specified, as appropriate. To the extent feasible, plants and seeds used in the restoration plans shall be collected from the KMHRP, as near to the restoration site as possible. The use of locally native propagules will increase the chances of success and maintain the genetic integrity of the local ecosystem.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		Exotic Species to be Eradicated: It is anticipated that the primary species to be eradicated will be giant reed (Arundo donax), but additional species may also be removed, such as pampas grass (Cortaderia spp.), pepper trees (Schinus spp.), castor bean (Ricninus communis), and California fan palm (Washingtonia filifera). The types and amounts of exotic species to be targeted shall be determined at the time final plans are developed during consultation with the resources agencies and KMHRP. Methods/Timing for Eradication: The exotic species eradication specialist shall determine the methods to be used, including timing of eradication, in consultation with CDFG. Timing for Planting: For best results, seeding and planting should take place after the onset of the rainy season and prior to March 31. Riparian woodlands may achieve good results with installation at other times of the year. Mycorrhizal Fungi: In order to improve the ability of the planted material to compete with non-native forbs and grasses, mycorrhizal inoculum shall be specified for all container plants known to benefit from this symbiotic association. Site Preparation: Methods to prepare the site for planting shall be specified, including consideration of soil requirements (e.g., soil type, compaction, etc.) and weed control prior to planting (if needed).	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		Seeding and Planting Techniques: Methods to install seeds and plants shall be specified, including specifications for hand seeding, hydroseeding, etc., and planting methods. Irrigation: The restoration specialist shall determine the need, frequency, and duration for irrigation of riparian restoration sites. Maintenance: Maintenance of all plantings and actions required to effect complete eradication of exotic species will be the applicant's responsibility, and shall include any activities required to meet the performance standards set for the restoration program. A minimum of 5 years of maintenance shall be required unless the plan's long-term performance standards are satisfied in less than 5 years. Monitoring: The project proponent shall be responsible for monitoring the restoration site for a minimum of 5 years, or until all of the project's long term performance standards are met. The site monitor shall be a biologist, native landscape horticulturist or other professional qualified to 1) assess the performance of the planting effort, 2) recommend corrective measures, if needed, and 3) document wildlife use of planting areas over time. The site monitor shall be selected by the KMHRP and CDFG.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		Performance Standards: Short-term (e.g., 90 and 180 days) and long-term (e.g., 3-year and 5-year) performance standards shall be set for the restoration plan, consistent with the goal of establishing self-supporting riparian habitat that supports native plant and wildlife species. The plan shall specify appropriate corrective actions to be taken if the site monitor determines that any restoration area is not meeting the performance standards set for the plan. If performance standards cannot be achieved due to adverse soil or other unmanageable site conditions, an alternative or auxiliary mitigation plan may be submitted to the KMHRP and CDFG. Documentation: The monitoring results shall be reported at least annually to the KMHRP and CDFG.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Wildlife: Removal or destruction of one or more active nests of birds listed by the MBTA, whether nest damage was due to tree removal or to other construction activities, including the great blue heron nest near Lagoon Drive, would be considered a violation of the MBTA, and a significant impact.	Potentially Significant	**BR-2** Los Angeles Harbor College shall limit grubbing, trimming, and removal of any trees and buildings on the campus and in the KMHRP during the bird breeding season (approximately March 1 to ~~July 31~~ September 15, and as early as February 1 for raptors). Of particular note is the nest of a great blue heron (*Ardea herodias*) in a eucalyptus tree adjacent to Lagoon Drive; herons may begin nesting as early as February. If the bird breeding season cannot be avoided, Los Angeles Harbor College shall retain a qualified ornithologist to initiate surveys of the construction zone 30 days prior to the initiation of construction and weekly thereafter, with the last survey not more than 3 days prior to the initiation of construction, to minimize the potential for nesting following the survey and prior to construction. If the ornithologist detects any occupied nest or nests of native birds within the construction zone, Los Angeles Harbor College shall conspicuously flag off the area(s) supporting bird nests, providing a minimum buffer of 300 feet between the nests and limits of construction (500 feet for raptors). The construction crew shall be instructed to avoid any activities in this zone until the bird nests are no longer occupied, per a subsequent survey by the ornithologist.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Vegetation and Wildlife Habitat: Vegetation removed during construction of new and renovated project facilities would primarily include horticultural trees and shrubs; this would not be considered a significant impact. However, because trees are important for migratory and resident birds, timely replacement of trees removed as part of the project is recommended.	Not Significant	**BR-3** Any trees on campus or in the KMHRP removed as part of project construction shall be replaced at a minimum ratio of 1:1, and replacement trees shall possess a canopy upon planting and be a minimum size of 15 gallons. Aside from the eucalyptus tree with the great blue heron nest, eucalyptus trees removed for project construction along Lagoon Drive, which is adjacent to riparian habitat of KMHRP, shall be replaced with native riparian trees (sycamores and cottonwoods, already planted in other areas of the campus). In addition, Los Angeles Harbor College shall consult with KMHRP regarding the list of trees and other plants to be used for the campus to ensure that none of these species are invasive to the extent that they could encroach upon and become established within KMHRP.	Not Significant
Vegetation: Indirect impacts on riparian vegetation in KMHRP due to erosion, siltation, and runoff during project construction are not expected to be significant since construction activities in these areas would be limited, and Best Management Practices would be implemented to minimize erosion and siltation.	Not Significant	**BR-4** Los Angeles Harbor College shall comply with National Pollutant Discharge Elimination System and Municipal Separate Storm Sewer System permit standards to ensure, during and following construction, that no pollutants, siltation, or runoff are discharged from the campus and eventually drain into the riparian, freshwater marsh, and lagoon habitats of KMHRP.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Special-Interest Species: Construction activities in the southern portion of the campus (adjacent to Lagoon Drive) may affect breeding activities and breeding success of special-interest species (least bittern, Cooper's hawk, least Bell's vireo, yellow warbler, and tricolored blackbird) and raptors other than Cooper's hawk nesting in the KMHRP near the southern boundary of the campus. Construction noise may be intense and may, at times, be sudden and loud, potentially resulting in startle effects and in temporary or permanent nest abandonment. Construction activities that result in nest abandonment by raptors or special-interest species nesting in the KMHRP would be considered a substantial adverse effect on sensitive or special-status species, per the significance criteria presented above, and thus a significant impact.	Potentially Significant	**BR-5** In order to avoid potentially significant indirect impacts due to construction on special-interest species breeding within KMHRP, if any construction activities are planned for the breeding season for birds, approximately February 1 through ~~July 31~~ September 15, Los Angeles Harbor College shall retain a qualified ornithologist to conduct a baseline survey of areas within the KMHRP south of campus that would be located within 500 feet of any construction activity. The baseline survey shall be conducted not more than 1 week prior to the initiation of any construction activity and shall document whether any special-interest bird species (least bittern, peregrine falcon, Cooper's hawk, sharp-shinned hawk, osprey, northern harrier, loggerhead shrike, yellow warbler, tricolored blackbird) or any raptors (red-tailed hawk, red-shouldered hawk, white-tailed kite) other than special-interest species are nesting within 500 feet of any proposed construction activities. If any nests of special-interest species are located in the KMHRP within 500 feet of proposed construction, the ornithologist shall note the nest(s) location and return to monitor the nest(s) the first 2 days of construction to document whether nesting behavior (in terms of the potential for nest abandonment) has changed with the initiation of construction. Because of the presence of the Harbor Freeway and existing campus activities, it is doubtful that birds nesting near the campus would abandon nests because of construction activities.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		However, if the ornithologist detects behavior(s) that suggest nest abandonment is imminent, noise mitigation measures such as placement of noise barriers around the construction site or equipment shall be implemented or construction activities closest to the nest shall be discontinued in that part of campus until activities at that nest are complete, per the ornithologist. During construction, the ornithologist shall continue monitoring the KMHRP area within 500 feet of construction once weekly until the end of the breeding season or until the end of construction within 500 feet of the campus south boundary, whichever comes first, whether or not nests of special-interest species are detected within 500 feet of proposed construction during the baseline survey. During weekly surveys, the ornithologist shall continue to monitor the effects of construction, if any, on special-interest species nesting in the area. If no special-interest species are detected nesting in the 500-foot distance during the baseline survey, the weekly surveys will document whether special-interest species initiate nesting in the area during construction and to monitor any apparent effects of construction.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Biological Resources, continued		If any project construction activities would occur between March 15 and September 15, protocol surveys for least Bell's vireos, which nest in the KMHRP, shall be conducted within 500 feet of the construction zone in any areas of the KMHRP even marginally suitable for the vireo, if present. If least Bell's vireos are detected nesting within 500 feet of the construction zone, an ornithologist with demonstrated experience in identifying and observing behavior of least Bell's vireos shall observe the vireos for 2 hours daily during the construction period and determine whether behavior suggests that the vireos may be abandoning their nesting territory due to construction-related noise or activity. The monitor shall observe other nesting vireos, including the vireo pair at the dam in KMHRP, if present, for comparison. If the monitor determines that vireos within 500 feet of project construction have altered or abnormal behavior due to project construction, noise mitigation measures such as placement of noise barriers around the construction site or equipment shall be implemented or construction activities within 500 feet of the vireo territory shall cease until the vireos have completed breeding activities and departed the area.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Special-Status Species: Flood lighting associated with new sports fields and lighting from vehicles using the new loop road may result in additional and more intense light spill into certain locations of the KMHRP, potentially affecting breeding success of special-interest species. If lighting adversely affects habitat use or results in nest abandonment by special-interest species, this would be a significant impact. Aside from the issue of lighting, increased human use of the campus is not expected to substantially alter use by special-interest species of the KMHRP.	Potentially Significant	**BR-6** In order to avoid potentially significant indirect impacts due to campus lighting on special-interest species breeding within KMHRP, nighttime lighting for the playing fields shall be designed in consultation with a qualified ornithologist and shall incorporate full-cutoff shielded fixtures or three-sided shielded fixtures pointed at least 45 degrees below the horizontal to contain the light within the campus. In addition, in order to minimize the impact of vehicle lights on nesting habitats in the KMHRP, the loop road extension shall be separated from the KMHRP by fencing a minimum of 5 feet high. If chain link fencing is used, native shrubs similar to those within the KMHRP adjacent to the loop road shall be planted side-by-side along the fence so that light spill from vehicles is sufficiently minimized, per evaluation of a qualified ornithologist.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Special Status Species: There is a very low potential for the southwest portion of the campus to support southern spikeweed (southern tarplant), a California Native Plant Society listed species. Removal of any individuals of southern spikeweed, if it occurs on campus, would be a significant impact, as it is rare in the project vicinity.	Potentially Significant	**BR-7** Should focused surveys of the campus for the southern spikeweed (southern tarplant) during summer 2003 locate any individuals of this species, the campus shall retain the services of a restoration specialist with demonstrated experience in the successful design and implementation of mitigation plans for special-interest plant species. The restoration specialist shall prepare a plan to replace the number of individuals of southern spikeweed to be removed by project construction on a two-to-one basis. The plan shall detail provisions to enhance existing populations of southern spikeweed in the KMHRP. The plan shall include the following details: • Procedures and timing for collection of seeds from the campus tarplant population or from other populations within a 20-mile radius of the campus; • Site preparation methods to ensure that existing tarplant populations are not damaged and that disturbance of other native plants is minimized; • Site protection methods including fencing as necessary to minimize human intrusion into the planting area; • Performance criteria and methods to measure those criteria and the timing to do so, to ensure that the two-to-one mitigation has occurred; • Methods for monitoring, maintenance (including weed control) and reporting.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-5 – Historical Resources			
Removal and demolition of the Tech 1 and 2 Buildings and the Liberal Arts Building would be a significant impact under CEQA because of their strong association with the educational focus of the College during its first several years of operation and because they embody the distinctive characteristics of an important postwar architectural design style known as the International Style.	Significant	**HR-1** Historic American Building Survey (HABS) or equivalent documentation of the Tech 1 and 2 Buildings and the Liberal Arts Building shall be undertaken, prior to demolition of these buildings. This documentation shall be deposited with the Harbor College Library as well as made available to local museums.	Significant
An adverse change to the historic buildings at Harbor College might result from the possible introduction of new development on campus featuring a different building scale and new architectural themes. This could indirectly foster the removal of older buildings rather that the harmonious, contextually appropriate integration of old and new design. However, new buildings would be designed in accordance with the design criteria and standards established by the District to ensure that new Proposition A Bond Program buildings are compatible with existing campus architecture and will enhance the overall visual quality of the existing campuses. Therefore, significant impacts to remaining historical buildings on the campus due to incompatibilities in scale or design are not anticipated.	Not Significant	No mitigation required. Also see HR-1 above.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-6 – Archaeological Resources			
The proximity of the campus to the slough, a natural water source, as well as the presence of other prehistoric sites known to be located within the area suggests that Native American cultural resources may be present in some campus locations. Additionally, an historic structure depicted on the 1944 USGS Redondo Quadrangle is shown as being located within the Los Angeles Harbor College campus boundary, suggesting the possibility that subsurface historical features (e.g., privies, cisterns, foundations) and refuse deposits may be present in this location. If significant resources are encountered during construction, construction activities could disturb or destroy these resources, a potentially significant impact.	Potentially Significant	**AR-1** A certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, shall monitor all project-related ground disturbing activities that extend beyond the depth of artificial fill and into natural sand sediments (as identified in the geotechnical investigations for the Master Plan projects), in areas of archaeological sensitivity such as along the slough and in the area of the former historical structure depicted on the 1944 USGS Redondo Quadrangle. **AR-2** In those areas that are not monitored by an archaeologist and a certified culturally affiliated Native American, if buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. **AR-3** Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans. **AR-4** In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, CEQA 15064.5(e), and Public Resources Code 5097.98 shall be implemented.	Not Significant Significant if Native American remains are encountered.

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-7 – Paleontological Resources			
Excavation into Palos Verdes Sand and/or San Pedro Sand could result in the destruction of unique fossil resources—a potentially significant impact.	Potentially Significant	**PR-1** A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources (i.e., areas where excavation extends beyond the depth of artificial fill and into Palos Verdes Sand and/or San Pedro Sand as identified in the geotechnical investigations for the Master Plan projects). The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources. **PR-2** Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. **PR-3** Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. **PR-4** A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to Los Angeles Harbor College, would signify completion of the program to mitigate impacts to paleontologic resources.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-8 – Geology/Soils/Seismicity			
Accelerated Erosion: As a result of grading and excavation activities during construction periods, soils on the project site would be exposed to wind and water erosion. The implementation of industry standard storm water pollution control Best Management Practices would reduce soil erosion impacts to a less than significant level.	Not Significant	No mitigation is required.	Not Significant
Unstable Slopes: Any temporary slopes created by construction would be stabilized by appropriate temporary measures during construction, in compliance with current building codes and OSHA standards, thereby reducing the impact to less than significant.	Not Significant	**GE-1** All earthwork and grading shall meet the requirements of State of California Building Code, Title 24, part 2, volume 1 and shall be performed in accordance with the recommendations in the Geotechnical Investigation conducted for each proposed project at the Harbor College campus. **GE-2** All excavation and shoring systems shall meet the minimum requirements of the Occupational Safety and Health Administration (OSHA) standards.	Not Significant
Strong Ground Shaking: Strong earthquake-induced ground shaking could be triggered by seismic activity on any of the faults within 29 miles of the project area, resulting in significant damage to structures in the proposed project area.	Potentially Significant	**GS-1** Geotechnical investigations shall be performed by qualified licensed professionals before final design of any structures and recommendations provided in these reports should be implemented, as appropriate. **GS-2** **Ground Shaking**. Design and construction of structures for the proposed project shall conform to all applicable provisions of the California State Architect, which follows guidelines set forth in the 1998 California Building Code (CBC). The CBC is based on the 1997 Uniform Building Code (UBC) and sets forth regulations concerning proper earthquake design and engineering. In addition, design and construction shall conform to the 1997 UBC's earthquake design criteria for Seismic Zone 4.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Liquefaction: Subsurface soils are not likely to be subject to liquefaction due to their density and composition. Consequently, although the project site has a high potential for moderate to strong intensity ground shaking, liquefaction-related phenomena should not pose a significant problem.	Not Significant	GS-3 **Liquefaction.** If liquefiable soils are identified by geotechnical investigations for project structures, then mitigation should be implemented. Appropriate mitigation, which could include the use of piles, deep foundations, dynamic densification, ground improvement, grouting, or removal of suspect soils, is dependent on site-specific conditions, which should be identified by the geotechnical investigation.	Not Significant
Unsuitable Soil Conditions: Near surface soils in portions of the campus have a medium potential for expansion. Expansive soils are characterized by their ability to undergo significant volume change (shrink and swell) due to variation in soil moisture content. Potential impacts could include unacceptable settlement or heave of structures, concrete slabs supported-on-grade, and pavements supported on these types of soil. The impact from unsuitable soils would pose a less than significant impact provided that appropriate mitigation measures are implemented in design and construction of proposed projects.	Potentially Significant	GS-4 **Unsuitable Soil Conditions.** The geotechnical investigation of proposed facilities should fully characterize the presence and extent of corrosive, expansive, or loose compactable soil. Based on the collected data, appropriate mitigation can be designed. Mitigation options could include the following: removal of unsuitable subgrade soils and replacement with engineered fill, installation of cathodic protection systems to protect buried metal utilities, use of coated or nonmetallic (i.e., concrete or PVC) pipes not susceptible to corrosion, construction of foundations using sulfate resistant concrete, support of structures on deep pile foundation systems, densification of compactable subgrade soils with in-situ techniques, and placement of moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-9 – Hazardous Materials			
If construction occurs near areas on campus where hazardous materials were stored or used, the impact could be potentially significant. In addition, there are three listed hazardous materials sites in the immediate project area that have a moderate potential to affect the project.	Potentially Significant	The following mitigation measures would provide an assessment of actual or potential site contamination, resulting in the development of appropriate safeguards and methods to reduce potential risk prior to construction. The mitigation measures outlined below must be accomplished prior to construction of each proposed project to allow development of appropriate worker protection and waste management plans that discuss proper handling, treatment, and storage of hazardous waste from the proposed projects (prior to construction). **HM-1 Moderate Potential Sites.** A thorough review of available environmental records, a thorough historical land use assessment, and a site-specific inspection shall be completed. Record review shall identify data confirming remediation of onsite and offsite contamination of known contaminated sites, or agency-certified closure of the site. The status and/or number of tanks that determine the status, condition, contents, and number of tanks. At sites with inactive or improperly abandoned UST, the tanks may be old and in poor condition and, therefore, shall be thoroughly evaluated for condition and possible leaks. A detailed site inspection of hazardous material storage areas in or near proposed project areas shall be performed to determine if leaks or spills may have caused potential environmental contamination. Results of the record review or visual inspection that indicate contamination may be present in a proposed project area shall result in implementation of Mitigation Measure HM-3.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Hazardous Materials, continued		**HM-2** Relocation of the Plant Facilities buildings and appurtenances will require removal and relocation of their two USTs. Removal of the active UST in the Receiving Yard area shall be monitored by a qualified professional for evidence of leaks. If any evidence of leakage is noted, a site assessment shall be performed to determine the extent of contamination and to identify appropriate remediation in consultation with the Regional Water Quality Control Board or Dept. of Toxic Substances Control (DTSC). Remediation identified as a result of the site assessment shall be completed. **HM-3** **Unknown Soil or Groundwater Contamination.** During excavation for the proposed structures, the contractor shall observe the exposed soil for visual evidence of contamination. If visual contamination indicators are observed during excavation or grading activities, all work shall stop and an investigation shall be designed and performed to verify the presence and extent of contamination at the site. A qualified and approved environmental consultant shall perform the review and investigation. Results shall be reviewed and approved by the Los Angeles Co. Fire Dept. Health Hazardous Materials Division or DTSC prior to construction. The investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the proposed excavation and surface disturbance areas. Subsurface investigation shall determine appropriate worker protection and hazardous material handling and disposal procedures appropriate for the subject site.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Hazardous Materials, continued		Construction activities that require dewatering may require treatment of contaminated groundwater prior to discharge. Appropriate regulatory agencies, such as California EPA, the Regional Water Quality Control Board and the Los Angeles County Fire Department, Health Hazardous Materials Division shall be notified in advance of construction and discharge permits identifying discharge points, quantities, and groundwater treatment (if necessary) shall be identified and obtained. Areas with contaminated soil determined to be hazardous waste shall be excavated by personnel who have been trained through the OSHA-recommended 40-hour safety program (29CFR1910.120) with an approved plan for excavation, control of contaminant releases to the air, and offsite transport or onsite treatment. Health and safety plans prepared by a qualified and approved industrial hygienist shall be developed to protect the public and all workers in the construction area. Health and safety plans shall be reviewed and approved by the appropriate agencies, such as the Los Angeles County Fire Department, Health Hazardous Materials Division or California Department of Toxic Substances Control.	

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Demolition or remodeling of older structures on the campus could potentially result in exposure and mobilization of asbestos-containing material and/or lead-based paint contaminants, a potentially significant impact. Confirmation of previous remediation or remediation of asbestos-containing material and lead-based paint shall be completed before any construction on or demolition of existing buildings, as specified in mitigation measure HM-4, thereby reducing the potential impact to less than significant.	Potentially Significant	HM-4 **Asbestos Containing Material and Lead-Based Paint.** Records of previously completed asbestos-containing material and lead based paint surveys ad remediation efforts at the College shall be reviewed. Based on these findings appropriate measures for handling, removal, and disposal of these materials can be developed by a qualified and approved environmental specialist prior to final project design. Regulatory agencies for the State of California and Los Angeles County shall be contacted to plan handling, treatment, and/or disposal options. Remediation of asbestos-containing material and/or lead based paint shall be conducted prior to any construction on or demolition of existing structures.	Not Significant
Abandoned Oil Wells: Several abandoned oil wells are mapped to the north and south of the campus. Due to the close proximity of the campus to active oil fields and mapped abandoned oil wells, there is a potential for encountering unrecorded abandoned oil wells during construction activities on the campus.	Potentially Significant	**HM-5: Abandoned Oil Wells.** Prior to construction, the California Department of Conservation, Division of Oil, Gas and Geothermal Resources, shall be contacted for specific information on wells located within the Harbor College campus, including location and abandonment details. A diligent effort shall be made to avoid construction over abandoned oil wells. If any portion of the project facilities is located over, or within 50 feet of, a plugged or abandoned well, or if an unrecorded well is encountered during construction, the contractor shall coordinate with the Division of Oil, Gas and Geothermal Resources and other local regulatory agencies, such as the Los Angeles County Department of Public Works, to ensure that the well is flagged for avoidance and is evaluated to determine whether it was properly abandoned and whether it will require remedial plugging or the installation of a gas venting system.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-10 – Hydrology and Water Quality			
Surface Water Resources: Construction and operation of College facilities would generate pollutants that would be discharged via irrigation and stormwater runoff into surface water resources. To minimize polluted runoff, the College would implement Standard Urban Storm Water Mitigation Plan (SUSMP) design guidelines and Best Management Practices (BMPs), in accordance with water quality permits and regulatory requirements. Additionally, the Master Plan includes three stormwater treatment facilities to comply with the SUSMP requirements. The combination of BMPs (e.g., catch basins and oil/water separators) and the stormwater treatment facilities would capture and remove, to the greatest extent possible, the pollutants that may runoff from the College campus as a result of irrigation or storm events. Therefore, it is anticipated that the development of the Master Plan would have no adverse effects on surface waters.	Not Significant	No mitigation is required.	Not Significant
Groundwater: Adherence to permit requirements would reduce the amount of polluted waters from the College campus that would leach into groundwater resources. Additionally, the Master Plan would not require pumping of groundwater resources. Therefore, the Master Plan would have no adverse effects on groundwater resources	Not Significant	No mitigation is required.	Not Significant
Floodplains: None of the projects proposed under the Master Plan would place structures within a 100-year floodplain. All new construction and redevelopment would occur in an area delineated by the Federal Emergency Management Agency as outside of the 500-year floodplain.	Not Significant	No mitigation is required.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-11 – Land Use and Planning			
Impacts on Nearby Sensitive Land Uses: Construction activities would result in some temporary, localized, site-specific disruptions to land uses in the area primarily related to: construction-related traffic changes from trucks and equipment in the area; possible partial and/or complete street and lane closures; access disruptions to facilities and parking; increased noise and vibration; and increased air pollutant emissions. Academic land uses and other sensitive uses such as the Ken Malloy Harbor Regional Park would be most susceptible to the foregoing temporary construction impacts. Generally, however, these are not considered to be significant adverse impacts, with the exception of construction noise impacts on Harbor College students and air quality impacts on sensitive receptors such as children attending the child development center, because they are short-term in nature and are commonly experienced in an urban setting like the proposed project area. If, however, construction activities were to become protracted or certain site-specific factors were present then the corresponding impacts would likely be considered more substantial.	Not Significant	No mitigation is required.	Not Significant
Compatibility with Existing Land Uses: Since the entire campus is zoned as public facilities, the renovation, modernization, new construction, and landscape projects proposed under the Master Plan would be compatible and consistent with existing land uses on the campus. Proposed facilities would also be compatible with surrounding land uses. Development of less than ¼ acre of property from Ken Malloy Harbor Regional Park and City of Los Angeles Department of Water and Power property would be required for a new loop road. Due to the small amount of land that would be developed and the fact the portion of park is not actively used for recreational purposes, no significant impacts would occur.	Not Significant	No mitigation is required.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Consistency with Planning and Zoning: With one exception (preservation of cultural resources) the Master Plan would be supportive of, or consistent with, most of the relevant policies and objectives in the applicable land use plans. (For a detailed discussion of impacts to historical resources that would result from proposed demolition of potentially historic buildings on campus, the reader is referred to Section 3-5, Historical Resources, in this EIR.)	Not Significant	No Mitigation is required.	Not Significant
Consistency with Planning and Zoning: The proposed Technology Instruction and Classroom Building would be three stories tall and the Figueroa Place Garage and the West Garage could be four stories tall and consequently would exceed the height limit in the zoning code of two stories or 30 feet, and may require variances. Given the location of these structures on the campus and their distance from off campus residential uses and visually sensitive areas in Ken Malloy Harbor Regional Park, these structures would not materially conflict with the intent of the zoning code.	Not Significant	No mitigation is required.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-12 – Noise			
Because most construction would take place within the interior of campus and since noise level increases would be limited to daytime hours and would be temporary and intermittent, significant construction noise impacts on off-campus noise-sensitive uses would not occur. On-campus academic facilities, i.e., classrooms, in the immediate vicinity of construction sites, however, could experience significant short-term increases in noise levels due to construction activities.	Potentially Significant	**N-1** In consultation with the Vice-President for Academic Affairs, construction shall be scheduled, when feasible, so that louder activities (e.g., demolition, excavation/grading) occur on weekends, during school vacations or holidays, or at other times when school is not in session. **N-2** Sound barriers, such as particle board fencing, shall be constructed around construction sites that are within 200 feet of academic classroom facilities in use. **N-3** Other noise control devices, such as equipment mufflers and enclosures, shall be used where feasible. **N-4** All sound-reducing devices and restrictions shall be maintained throughout the construction period.	Not Significant
DEIR Section 3-13 – Population and Housing			
The Los Angeles metropolitan area has a large pool of construction labor from which to draw. Therefore, it is reasonable to assume that most project-related construction workers would not relocate their households as a result of working on the proposed Master Plan improvement projects. Construction-phase employment, therefore, would not result in a significant increase to the local or regional population and no significant adverse environmental impacts are expected.	Not Significant	No mitigation measures are required.	Not Significant
Operation of the proposed project would not induce substantial development that would not otherwise occur and would not cause a significant impact to the environment as a result of increases in employment, population, or housing demand.	Not Significant	No mitigation measures are required.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
DEIR Section 3-14 – Public Services			
Police Protection: During construction, renovation, or demolition, police protection services could be adversely affected due to diminished access as a result of possible street closures or restriction of pedestrian access to those areas of the campus under construction. However, given that potential impacts would be temporary and that the Los Angeles County Sheriff's Department has a facility located on campus, impacts would not be significant.	Not Significant	Although no significant impacts to police protection services are anticipated, the following measure shall be implemented to minimize potential construction impacts: **PS-1** Prior to initiation of any construction activities that may interfere with emergency service and access, the construction contractor shall consult and coordinate with the LASD and LAPD to ensure disruption is minimized and to identify alternative routes for emergency vehicles.	Not Significant
Fire Protection: During construction fire protection services could be adversely affected if emergency vehicle access is impeded due to street or lane closures within the campus boundaries. Temporary disruption of water service during construction activities could also occur.	Potentially Significant	**FPS-1** The College shall consult with the City Engineer and the City Los Angeles Fire Department regarding appropriate standards (e.g., lane widths, grades, cut corners, etc.) for private streets and entry gates to ensure adequate access for Fire Department vehicles and equipment. **FPS-2** All landscaping shall use fire-resistant plants and materials. **FPS-3** Sprinkler systems shall be required throughout any structure to be built, in accordance with state codes and standards established by the State Architect and State Fire Marshal. **FPS-4** The proposed project shall comply with all applicable codes and regulations administered by the State Architect and State Fire Marshall. **FPS-5** Prior to initiation of any construction activities that may interfere with emergency service and access, the construction contractor shall consult and coordinate with the City of Los Angeles Fire Department to ensure disruption is minimized and to identify alternative routes for emergency vehicles.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Schools: On-campus academic facilities, including Harbor College facilities, the LAUSD Teacher Preparation Academy, and the Child Development Center could be adversely affected by noise and air pollution generated by construction activities.	Potentially Significant	Please see Section 3-3, Air Quality, and Section 3-12, Noise, for measures to mitigate construction air quality and noise impacts on on-campus educational facilities.	Not Significant
Recreational Facilities and Parks: In order to build a proposed softball field and to extend Lagoon Drive along the perimeter of the campus, an easement affecting less than one-quarter acre of park land that is not actively used for recreational purposes would be required at the southwest corner of the campus.	Not Significant	No significant impacts would occur. Consequently, no mitigation measures are necessary. Please refer to Section 3-4, Biological Resources, for a discussion of measures to mitigate impacts to biological resources in Harbor Park.	Not Significant
DEIR Section 3-15 – Transportation/Traffic & Parking			
Intersections: Due to increases in enrollment and employment anticipated under the Master Plan and the resulting increases in traffic, significant impacts would occur at two of the 13 study intersections in the year 2008: (1) Palos Verdes Drive/Gaffey Street/ Vermont Avenue & Anaheim Street and (2) Figueroa Place & I-110 southbound off-ramp. However, with implementation of the recommended mitigation measures, impacts would be reduced to below the level of significance.	Significant	**T-1** Palos Verdes Drive/Gaffey Street/Vermont Avenue & Anaheim Street – To mitigate the incremental project impact at this location, a Transportation Demand Management (TDM) Program shall be implemented on the campus to reduce campus tripmaking. The TDM Program shall include: trip reduction program marketing; personalized commute assistance; rideshare matching services; a guaranteed ride home program; transit subsidies; and direct financial rewards ($1.00 per day) for carpooling, vanpooling, transit, walking, and bicycling. **T-2** Figueroa Place & I-110 Southbound Off-Ramp - A traffic signal shall be installed in consultation with Caltrans and the City of Los Angeles Department of Transportation. Installation of the signal shall be coordinated with the existing signal at Figueroa Pl./Anaheim St. Figueroa Pl. shall be restriped between the freeway off-ramp and Anaheim St. to formally provide two southbound lanes, with the curb lane terminating as forced right-turn lane at Anaheim St.	Not Significant Significant if responsible agencies with jurisdiction over affected intersections determine upon further review that mitigation measures at a particular intersection are infeasible.

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Transportation/Traffic & Parking, continued		The new signal shall operate as a three-phase signal with east/west split phasing and demand-actuation on the eastbound I St. approach.	
Parking: Future growth on campus would increase the demand for parking. Currently, there are 2,069 parking spaces on the campus. With buildout of the proposed Master Plan improvements in 2008, there would be 2, 031 parking spaces on the campus, which would be sufficient to meet the weekday daytime demand of 1,652 spaces and the weekday evening demand of 1,806.	Not Significant	No mitigation is required.	Not Significant.
DEIR Section 3-16 – Public Utilities			
Water Supply: The College's demand for water supply would increase an average of 950 gallons per day per year. This increase would not create a significant impact on City of Los Angeles Department of Water and Power's (LADWP) water supply.	Not Significant	No mitigation is required.	Not Significant
Wastewater: New sewer lines varying in size from 6 to 10 inches (approximately 3,000 linear feet) would be constructed to accommodate the proposed new buildings. These new sewer lines would address current deficiencies in the existing on-campus sewer system. However, increased waste water flows to the 10-inch inch sanitary sewer line that runs under Figueroa Place, which is in need of repair, could exceed the current capacity of that sewer line, a potentially significant impact.	Potentially Significant	**WW-1** All new construction shall include water conservation measures, such as low flush toilets. **WW-2** The 10-inch sewer main shall be repaired and or improved by the City of Los Angeles, as necessary, to accommodate existing and projected Master Plan wastewater flows.	Not Significant
Solid Waste: The additional solid waste contribution as a result of the proposed project would be negligible and area landfills are expected to have adequate capacity to accommodate this increase. In addition, the College has implemented successful waste diversion practices, and a construction waste management plan would be adopted to recycle or salvage construction, demolition, and land clearing waste generated by construction of projects proposed under the Master Plan.	Not Significant	No mitigation is required.	Not Significant

Table S-2: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
Energy: Existing infrastructure should be adequate to meet the demands of the new facilities. However, any additional loads to the LADWP main line of 270 amps may compromise the 25 percent safety capacity required by the NEC.	Not Significant	**E-1** If necessary to maintain the 25 percent safety capacity required by the NEC, LADWP shall upgrade the LADWP main line from 270 amps to 300 amps or greater.25 percent safety capacity required by the NEC.	Not Significant
Storm Drains: The campus currently experiences only minor localized ponding during storm events. The new storm drains proposed as part of the Master Plan, in conjunction with grading improvements and an increase in open space and permeable surfaces on the campus, would ensure that no significant storm drain impacts would occur.	Not Significant	No mitigation is required.	Not Significant

Source: Myra L. Frank & Associates, Inc., 2003.

CHAPTER 1 - INTRODUCTION

1-1 HARBOR COLLEGE INTRODUCTION AND HISTORY

Los Angeles Harbor College is a 2-year community college accredited by the Western Association of Schools and Colleges and one of nine community colleges that form the Los Angeles Community College District (District). The College offers both an Associate in Arts Degree and an Associate in Science Degree as well as occupational career certificates and skills certificates. The primary service area for Los Angeles Harbor College is comprised of the communities of Wilmington, Torrance, San Pedro, and Carson, which are the home of approximately 64 percent of the students at the College.

Los Angeles Harbor College was originally established in 1949 on a 37-acre campus in the Wilmington area of Los Angeles, just north of the Los Angeles Harbor. The College was developed to meet the educational needs of the local area, specifically offering trade and technical classes to support the key industries in the Harbor area. Original enrollment at the College was approximately 400 students. Harbor College currently encompasses 65 acres. As of the fall 2001 semester, there were approximately 8,855 students enrolled at the College with 84 percent of the students residing in Carson, Gardena, Harbor City, Lomita, Long Beach, Palos Verdes, Redondo Beach, San Pedro, Torrance, and Wilmington. While maintaining a technical program, the academic and general education offerings have increased to meet the changing needs of the community.

Harbor College strives to provide comprehensive programs that meet the educational needs of the students and are appropriate to the community it serves. Such programs include academic programs, vocational and workforce preparation, basic skills instruction, English as a second language, adult noncredit courses for life-long learning, customized corporate training, contract education, community services, and support services. An essential aspect of the College's mission for the community is to advance economic growth and global competitiveness through education, training, and services that contribute to continuous workforce improvement. The College is committed to student learning in a supportive and dignified educational environment that recognizes the uniqueness of individuals and provides a center for cultural enrichment of the community.

Student enrollment has varied substantially over the years. In the fall of 1981, there were 12,541 students enrolled at the College. Enrollment declined to a low of 7,151 students in the fall of 2000. In the fall 2001 semester there were 8,855 students enrolled at Harbor College. The number of full-time-equivalent (FTE)[1] students for the fall 2001 semester was estimated at

[1] To determine the number of full-time-equivalent (FTE) students, the District calculates the total number of instructional hours for all of the enrollments and divides by 525 hours, which is roughly the number of instructional hours of one student taking five 3-unit classes for two primary terms. Instructional hours are based on enrollments on a census date and hours are counted differently for full-term and short-term classes. Some courses require reporting of actual hours of attendance only.

3,125. As of the fall 2001 semester, there were 319 full-time-equivalent employed staff members at Harbor College. The estimated number of FTE students for the fall 2002 semester is 3,219 and the estimated number of FTE employed staff members remains at 319.

Harbor College offers classes for the academic year during fall and spring semesters. The College also offers classes during a 5-week winter session and three summer sessions. The most recent fall semester began on September 3, 2002, and concluded on December 20, 2002. The winter session began on January 7 and concluded on February 8, the spring semester began on February 10 and will conclude on June 9, 2003. The dates for the summer session will be determined later in the year.

During the academic semesters, classes are offered during the day and evening, Monday through Friday, from 8:00 a.m. through 10:00 p.m. Saturday courses are also offered.

1-2 DEVELOPMENT OF THE FACILITIES MASTER PLAN

In October 2001, Los Angeles Harbor College began a 6-month, four-phase planning effort to create the Los Angeles Harbor College Campus Plan. The first phase included a reconnaissance and analysis effort to document existing conditions and identify the needs of the College. The second and third phases included outreach, planning and design, and development of a Draft Campus Master Plan to determine the use, priority, and development of new facilities and renovation of existing buildings on the campus. The fourth phase was the finalization of the Campus Master Plan.

The Campus Master Plan details a five-year plan and thirty-year vision. The five-year plan includes new building construction, removal of some existing facilities, renovations and additions to existing buildings, new landscape and open space construction, and other modifications to the campus.

The Campus Master Plan was developed to fulfill the following objectives: confirm the College's commitment to the communities it serves, develop state-of-the-art facilities to enhance the College's current curriculum and provide new formats for teaching and educating students, and provide space to allow the College to support increased future enrollment. The intent was to develop a comprehensive plan that meets the needs of the College, the students, and the community.

In October 2002 the Los Angeles Harbor College Facilities Master Plan (Master Plan), which was based on a combination of the Five-Year Campus Master Plan and elements of the thirty-year vision, was presented to the College's planning advisory committee. The Master Plan details the greatest amount of new construction, renovation projects, and demolition that could conceivably occur over the next 5 years to achieve the goals of the College. This Master Plan concept provided the basic project description for this Environmental Impact Report.

1-3 PROPOSITION A BOND MEASURE

Proposition A is a $1.245 billion facilities bond that is being used to repair, rehabilitate, and modernize facilities at all nine of the Los Angeles Community College District's campuses. Los Angeles voters approved Proposition A on April 10, 2001, by a 67 percent margin, surpassing the 55 percent needed for passage. The District has established a goal of spending $525 million in the first 36 months on programming, design, and construction for the District's nine campuses.

Proposition A requires that bond revenues be expended only for construction, reconstruction, rehabilitation, or replacement of college facilities and that no bond revenues be expended for any teacher or administrative salaries or other college operating expenses. To ensure that all Proposition A requirements are met, the District established an independent District Citizens' Oversight Committee, as well as Citizens' Oversight Committees for each of the District's nine colleges. The committees are comprised of business, labor, education, student, senior, and community leaders. A Citizens' Oversight Committee has been established for Harbor College.

Harbor College was allocated $124 million of the $1.245 billion bond measure. The $124 million in Proposition A funding will be used to construct many of the facilities proposed under the Los Angeles Harbor College Facilities Master Plan (Master Plan). The completion of other projects envisioned under the Master Plan are contingent upon allocation of additional funding.[2]

1-4 THE CEQA ENVIRONMENTAL REVIEW PROCESS

The California Environmental Quality Act (CEQA) requires the preparation of an Environmental Impact Report (EIR) when there is substantial evidence that a project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the potential environmental effects of the proposed project. The EIR process is specially designed to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of the proposed project; and to identify potentially feasible mitigation measures and alternatives that reduce or avoid the project's significant effects. In addition, CEQA specifically requires that an EIR identify those adverse impacts determined to be significant after mitigation.

The EIR for the Master Plan is a combined Project/Program EIR. A Project EIR is the most common type of EIR and examines the environmental effects of a specific development project. A Program EIR is described in Section 15168 of the *State CEQA Guidelines* as an EIR "which may be prepared on a series of actions that can be characterized as one large project and are related either geographically, as logical parts in the chain of contemplated actions, [or] in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program..." According to the *State CEQA Guidelines*, a Program EIR can provide the following advantages:

[2] Proposition AA, which is a $980 million bond measure to fund critical construction and repairs at all nine colleges in the District, won voter approval on May 20, 2003, with a 64 percent majority vote.

- provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
- ensure consideration of cumulative impacts that may be slighted on a case-by-case basis;
- avoid duplicative reconsideration of basic policy considerations;
- allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impact; and
- allow reduction in paperwork.

Under CEQA, specific projects proposed under the program or plan (e.g., Master Plan) may rely on the Program EIR as the base environmental document for environmental review. Subsequent activities (or projects) in the program or plan must be examined in light of the Program EIR to determine whether an additional environmental document (i.e., Negative Declaration, Mitigated Negative Declaration, or EIR) must be prepared. If the lead agency finds that the subsequent activity or project would not result in new effects or require new mitigation measures, the lead agency can approve the activity as being within the scope of the project covered by the Program EIR, and no new environmental document would be required. If an EIR is required for a subsequent activity, the subsequent EIR can focus solely on new effects that were not considered before. According to CEQA, a Program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the Program EIR, with the result that no further environmental documents would be required.

In accordance with the *State CEQA Guidelines*, which are found in Title 14 of the California Code of Regulations, commencing with Section 15000, a Notice of Preparation (NOP) was distributed on September 9, 2002, to responsible and trustee agencies as well as private organizations and individuals that may have an interest in the proposed project. The purpose of the NOP was to provide notification that Los Angeles Harbor College planned to prepare an EIR for the proposed project and to solicit guidance on the scope and content of the EIR. Approximately 120 copies of the NOP were distributed to various agencies, organizations, and individuals. Responses to the NOP as well as a copy of the NOP are included in Appendix A of this Draft EIR. In addition, a public scoping meeting was held on September 17, 2002, to provide information on the project and to receive comments on issues to be addressed in the EIR. Written comments submitted at the scoping meeting are also provided in Appendix A.

This ~~Draft~~ EIR focuses on the environmental impacts identified as potentially significant during preparation of the initial study and public circulation of the NOP and addresses other adverse impacts of the proposed project as well.

As the lead agency under CEQA, the Los Angeles Community College District directed the preparation of this ~~Draft~~ EIR through the use of professional environmental services contractors. This ~~Draft~~ EIR, however, reflects the independent judgment of the District and is intended to

comply with CEQA and the *State CEQA Guidelines* (see Public Resources Code, §21100; *State CEQA Guidelines*, §§15120-15132).

~~This~~ The Draft EIR ~~is now being~~ was circulated for public review and comment for a period of 45 days. During this period, comments from the general public, organizations, and agencies on environmental issues raised in the Draft EIR and the Draft EIR's accuracy and completeness ~~may be~~ were submitted to the District at the following address:

Dr. Ann Tomlinson, Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744
tel. (310) 233-4023
fax (310) 233-4660

~~Formal comments on the Draft EIR should be submitted as written letters and delivered to the address above by 5 p.m. on the last day of the public review period identified in the Notice of Availability attached to this Draft EIR.~~ Upon completion of the public review period, ~~a~~ this Final EIR ~~will be~~ has been prepared that ~~will~~ includes the comments on the Draft EIR received during the formal public review period as well as responses to those comments (see Chapter 9 of this Final EIR). ~~This Draft EIR and the Final EIR will comprise the EIR for the proposed project.~~

Prior to approval of the proposed project, the Los Angeles Community College District, as the lead agency, is required to certify that the EIR has been completed in compliance with CEQA, that the Los Angeles Community College District, as the decision-making body for the proposed project, has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the Los Angeles Community College District.

Prior to approval of the proposed project, CEQA also requires the District to adopt "findings" with respect to each significant environmental effect identified in the EIR (Public Resources Code, §21081; *State CEQA Guidelines*, §15091). For each such significant effect, CEQA requires the approving agency to make one or more of the following findings:

- The project has been altered to avoid or substantially lessen significant impacts identified in the EIR.
- The responsibility to carry out the above is under the jurisdiction of another agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

In the event that the District, as the lead agency, concludes that the proposed project will result in significant effects that are identified in the EIR but are not substantially lessened or avoided by feasible mitigation measures and alternatives, the District must adopt a "statement of overriding considerations" prior to approval of the proposed project (Public Resources Code, §21081, subd. (b); *State CEQA Guidelines*, §15093). Such statements are intended under CEQA to provide a written means by which the lead agency balances in writing the benefits of the proposed project and the significant and unavoidable environmental impacts. Where the lead agency concludes

that the economic, legal, social, technological, or other benefits outweigh the unavoidable environmental impacts, the lead agency may find such impacts "acceptable" and approve the project.

In addition, pursuant to Section 21081.6 of the Public Resources Code, public agencies, when approving a project, must also adopt a monitoring or reporting program for the changes that were incorporated into the project or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program is adopted at the time of project approval and must be designed to ensure compliance during project implementation. If the Los Angeles Community College District, as the lead agency, approves the proposed project, Los Angeles Harbor College will implement the proposed project and mitigation monitoring program on behalf of the District.

1-5 INTENDED USES OF THE EIR AND OTHER PUBLIC AGENCY ACTIONS

According to Section 15121 of the *State CEQA Guidelines*, an EIR is a public document used by a public agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid possible environmental damage. As an informational document, an EIR does not recommend for or against approving a project. The main purpose of an EIR is to inform governmental decision makers and the public about potential environmental impacts of the project.

Accordingly, this EIR will be used by the Los Angeles Community College District, as the lead agency under CEQA, in making decisions with regard to approval of the Master Plan and implementation of projects identified in the Master Plan.

The information in this EIR may also be used by the responsible agencies identified below in deciding whether to grant permits or approvals necessary to construct or operate the proposed projects discussed in the Master Plan.

- State of California
  - Caltrans (District 7)
  - Department of General Services
    Division of the State Architect
  - Department of Toxic Substances Control
  - State Fire Marshal
- Regional Water Quality Control Board (National Pollutant Discharge Elimination System Permit)
- South Coast Air Quality Management District (stationary source permits)
- County of Los Angeles
  - Department of Public Works
- City of Los Angeles
  - City Planning Commission and City Council (planning/zoning approvals)

- Department of Water and Power
- Fire Department
- Public Works Department
  - Bureau of Engineering
  - Bureau of Sanitation
- Department of Recreation and Parks
- Department of Transportation

1-6 ORGANIZATION OF THE EIR

The Summary chapter of this EIR provides an overview of the detailed information contained in subsequent chapters. It consists of an introduction, a description of the proposed project and alternatives considered, a discussion of areas of controversy and issues to be resolved, a table that summarizes the potential environmental impacts in each category, and the significance determination, mitigation measures, and significance after mitigation for those impacts.

Chapter 1 of this EIR describes the purpose of the proposed project and project background. It includes a brief overview of the CEQA environmental review process, a description of the intended uses of the EIR and public agency actions, and this section describing the organization of the EIR.

Chapter 2 of this EIR provides a detailed description of the proposed project as well as the project objectives, location, characteristics, and construction scenario. Related projects in the project area are also identified in Chapter 2.

Chapter 3 of this EIR describes the potential environmental effects of implementing the proposed project. The discussion in Chapter 3 is organized by impact category (e.g., air quality, archaeological resources, paleontological resources, historical resources, geology and soils, hazardous materials, traffic, etc.). For each impact category, the analysis and discussion is organized into four subsections as described below:

- **Environmental Setting** – This subsection describes the environmental conditions in the vicinity of the proposed project site at the time of publication of the Notice of Preparation. It also describes applicable governing bodies and state regulations. The environmental setting establishes the baseline conditions by which the Los Angeles Community College District will determine whether specific project-related impacts are significant.

- **Environmental Impacts** – For each environmental impact category, and where appropriate for each project site, criteria are identified for determining whether an impact is considered significant. This subsection provides detailed information on the environmental effects of the proposed project, and whether or not the impacts of the proposed project exceed the established significance criteria.

- **Mitigation Measures** – This subsection identifies potentially feasible mitigation measures that would avoid or substantially reduce significant adverse project-related impacts. It also identifies mitigation measures that the District has agreed to implement,

and indicates whether or not project-related impacts would be reduced to below a level of significance with implementation of the mitigation measures identified in the EIR.

- **Unavoidable Significant Adverse Impacts** – This subsection identifies any residual significant and unavoidable adverse effects of the proposed project that would result even after mitigation measures have been applied.

Chapter 4 of this EIR describes the No Project Alternative and other alternatives that were considered during the planning process. It also identifies the environmentally superior alternative.

Chapter 5 of this EIR provides an overview of the potential environmental effects of the proposed project, including:

- **Unavoidable Significant Adverse Impacts** – This subsection summarizes for quick reference and identification the unavoidable significant adverse impacts described in detail in Chapter 3.

- **Impacts Found Not to Be Significant** – This subsection summarizes for quick reference and identification the potentially adverse impacts that were found not to be significant.

- **Irreversible Environmental Changes** – This subsection discusses any irreversible changes to the environment that could occur as a result of construction or operation of the proposed project.

- **Cumulative Impacts** – This subsection addresses the potentially significant cumulative impacts that may result from the proposed project when taking into account the related or cumulative impacts resulting from other reasonably foreseeable past, present, and future projects.

- **Growth Inducing Impacts** – This subsection describes the potential for the proposed project to foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Chapter 6 provides a bibliography of reference materials used in the preparation of this EIR.

Chapter 7 includes a list of persons and organizations consulted during preparation of this EIR.

Chapter 8 identifies the preparers of this EIR.

Chapter 9 includes public comments on the Draft EIR and responses to those comments.

Several Appendices follow Chapter ~~8~~ 9.

CHAPTER 2 - PROJECT DESCRIPTION

This chapter describes the proposed project, the Los Angeles Harbor College Facilities Master Plan (Master Plan), and the proposed facilities and projects set forth in the Master Plan. Provided below are the project objectives, a description of the project location and setting, characteristics of each proposed project under the Master Plan, a construction scenario, and a list of related projects in the study area.

2-1 PROJECT OBJECTIVES

The objectives of the proposed Master Plan are to:

- Confirm Harbor College's commitment to the communities it serves, including day time and evening students, as well as the general community, by expanding and improving its educational and athletic facilities and community-oriented programs.
- Develop state-of-the-art educational facilities with an infrastructure that can transform and expand to accommodate changing technologies, including both new equipment and new formats in teaching and educating students.
- Develop state-of-the-art facilities that meet or exceed current safety standards and requirements.
- Provide facilities to allow Harbor College to support increased projected future enrollment.
- Enhance and maintain the campus open space for recreational and community activity and harmonize the campus with the surrounding natural areas.
- Develop state-of-the-art facilities that allow the College to meet its modern role as a college preparatory institution by integrating into its curriculum areas of education associated with the four-year college and university experience, while maintaining its historical core mission of preparing students for the workplace.
- Create and design facilities that promote the Leadership in Energy & Environmental Design (LEED™) Green Building standards.
- Improve ingress to and egress from the campus for motorized traffic, while at the same time increasing pedestrian safety by moving traffic out of the center of campus to reduce the potential for conflicts between pedestrian and motorized traffic.
- Construct new facilities on campus, with connecting landscaped walkways, to eventually create a "quad" appearance and result in a more harmonious and synchronous feel to the campus.

2-2 PROJECT LOCATION AND SETTING

Harbor College is located just north of the Los Angeles Harbor area in the City and County of Los Angeles (see Figure 2-1). The campus is generally bounded to the north, south, and west by the Ken Malloy Harbor Regional Park (which includes recreational facilities, ball fields, a golf course, lagoon, and the Bixby Slough that are owned and maintained by the City of Los Angeles Department of Recreation and Parks) and to the east by the Harbor Freeway (I-110). Figueroa Place lies between the campus and the Harbor Freeway to the east and "L" Street lies between the campus and the park to the north (see Figure 2-2).

The College campus encompasses a total land area of approximately 65 acres and includes educational and administration facilities, surface parking lots, athletic fields and sports facilities, and open space (see Figure 2-3 for a map of existing campus facilities). Most of the College's educational buildings are located in the northern half of the campus. The athletic fields and facilities are located to the south of the academic buildings. Parking is located on the southern half and in the northwest corner of the campus. A weekly swap meet is held on the southern portion of the campus on Sundays.

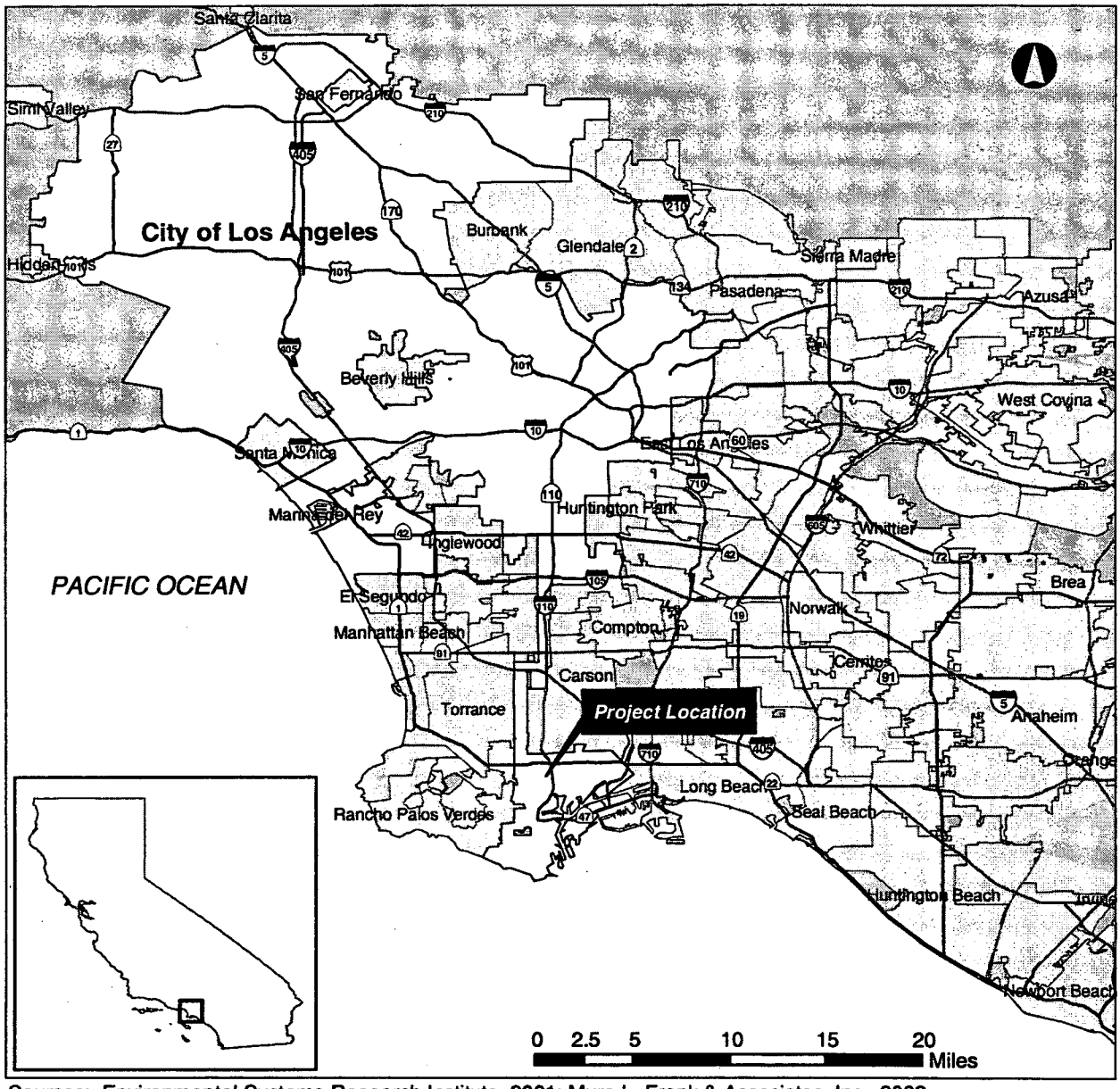
In the fall 2001 semester there were 8,855 students enrolled at Harbor College; the corresponding number of full-time equivalent[1] (FTE) students for the fall 2001 semester was 3,125. As of the fall 2001 semester there were 319 FTE employed staff members at Harbor College. The estimated number of FTE students for the fall 2002 semester is 3,219 and the estimated number of FTE employed staff members remains at 319.

Industrial uses (e.g., Phillips Oil Refinery) are located in the general project area south of Harbor College, approximately 1,000 feet from the campus. Single-family and multi-family residential units are located near the intersection of Figueroa Place and Anaheim Street, just southeast of the campus. Single-family residential neighborhoods are also located east of the Harbor Freeway. Commercial uses, including a hotel and car dealership, exist at the northeast corner of the park along the Pacific Coast Highway (SR 1), approximately one-quarter-mile north of the campus (See Figure 2-4).

Major highways and transportation facilities in the vicinity of the campus include the Harbor Freeway to the east and the San Diego Freeway (I-405) approximately 5 miles to the north. Other transportation facilities in the area include the Torrance Municipal Airport approximately 2.5 to 3 miles northwest of the College and the Los Angeles Harbor approximately 4.5 to 5 miles south of the College. Bus service is provided along major streets in the immediate vicinity of the College.

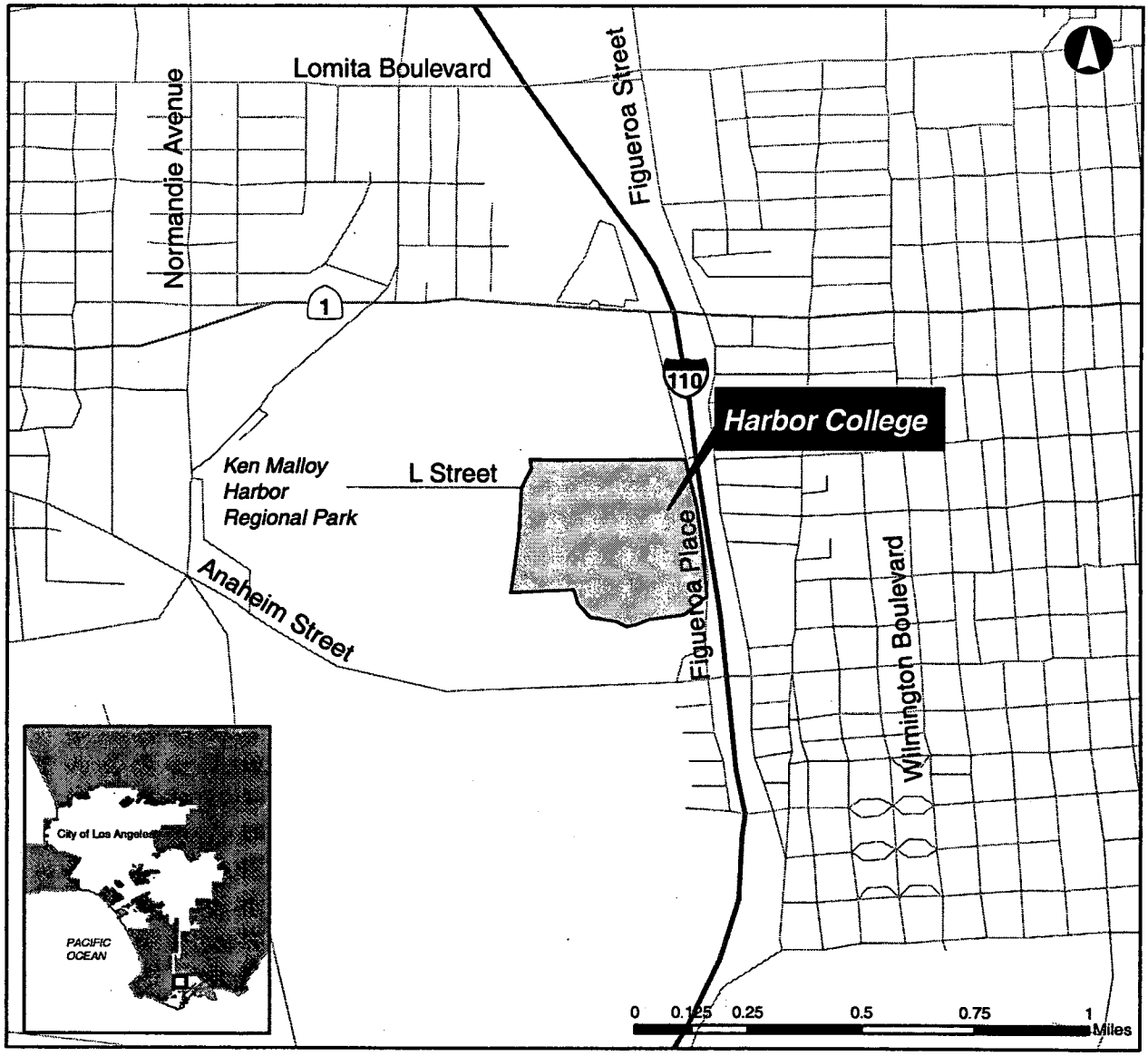
[1] To determine the number of full-time-equivalent students, the District calculates the total number of instructional hours for all of the enrollments and divides by 525 hours, which is roughly the number of instructional hours of one student taking five 3-unit classes for two primary terms. Instructional hours are based on enrollments on a census date and hours are counted differently for full-term and short-term classes. Some courses require reporting of actual hours of attendance only.

Figure 2-1: Regional Location Map



Sources: Environmental Systems Research Institute, 2001; Myra L. Frank & Associates, Inc., 2002.

Figure 2-2: Project Vicinity Map

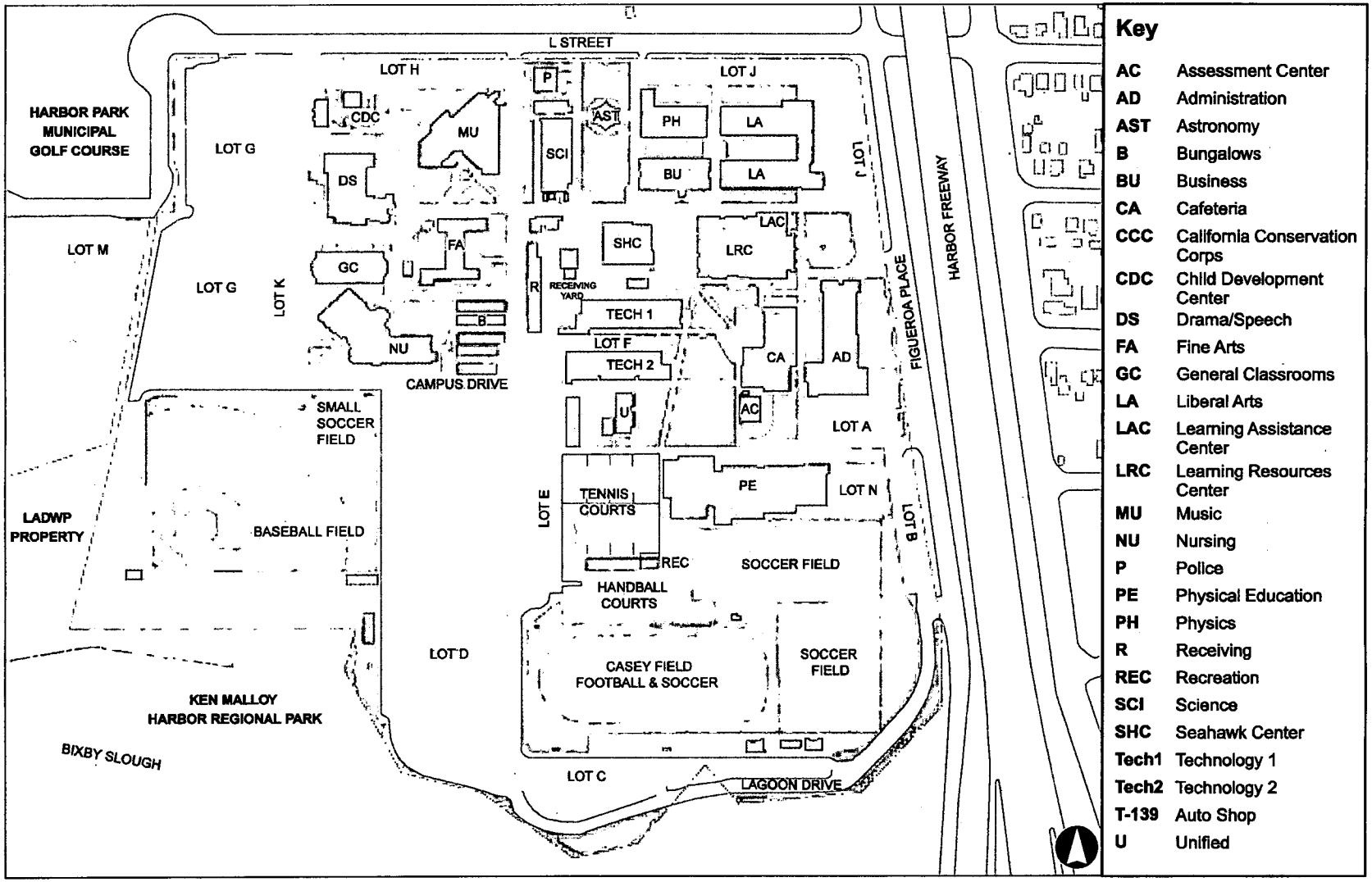


Sources: U.S. Census Bureau TIGER Data, 1995, Myra L. Frank & Associates, Inc., 2002.

Water resources in the area include the Machado Lake and Bixby Slough located adjacent to the College in the Ken Malloy Harbor Regional Park, the Palos Verdes Reservoir approximately 2 miles west of the College, the Dominguez Channel located approximately 2.5 miles to the east, and the Pacific Ocean located approximately 5 to 6 miles south of the campus.

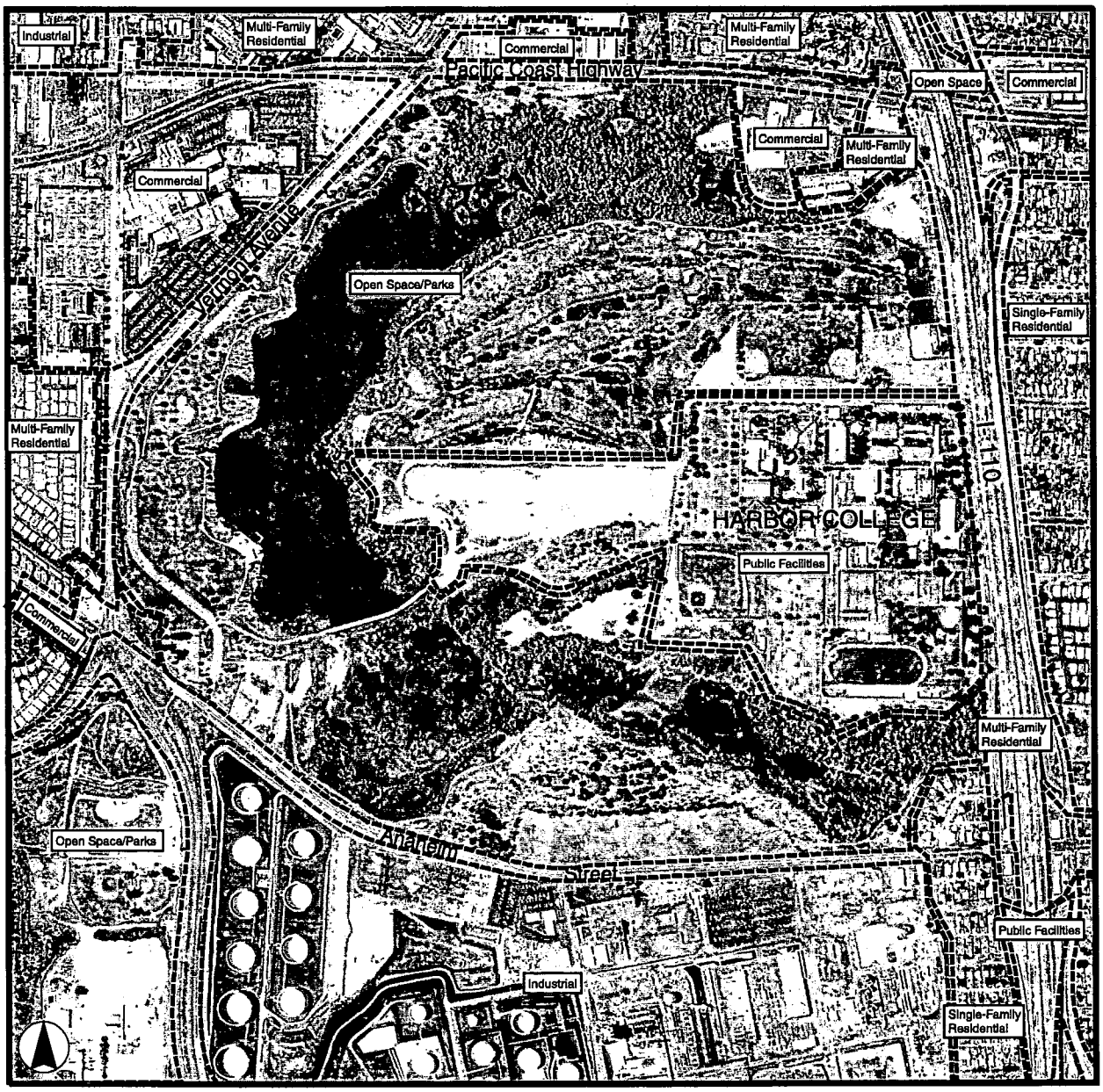
Harbor College is located in the Wilmington-Harbor City Community Plan area, which is 1 of 35 District Planning Areas that comprise the General Plan of the City of Los Angeles. This Community Plan designates Harbor College for Public Facilities uses. According to the *Los Angeles Planning and Zoning Code*, the campus is zoned PF-1XL for public facilities use in Height District 1, Extra Limited Height. No building or structure in Height District 1XL shall

Figure 2-3: Existing Facilities Map



Sources: Los Angeles Harbor College Campus Plan 2002.

Figure 2-4: Project Area Land Uses



Sources: USGS Digital Orthophoto Quad: Torrance, 1994; Myra Frank & Associates, 2002; Wilmington-Harbor City Community Plan, 1999.

0 250 500 1000 1500 2000 Feet

exceed two stories nor shall the highest point of the roof of any building or structure located in such district exceed 30 feet in height. Under state law, buildings and facilities at Harbor College are generally subject to zoning limitations imposed by the City of Los Angeles. By two-thirds vote of the District's Board of Trustees, however, the District may elect to exempt classroom facilities from local zoning control. Any new facilities that would not fully comply with current zoning and that are not exempted by the District Board will require a variance, conditional use permit, or zone modification from the City of Los Angeles.

The topography of Harbor College is relatively flat and is approximately 20 to 30 feet above sea level. Although there are no earthquake faults known to exist on the campus, there are a number of active faults located in the Wilmington/Harbor area. The Palos Verdes fault (maximum earthquake magnitude 7.1 on the Richter scale) is located approximately 1 mile southwest of the campus. Other active faults in the vicinity of the College include the Compton Thrust and Newport-Inglewood faults.

Biological resources in the area consist of areas of open space, various tree species, and ornamental landscaping on the campus and the Ken Malloy Harbor Regional Park adjacent to the campus, any of which may provide habitat for various animal species. No threatened or endangered species are known to exist on the campus.

The Wilmington/Harbor Area of Los Angeles and the Southern California region in general have a Mediterranean climate characterized by warm, dry summers and mild winters with most of the rainfall occurring between the months of November and April.

The College is located within the South Coast Air Basin, which covers approximately 6,600 square miles and consists of the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. Among the four counties of the Basin, Los Angeles County has the highest ambient pollution concentrations. Air quality in the region has, however, been improving steadily since the early 1990s.

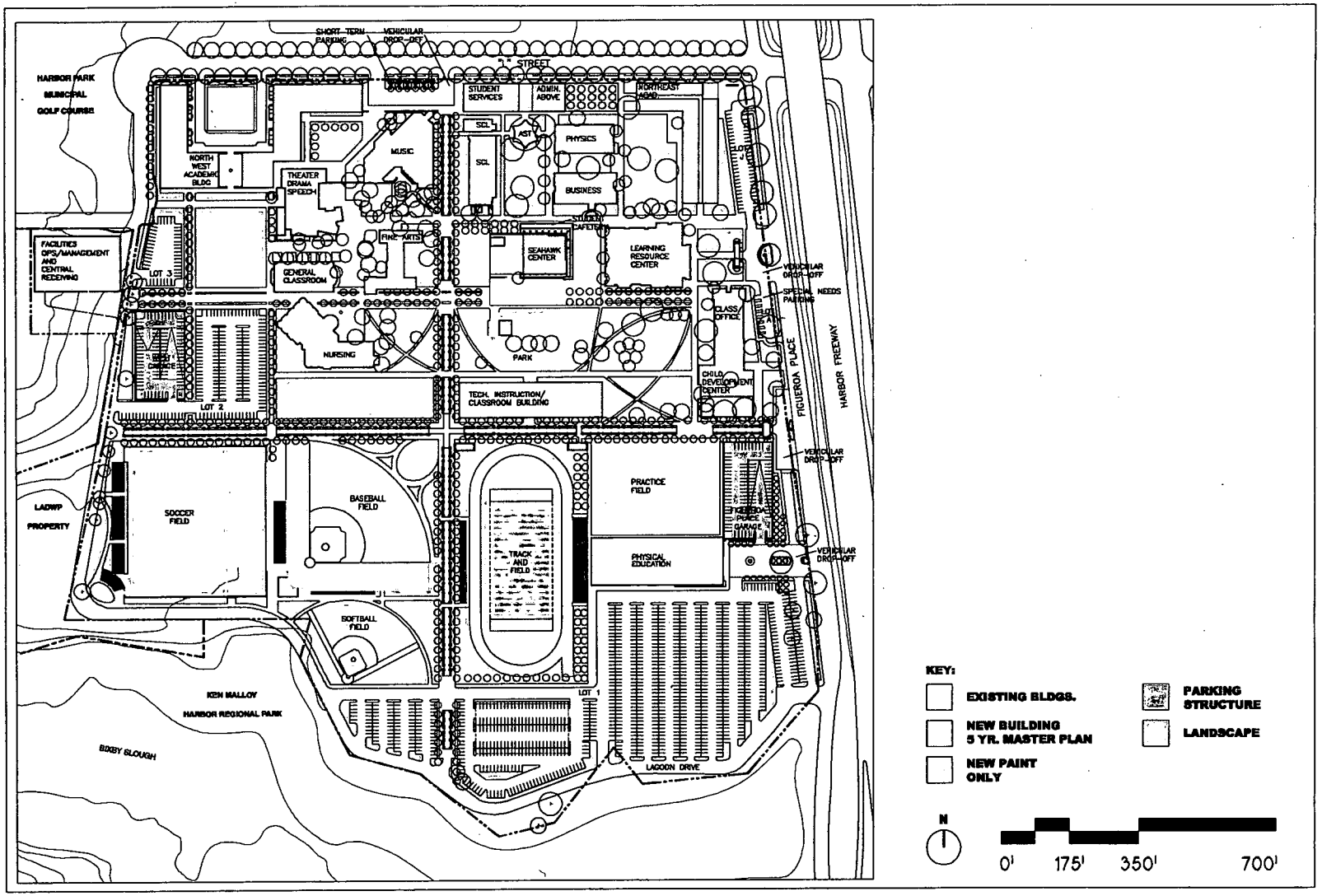
2-3 PROJECT DESCRIPTION

The Master Plan proposes the construction of new buildings; renovation and modernization of and additions to existing facilities; demolition of some existing buildings; and the development of new surface parking and/or parking structures, landscaping, and open space (see Figure 2-5). The Master Plan would provide enough space in new and modernized facilities to accommodate an estimated enrollment in the fall 2008 semester of 10,891 students (or 3,843 FTE students) and 354 FTE employed staff members, an increase of approximately 23 percent and 11 percent, respectively, over the number of students and employees in the fall of 2001.[2] The facilities proposed under the Master Plan would meet or exceed current safety and energy standards and would be able to accommodate new educational technologies. The Master Plan would also enhance the image and appearance of the campus, improve vehicle and pedestrian circulation and access, and further the educational goals and curriculum of the College.

Under the Master Plan, a pedestrian arterial system would be established that organizes the campus into quadrants: northwest, northeast, southwest, and southeast. This pedestrian backbone would distinguish the south campus as the athletic and recreation area of the College and the north campus as the academic core of the College.

[2] Student FTE and full-time employed staff members are projected on the basis of 3% funded growth compounded annually from 2001 through 2008.

Figure 2-5: Proposed Master Plan Development



Source: The Steinberg Group, October 2002.

The total bond distribution to the College under Proposition A is approximately $124 million. The Proposition A Bond funded projects discussed in the Master Plan include but are not limited to: new and enhanced student classrooms and resources, administrative and faculty offices, maintenance and operations facilities, athletic fields and facilities, and surface parking. Other Master Plan projects for which funding has not currently been allocated include the new Northwest Academic Building; parking structures; the new Cafeteria addition to the Seahawk Center; demolition of the existing cafeteria; new athletic fields; demolition of portions of the existing Gymnasium, and completion of a new Physical Education facility; and relocation of the existing track and field and southern portions of pedestrian walkways. The projects proposed under the Master Plan are summarized in Table 2-1 and described in greater detail below. Construction of some of the new facilities may require conditional use permits or variances from the City of Los Angeles.

Completion of the projects proposed under the Master Plan would increase the building square footage on the campus by approximately 55 percent or 230,000 gross square feet (sf) and provide a total of 2,031 parking spaces. Currently there are approximately 421,000 sf of floor space and 2,102 parking spaces on the campus. Construction is expected to commence in 2003 and continue through the year 2008. The construction sequencing for the various projects identified in Table 2-1 and described in Section 2-4 below is flexible as commencement of several projects is contingent upon allocation of additional funding.

2-3.1 Proposition A Bond Facility Projects

These are projects under the Master Plan for which funding (Proposition A Bonds) has already been identified. The Proposition A Bond funded projects have been organized into three categories: 1) construction of new facilities, 2) renovation and modernization of existing facilities, and 3) demolition projects.

a. New Construction Projects

Student Services Center: A new two-story, 36,000-square-foot Student Services Center would be constructed to accommodate a Welcome Center; Assessment Center; and Orientation, Admissions and Records, Registration, Counseling and other services for incoming and continuing students. This project would include landscape improvements necessary to complete the proposed north-south and east-west campus pedestrian axes. An adjacent short-term parking lot for 10 vehicles would also be constructed as part of this project. This building would be located immediately north of the existing Astronomy building, with "L" street as the northern border. The campus police station would be demolished to allow for construction of this facility. Construction is expected to start in approximately the first quarter of 2005 and continue for 14 months.

Northeast Academic Building: A new two-story, 68,000-square-foot instructional facility would be constructed in the northeast corner of the campus. This facility would include surface parking for 55 vehicles. Construction is expected to start in approximately the first quarter of 2005 and continue for 16 months.

Table 2-1: Proposed Master Plan Projects

Project Name	Size	Construction Schedule*
Proposition A Bond Projects – New Construction Projects		
Student Services Center	36,000 sf	ES: 1Q 2005 DUR: 14 months
Northeast Academic Building	68,000 sf	ES: 1Q 2005 DUR: 16 months
Facilities Operations/Management and Central Receiving Facility	31,000 sf	ES: 3Q 2004 DUR: 8 months
Technology Instruction and Classroom Building	66,000 sf	ES: 1Q 2005 DUR: 16 months
Central Campus Landscape	5 acres	2005-2008
Athletic Practice Field	Small practice field constructed on the western portion of the existing north soccer field and other improvements to existing athletic fields	ES: 1Q 2004 DUR: 6 months
Loop Road and Parking	235 surface parking spaces	ES: 3Q 2004 DUR: 6 months
Physical Education/Wellness Center	24,000 sf	ES: 1Q 2006 DUR: 10 months
Proposition A Bond Projects – Renovation and Modernization Projects		
Seahawk Center	22,000 sf	ES: 3Q 2004 DUR: 10 months
Theater Building	24,000 sf	ES: 2Q 2004 DUR: 11 months
Administration Building	24,000 sf	ES: 2Q 2006 DUR: 11 months
Learning Resource Center	52,000 sf	ES: 2Q 2004 DUR: 10 months
Physics Building	11,000 sf	ES: 4Q 2004 DUR: 10 months
Business Building	12,000 sf	ES: 3Q 2004 DUR: 10 months
Life Sciences Building	31,000 sf	ES: 2Q 2005 DUR: 10 months
Nursing Building	21,000 sf	ES: 1Q 2004 DUR: 7 months
Fine Arts Building	11,000 sf	ES: 1Q 2004 DUR: 8 months
Music Building	25,000 sf	ES: 2Q 2004 DUR: 9 months
Astronomy Building	1,000 sf	ES: 3Q 2004 DUR: 2 months
Child Development Center (exterior paint only)	3,000 sf	ES: 3Q 2003 DUR: 1 month
General Classroom (exterior paint only)	14,000 sf	ES: 3Q 2003 DUR: 1 month

Table 2-1: Proposed Master Plan Projects

Project Name	Size	Construction Schedule*
Physical Education Building (exterior and interior paint only)	42,000 sf	ES: 3Q 2003 DUR: 1 month
Utility Infrastructure projects	Sewer, Storm Drains, Water, and other Utilities	2003-2007
Proposition A Bond Projects – Demolition Projects		
Technology 1	14,000 sf	ES: 4Q 2004 DUR: 1 month
Technology 2	16,000 sf	ES: 4Q 2004 DUR: 2 months
Assessment Center	2,000 sf	ES: 3Q 2006 DUR: 2 months
Auto Shop	4,000 sf	ES: 4Q 2004 DUR: 2 months
Receiving, Gardener, and Storage facilities	11,000 sf	ES: 3Q 2006 DUR: 1 month
Campus Police Station	3,000 sf	ES: 1Q 2004 DUR: 1 month
Los Angeles Unified Bungalows	5,000 sf	ES: 4Q 2004 DUR: 2 months
All Bungalows/Miscellaneous	22,000 sf	2003-2006
Liberal Arts Building	33,000 sf	ES: 1Q 2005 DUR: 1 month
Other Master Plan Projects – New Construction Projects		
Northwest Academic Building	119,000 sf	2006-2008
Student Cafeteria	9,000 sf	2007-2008
Completion of the Physical Education Facility	50,000 sf	2007-2008
Figueroa Place Garage	Four levels, 386 spaces	2006-2008
West Garage and surface parking	Four levels (350 spaces; surface parking for 220 vehicles)	2006-2008
South Campus Parking	Surface parking for 1,002 vehicles	2006-2008
Track and Field	Regulation size track and field	2006-2008
Southwest Campus Athletic Fields	Further improvements to Baseball, Softball, Soccer, and Practice Fields	2006-2008
Other Master Plan Projects – Demolition Projects		
Student Cafeteria	16,000 sf	2007-2008
Physical Education	42,000 sf	2008
Child Development Center	3,000 sf	2007
Note: * ES is the expected start date of construction; DUR is the construction duration; 1Q is the first quarter of the calendar year; 2Q is the second quarter of the calendar year; 3Q is the third quarter of the calendar year; 4Q is the fourth quarter of the calendar year.		

Source: Harbor College; Pinnacle One; Myra L. Frank & Associates, Inc., 2003.

Facilities Operations/Management and Central Receiving Facility: A new one-story, 31,000-square-foot central plant facility with offices, workshops, and associated storage would be constructed south of the existing parking lot "M." Construction is expected to start in approximately the third quarter of 2004 and continue for 8 months.

Technology Instruction and Classroom Building: A new three-story, 66,000-square-foot teaching facility would be constructed to accommodate the technology program, including architecture and electronics. The building would include classrooms, computer labs, and facilities for the Administration of Justice program, Community Services, Data Center, and Information Technology offices. The State of California would fund half of this project. This building would be located on the site currently occupied by the Technology 2 building. The new Technology Instruction and Classroom Building would replace the existing Technology 1 and Technology 2 buildings that would be demolished to create space for this new facility and a central green space. Construction is expected to start in approximately the first quarter of 2005 and continue for 16 months.

Central Campus Landscape: A new central park and east/west walkway south of the Seahawk Center and the Learning Resource Center would be designed and constructed following the demolition of several existing buildings, including the Technology 1 and Technology 2 buildings. The construction process is expected to be a continual process starting in 2005 and extending to 2008.

Athletic Practice Field: A new practice field would be constructed on the western portion of the north soccer field. This new practice field would be located immediately west of the proposed Physical Education Facility/Wellness Center (Phase I). Improvements would also be made to the existing athletic fields. Construction is expected to start in approximately the first quarter of 2004 and continue for 6 months.

Loop Road: A loop road connecting Figueroa Place to "L Street" would be constructed along the southern and western edges of the campus. New parking lots providing spaces for a total of 235 vehicles would also be constructed. Construction is expected to start in the third quarter of 2004 and continue for 6 months.

Physical Education Facility/Wellness Center (Phase I): A new two-story 24,000-square-foot Wellness Center building would be constructed. This facility would be the first phase of a new Physical Education building and would be funded under the Proposition A program. Phase II of this project would be completed upon securing additional funding (see below). Upon completion of both phases this facility would include a one-court gymnasium on the second floor and locker rooms, fitness center, instructional space, and community services offices on the ground floor. This facility (Phase I) would be located south of the existing gymnasium and east of the new proposed practice field. Construction is expected to start in approximately the first quarter of 2006 and continue for 10 months.

b. Renovation and Modernization Projects:

Seahawk Center: This project includes the renovation of the ground floor and the repair and modernization of the 2nd floor of the Seahawk Center. Renovations could start as early as the third quarter of 2004 and continue for approximately 10 months.

Theater Building: This project includes renovation, repair, and modernization of the Drama Speech building. The theater space, its equipment, and the loading facility would be improved. Classroom space would be expanded upon the evacuation of the speech program. Renovations are expected to start in approximately the second quarter of 2004 and continue for 11 months.

Administration Building: This building would be renovated, repaired, and modernized. Renovations are expected to start in approximately the second quarter of 2006 and continue for 11 months.

Learning Resource Center: The Learning Resource Center would undergo renovations, repair, and modernization. Renovations are expected to start in approximately the second quarter of 2004 and continue for 10 months.

Physics Building: This building would undergo repairs and modernization. Renovations could start as early as the fourth quarter of 2004 and continue for 10 months.

Business Building: This building would be renovated, repaired, and modernized to accommodate the Mathematics Department. Renovations could start as early as the third quarter of 2004 and continue for 10 months.

Life Sciences Building: This building would undergo renovation, repairs, and modernization. Chemistry labs would be incorporated into the Life Sciences Building. Renovations could start as early as the second quarter of 2005 and continue for 10 months.

Nursing Building: This building would undergo repairs and modernization. Renovations are expected to start in approximately the first quarter of 2004 and continue for 7 months.

Fine Arts Building: This building would undergo repairs and modernization, including repairs and modernization of electrical, plumbing, and information technology systems. Renovations are expected to start in approximately the first quarter of 2004 and continue for 8 months.

Music Building: This building would undergo repairs and modernization, including repairs and modernization of mechanical, electrical, and plumbing systems. Renovations are expected to start in approximately the second quarter of 2004 and continue for 9 months.

Astronomy Building: This building would undergo repairs and modernization. Renovations are expected to start in approximately the third quarter of 2004 and continue for 2 months.

Child Development Center: This project includes exterior paint only as it is scheduled for eventual demolition upon construction of the Northwest Academic building. Renovations are expected to start in approximately the third quarter of 2003 and continue for 1 month.

General Classroom Building: This building would receive exterior paint only. The Social and Behavioral Sciences Departments would be removed to accommodate the District K High School program and College for Kids program. Exterior painting is expected to start in approximately the third quarter of 2003 and continue for 1 month.

Physical Education Building: This project includes exterior paint only as it is scheduled for eventual demolition and replacement by a new facility. Renovations are expected to start in approximately the third quarter of 2003 and continue for 1 month.

Utility Infrastructure Projects: New sanitary sewer lines varying in size from a 6-inch line to a 10-inch line would be constructed to replace damaged and undersized lines on the campus. A new pump station would be constructed since it is not possible to gravity flow the entire campus. A new 10-inch pipe would be constructed to replace the existing 8-inch pipe and a new 8-inch pipe would replace two other existing pipes that are damaged. New sewer lines varying in size from 6 to 10 inches would be constructed to accommodate the proposed new buildings.

New storm drain pipes, inlets, laterals and treatment facilities would be constructed. A 36-inch pipe along "L" Street would replace the pipe currently running through the campus. A main line storm drain pipe varying in size from 18 to 36 inches would be constructed along with associated laterals and inlets. Laterals and inlets would drain the new athletic fields, parking lots, building roofs, and landscaped malls.

New water lines, laterals, and connections would be constructed and placed in the subsurface utility tunnels where possible. A new main line pipe varying in size from 6 to 10 inches would be constructed. Two new connections to the 25-inch City main line in "L" Street and laterals for the new services to the buildings would be constructed.

Other utility projects include expanding the subsurface utility tunnel to accommodate communication lines. The tunnel could also be utilized for water, electric, and gas lines. The construction time period is expected to be 2003-2007.

c. Demolition of Temporary and/or Obsolete Facilities

The following buildings would be demolished:

- ***Technology 1:*** (14,000 square feet) Demolition is expected to start in approximately the fourth quarter of 2004 and continue for 1 month.
- ***Technology 2:*** (16,000 square feet) Demolition is expected to start in approximately the fourth quarter of 2004 and continue for 2 months.
- ***Assessment Center:*** (2,000 square feet) Demolition is expected to start in approximately the third quarter of 2006 and continue for 2 months.
- ***Auto Shop:*** (4,000 square feet) Demolition is expected to start in approximately the fourth quarter of 2004 and continue for 2 months.

- ***Receiving, Gardener, and Storage:*** (11,000 square feet) Demolition is expected to start in approximately the third quarter of 2006 and continue for 1 month.
- ***Campus Police Station:*** (3,000 square feet) Demolition is expected to start in approximately the first quarter of 2004 and continue for 1 month.
- ***Los Angeles Unified Bungalows:*** (5,000 square feet) Demolition is expected to start in approximately the fourth quarter of 2004 and continue for 2 months.
- ***Bungalows/Miscellaneous:*** Six existing bungalows and several support structures comprising approximately 22,000-square-feet would be demolished. Demotion is expected to occur from approximately 2003 to 2006.
- ***Liberal Arts Building:*** (33,000 square feet) Demolition is expected to start in approximately the first quarter of 2005 and continue for 1 month.

2-3.2 Other Master Plan Projects

Other projects that are proposed under the Master Plan that are not currently funded are described below.

a. New Construction Projects

Northwest Academic Building: A new two- and three-story, 119,000-square-foot multi-purpose instructional facility would be constructed in the northwest or northeast corner of the campus to accommodate the Social and Behavioral Sciences and Business Education Departments. A conference center and culinary arts facility with meeting rooms, kitchen and restaurant, administration and community services offices, and a central receiving facility would also be located in this building. The existing Child Development Center would be demolished to allow for construction of this facility. Construction could occur within the 2006-2008 time period.

Student Cafeteria: A new 9,000-square-foot addition to the Seahawk Center would be constructed to house a new cafeteria and kitchen. A loading dock would be configured to serve both the cafeteria and the bookstore. Construction could occur within the 2007-2008 time period.

Completion of the Physical Education Facility (Phase II): A new 50,000-square-foot addition would be constructed on the west side of the proposed Physical Education/Wellness Center. This would be Phase II of this facility and would complete the Physical Education Facility. Upon completion of both phases, this facility would include a one-court gymnasium on the second floor and locker rooms, fitness center, instructional space, and community services offices on the ground floor. This new addition would occupy the site of the proposed practice field that is to be constructed under the Proposition A program. Construction could occur within the 2007-2008 time period.

Figueroa Place Garage: A new four-level parking structure accommodating 386 vehicles would be constructed just east of the existing gymnasium, with access from Figueroa Street. Construction could occur within the 2006-2008 time period.

West Garage and Surface Parking: A four-level parking structure would be constructed to accommodate 350 vehicles and new surface parking would be constructed to accommodate 220 vehicles. The parking structure and surface parking would be located on the west side of campus on the site currently occupied by parking lots "G" and "K." Construction could occur within the 2006-2008 time period.

South Campus Parking: New surface parking would be constructed to accommodate 1,002 spaces and the weekly swap meet held on the campus. A new four-level parking structure would be constructed east of the existing gymnasium and west of Figueroa Place and accommodate 386 spaces. A loop road connecting Figueroa Place to "L Street" would be constructed along the southern and western edges of the campus. The proposed new parking would be located on the southeastern and southern edges of the campus. Construction could occur within the 2006-2008 time period.

Track and Field: A new north-south regulation size track and field would be constructed. The field would be surfaced with artificial turf, and perimeter trees in wind-rows would be planted on the southern and eastern sides of the new track. The new track and field would be centrally located on the southern half of the campus with new aluminum bleachers. Construction could occur within the 2006-2008 time period.

Southwest Campus Athletic Fields: A new baseball diamond, a regulation size soccer field with adjunct practice field, and a women's softball field would be constructed in the southern half of the campus. The baseball diamond, soccer field, and softball field would be located in the southwestern portion of the campus. The new practice field would be located immediately north of the new Physical Education building. Construction could occur within the 2006-2008 time period.

b. Demolition Projects

- ***Student Cafeteria:*** (16,000 square feet) Demolition is expected to occur in 2007-2008.
- ***Physical Education:*** (42,000 square feet) Demolition is expected to occur in 2008.
- ***Child Development Center:*** (3,000 square feet) Demolition is expected to occur in 2007.

2-3.3 Sustainable Building Plan

The Los Angeles Community College District Board, at its March 6, 2002, meeting, voted 7-0 to adopt a sustainable building plan that requires new Proposition A buildings include "green" design features or elements to conserve resources and promote a cleaner environment. These "green" design elements are based on the national Leadership in Energy & Environmental Design (LEED™) sustainable building standards.

The following sustainable building principles may be incorporated into Proposition A construction and renovation projects:

- Minimize the negative long-term effect on the environment.
- Maximize use of renewable resources.
- Maximize energy efficiency and utilization.
- Provide for aggressive and thorough pursuit of rebates.
- Select architects, engineers and other professionals who are LEED™ accredited, as deemed appropriate.
- Provide for environmental quality.
- Facilitate the use of alternative forms of transportation.

2-4 CONSTRUCTION SCENARIO

Design and construction of the projects proposed under the Master Plan would occur over the next 5 years or approximately through the year 2008. This construction period is flexible, however, and may be revised periodically to better accommodate the progress of construction. However, any changes to the construction schedule would not significantly increase the project's impacts. The construction sequence is detailed below by each year.

YEAR 2003

Projects Expected to Commence

- Demolition of Bungalows
- Exterior painting of all buildings
- Utility Infrastructure Projects

Projects Expected to be Completed

- Exterior painting of all buildings

YEAR 2004

Projects Expected to Commence

- Demolition of the Campus Police Station
- Demolition of the Technology 1 Building

- Demolition of the Technology 2 Building
- Demolition of the Auto Shop
- Demolition of the Los Angeles Unified Bungalows
- Construction of the Facilities Operations/Management and Central Receiving Facility
- Construction of the Loop Road and Parking
- Construction of the Athletic Practice Field
- Renovation of the Theater Building
- Renovation of the Nursing Building
- Renovation of the Fine Arts Building
- Renovation of the Music Building
- Renovation of the Astronomy Building
- Renovation of the Seahawk Center
- Renovation of the Learning Resource Center
- Renovation of the Physics Building
- Renovation of the Business Building

Projects Expected to be Completed

- Demolition of the Campus Police Station
- Demolition of the Technology 1 Building
- Demolition of the Technology 2 Building
- Demolition of the Auto Shop
- Demolition of the Campus Police Station
- Demolition of the Los Angeles Unified Bungalows
- Construction of the Athletic Practice Field
- Renovation of the Nursing Building

- Renovation of the Fine Arts Building
- Renovation of the Music Building
- Renovation of the Astronomy Building

YEAR 2005

Projects Expected to Commence

- Demolition of the Liberal Arts Building
- Construction of the Student Services Center
- Construction of the Northeast Academic Building
- Construction of the Physical Education/Wellness Center (Phase I of the Physical Education Facility)
- Construction of the Technology Instruction and Classroom Building
- Construction of the Central Campus Landscape
- Renovation of the Life Sciences Building

Projects Expected to be Completed

- Demolition of the Liberal Arts Building
- Construction of the Facilities Operations/Management and Central Receiving Facility
- Construction of the Loop Road
- Renovation of the Seahawk Center
- Renovation of the Theater Building
- Renovation of the Learning Resource Center
- Renovation of the Physics Building
- Renovation of the Business Building

YEAR 2006

Projects Expected to Commence

- Demolition of the Liberal Arts Building

- Demolition of the Receiving, Gardener, and Storage facilities
- Construction of the Northwest Academic Building
- Construction of the Figueroa Place Garage
- Construction of the South Campus Parking
- Construction of the Track and Field
- Renovation of the Administration Building

Projects Expected to be Completed

- Demolition of the Assessment Center
- Demolition of Bungalows
- Demolition of the Receiving, Gardener, and Storage facilities
- Construction of the Student Services Center
- Construction of the Physical Education/Wellness Center (Phase I of the Physical Education Facility)
- Construction of the Northeast Academic Building
- Construction of the Technology Instruction and Classroom Building
- Renovation of the Life Sciences Building

YEAR 2007

Projects Expected to Commence

- Demolition of the Student Cafeteria
- Demolition of the Child Development Center
- Construction of the Student Cafeteria
- Construction of Phase II of the Physical Education Facility
- Construction of the West Garage and surface parking
- Construction of the Southwest Athletic Fields

Projects Expected to be Completed

- Demolition of the Child Development Center

- Utility Infrastructure Projects
- Renovation of the Administration Building

YEAR 2008

Projects Expected to Commence

Demolition of the existing Physical Education Building

Projects Expected to be Completed

- Demolition of the Student Cafeteria
- Demolition of the existing Physical Education Building
- Construction of Central Campus Landscape
- Construction of the Northwest Academic Building
- Construction of the Student Cafeteria
- Construction of Phase II of the Physical Education Facility
- Construction of the Figueroa Place Garage
- Construction of the West Garage and surface parking
- Construction of the South Campus Parking
- Construction of the Track and Field
- Construction of the Southwest Athletic Fields

2-5 RELATED PROJECTS AND CUMULATIVE DEVELOPMENT

California Environmental Quality Act (CEQA) regulations require that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's effect is cumulatively considerable. A cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. Under the *State CEQA Guidelines*, either a list of past, present, and probable future projects producing related or cumulative impacts or a summary of growth projections in an adopted general plan or related planning document may be used as the basis for the cumulative impacts discussion. Table 2-2 below provides a list of related projects in the general vicinity of the campus that could result in localized cumulative impacts. The related projects are projects within an approximately 1-mile radius of the campus that are proposed, in the planning

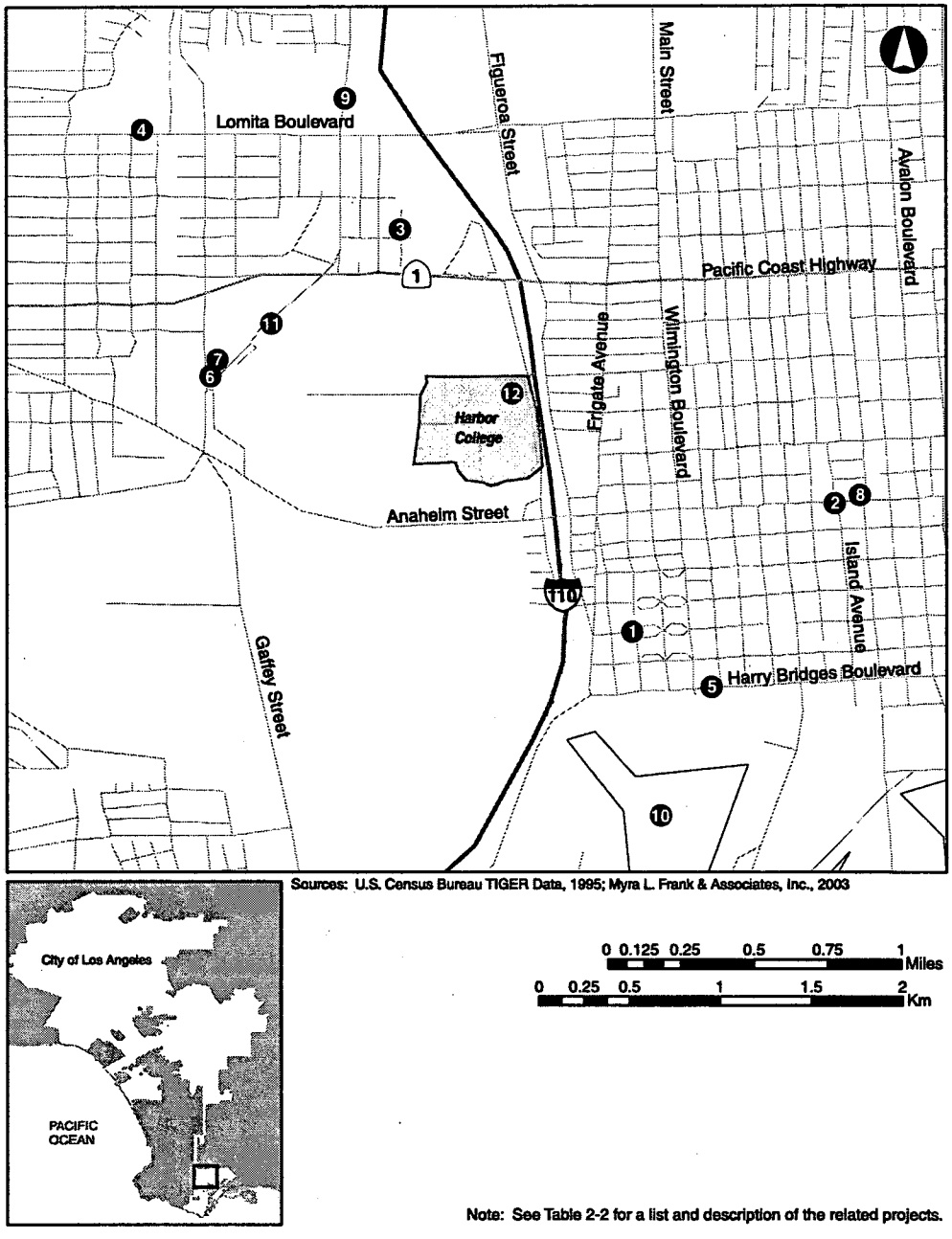
Table 2-2: List of Related Projects

ID #	Projects	Description	Location	Status
1	Dana Strand Village	Demolition of 384 housing units in 68 buildings. Construction of 410 housing units, incl. 235 rental units, 75 single-family homes, and 100 senior units.	401 Hawaiian Av., Wilmington	In demolition phase
2	Banning Elementary School	Construction of a 40-classroom, 988-seat elementary school.	Corner of Island Av. and Anaheim St.	Design phase. EIR approved by Board of Education
3	Housing Development	Construction of 37 single-family detached condos.	Dodge Av.	Under construction
4	Bay Harbor Hospital Demolition	Demolition of Bay Harbor Hospital and possible construction of residential units.	1437 West Lomita Blvd., Harbor City	Conceptual phase
5	Wilmington Parkway	Relocation of rail tracks and construction of a 3,200-foot-long linear-landscaped berm. Construction of a sidewalk, picnic area, and public restroom on top of the Wilmington Parkway.	Adjacent to Harry Bridges Blvd. between Figueroa St. and Island Av.	NOP distributed. EIR being prepared.
6	Kaiser Permanente Parking Structure	Construction of a 617-space parking garage.	Normandie Av. and Vermont Av.	Under construction; to be completed in fall 2003.
7	Kaiser Permanente Plaza	Demolition of the Parkview Building and construction of a landscaped plaza and parking spaces.	Normandie Av. and Vermont Av.	Demolition has begun, to be completed by spring 2003.
8	Gas station and mini market	Demolition of existing gas station and construction of a gas station with a fast food restaurant and a convenience store.	305 W. Anaheim St.	Under construction
9	Vermont Avenue Median Landscaping	Construction of 170,000 sf of landscaped and irrigated medians.	On Vermont Av. from Lomita Blvd. to 223rd St.	Under construction. Will be completed January 2004.
10	West Basin Marine Terminal Improvements	Construction of a new wharf, renovation of existing wharf, dredging of channel, construction of a new landfill, potential realignment of channel, construction of marine terminal facilities, and improvements to transportation infrastructure.	Port of Los Angeles-West Basin	Draft EIR-SEIR completed July 2002.
11	Ken Malloy Harbor Regional Park Master Plan	Construction of a nature center, ranger office, and lath house; rehabilitation of the campground; implementation of a water quality improvement program, a habitat restoration program, and a mosquito control plan.	25820 S. Vermont Av., Harbor City, CA 90710	Conceptual phase
12	Harbor Teacher Preparation Academy	Development of a new high school on the Harbor College campus to prepare students for teaching careers. The high school began operation in the fall of 2002 with 75 students and will have an ultimate enrollment of 400 students.	Harbor College Campus	Began operation in 2002; ultimate enrollment of 400 students will occur in 2006.

Source: Myra L. Frank & Associates, Inc., 2003.

stage, or under construction or have recently completed construction.[3] The locations of the related projects are shown on Figure 2-6. Also provided below is a discussion of relevant growth plans and policies. For a detailed discussion of the project's potential cumulative impacts, the reader is referred to Chapter 5 of this EIR.

Figure 2-6: Locations of the Related Projects



[3] For the purposes of the cumulative traffic analysis, a larger study area extending beyond this 1-mile radius was considered to be appropriate. The locations and list of related projects used for the traffic analysis are shown on Figure 3-34 and in Table 3-36 in Chapter 3 of this EIR.

2-5.1 Growth Plans and Policies

New construction that occurs within the project area is subject to the plans and policies set out in the following regional and -local plans. These plans address growth policies for the area, provide future growth projections, and set out strategies for dealing with the impacts of growth. For a discussion of the consistency of the proposed Master Plan with these plans, the reader is referred to the relevant sections in Chapter 3 of this EIR (e.g., Section 3-3, Air Quality; Section 3-11, Land Use and Planning; and Section 3-15, Transportation, Traffic, and Parking). These plans are also referenced in the cumulative impacts discussion in Chapter 5 of this EIR.

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide was developed by the Southern California Association of Governments (SCAG) in partnership with 13 subregions and was adopted in March 1996. A bottom up planning process was used to reflect local concerns in regional planning. The plan is designed to serve as a regional framework for local and regional decision making with respect to anticipated growth over the next 20 years. SCAG projects that there will be 22 million people living in the Southern California Region by the Year 2015. The fastest growth is anticipated in the outlying areas of the region, specifically north Los Angeles County and the Inland Empire. The plan sets forth strategies for meeting federal and state requirements with respect to transportation, growth management, air quality, housing, hazardous waste management, and water quality management.

The plan aims to achieve growth management through encouraging local land use actions, which in turn lead to the development of an urban form that will minimize development costs, save natural resources, and enhance the quality of life. The plan recommends projects that meet the following goals: increased mixed land uses, more efficient use of existing infrastructure, reduced environmental impacts, more transit use, higher densities in strategic mass transit and urban centers, and more affordable housing.

Regional Transportation Plan

The Southern California Association of Governments Regional Transportation Plan (RTP) was adopted in 2001. All regional transportation plans, programs, and projects must conform to the policies set out in the RTP and the Air Quality Management Plan (which are required to be consistent with each other). The RTP presents an assessment of overall growth and economic trends in the SCAG region for the years 2001 to 2025 and provides recommendations for transportation investments during this time. Key recommendations contained in the RTP include: major funding increases in the existing regional transportation system, High Occupancy Vehicle lane connectors and gap closures, transit improvements, and strategic arterial investments. These projects are designed to increase mobility and accessibility within the region, while mitigating for noise and air quality impacts. Implementation of the RTP will make 6 percent more jobs accessible regionally and will decrease congestion in Los Angeles County by 24 percent.

South Coast Air Quality Management Plan

The 1999 Air Quality Management Plan (AQMP) was prepared by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District to meet state and federal air quality standards for the South Coast Air Basin. The South Coast Air Basin encompasses 6,600 square miles and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air pollution in the region has been significantly reduced as a result of pollution control measures. Future pollution emissions forecasts are based on SCAG economic growth projections and California Energy Commission forecasts. The 2010 pollution projections are all substantially less than the 1990 levels. Projected future reductions in pollutant emissions will be achieved through a series of stationary and mobile source controls.

2001 Long Range Transportation Plan for Los Angeles County

The 2001 Long Range Transportation Plan for Los Angeles County (LRTP) was developed by the Los Angeles County Metropolitan Transportation Authority (MTA) to provide a countywide transportation system that meets the needs of Los Angeles through the Year 2025. The LRTP uses the 1998 SCAG adopted socioeconomic forecasts to assess where people will live and work; the population of Los Angeles County is projected to increase by 2.7 to 3.5 million people and daily trips are projected to increase by 30 percent.

City of Los Angeles General Plan

The City of Los Angeles General Plan, adopted in 2000, serves as a policy document describing types and distribution of land uses necessary to support the projected population within a 20-year time frame. There are 12 elements in the General Plan including: the Framework Element (establishes the broad overall policies for the entire general plan, which are implemented through community planning areas), the Transportation Element, the Infrastructure Systems Element, the Public Facilities and Services Element, the Housing Element, the Safety Element, the Air Quality Element, the Open Space Element, the Conservation Element, the Noise Element, the Historic Preservation Element, and the Land Use Element. The Land Use Element is comprised of 35 Community Planning Areas. Within each community plan area the City of Los Angeles establishes goals regarding the long-term intensity and mix of desired land uses. The community planning area in which Harbor College is located is the Wilmington – Harbor City Community Planning Area.

Wilmington – Harbor City Community Plan

The Wilmington-Harbor City Community Plan Area (CPA) is situated in the far southern portion of the Los Angeles Basin, near Los Angeles Harbor. It is located between the planning communities of Harbor Gateway, San Pedro, and the Port of Los Angeles, and adjacent to the cities of Torrance, Lomita, Rancho Palos Verdes, Carson, Long Beach, and an unincorporated area of Los Angeles County.

The Wilmington-Harbor City CPA is generally bounded by Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City boundary, Los Angeles Harbor, Harry Bridges Boulevard, John Gibson Boulevard, Taper Avenue, and Western Avenue.

The Wilmington-Harbor City CPA contains approximately 6,481 net acres. Most of the topography is level except for a small amount of varied, hillside terrain located in the southwest portion of the Plan area, adjacent to Rancho Palos Verdes. The land use consists primarily of low to low-medium density residential, with commercial uses concentrated near the transit corridors of Pacific Coast Highway, Anaheim Street, and Avalon Boulevard. During the 1970s the community population increased by 9,291 residents, a growth rate of 18 percent. Since 1980 the community's population has grown by 13,635 residents representing an average growth of over 2 percent per year. The community has grown at a faster rate than the City in the past 20 years. The two communities that comprise the CPA are Wilmington and Harbor City. Projected growth through the year 2010 for the Wilmington-Harbor City CPA estimates 92,168 residents, 26,923 housing units, and 33,507 jobs.

The quality of life and stability of neighborhoods throughout the Wilmington and Harbor City areas depends on providing infrastructure resources (i.e., police, fire, water, sewerage, parks, and traffic circulation) commensurate with the needs of the population. To ensure population growth does not occur faster than projected and without needed infrastructure improvements, the community plans have adopted three fundamental premises. The first is limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second is the monitoring of population growth and infrastructure improvements through the City's *Annual Report on Growth and Infrastructure,* with a report to the City Planning Commission every 5 years on the Wilmington-Harbor City Community. Third, if this monitoring finds that population in the CPA is occurring faster than projected, that infrastructure resources capacities are threatened, particularly critical resources (i.e., water and sewerage), and that there is not a clear commitment to at least begin the necessary improvements within 12 months, then building controls should be put into effect, for all or portions of the Wilmington-Harbor City community, until land use designations for the Community Plan and corresponding zoning are revised to limit development.

Development of public facilities such as fire stations, libraries, parks, schools, and police stations should be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities. The Transportation Improvement and Mitigation Program (TIMP) was prepared for the Wilmington-Harbor City Community Plan and establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. The Transportation Demand Management (TDM) program has been adopted in the community to help sustain the current traffic level of service (LOS) on the street system and fulfill the City's objective of not exceeding LOS E in the community. The Community Plan also encourages Transportation System Management (TSM) in order to improve the flow of traffic through low capital cost projects and minor construction that can be implemented in a short time frame.

The Wilmington-Harbor City Community Plan sets forth goals to maintain the community's individuality by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- Maximizing the development opportunities around the future transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Wilmington-Harbor City Community Plan Area.

CHAPTER 3 - ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3-1 INTRODUCTION

The purpose of this chapter is to provide the reader with the information necessary to understand and evaluate the potential environmental impacts due to implementation of the proposed Los Angeles Harbor College Facilities Master Plan (Master Plan). In accordance with the *State CEQA Guidelines* (§15128 and §15143), this EIR focuses on the impacts identified in the NOP and during project scoping as needing further analysis (visual resources; air quality, biological resources; historical resources; archaeological resources; paleontological resources; geology/soils/seismicity; hazardous materials; hydrology and water quality; land use and planning; noise; population and housing; public services; transportation, traffic and parking; and public utilities). A list of the impacts determined to be less than significant and the reasons for that determination are provided in Chapter 5.

To assist the reader, each EIR environmental impact category is discussed separately. These discussions include a description of the environmental setting, the criteria used to determine significance of potential effects, the potential environmental impacts of the proposed project, mitigation measures, and any unavoidable significant adverse effects that would remain after implementation of the proposed mitigation measures.

The environmental setting discussions contain a description of the physical environmental conditions in the vicinity of the project as it existed at the time the Notice of Preparation was distributed (September 2002). The existing environmental conditions described in the setting sections serve as a baseline for the impact analyses in this EIR. The significance criteria identified for each environmental impact category are based on the definitions that have been developed and established by the Los Angeles Community College District, various public agencies, or professional organizations and are consistent with *State CEQA Guidelines*. The environmental impact analyses focus on the potentially significant effects that could occur during project construction and/or operation. As required by CEQA, mitigation measures are identified to reduce or eliminate significant adverse impacts to the extent feasible.

The analyses presented in this EIR are based on a projected enrollment of 10,891 students or 3,843 full-time-equivalent[1] (FTE) students for the 2008-2009 academic year. By comparison, in the fall 2001 semester there were 8,855 students enrolled at Harbor College; the corresponding number of FTE students for the fall 2001 semester was 3,125. As of the fall 2001 semester there were 319 FTE employed staff members at Harbor College. The projected number of FTE students for the fall 2002 semester is 3,219 and the projected number of FTE employed staff members remains at 319.

[1] To determine the number of full-time-equivalent students, the District calculates the total number of instructional hours for all of the enrollments and divides by 525 hours which is roughly the number of instructional hours of one student taking five 3-unit classes for two primary terms. Instructional hours are based on enrollments on a census date and hours are counted differently for full-term and short-term classes. Some courses require reporting of actual hours of attendance only.

3-2 VISUAL RESOURCES

This section describes the visual setting of the Harbor College campus and provides an evaluation of the potential impacts of the proposed Master Plan to the College's visual quality and character, and the effect of artificial light and shading/glare in the project area. A discussion of feasible measures to mitigate or reduce the significant effects on the visual environment is also provided.

3-2.1 Environmental Setting

Harbor College is located in the southwestern portion of the Harbor City community and is part of the City of Los Angeles Wilmington-Harbor City Community Plan Area. During the late eighteenth and early nineteenth centuries the area's mediocre soil, and the presence of sloughs and marshes, led to the land being largely devoted to cattle raising. Urbanization began at a fairly early date due to the presence of the harbor and the real estate promotion efforts of Phineas Banning. Banning laid out the town of Wilmington in 1858 and energetically promoted the development of the harbor—which was ultimately transformed with federal funding into the Port of Los Angeles (beginning in 1899 and continuing for more than a decade). During the 20th century, harbor-related commerce and petroleum production (oil derricks, refinery structures, and pipelines) dominated the landscape. The construction of thousands of homes to house area workers beginning in the late 1910s slowly transformed the community over the succeeding several decades into a decidedly densely developed urban setting. The Wilmington Chamber of Commerce was instrumental to the establishment of Harbor College—which opened in September 1949. The school's early curriculum reflects the priority the Chamber of Commerce placed on vocational training for the local workforce.

The campus is bordered on the north, west, and south by the Ken Molloy Harbor Regional Park. This large 300-acre facility encompasses the Harbor Park Municipal Golf Course, a lagoon (Machado Lake), other recreational facilities, as well as Bixby Slough (which abuts Harbor College on the south and west). A small single-family residential development that includes approximately 20 residences (circa 1940) abuts the slough on the southeast, which is bordered, in turn, on the east by Figueroa Place. Figueroa Place—a fairly narrow three-lane collector street—and the Harbor Freeway (I-110) border the campus on the east. Views of Harbor College from the surrounding neighborhood are almost completely blocked by the vegetation in Bixby Slough and Ken Molloy Harbor Regional Park, as well as by the Harbor Freeway, which in this setting is an elevated roadway featuring tall concrete block sound walls.

The Wilmington and Harbor City communities comprising the Community Plan Area contain varied land uses, including single-family and low-medium density residential as well as heavy industrial uses. The U.S. Naval Reservation/Fuel Depot occupies a large parcel to the southwest of Harbor College. Preservation and enhancement of visual resources is articulated in a series of objectives within the Wilmington-Harbor City Community Plan. However, none of the visual resource objectives is applicable to Harbor College. Moreover, the plan does not identify any scenic highways, nor does it identify other resources of concern on or near the Harbor College campus. Rather, the Community Plan proposes a detailed set of planning and urban design improvements to enhance the community's identity (through means of parkway landscaping,

signage/graphics and street furniture enhancements), including improvements to the appearance of industrial and commercial development and the improved interface of such development with residential areas. The preservation of historic parkway trees is also proposed, and the provision of improved recreational opportunities to area residents is saliently reflected in several planning and land use plan objectives. Other objectives include the protection of wildlife habitats and historic and cultural resources.

Harbor College is composed of a tight central cluster of educational and administrative buildings, bordered by athletic fields and surface parking lots. Approximately 25 acres are currently occupied by academic buildings and ancillary green space (e.g., landscape planters, trees, lawn, walkways), while 25 acres is devoted to athletic fields (baseball field, Casey Football Field, soccer fields, fenced tennis courts). The remaining acreage is devoted to parking.

In order to facilitate a description of the existing visual setting and evaluation of visual impacts, the Harbor College campus has been subdivided into two "landscape units," or discussion focus areas. Each landscape unit is defined by its differences in visual resources, including natural and built features. The landscape units are as follows and are shown on Figure 3-1:

- Landscape Unit A – Essentially the northern half of the campus, including the Physical Education Facility and Parking Lots G (to the west of Campus Drive), as well as Parking Lots A, H, J, and N

- Landscape Unit B – Essentially the southern half of the campus, including the baseball field, soccer fields, football field, and Parking Lots C, B, and D

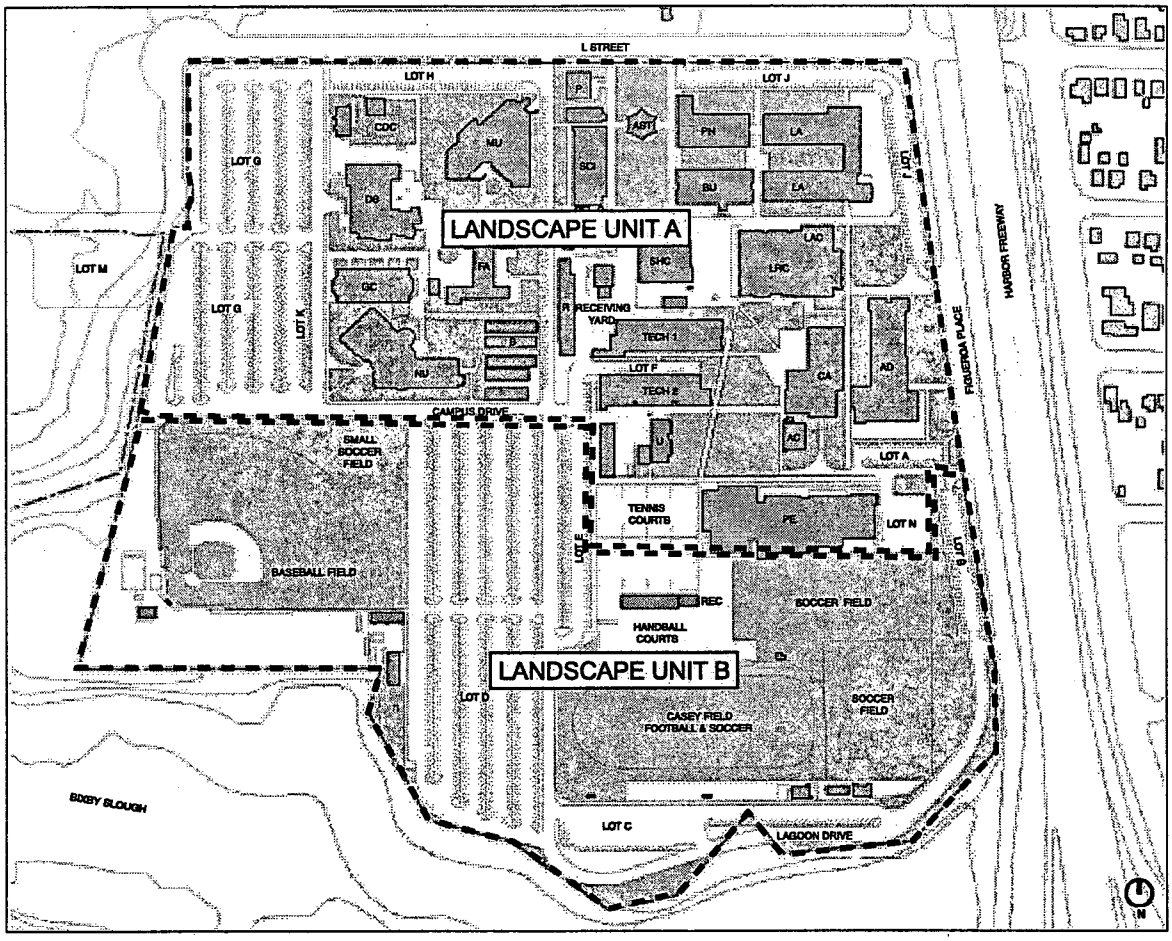
Each landscape unit is analyzed with reference to viewer sensitivity in terms of visual quality and character, scenic vistas and views, shading/glare, artificial light, and the presence of special visual attributes.

a. Visual Quality and Character

The visual quality and character of Harbor College is defined by the natural (geologic, topographic, biologic) and built (classrooms, buildings, recreational) environment. Visual quality is evaluated based upon the relative degree of vividness, intactness, and unity. Overall, Harbor College is considered to have a moderately high visual quality because the natural and built features within it are considered vivid and relatively intact, and exhibit a moderately high degree of visual unity.

The visual quality and character of each landscape unit is described as follows:

Figure 3-1: Landscape Units



Source: Los Angeles Harbor College Campus Plan 2002.

Landscape Unit A – Northern Half of Campus

Landscape Unit A consists of the campus core, comprising roughly the northern half of the campus. It includes some 30 buildings, 11 of which are temporary buildings. The area is generally flat and is defined on the east by Figueroa Place, on the north by "L" Street, and on the west by both the access road to the Harbor Park Golf Driving Range and western landscape border of Parking Lot G. Three-quarters of the buildings on campus predate 1970 and are designed in three differing but analogous architectural styles loosely related to each other by scale, materials of construction, color, and siting. Although open space on the campus is fragmented, and there is no single focal point around which all the buildings is grouped, the buildings are loosely aligned with one another around the following features:

- The quadrangle area bordered by the Cafeteria, the two Tech Building, and Physical Education Facility (Figure 3-2)

- The plaza between the Seahawk Center and Library

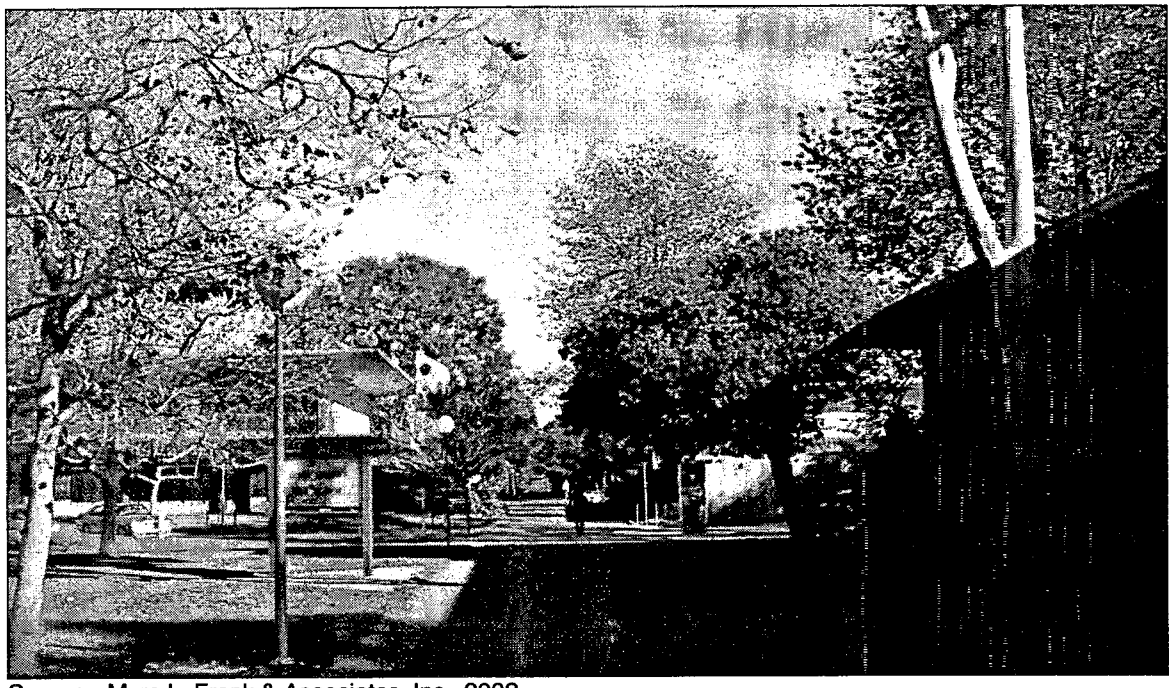
- The major east-west walkway linking Parking Lot J through the campus to the Drama/Speech Building (Figure 3-3)
- The plaza stretching north between Seahawk Center past the Astronomy Building to "L" Street

Figure 3-2: Quadrangle Linking Library, Cafeteria, Physical Education Facility and Tech Buildings (Landscape Unit A)

Source: Myra L. Frank & Associates, Inc., 2002.

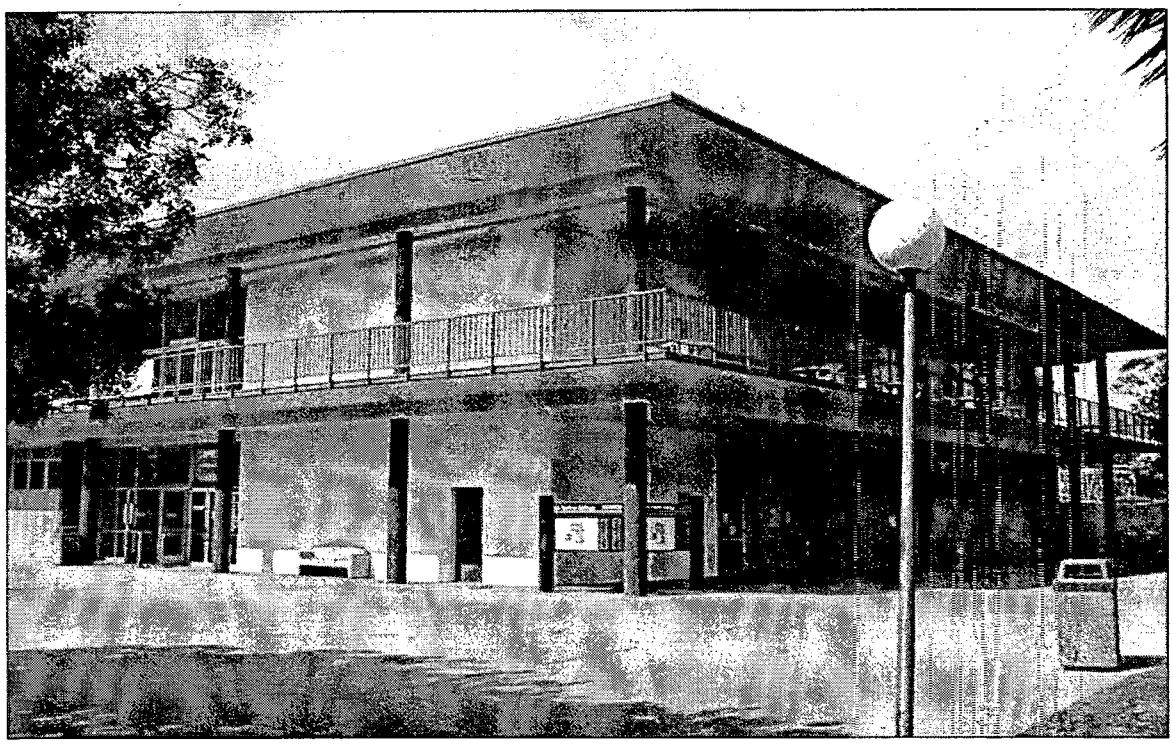
The oldest buildings date from 1948-1949, including the Physical Education Facility, Cafeteria, Tech 1 and 2 Buildings, and Liberal Arts Building. Each is designed in a straightforward version of the International Style—an *avant garde*, heroic approach to design dating from early-1920s Europe that rejects historic architectural styles and decoration and advocates a frank expression of the building's function on the exterior. The style is characterized by a stark, factory-like appearance featuring plaster/concrete walls with smooth finishes and flat-edged parapeted roofs (see Figure 3-4). Due to deferred maintenance, alterations (e.g., rooftop mechanical equipment, minor change-outs of architectural details) and paint color changes, the visual quality and character of the Cafeteria and Physical Education Facility are considered to be medium. Although the Tech 1 and 2 Buildings have deteriorated due to deferred maintenance, the buildings are intact and possess moderately high to high visual quality and character. A fifth building—Liberal Arts—is less intact (e.g., roof top mechanical equipment, paint color changes) and possesses moderately high visual quality and character (see Figure 3-5).

Figure 3-3: Principal East-West Walkway through Campus (Landscape Unit A)



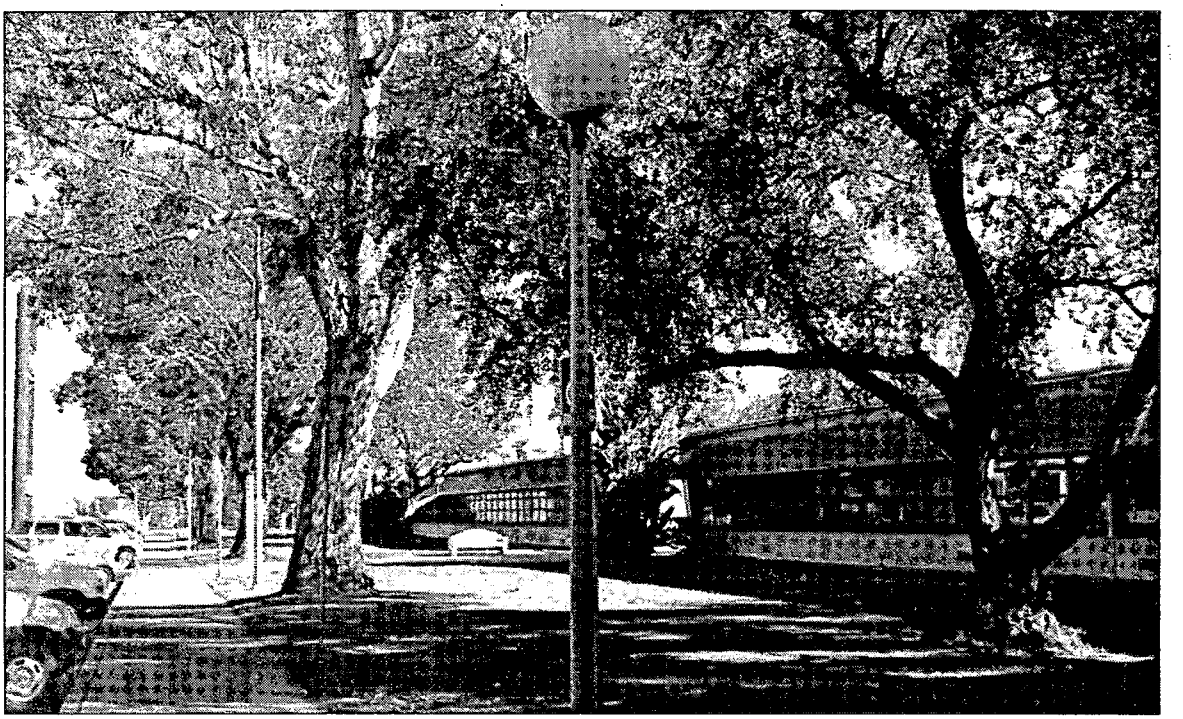
Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-4: Seahawk Center (Architectural Style: New Formalism)



Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-5: Liberal Arts and Physics Buildings



Source: Myra L. Frank & Associates, Inc., 2002.

The Administration Building (1961-1962) is one of the College's key visual resources in terms of architectural design, as it is considered vivid and intact, and exhibits a high degree of visual unity. It belongs to a second group of campus buildings constructed during the early 1960s and is executed in Late Moderne Style. In contrast to the International Style, the Administration Building incorporates decorative features, such as running bond brick veneer consisting of alternating vertically arrayed bands of tan and cream-colored brick; tan-colored columns; metal sun shades; and a partially roofed courtyard adjoining the principal building entrance featuring a circular-shaped roof cut-out echoed in plan below by a nearly matching circular-shaped planter.

Several of the buildings may be eligible for inclusion on the California Register of Historical Resources because they embody the distinctive characteristics of the International Style architectural style and best represent the early history of Harbor College as an educational institution in the Harbor City/Wilmington community. These include the Tech 1 and 2 Buildings, and Liberal Arts (which originally housed the College's administrative offices). When it becomes at least 50years old the Administration Building may become eligible for inclusion on the California Register of Historical Resources because it embodies the distinctive characteristics of the Late Moderne architectural style.

During the mid-to-late1960s a third phase of construction occurred on campus. Seahawk Center and the Fine Arts, Science, Astronomy and Drama/Speech Buildings date from this period. These buildings are designed in an architectural style known as the "New Formalism." Typical characteristics include formal classical design devices such as symmetry of plan, use of a two-color decorative brick covering, a bold use of color, and columns (e.g., the serpentine garden wall at the Fine Arts Building)(see Figure 3-4 and Figure 3-5). Landscaping and vegetation

within Landscape Unit A include a variety of trees and shrubs that are generally located along the walkways or within quadrangle and courtyard spaces. Many of the trees are mature specimens that date from the time of the opening of the College in 1949. The most prevalent tree species are Chinese Elm (Ulmus parvifolia), Eucalyptus (Eucalyptus citriodora and Eucalyptus viminalis), Olive (Olea europea), Sycamore (Platanus acerifolia) and Brazilian Pepper (Schinus terebenthifolium). Several of the mature trees are noteworthy specimens, including the large Eucalyptus trees and Brazilian Pepper trees along Figueroa Place, and a specimen tree at the southwest corner of the plaza adjoining the Science Building (on the east). These trees provide shade, and along with other campus vegetation, are considered to be of high visual quality important to the College's aesthetic setting (see Figure 3-6 and Figure 3-7).

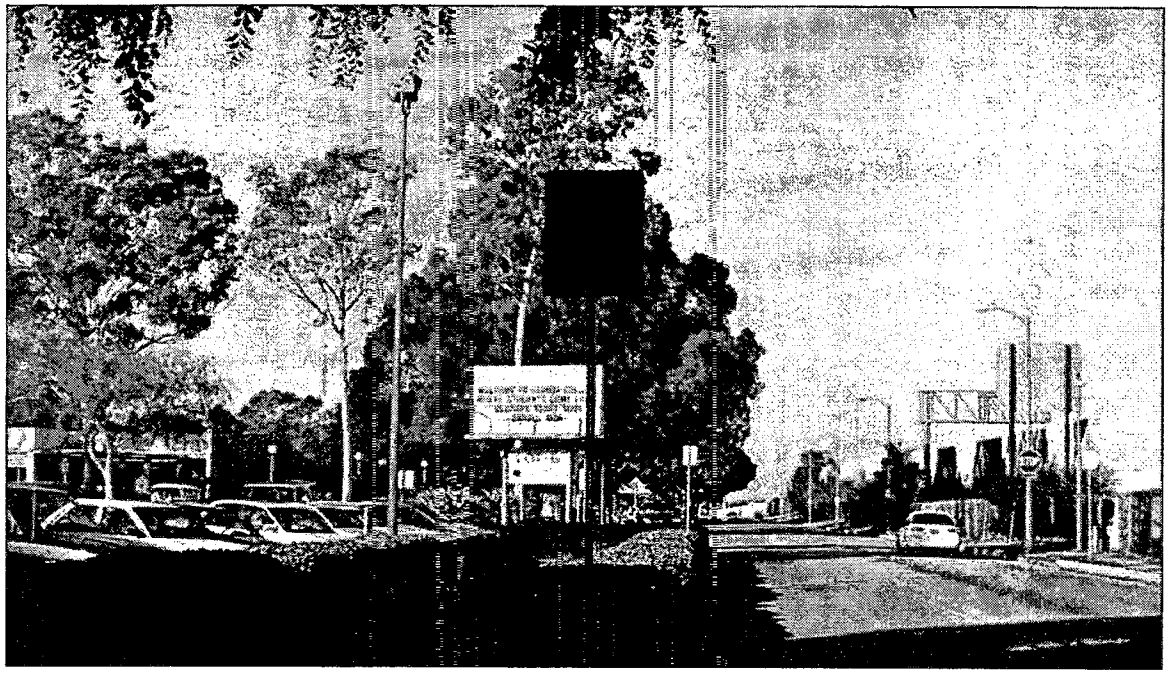
Other plantings have a more expressly sculptural quality, including 5- to 7-foot tall stands of Birds of Paradise (Liberal Arts/Business Building Courtyard area), Evergreen pear (Pyrus kawakami), and the grouping of Large Bronze Leaf Loquat (Eriobotrya japonica) trees found adjoining Seahawk Center along the walkway that extends east-west through the center of the campus between Parking Lot J and the Drama/Speech Building. Although their care over the years has been neglected, these plants are considered to be of high visual quality and important to the College's aesthetic setting.

Parking is located on the periphery of the campus. Parking Lots J and H are essentially campus driving lanes featuring a row of parking on each side. Both are small and of linear configuration. Parking Lot H is located north of the Music Building. Parking Lot J wraps around the northeast side of the grounds. Parking Lot G, the College's second largest parking lot, lies on the far northwestern portion of the campus between the Drama/Speech, General Classroom, and Nursing School buildings (on the east) and the Harbor Golf Course Driving Range access road (on the west). In general, these parking lots are in fair condition and of low visual quality due to deferred maintenance, notwithstanding the fact that each is partially shaded by mature trees (Figure 3-8 and Figure 3-9).

Landscape Unit B – Southern Half of Campus – Parking and Athletic Fields

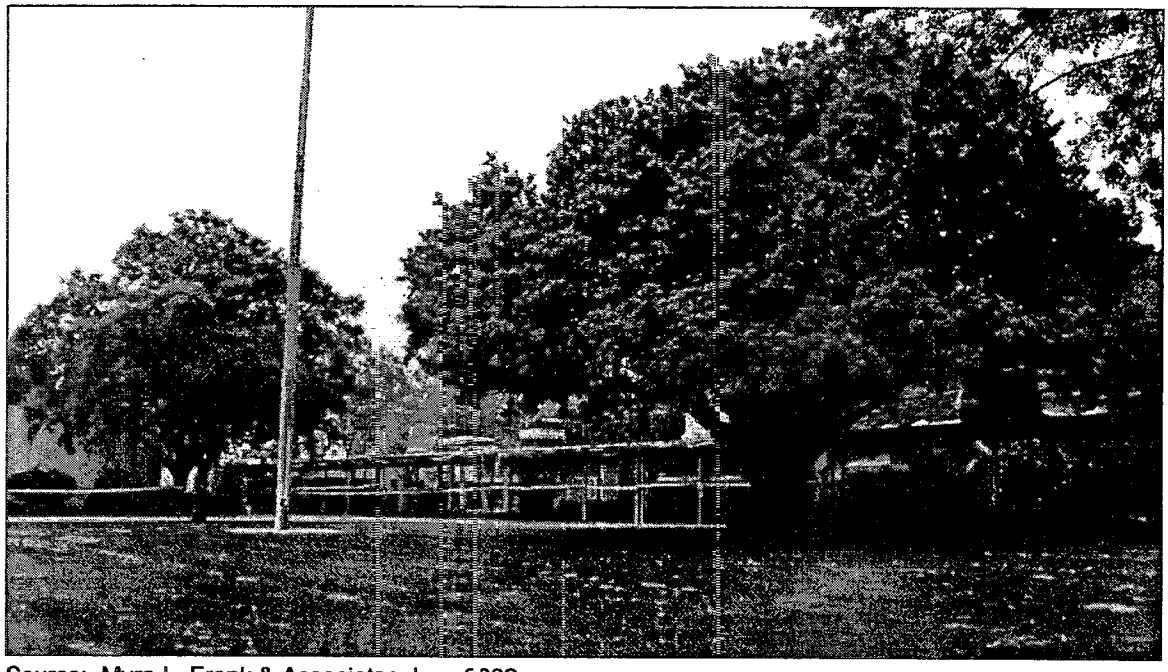
Landscape Unit B consists of roughly the southern half of the campus. Roughly three-quarters of the total acreage is devoted to athletic fields—three soccer fields, one football field/running track, and a baseball field. The remaining land—sandwiched between the baseball field and football field/track along the west side of Lagoon Drive—is developed as Parking Lot D. There are seven small, modest buildings in scattered locations (including a field house, offices, storage buildings, and a building occupied by the California Conservation Corps). None of these is of visual importance. Several of the smaller buildings are in deteriorated condition due to deferred maintenance. The area is generally flat and defined by Parking Lot B and the eastern segment of Lagoon Drive on the east, Bixby Slough on the south, and the Ken Molloy Harbor Regional Park/Harbor Park Golf Driving Range on the west. Views are highly segmented within Landscape Unit B. The southern border of the unit is visually dominated by the dense vegetation located within Bixby Slough. As one moves east to west along Lagoon Drive, the dense vegetation along Bixby Slough on the south, narrow parking area, stadium, and fenced play fields—with their broad expanses of green grass—are visually dominant. Because of the park-like feeling these features create they are of moderately high visual quality (Figure 3-10). At the

Figure 3-6: Mature Eucalyptus Trees Along Figueroa Place



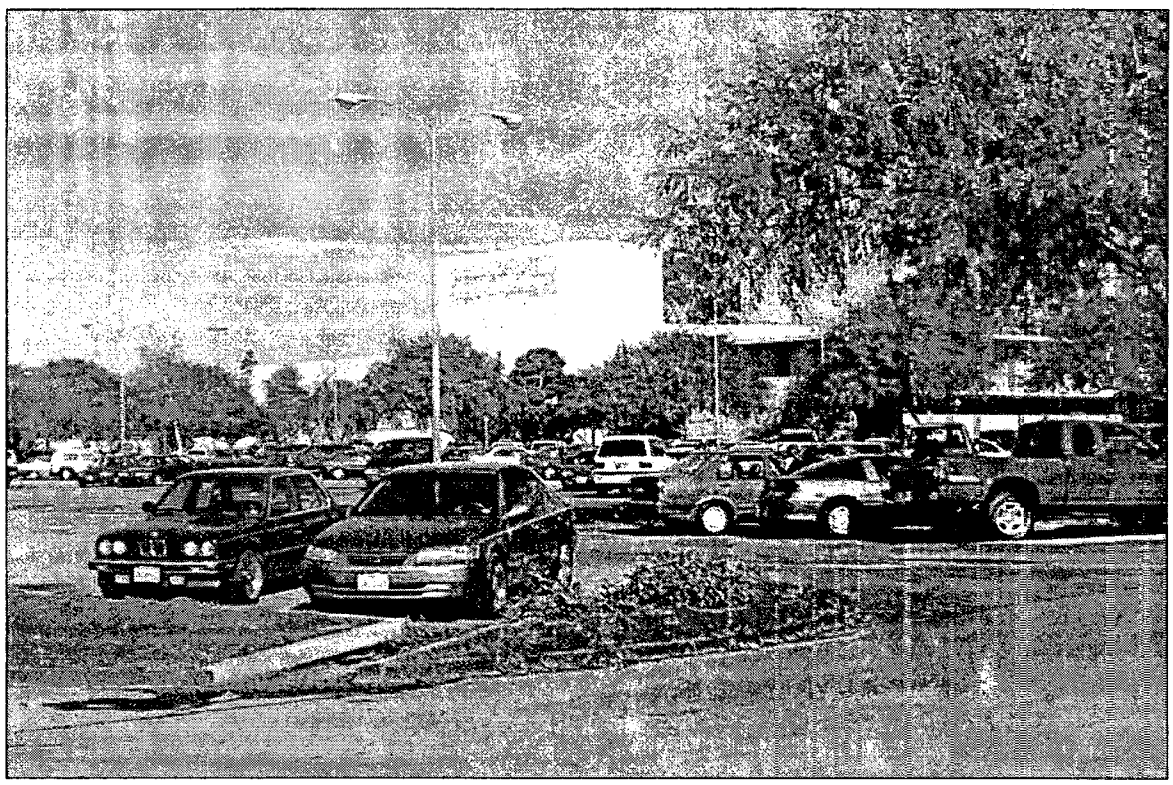
Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-7: Mature Brazilian Pepper Trees, Near Administration Building



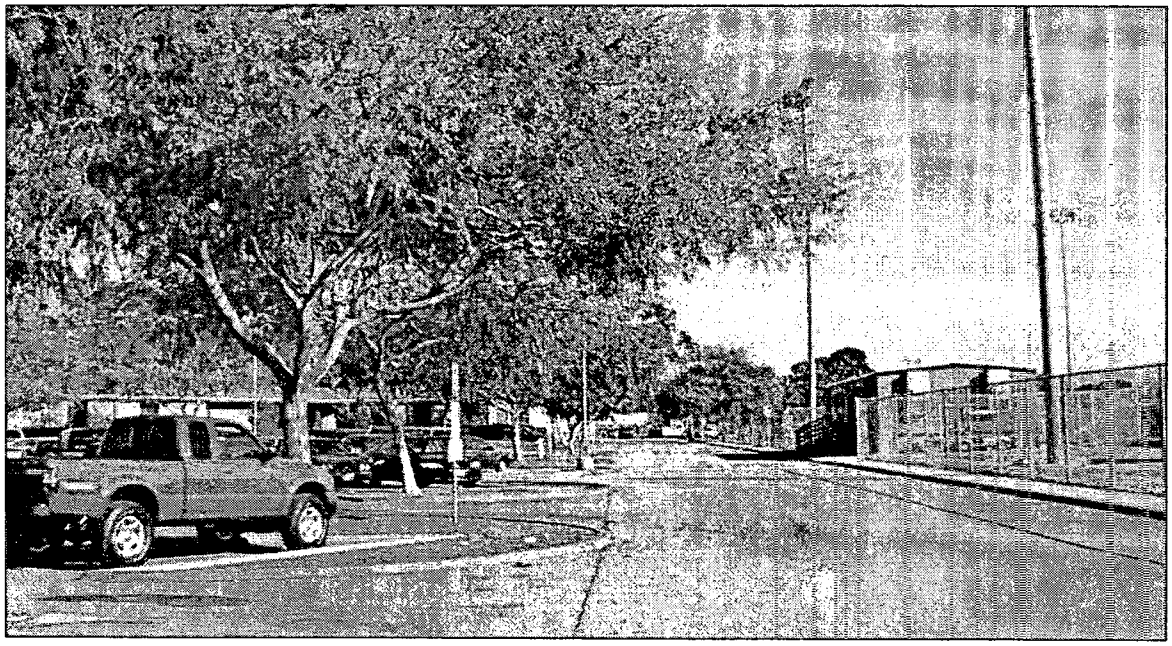
Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-8: Parking Lot G, Looking Northeast (Landscape Unit A)



Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-9: South End, Parking Lot G, Looking East (Landscape Unit A)



Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-10: Soccer Fields, From Parking Lot B (Landscape Unit B)

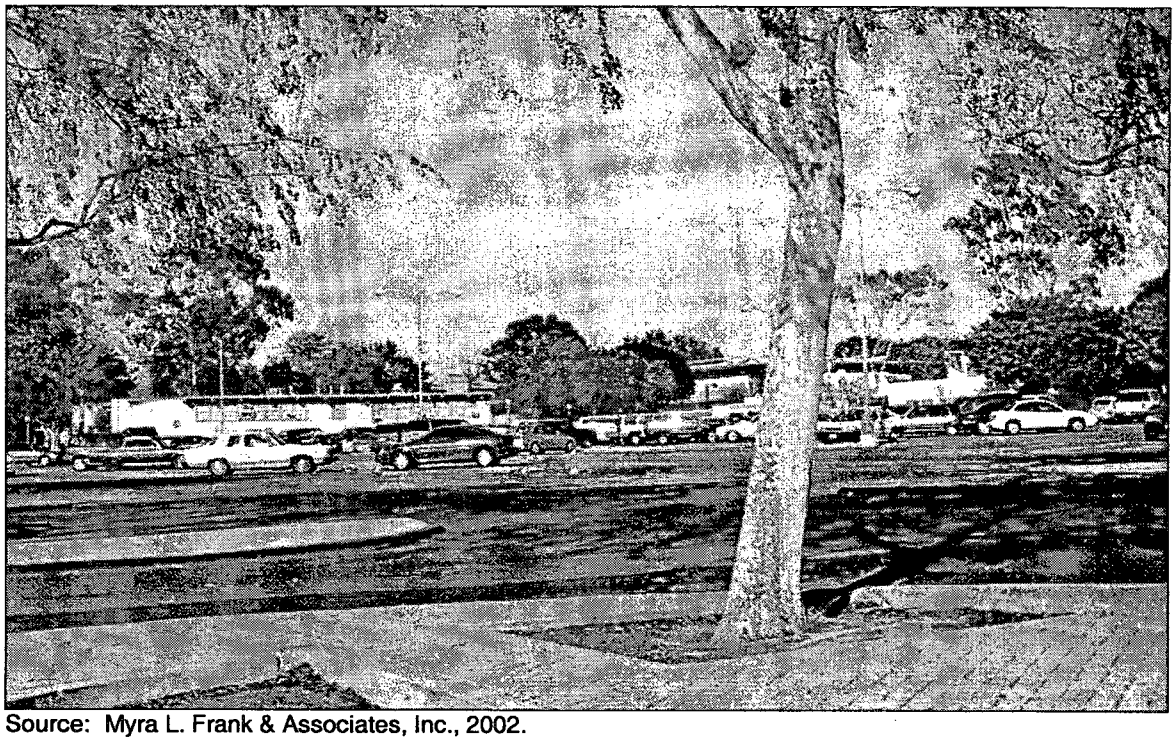
Source: Myra L. Frank & Associates, Inc., 2002.

western edge of the football field/running track, the park-like atmosphere is terminated by views of Parking Lot D and cyclone fencing to the west. Although Parking Lot D is planted with a number of Chinese Elm shade trees the asphalt paving is visually dominant in this portion of Landscape Unit B. Although the baseball field adjoins on the west, it is screened from view by fencing and does not modulate or soften the view of the lot's vast expanse of asphalt paving. In addition, the paving is in fair to poor condition (loose aggregate, potholes, faded parking stall striping). In overall terms, the parking lot is of low visual quality, notwithstanding the presence of mature shade trees (see Figure 3-11 and Figure 3-12).

b. Scenic Vistas and Views

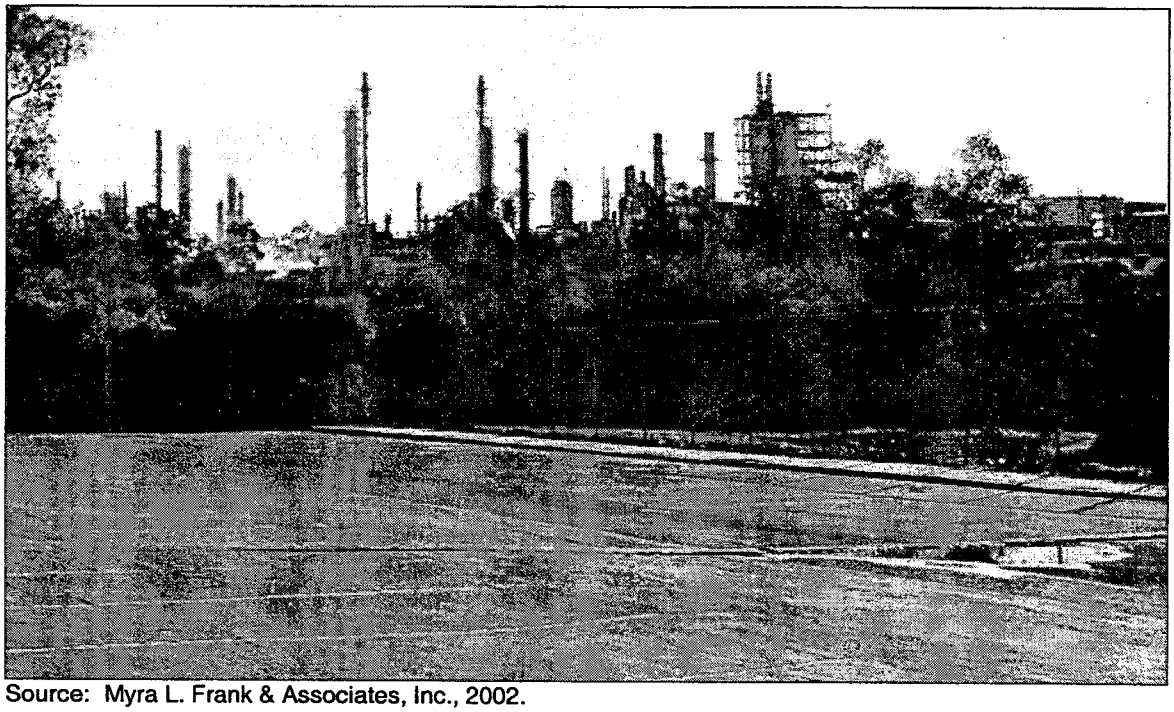
For the purposes of the proposed project, scenic vistas and views are determined by their perceived importance to a particular set of viewers. The quality of a scenic vista and view is evaluated by the length of exposure the viewer has to it and the viewer's sensitivity. In general, the length of exposure is determined by the proximity of the viewer to the viewshed, viewing duration, and the overall impression of the view on the viewer. Viewer sensitivity is based on the visibility of resources in the landscape, the number and type of viewers, the frequency of viewing, and the duration of viewing. Viewer activity, awareness, and expectation also influence visual sensitivity.

Figure 3-11: Parking Lot D, Looking Northeast (Landscape Unit B)



Source: Myra L. Frank & Associates, Inc., 2002.

***Figure 3-12:* Parking Lot D, Looking South Toward Bixby Slough**



Source: Myra L. Frank & Associates, Inc., 2002.

Sensitivity depends upon the length of time the viewer has access to a particular view. Typically, residential viewers have extended viewing periods and are often concerned about changes in views from their homes. Visual sensitivity is therefore considered to be high for neighborhood residential areas. Visual sensitivity is considered to be less important for commuters and other people driving along surrounding streets. Views from vehicles are generally more fleeting and temporary, yet under certain circumstances, are sometimes considered important.

The importance of a view to viewers is related to the position of the viewers relative to the resource and the distinctiveness of a particular view. The visibility and visual dominance of landscape elements are usually described with respect to their placement in the viewshed.

No scenic vistas and views are identified in the Wilmington-Harbor City Community Plan. Although there are no designated scenic vistas or views within the community, important view corridors within the campus and from areas adjacent to the campus are described as follows:

Landscape Unit A – Northern Half of Campus

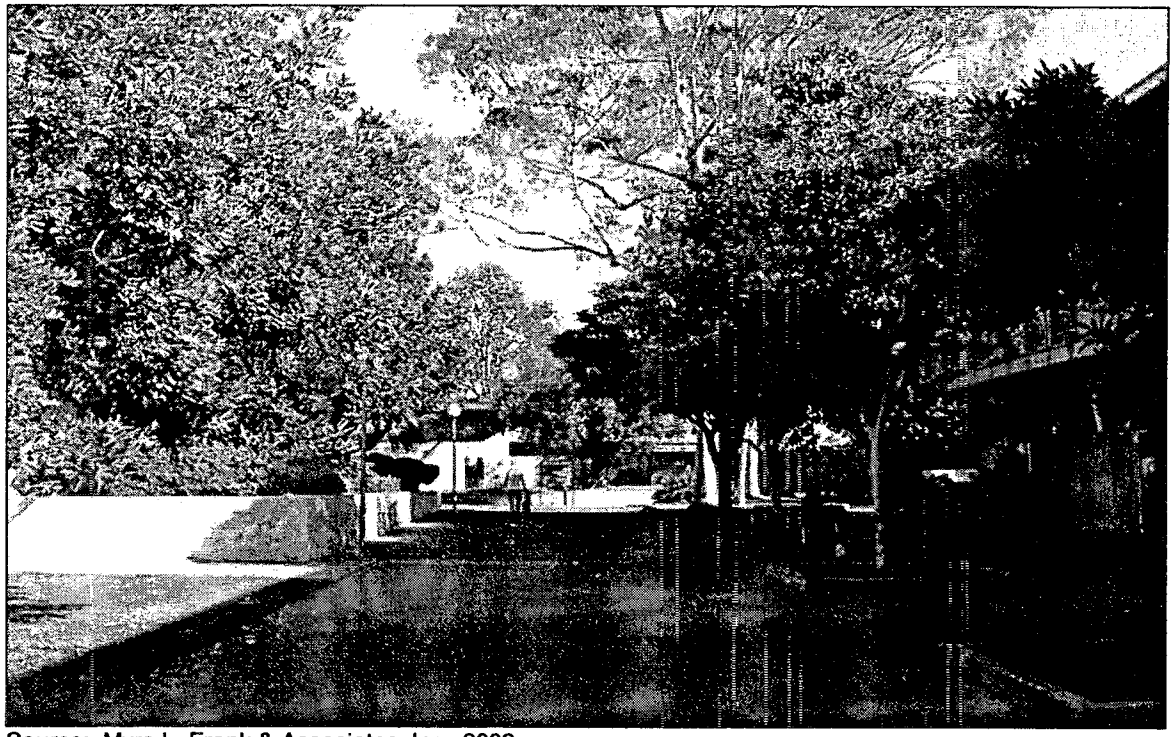
The only prominent views of Landscape Unit A are from within the campus. Views from the academic buildings into adjoining green space and vistas from within the plazas and along the principal pedestrian pathways are considered the most important to College staff and students. The core of the campus has a densely landscaped and developed character in which there are numerous tall, mature shade trees. Such views within the campus are generally of high visual quality (Figure 3-13).

Off-campus views of the buildings and structures in Landscape Unit A are limited by heavy foliage (large mature trees) in and around the core campus area. The dense foliage that exists within Bixby Slough along the south and southwest edges of campus and within Ken Molloy Harbor Regional Park effectively block views of the campus from the south, southwest, west, and northwest. Views of the campus from the residential neighborhood to the east are completely blocked by the Harbor Freeway, which in this setting is an elevated roadway featuring tall concrete block sound walls. The only campus structure that is clearly visible from the north and northeast is the Harbor College pylon sign. This dark-colored, electronic message center sign is approximately 45 feet tall and was installed to help improve visibility of the campus from the adjoining freeway (Figure 3-14).

Landscape Unit B – Southern Half of Campus

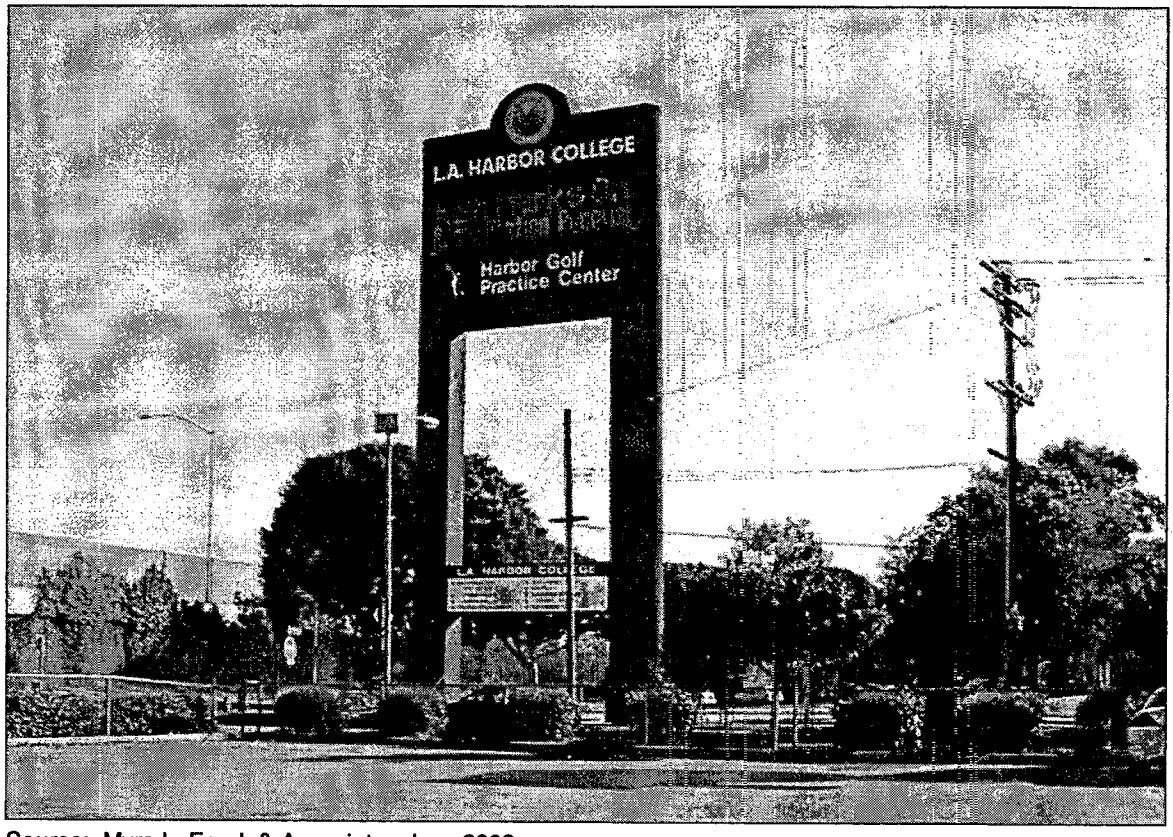
With the exception of views from the bungalow of Parking Lot D and views of the athletic fields from the rear of the Physical Education Facility, building placements and the dense landscape block views of the southern half of the campus (Landscape Unit B) from the north. Views from Landscape Unit B north to the core of the campus are similarly blocked primarily by building placements, fencing, mature trees, and by segmental viewing opportunities, resulting in northward vistas of low visual quality. The resultant views are further segmented into three subareas. The intensely green wall of vegetation along Bixby Slough and the partially screened

Figure 3-13: Representative View Inside Campus (Landscape Unit A)



Source: Myra L. Frank & Associates, Inc., 2002.

***Figure 3-14:* Harbor College Pylon-Electronic Sign (Landscape Unit A)**



Source: Myra L. Frank & Associates, Inc., 2002.

soccer fields, football/track/stadium area adjoining Parking Lot C (in roughly the eastern half of Landscape Unit B) create a park-like atmosphere that offers neither long vistas across the breadth of the southern half of the campus nor off campus views. Vistas open up somewhat in Parking Lot D, providing the first northward views from Landscape Unit B of the rear of the academic buildings at the core of the campus. Because of the activities housed in this landscape unit viewer sensitivity is considered moderately low (team sports practice, spectator viewing of athletic events, swap meet, parking versus offices, classrooms, promenade areas, study areas). Off-campus views of play fields and incidental structures within Landscape Unit B are precluded from the north by heavy foliage (large mature trees) and the buildings in and around the core campus area. Views from the south, southeast, and southwest are precluded by the dense foliage that exists within Bixby Slough along the southern boundary of the campus. The heavy foliage (large mature trees) within Ken Molloy Harbor Regional Park and the screened fencing around the baseball field largely block views of the southern half of the campus from the west. Views into this area from Figueroa Place are completely blocked by dense landscaping and screened fencing. However due to the hilly terrain that exists south of Anaheim Street on the Phillips Oil Refinery and U.S. Naval Reservation and Fuel Depot properties, Parking Lot D and the baseball field can be seen from certain places at those locations. Visual sensitivity of the refinery and Naval employees, however, is rated as low, for their views would be fleeting and incidental in nature, and because it is further expected that those employees would be primarily focused on their day-to-day work-related responsibilities rather than on glimpsing views of Harbor College. Conversely, views from the campus play fields looking off-site to the Phillips Oil Refinery and Naval Reservation properties are rated low because viewer sensitivity is rated low (Figure 3-15).

b. Shading/Glare

This subsection describes the existing shading/glare conditions for the two landscape units of the Harbor College campus.

The natural and built features at Harbor College do not currently create shadow patterns or glare that negatively affect any on-campus or off-campus properties. Glare is the result of sharply reflected light caused by sunlight or artificial light reflecting from highly finished surfaces such as window glass or brightly colored surfaces. Glare is minimal on campus. Most buildings have stucco, painted concrete, and brick exterior surfaces that have a low potential for glare. Unscreened galvanized metal rooftop mechanical equipment sometimes produces glare. However this is not generally the case at Harbor College because a number of the buildings on campus have limited air conditioning equipment and rely instead on architectural design features and landscaping for cooling purposes.

***Figure 3-15:* View South From Area Adjoining Baseball Field**

Source: Myra L. Frank & Associates, Inc., 2002.

The campus is adjoined by the Harbor Freeway on the east, which is elevated approximately 25 feet above street level, and by Bixby Slough on the south and southwest. These barriers effectively preclude adverse offsite shade/shadow effects caused by existing campus development. Similarly, the buffers formed by the parking lots along the west and north sides of the campus core essentially preclude adverse shade/shadow effects to Ken Molloy Harbor Regional Park (west and north). Shading along the Figueroa Place side of the campus results from mature trees (approximately 30 to 45 feet in height) and the Harbor Freeway—blocking out a portion of the early and mid-morning sunlight originating from the east.

c. Artificial Light

This subsection describes the existing ambient lighting conditions within and adjacent to the Harbor College campus. In general, on-campus nighttime lighting poses no spillover impacts to the surrounding neighborhood. This is due to the adjacent land uses, including the Harbor (I-110) Freeway along the campus' east border, Ken Molloy Harbor Regional Park on the west and northwest, and Bixby Slough on the south, which essentially block views of the campus from the surrounding community.

Current nighttime lighting levels vary depending upon location and type of light fixture. The heaviest concentration of lighting occurs in Parking Lots D and G and on several of the athletic fields. Nighttime lighting in other portions of the campus is limited to lighting emanating from inside buildings through windows and entrances, and lighting generated by 10-foot tall light standards alongside pedestrian pathways. These light standards feature white glass globes and emit soft white light that illuminates small nearby areas of the ground. The headlights of

vehicles entering and leaving campus parking areas add limited amounts of evening illumination but this lighting is not intrusive and does not migrate to off-campus locations. Nighttime lighting generated by the above sources poses no effect upon the adjoining neighborhood. Lighting within Parking Lots D and G and at the Tennis Courts, Baseball Field, and Casey Football/Soccer Field have the greatest potential to produce nighttime lighting effects that migrate off-campus. Parking lot lighting consists of 25 foot-tall Marblelite light standards of the type commonly used throughout Los Angeles for street lighting purposes. Tall, high intensity field lighting is utilized for the several athletic fields. However, because of the abutting land uses, including the freeway, Bixby Slough, and Ken Molloy Harbor Regional Park, this lighting cannot be seen from nearby residential areas. Moreover, the athletic field lighting is essentially the same as that employed in portions of Ken Molloy Park, and thus, does not pose an effect on adjacent park recreational uses.

3-2.2 Environmental Impacts

a. Significance Criteria

For the purposes of the analyses in this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed Master Plan would have a significant impact on visual resources if it:

- substantially degrades the existing visual character or quality of the campus and its surroundings,
- substantially damages significant visual resources such as trees and historic buildings,
- would have a substantial adverse effect on a scenic vista or obstruct scenic views,
- creates substantial shade/shadows that affect shadow-sensitive uses (residences or parks),
- results in substantial glare that would adversely affect sensitive views in the area or create potential hazards to motorists, or
- creates substantial artificial light that would adversely affect nighttime views in the area.

b. Impacts Discussion

One of the objectives of the Master Plan is to improve the visual image of the campus, making it more readily identifiable to passersby and visitors, and giving priority to high-visibility/high-use areas. This would be done by giving the extant garden setting of the campus a clearer focus, creating clearer campus circulation arteries, constructing "gateway" buildings (e.g., Northwest Academic Building), and by renovating existing academic buildings. New development would be located throughout the campus (in both Landscape Units A and B). The following discussion summarizes what changes would be made to the visual environment of each landscape unit in terms of visual quality and character, scenic vistas/views, shading/glare, and artificial light.

c. Visual Quality, Character, and Resources

This section evaluates, in accordance with the first two significance criteria identified above, the impacts of the proposed Master Plan on the visual quality and character of the campus setting and on significant visual resources in the project area.

Implementation of the proposed Master Plan would include construction of a number of new buildings, demolition of a number of existing buildings, reconfiguration of open space areas and establishment of new pedestrian walkways, renovation of existing buildings, and various utility and infrastructure improvements. The total building area on campus would increase by approximately 230,000 square feet. However, the total square footage devoted to surface parking lots would be reduced, and landscape and open space would increase from approximately 36 to 45 percent of total acreage.

Landscape Unit A –Northern Half of Campus

Proposed new buildings would be constructed in several portions of the core campus area. These include new Academic, Student Services, and Technology Buildings, and a new Facilities Plant with a total gross floor area of approximately 220,000 square feet, as well as the construction of a new 24,000 square-foot (Phase I) Physical Education Facility just to the south of the existing Physical Education Building. The construction of a large parking garage might also occur contingent upon the securing of future funding and the granting of the required discretionary permits by the City of Los Angeles. The garage would be a four-level structure, probably of concrete construction. The one described as the West Garage is proposed for the southwestern corner of Parking Lot G. It would contain approximately 350 parking spaces, and would be supported by an adjoining new 220-vehicle surface parking lot (on the site of Parking Lot G).

Although the exact architectural treatments for these buildings have yet to be finalized, the new buildings would be designed in accordance with the design criteria and standards established by the District to ensure that new Proposition A Bond Program buildings are compatible with existing campus architecture and will enhance the overall visual quality of the existing campuses.[2] Consequently, it is not expected that proposed new buildings would substantially diverge from the design styles exhibited by existing buildings (i.e., Late Moderne, the New Formalism, and the International Style), in terms of scale, massing, etc., and significant impacts are not anticipated.

[2] According to the District's *Design Criteria and Standards/Sustainable Design Manual*, the "primary objective of the architectural building criteria and standards is to develop a rational and unified design which will address not only functional design requirements but will also provide aesthetic quality and enhancement to the campus of which it will become a part." Additionally, the District's Design Manual recognizes that the "nine colleges that form the District not only show differences of architectural expression from campus to campus but also within each campus. There is a wide spectrum of forms, materials, and finishes. This by and in itself can be rather refreshing as long as there are general consistencies, which identify all as a member of one family. In this respect this Proposition A Program represents a unique opportunity to 'fill in the gaps' and create harmony." Furthermore, "responding to this diversity it will be incumbent on the Architect/Engineer consultant to thoroughly study and document the campus architecture in an effort to develop a design which contributes to the existing environment rather than portraying an isolated expression of its own." "Special attention should be given to the selection of form, material, color and texture to all surfaces of the building as well as to the relationship with circulation and landscaping."

If a four-level parking garage were to be constructed along the eastern border of the campus—depending on its height, bulk, color, and architectural design features—it might be partially visible to the residential area located on the eastside of the Harbor Freeway. Due to the low-rise character of the campus at present and the elevated freeway structure (approximately 25 feet in height), the campus is currently effectively screened from most views from the east. However, the impact of the parking structure would not be significant because the existing freeway would remain the dominant visual element and the quality of existing views from the residential area is not high.

Most of the existing buildings within Landscape Unit A would be renovated. The renovation work proposed to Seahawk Center would be the most extensive and would include repair and modernization work inside the building as well as construction of a new addition at the rear to accommodate the replacement campus cafeteria facility (the current Cafeteria would be demolished). Although Seahawk Center is not identified as an historic resource it is one of the most attractive buildings on campus and is a noteworthy example of an architectural style popular in the early-to-mid 1960s known as the New Formalism. Adherence to the District's design standards would reduce the potential that the new addition would be visually incompatible with the Seahawk Center in terms of architectural detail, massing, and scale.

Other buildings proposed for less extensive renovation include the theater at the Drama/Speech Building—including modernization of infrastructure and enhancement of the loading facility; and repair and rehabilitation of the Administration Building. Infrastructure upgrades and interior rehabilitation would also occur under the Master Plan for the Learning Resource Center and Physical Education Facility and Physics, Business, Life Sciences, Nursing, Fine Arts, Music, Astronomy, and General Classroom Buildings.

Demolition of six permanent buildings and seven bungalows is also proposed. Of these 13 buildings three are potential historic resources that appear to be eligible for the California Register of Historical Resources because they embody the distinctive characteristics of the International Style architectural style and best represent the early history of Harbor College as an educational institution in the Harbor City/Wilmington community (see Section 3-5, Historical Resources). These include the Tech 1 and Tech 2 Buildings and the Liberal Arts Building. All of these buildings were initially constructed in 1948-1949[3] and are among the College's earliest permanent buildings. Each is designed in a straightforward version of the International Style, retains integrity of location, and is largely intact in design terms. Demolition of these buildings and the loss of these visual resources would be considered a significant adverse visual impact.

The proposed landscape design enhancements to Landscape Unit A are expected to change the visual character of the campus. Certain buildings (the Tech 1 and 2 Buildings, Cafeteria, Bungalows, and Receiving Yard) are slated for demolition, in part, to create a large new open space area adjoining the southern edge of the core campus area. This proposed design change would give the campus a new east-west focus and create broader vistas. This would potentially necessitate the removal and/or relocation of mature trees. Provided a majority of extant mature

[3] The Physical Education facility was first constructed in 1948-1949. It initially consisted of separate Men's and Women's Gymnasia. The buildings were reconfigured into a single building in 1957-1958.

trees can be preserved *in situ*, transplanted, and/or replicated by similar trees of comparable size (30 gallons or greater), the effect upon campus visual resources could be positive.

During construction temporary staging areas would probably be established where construction equipment and materials are stockpiled. Although this would detract from the visual setting, the effects would be temporary. Thus, no significant effects to visual resources are anticipated.

Landscape Unit B –Southern Half of Campus

Virtually all of the new buildings are proposed for the northern half of the campus (Landscape Unit A). The Figueroa Place Parking Garage is the only significant new building proposed for Landscape Unit B. The bulk of the proposed development would consist of a reconfiguration of the athletic fields, the removal of Parking Lot D, and the establishment of a new surface parking lot along the southern and southeastern portion of the campus. The proposed Figueroa Place Parking Garage would contain approximately 385 parking spaces. Although the exact architectural treatment for this building has yet to be finalized, adherence to the District's design standards would reduce the potential that the garage would substantially diverge from the architectural design, scale, and massing of the existing campus buildings and pose a potentially significant visual impact. In addition, if a four-level parking garage were to be constructed along the eastern border of the campus—depending on its height, bulk, color, and architectural design features—it might be partially visible to the residential area located on the eastside of the Harbor Freeway. This would be an adverse but less than significant visual impact.

Reconfiguration of the athletic fields and the elimination of Parking Lot D are anticipated to have a largely positive effect on the visual resources within Landscape Unit B. This reconfiguration will bring the large expanse of green grass found on the athletic fields up to the southern edge of the campus core, where it will augment the new park-like open space extending between the Nursing and Administration Buildings. By the same token, persons utilizing the new athletic fields would have a heightened sense of the enhanced visual integration of the play fields with the rest of the campus. This would be a beneficial visual impact.

d. Scenic Vistas/Views

This section evaluates, in accordance with the third significance criterion identified above, the impacts of the proposed Master Plan on the scenic vistas and view in the project area.

There are no designated scenic highways, or identified vistas, views or other visual resources in the community.

Landscape Unit A – Northern Half of the Campus

New views of campus would be provided from the upper floors of new buildings and along the new campus vehicular and pedestrian pathways. On-campus views would generally be enhanced, provided new development is compatible with existing campus elements and viewsheds.

Views of Landscape Unit A from other areas of the campus would not be significantly affected by the projects proposed in the Master Plan. New buildings in the central campus core area may be visible above the tops of trees but are not expected to significantly affect any important views within the campus.

Off-site views of the campus are not anticipated to change because of the distance of the larger structures from the eastern (Figueroa Place) perimeter of the campus. No vistas would be obstructed by the proposed on-campus development. Due both to building siting and the elevated configuration of the Harbor Freeway, most residents east of the freeway right-of-way are unlikely to see the new campus structures.

Landscape Unit B – Southern Half of Campus

Given the current fragmented character of views within Landscape Unit B, the low visual quality of Parking Lot D, and the lack of attractive vistas at present, the proposed Master Plan would result in a better visual integration of the southern and northern halves of the campus, and would enhance views and vistas from the south to the northern portions of campus and from the north to the southern portions of the campus.

Although no vistas would be obstructed by the proposed on campus development, offsite views of the campus might potentially be negatively affected by construction of the Figueroa Place Parking Garage. Due to its proximity to the eastern perimeter of the campus it might fall within the sight lines of some residents east of the freeway right-of-way. However, if designed in an attractive manner that is compatible with the existing campus architecture, and similarly scaled, the garage could become both a visual resource not perceived as an intrusive feature by nearby residents, as well as an enhancement improving the visibility of the campus to motorists and passersby.

e. Shading/Glare

This section evaluates, in accordance with the fourth and fifth significance criteria above, the proposed Master Plan's shading and glare impacts.

The proposed Master Plan would not have a significant impact on shadow patterns within or from either of the landscape units. New buildings would be generally located within areas that are already heavily shaded by existing structures and large trees. While new buildings may produce larger shadow patterns, these would not be substantial and would not significantly affect any sensitive open space areas on campus.

Similarly, new buildings and the proposed renovation projects would not create substantial sources of glare. It is anticipated that the construction of new buildings and the renovation of existing buildings would utilize building materials that are generally non-reflective. The opportunity for glare, which would be greatest during the late afternoon hours (due to the low angle of the sun), would be reduced by the relatively large number of trees on the campus. Therefore, the proposed projects of the Master Plan are not likely to result in a significant glare impact to sensitive receptors—whether on- or off-campus.

f. Artificial Light

This section evaluates, in accordance with the sixth significance criterion above, the proposed Master Plan's artificial light impacts.

The proposed Master Plan would not introduce significant new sources of artificial light that could adversely affect sensitive residential uses or nighttime views. New lighting could include security lighting in all parking lots, along roadways, and adjacent to new buildings and walkways. New lighting in the playing fields on the southern half of the campus is also probable. However, such lighting would be an adequate distance away from sensitive residential uses located east of the campus on the opposite side of the Harbor Freeway and south of Bixby Slough. Therefore, significant spillover impacts to these sensitive receptors is not anticipated. For a discussion of artificial lighting impacts on biological resources in the parkland to the west and south of the campus, please see Section 3-4 of this EIR.

3-2.3 Mitigation Measures

V-1 New buildings and renovations to existing buildings shall adhere to the standards, criteria, and guidelines in the District's *Design Criteria and Standards/Sustainable Design Manual* to ensure compatibility with the existing campus architecture in terms of architectural design, scale, massing, and siting.

Although significant artificial lighting impacts are not anticipated on sensitive residential uses, the following measure shall be implemented to ensure any potential impacts are minimized.

V-2 Nighttime lighting for the playing fields shall incorporate full-cutoff shielded fixtures or three-sided shielded fixtures pointed at least 45 degrees below the horizontal to contain the light within the campus and avoid spillover lighting impacts on off-campus properties including the adjacent parkland to the south and west and the residential neighborhoods farther to the south and east.

3-2.4 Unavoidable Significant Adverse Impacts

The proposed demolition of the Tech 1 and 2 Buildings, and Liberal Arts Building would result in significant unavoidable adverse visual impacts.

3-3 AIR QUALITY

3-3.1 Environmental Setting

a. Project Location

Harbor College is located just north of the Los Angeles Harbor area in the City and County of Los Angeles. The campus is generally bounded to the north, south, and west by the Ken Malloy Harbor Regional Park (which includes recreational facilities, ball fields, a golf course, lagoon, and the Bixby Slough) and to the east by the Harbor (I-110) Freeway. Figueroa Place lies between the campus and the Harbor Freeway to the east and "L" Street lies between the campus and the park to the north.

Industrial uses (i.e. Phillips Oil Refinery) are located in the general project area south of Harbor College. Single-family and multi-family residential units are located near the intersection of Figueroa Place and Anaheim Street, just southeast of the campus. Single-family residential developments are also located east of the Harbor Freeway. Commercial uses, including a hotel and car dealership, exist at the northeast corner of the park along Pacific Coast Highway (SR 1).

Major highways and transportation facilities in the vicinity of the campus include the Harbor Freeway to the east and the San Diego Freeway (I-405) approximately 3 miles to the north. Other transportation facilities in the area include the Torrance Municipal Airport approximately 2.5 to 3 miles northwest of the College and the Los Angeles Harbor approximately 4.5 to 5 miles south of the College. Bus service is provided along major streets in the immediate vicinity of the College.

b. Air Quality Setting

The Wilmington/Harbor Area of Los Angeles and the Southern California region in general have a Mediterranean climate characterized by warm, dry summers and mild winters with most of the rainfall occurring between the months of November and April.

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The proposed project is located in the South Coastal Los Angeles County Source-Receptor Area. Los Angeles County is within the South Coast Air Basin (Basin), a 6,600-square-mile area comprised of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Basin's climate and topography are highly conducive to the formation and transport of air pollution. Peak ozone concentrations in the Basin over the last 2 decades have occurred at the base of the mountains around Azusa and Glendora in Los Angeles County and at Crestline in the mountain area above the City of San Bernardino. Peak ozone concentrations, as well as the number of days that the ozone standards were exceeded, decreased in the Basin throughout the 1990s. Carbon monoxide (CO) concentrations also dropped significantly throughout the Basin as a result of strict new emission controls and reformulated gasoline sold in winter months.

c. Regulatory and Planning Requirements

Regionally, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility under state law to prepare the Air Quality Management Plan (AQMP) for the South Coast Air Basin. The AQMP contains measures to meet state and federal requirements. When approved by CARB and the federal Environmental Protection Agency (EPA), the AQMP becomes part of the State Implementation Plan (SIP).

Federal Attainment Status

The South Coast Air Basin is the nation's only "extreme" ozone non-attainment area; however, the San Joaquin Valley Air Pollution Control District Board has requested that the EPA "bump up" the Valley from "severe" to "extreme." The Clean Air Act allows "extreme" areas until 2010 to achieve the national 1-hour ozone standard. The Clean Air Act set the deadlines for CO and PM_{10} (particulate matter less than 10 microns in diameter) attainment in the Basin at 2000 and 2005, respectively. EPA regulations specify that a CO standard is attained when there are 2 years of data with no more than one exceedance at any one station. Although there were no exceedances of any CO standard in 2001, there were two exceedances of the national 8-hour standard at the South Central Los Angeles County monitoring station. All other stations met the 2-year attainment standard in 2001. The national nitrogen dioxide (NO_2) standard was regularly exceeded in Los Angeles County until 1992. As a result, the Basin was the only area in the nation still designated an NO_2 non-attainment area when the EPA redesignated it attainment in 1998.

In July 1997, the EPA promulgated stricter standards for ozone and fine particulates less than 2.5 microns in diameter ($PM_{2.5}$), with up to 15 years allowed for attaining the $PM_{2.5}$ standard. Attainment of the new 8-hour ozone standard would not be required until after the 1-hour standard is achieved. The PM_{10} standard was revised, but the existing PM_{10} standard remains in effect until attainment is achieved. Until there has been sufficient monitoring for the EPA to designate the $PM_{2.5}$ attainment status for each region, the PM_{10} standard will remain the particulate standard of reference.

State Standards

California standards are generally stricter than national standards, but have no penalty for non-attainment. California and national ambient air standards are shown in Table 3-1.

Table 3-1: Ambient Air Quality Standards

Air Pollutant	State Standard	National Standards		Health Effect
		Primary	Secondary	
Ozone (O_3)	0.09 ppm, 1-hr avg.	0.12 ppm, 1-hr avg. 0.08 ppm, 8-hr avg.	0.12 ppm, 1-hr avg.	Aggravation of respiratory and cardiovascular diseases; Impairment of cardiopulmonary function
Carbon Monoxide (CO)	9.0 ppm, 8-hr. avg. 20 ppm. 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	Aggravation of respiratory diseases (asthma, emphysema)
Nitrogen Dioxide (NO_2)	0.25 ppm, 1-hr. avg.	0.0534 ppm, annual avg.	0.0534 ppm, annual avg.	Aggravation of respiratory illness
Sulfur Dioxide (SO_2)	.25 ppm 1-hr 0.04 ppm, 24-hr avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.	Aggravation of respiratory diseases (asthma, emphysema)
Suspended Particulate Matter (PM_{10})	50 $\mu g/m^3$, 24-hr avg. 30 $\mu g/m^3$ AGM	150 $\mu g/m^3$, 24-hr avg. 50 $\mu g/m^3$ AAM	150 $\mu g/m^3$, 24-hr. avg.; 50 $\mu g/m^3$ AAM	Increased cough and chest discomfort; Reduced lung function; Aggravation of Respiratory and cardio-respiratory diseases
Sulfates (SO_4)	25 $\mu g/m^3$, 24-hr avg.			Increased morbidity and mortality in conjunction with other pollutants
Lead (Pb)	1.5 $\mu g/m^3$, monthly avg.	1.5 $\mu g/m^3$, calendar quarter	1.5 $\mu g/m^3$	Impairment of blood and nerve function; Behavioral and hearing problems in children
Hydrogen Sulfide (H_2S)	0.03 ppm, 1-hr avg.			Toxic at very high concentrations
Vinyl Chloride	0.010 ppm, 24-hr. avg.			Carcinogenic
Visibility-Reducing Particles	In sufficient amount to reduce prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation			

Notes:
ppm = parts per million by volume; $\mu g/m^3$ = micrograms per cubic meter.
AAM = annual arithmetic mean; AGM = annual geometric mean.

Source: California Air Resources Board, November 2002.

Ambient air standards are established to protect the average person from health effects associated with air pollution. The standards include an "adequate margin of safety." However, some people are particularly sensitive to some pollutants. These sensitive people include persons with respiratory illnesses or impaired lung function because of other illnesses, the elderly, and children. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. Chapter 4 of SCAQMD's new *Air Quality*

Analysis Guidance Handbook defines land uses considered to be sensitive receptors as long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers and athletic facilities.

d. Regional Planning to Meet Standards

Regionally, SCAQMD and the Southern California Association of Governments (SCAG) prepare the AQMP. The agencies adopted new plans in 1989 to meet national standards and in 1991 to meet state standards. SCAQMD revised these attainment plans in 1994 and 1997. The EPA approved the 1994 AQMP in 1996 as part of the SIP. SCAQMD revised the 1997 AQMP in 1999 to address EPA concerns. The revised plan, now known as the 1999 AQMP, was approved by the EPA on May 10, 2000 and replaced the 1994 AQMP as the federally enforceable SIP for the air basin. SCAQMD and SCAG are revising the 1999 AQMP, and are expected to adopt the new revision in 2003.

e. Existing Air Quality

SCAQMD is responsible for monitoring air quality in the South Coast Air Basin, and for adopting controls, in conjunction with the California Air Resources Board, to improve air quality. Overall air quality has improved considerably throughout the Basin since 1990. These improvements have occurred despite extensive population growth in the Basin during the past decade.

The EPA has adopted new standards for 8-hour ozone and fine particulates ($PM_{2.5}$). Neither standard is operational in the South Coast Air Basin until the 1-hour ozone standard is achieved and the EPA completes its database on existing $PM_{2.5}$ concentrations. The EPA expects to finalize the 8-hour ozone implementation procedures in 2003 and designate non-attainment areas in late 2003 or early 2004. The agency expects to designate $PM_{2.5}$ non-attainment areas in 2004 or 2005.

In the interim, SCAQMD is monitoring levels of both 8-hour concentrations of ozone and of $PM_{2.5}$. Readings for Source Receptor Area (SRA) 4 for the past 5 years, together with the applicable state and national standards, are shown in Table 3-2. Where they are available, the 8-hour ozone and the $PM_{2.5}$ concentrations in SRA 4 are shown for information purposes.

Table 3-2: Summary of Air Quality Data at South Coastal Los Angeles County (SRA 4) Monitoring Station

Pollutant Standards	1997	1998	1999	2000	2001
Ozone (O_3)					
State standard (1-hr. avg. 0.09 ppm)					
National standard (1-hr avg. 0.12 ppm)					
National standard (8-hr avg 0.08 ppm)					
Maximum 1-hr concentration (in ppm)	0.10	0.12	0.13	0.12	0.091
Maximum 8-hr concentration (in ppm)	0.07	0.08	0.08	0.08	0.07
Days state standard exceeded	1	2	3	3	0
Days national 1-hr standard exceeded	0	0	1	0	0
Days national 8-hr standard exceeded	0	0	0	0	0
Carbon Monoxide (CO)					
State standard (1-hr. avg. 20 ppm)					
National standard (1-hr avg. 35 ppm)					
State standard (8-hr. avg. 9.0 ppm)					
National standard (8-hr avg. 9 ppm)					
Maximum concentration 1-hr period (in ppm)	9.0	8.0	7.0	10.0	6.0
Maximum concentration 8-hr period (in ppm)	6.7	6.6	5.4	5.8	4.71
Days state/national 1-hr standards exceeded	0	0	0	0	0
Days state 8-hr standard exceeded	0	0	0	0	0
Days national 8-hr standard exceeded	0	0	0	0	0
Nitrogen Dioxide (NO_2)					
State standard (1-hr avg. 0.25 ppm)					
National standard (0.0534 AAM in ppm)					
Annual arithmetic mean (in ppm)	0.0333	0.0339	0.0342	0.0313	0.0308
Percent national standard exceeded	0	0	0	0	0
Maximum 1-hr concentration	0.20	0.16	0.15	0.14	0.13
Days state standard exceeded	0	0	0	0	0
Suspended Particulates (PM_{10})					
State standard (24-hr. avg. 50 $\mu g/m^3$)					
National standard (24-hr avg. 150 $\mu g/m^3$)					
Maximum 24-hr concentration	87	69	79	105	91
Percent samples exceeding state standard	17.5	11.9	22	21	17
Percent samples exceeding national standard	0	0	0	0	0
Suspended Particulates (PM2.5)					
National standard (24-hr avg. 65 $\mu g/m^3$)					
Maximum 24-hr concentration	NM	NM	66.9	84.4	72.9
Percent samples exceeding national standard			1	1.3	0.3

Notes:
ppm = parts per million
$\mu g/m^3$ = micrograms per cubic meter
NM = Not Monitored

Source: SCAQMD Air Quality Data--1997 through 2001

Summary of Existing Air Quality

Ozone concentrations and the number of standard exceedances in SRA 4 have remained relatively constant since 1997 and there was only 1 exceedance of the national 1-hour standard. The 1-hour carbon monoxide concentrations were very low and relatively unchanged in SRA 4 throughout the period and the 8-hour concentrations declined each year. No standard was exceeded in the period. NO_2 concentrations were consistently low and the 1-hour concentration declined each year. Particulate levels vary from year to year, but the national PM_{10} standard was

not exceeded in any year. The national $PM_{2.5}$ standard was slightly exceeded in each of the 3 years it was measured.

3-3.2 Environmental Impacts

a. Significance Criteria

Appendix G (Environmental Checklist Form) of the *State CEQA Guidelines* states that, where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to determine if the project would result in a significant air quality impact.

The applicable air pollution control district for the project area is SCAQMD. SCAQMD's *CEQA Air Quality Handbook,* as revised in November 1993 and approved by the SCAQMD's Board of Directors, contains recommended thresholds for construction and operational air quality impacts. SCAQMD is currently in the process of preparing a new Air Quality Handbook, to be titled the *AQMD Air Quality Analysis Guidance Handbook.* Chapters 2, 3, and 4, which are related to air quality background information and the roles of regulatory agencies, are available on SCAQMD's web page at *www.aqmd.gov.* Other chapters will be posted on the web page as they become available. Revisions at the time this analysis was prepared do not include new significance thresholds or analysis methodologies.

SCAQMD's emission thresholds apply to all federally regulated air pollutants except lead, which is not exceeded in the Basin and does not contribute to exceedances of other federally regulated pollutants. Construction and operational emissions are considered by SCAQMD to be significant if they exceed the thresholds shown in Table 3-3.

Table 3-3: Emission Thresholds of Signficance

Pollutant	Construction		Operations
	pounds/day	tons/quarter	pounds/day
Carbon Monoxide (CO)	550	24.75	550
Sulfur Oxides (SO_x)	150	6.75	150
Particulate Matter (PM_{10})	150	6.75	150
Nitrogen Oxides (NO_x)	100	2.5	55
Volatile organic compounds (ROC)	75	2.5	55

Source: South Coast Air Quality Handbook, 1993.

Therefore, for the purposes of the analyses in this EIR, the proposed Master Plan would have a significant environmental impact if it:

- Generates emissions that exceed the thresholds in Table 3-3;

- Would cause the exceedance of a CO standard or results in increases in carbon monoxide concentrations, in areas that already exceed national or state standards, greater than one part per million (ppm) averaged over 1 hour or 0.45 ppm averaged over 8 hours;
- Exposes sensitive receptors to substantial pollutant concentrations;
- Conflicts with or obstructs implementation of the applicable air quality plan; or
- Creates objectionable odors affecting a substantial number of people.

b. Impacts Discussion

Construction Impacts

Air quality impacts of a project may occur during construction on both a regional and local scale. Construction impacts include airborne dust from demolition, grading, excavation and dirt hauling and gaseous emissions from heavy equipment, delivery and dirt hauling trucks, employee vehicles, and paints and coatings. These impacts may affect regional pollutants such as ozone or pollutants where the impacts occur very close to the source, such as carbon monoxide or particulate matter (fugitive dust).

The Master Plan construction scenario addresses development that is expected to commence in 2003 and continue through the year 2008. This is considered to be a flexible timetable as commencement of several projects is contingent upon allocation of additional funding.

Completion of the projects proposed under the Master Plan would result in an increase of approximately 230,000 gross square feet (sf) and provide 2,031 parking spaces. Currently there are approximately 421,000 sf of floor space and 2,102 parking spaces on the campus. Implementation of the Master Plan would also increase employment at the College from 319 FTE employed staff members in the fall 2001 semester to 354 FTE employed staff members in the fall 2008 semester

The size, starting date, and duration of proposed construction projects were analyzed to determine the peak construction period (peak day and peak quarter) for air quality impacts. Based on information provided by the PinnacleOne, the Program Manager for the Master Plan, the period where the largest sized new projects would commence is approximately the first quarter of 2005.

Construction impacts were assessed in accordance with procedures contained in SCAQMD's *CEQA Air Quality Handbook* (1993), updated with current California Air Resources Board emission factors.

❑ Demolition

Implementation of the proposed Master Plan would result in the demolition of approximately 171,000 square feet of building space, including interior spaces in renovated buildings, as well as some existing paving in roads, parking lots, walkways, etc. The demolition that may occur

during the first quarter of the year 2005 includes demolition of the Liberal Arts Building, Technology 2 Building, and one or more of the miscellaneous bungalows.

Prior to demolition of any structure, the contractor would comply with requirements of SCAQMD Rule 1403 regarding asbestos control during demolition and renovation. This rule ensures that asbestos is removed and encapsulated prior to demolition so that no asbestos fibers are released to the atmosphere. The SCAQMD *CEQA Air Quality Handbook* states that asbestos emissions from a project are fully mitigated and less than significant when the project is in compliance with Rule 1403.

❑ Grading and Excavation

Soil may be disturbed during grading and excavation or while storing project-related equipment. Table A9-9 of the SCAQMD *CEQA Air Quality Handbook* states that there would be 26.4 pounds of PM_{10} for each acre of graded surface.

The analysis assumes that up to 8 acres could be exposed in the peak quarter, including ground area exposed during landscaping, laying utilities and for storing equipment

Peak day emissions are shown in Table 3-4; peak quarter emissions in Table 3-5.

Table 3-4: Maximum Daily Construction Emissions (pounds per day)

Source Category	Pollutant				
	Carbon Monoxide (CO)	Volatile Organic Compounds (VOC)	Oxides of Nitrogen (NOx)	Oxides of Sulfur (SOx)	Particulate Matter (PM_{10})
Demolition					18
Earthmoving/Grading (Fugitive Dust)					211
Dirt Piling					65
Diesel-Powered Equipment	65	50	170	15	14
Trucks	20	2	23	0	1
Employee Vehicles	63	6	5	0	0
MAXIMUM DAILY CONSTRUCTION EMISSIONS	148	58	**198**	15	**309**
SCAQMD Significance Thresholds for Construction	550 lb/day	75 lb/day	100 lb/day	150 lb/day	150 lb/day
Significant?	NO	NO	**YES**	NO	**YES**

Source: JHA Environmental Consultants, LLC, 2002.

Table 3-5: Peak Quarter Construction Emissions (in tons per quarter)

Source Category	Pollutant				
	Carbon Monoxide (CO)	Volatile Organic Compounds (VOC)	Oxides of Nitrogen (NOx)	Oxides of Sulfur (SOx)	Particulate Matter (PM_{10})
Demolition					0.26
Earthmoving/ Grading					6.86
Dirt Piling					2.13
Diesel-Powered Equipment	2.11	1.62	5.52	0.48	0.46
Trucks	0.66	0.37	0.75	0.01	0.02
Employee Vehicles	2.06	0.20	0.16	0	0.01
MAXIMUM QUARTER CONSTRUCTION EMISSIONS	4.83	2.19	**6.43**	0.49	**9.74**
SCAQMD Significance Thresholds for Construction	24.75 tons/qtr	2.5 tons/qtr	2.5 tons/qtr	6.75 tons/qtr	6.75 tons/qtr
Significant?	NO	NO	**YES**	NO	**YES**

Source: JHA Environmental Consultants, LLC, 2002.

❑ Dirt and Debris Piling

Based on a formula contained in Table A9-9-F in SCAQMD's *CEQA Air Quality Handbook* (1993), each loader or dozer generates 21.8 pounds of PM_{10} an hour. The analysis assumes one dozer operates 3 hours a day throughout the 65-day quarter loading trucks with excavated soil and debris. No emissions are assumed for PM_{10} emissions lost in transport because the analysis assumes loads are fully mitigated by measures described in the Mitigation Measures section. Peak day emissions are shown in Table 3-4, peak quarter emissions in Table 3-5.

❑ Equipment

Heavy-duty equipment emission estimates are derived from formulas contained in Tables A9-8-A and B in the SCAQMD's *CEQA Air Quality Handbook* (1993). The analysis assumes there would be 2 dozers, and 11 pieces of miscellaneous heavy-duty equipment. All equipment is assumed to operate 8 hours a day. Water is assumed to be available on the site; therefore, no water trucks are included in the total.

❑ Trucks

Although it is expected that recycling programs would be initiated by the demolition contractor, some dirt and debris would be exported to the nearest landfill authorized to accept such waste, which is estimated to be 30 miles away. The analysis assumes there would be 10 loads a day

throughout the peak quarter. In addition, there would be approximately 20 heavy-duty truck trips a day to bring supplies and equipment. These trips are assumed to average 10 miles each way.

❑ Employee Vehicles

Different workers are on site at different phases of construction. The project engineer estimates there would be an average of 203 employees total working on all the projects on any day during the peak construction period. Worker vehicle trips are assumed at the regional average vehicle ridership (AVR) of 1.135 and trip length of 11.2 miles each way listed in the SCAQMD *CEQA Air Quality Handbook* (1993). Emission factors are from the CARB emission model, MVEI7G1cFB00 for summertime. Calculation sheets are contained in the Air Quality Technical Appendix (see Appendix B of this EIR). Daily emissions are shown in Table 3-4; peak quarter emissions in Table 3-5.

❑ Odors

There are no known sources of odors on the site that would cause significant odor impacts during grading and excavation. Diesel equipment exhaust produces odors that are unpleasant to some people, but these impacts would be temporary and intermittent and would not affect a substantial number of persons. Therefore, the impacts would not be significant.

❑ Toxics

As discussed earlier, some older buildings may contain asbestos, which is a hazardous substance. This material would be collected and encapsulated according to provisions of SCAQMD Rule 1403, then taken to an approved landfill prior to any demolition. There would be no significant public exposure to asbestos fibers. (Also see Section 3-9, Hazardous Materials.)

Equipment and trucks used in construction would produce diesel exhaust emissions. On April 28, 1998 the Scientific Review Panel of the California Air Resources Board (CARB) approved reports prepared by staffs of the Office of Environmental Health Hazard Assessment (OEHHA) and CARB identifying diesel exhaust as a carcinogen. To date, no guidelines have been issued or models developed to identify what concentrations of carcinogens or other health-risk substances are contained in the exhaust streams of individual vehicles or pieces of equipment, how they differ under various operating and environmental conditions, and what would constitute a significant health risk. There are over 40 substances in diesel exhaust listed by the U.S. EPA as hazardous substances. However, there is a wide difference in the amount of these substances contained in individual diesel trucks, depending on the age of the vehicle and the amount of controls. Significant progress has been made in California as a result of state and federal controls already enacted. CARB has projected that emissions of diesel exhaust PM_{10}, which contains most of the hazardous materials in diesel exhaust, will decline 85 percent between 1990 and 2010.

❑ Sensitive Receptors

The Ken Malloy Harbor Regional Park surrounds the College on three sides. Portions of the park used by children would be a sensitive receptor. The nearest residences are east of the Harbor Freeway (I-110), approximately 300 feet from the campus. College students are

considered to be adults and therefore are not included as sensitive receptors, although there may be students who suffer from asthma or other respiratory conditions. In addition, there are high school age students who attend the Harbor Teacher Preparation Academy located on the campus. These susceptible students, as well as children using the park or attending the child development center on the campus, could be significantly affected if construction activities in the immediate vicinity generate substantial amounts of fugitive dust emissions. Accordingly, these sensitive receptors should be protected from fugitive dust emissions to the maximum extent feasible. In addition, exposure of all persons to diesel emissions should be minimized to the extent feasible

Summary of Construction Impacts Without Mitigation

As shown in Table 3-4 and Table 3-5, construction activities would generate an estimated 198 pounds of NO_x and 309 pounds of PM_{10} on the peak day, which would exceed the SCAQMD recommended significance thresholds of 100 and 150 pounds/day, respectively. In addition, during the peak construction quarter, construction activities would generate an estimated 6.43 tons of NOx and 9.74 tons of PM_{10} emissions, which would exceed the SCAQMD significance thresholds of 2.5 and 6.75 tons/quarter, respectively. Thus, without mitigation, NO_x, and PM_{10} emissions would be significant on the peak day and in the peak quarter of construction. There are no known sources of odors on the site that would be released during construction. The California Air Resources Board has declared that diesel exhaust is a toxic substance. Both trucks and equipment would emit diesel exhaust. The potential exists for significant adverse impacts on sensitive receptors, without mitigation.

Operational Impacts

❑ Regional

Completion of the projects proposed under the Master Plan would result in an increase of approximately 230,000 gross square feet (sf) and provide 2,031 parking spaces. Currently there are approximately 421,000 sf of floor space and 2,102 parking spaces on the campus. Implementation of the Master Plan would also increase employment at the College from 319 FTE employed staff members in the fall 2001 semester to 354 FTE employed staff members in the fall 2008 semester.

Traffic

Based on the Traffic Report for the project, the completed project at build out would result in an increase of 2,080 daily trips.

Vehicle emissions were calculated with the California Air Resources Board (CARB) model, URBEMIS, version 2001, obtained from CARB, adjusted with total new trips supplied by the Traffic Consultant. Emissions were calculated for summertime conditions.

Utilities

Utility emissions were calculated using Tables A9-11 and A9-12 in the SCAQMD *CEQA Air Quality Handbook*. Operational emissions are shown in Table 3-6.

Significance of Regional Impacts Before Mitigation

As shown in Table 3-6, the operational pollutant emissions that would be generated by the proposed Master Plan would be well below SCAQMD's significance thresholds. Specifically, the estimated increases in CO and VOC emissions of 246 and 23 pounds per day are substantially less the SCAQMD thresholds of 550 and 55 pounds per day, respectively. In addition, the estimated increase of 39 pounds per day of NOx is 16 pounds less than the threshold of 55 pounds per day and the estimated additional 14 pounds per day of PM_{10} is less than 10 percent of SCAQMD's significance threshold of 150 pounds. Therefore, the project would not have a significant operational impact on regional air quality.

Table 3-6: Net Increase in Operational Emissions (in pounds per day)

Source Category	Pollutant			
	Carbon Monoxide (CO)	Volatile Organic Compounds (VOC)	Oxides of Nitrogen (NOx)	Particulate Matter (PM_{10})
Traffic Emissions	245	23	28	14
Natural Gas Emissions	0	0	3	0
Electricity Emissions	1	0	8	0
TOTAL PROJECT EMISSIONS	246	23	39	14
SCAQMD Significance Thresholds for Operation	550lb/day	55 lb/day	55 lb/day	150 lb/day
Significant?	NO	NO	NO	NO
Note: Traffic emissions calculated with California Air Resources Board model URBEMIS (2001) Utility emissions: SCAQMD CEQA Handbook 1993, Tables A9-11 A and B; Tables A9-11 A and B				

Source: JHA Environmental Consultants, LLC, 2002.

❑ Local

The traffic consultant's (Kaku Associates, Inc.) estimates of future traffic volumes, both with and without the project, at the key study intersections were used to determine if the Master Plan would result in significant localized carbon monoxide concentrations .

Consistent with SCAQMD requirements, background concentrations must be added to modeled concentrations to provide a margin of safety. For the purposes of the EIR analyses it was assumed that buildout of the Master Plan would occur by 2008. SCAQMD has developed a list of future projected concentrations at each of its air monitoring stations. Existing CO concentrations are low at the South Coastal Los Angeles County Air Monitoring Station. SCAQMD projects that the 1-hour CO concentration will decline to 5.1 ppm in 2010 and the 8-hour CO concentration at this station will decline to 3.9 ppm. To determine background concentrations in 2008, the 2010 projections were deducted from the 2000 readings. The analysis assumed that 80 percent of the reduction in both the 1-hour and 8-hour concentrations would occur by 2008. This amount was then subtracted from the 2000 monitored readings. The

projected 2008 background concentrations used for the analysis are 6.08 ppm 1-hour and 4.28 ppm 8-hour.

Because there are no existing CO violations in SRA 4, a significant impact would occur only if the addition of traffic from the project would be sufficient to cause an exceedance of a CO standard. A review of intersections affected by the project, as reported in the traffic study, shows that this cannot occur. The greatest amount of new traffic and the highest percent of traffic increase at any intersection affected by the project would occur at Figueroa Place and L Street, followed by Figueroa Place and the I-110 southbound off-ramp and Figueroa Street and L Street. However, while the increases are the highest at these three intersections, the total traffic volumes both with and without the project are the lowest of all of the study intersections. The percent of increase at these other more heavily traveled intersections ranged from 1.3 percent to 0.2 percent.

The SCAQMD *CEQA Air Quality Handbook* states that a CO exceedance would not occur at any intersection where the Level of service (LOS) is C or better. The LOS at the two L Street intersections would remain at LOS A or B with or without the project. Therefore, no CO standard would be exceeded even with the addition of background concentrations. At the Figueroa Place and I-110 southbound off-ramp, the LOS is F with or without the project and the maximum AM or PM increase is only 85 vehicles. Total traffic at that intersection is only 1,313 vehicles in the AM peak hour compared to others surveyed, some of which currently experience peak hour volumes off 6,000 or more vehicles. These higher traffic counts are more representative of the traffic at the site of the air monitoring station for the SRA in Long Beach. Background levels there show that it would require more than a doubling of the high traffic volumes at the monitoring station to cause an exceedance. The small incremental change experienced at the Figueroa Place/I-110 South Bound off-ramp would not be sufficient to cause the standard to be exceeded.

Significance of Local Impacts Before Mitigation

As discussed above, carbon monoxide concentrations would be less than significant.

Consistency with the AQMP

The proposed project would provide facilities and services to accommodate population growth projected in the 1999 AQMP for the South Coast Air Basin. Therefore, the project is consistent with the AQMP. The increase in emissions that arise from population growth and the services this added population requires are accounted for in the AQMP. Measures and programs are contained in the AQMP to offset the adverse effects on air quality resulting from this growth. The project would utilize mitigation measures contained in SCAQMD's *CEQA Air Quality Handbook* (1993) to offset fugitive dust emissions to the extent feasible. These reductions are assumed in the air basin's PM_{10} control strategy contained in the AQMP.

3-3.3 Mitigation Measures

a. Construction Mitigation Measures

Fugitive Dust Emissions

The following measures shall be implemented to control fugitive dust. These measures would reduce PM_{10} emissions by 60 percent.

AQ-1 Moisten soil not more than 15 minutes prior to moving soil and three times a day or four times a day under windy conditions in order to maintain soil moisture of 12 percent.

AQ-2 On the last day of active operations prior to a weekend or holiday, apply water or a chemical stabilizer to maintain a stabilized surface.

AQ-3 Water excavated soil piles hourly or cover piles with temporary coverings.

AQ-4 Cease grading during periods when winds exceed 25 miles per hour.

AQ-5 Moisten excavated soil prior to loading on trucks.

AQ-6 Apply cover to all loads of dirt leaving the site or leave sufficient freeboard capacity in truck to prevent fugitive dust emissions en route to disposal site.

AQ-7 Sweep streets to remove dirt carried out by truck wheels.

AQ-8 Schedule grading and excavation activities that occur within approximately 200 feet of the Child Development Center (CDC) during periods when children are not in attendance. If it is not possible to schedule grading and excavation activities when children are not present at the CDC, then children shall be kept indoors with the windows closed. Air conditioners in the CDC building shall have proper filters to ensure dust generated by construction activities is not transmitted indoors via the building's ventilation system.

AQ-9 Construct a temporary fence around the perimeter of the Child Development Center site to shield the Center from fugitive dust emissions. The fence shall have a minimum height of 8 feet and a solid or impermeable surface.

Gaseous Emissions

The following measure shall be implemented to reduce emissions from equipment. This measure would reduce emissions by approximately 10 percent.

AQ-10 Turn off equipment when not in use for longer than 5 minutes.

The following measures shall be employed wherever feasible to reduce gaseous emissions from equipment. They would also reduce toxic emissions from diesel equipment. No reduction credit

is taken because of the uncertainty regarding scheduling and applicability to construction requirements.

AQ-11 Use bio-diesel fuel in all onsite diesel-powered equipment, if feasible.

AQ-12 Use alternatively fueled (compressed natural gas (CNG), liquefied natural gas (LNG), dual-fuel or electric) construction equipment, if feasible.

AQ-13 To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated.

The peak day and peak quarter construction emissions after mitigation measures are shown in Table 3-7 and Table 3-8, respectively.

Table 3-7: Maximum Daily Construction Emissions After Mitigation (in pounds per day)

Source Category	Pollutant				
	Carbon Monoxide (CO)	Volatile Organic Compounds (VOC)	Oxides of Nitrogen (NOx)	Oxides of Sulfur (SOx)	Particulate Matter (PM_{10})
Emissions Before Mitigation	148	58	198	15	309
Demolition (60% reduction)					127
Earthmoving/Grading (Fugitive Dust) (60% reduction)					39
Dirt Piling (60% reduction)					8
Diesel-Powered Equipment (10% reduction)	7	5	17	2	1
MAXIMUM DAILY CONSTRUCTION EMISSIONS AFTER MITIGATION	141	53	**182**	13	134
SCAQMD Significance Thresholds for Construction	550 lb/day	75 lb/day	100 lb/day	150 lb/day	150 lb/day
Significant?	NO	NO	**YES**	NO	NO

Source: JHA Environmental Consultants, LLC, 2002.

Table 3-8: Peak Quarter Construction Emissions After Mitigation (in tons per quarter)

Source Category	Pollutant				
	Carbon Monoxide (CO)	Volatile Organic Compounds (VOC)	Oxides of Nitrogen (NOx)	Oxides of Sulfur (SOx)	Particulate Matter (PM_{10})
Maximum Emissions Before Mitigation	4.83	2.19	6.43	0.49	9.74
Demolition (60%reduction)					0.16
Earthmoving/ Grading (60% reduction)					4.12
Dirt Piling (60% reduction					1.28
Diesel-Powered Equipment (10% reduction)	0.21	0.16	0.55	0.05	0.05
Maximum Quarter Construction Emissions After Mitigation	4.62	2.03	**5.88**	0.44	4.13
SCAQMD Significance Thresholds for Construction	24.75 tons/qtr	2.5 tons/qtr	2.5 tons/qtr	6.75 tons/qtr	6.75 tons/qtr
Significant?	NO	NO	**YES**	NO	NO

Source: JHA Environmental Consultants, LLC, 2002.

b. Operational Mitigation Measures

Regional

Implementation of various transportation demand management (TDM) measures would reduce vehicle tripmaking and resulting pollutant emissions. These measures (see Section 3-15.3 of this EIR) would include: trip reduction program marketing; personalized commute assistance; rideshare matching services; a guaranteed ride home program; transit subsidies; and direct financial rewards ($1.00 per day) for carpooling, vanpooling, transit, walking, and bicycling.[4] In addition, the College is proposing development of a transit center on L Street.

Local

Impacts are less than significant as discussed above and do not require mitigation.

[4] Source: Los Angeles Harbor College Triennial Plan, 2002.

3-3.4 Unavoidable Significant Adverse Impacts

a. Construction

The net increase in NOx emissions after mitigation, would still exceed SCAQMD's significance thresholds on the peak day and in the peak quarter. Conformity to recommended fugitive dust control measures should protect sensitive receptors from adverse health effects from construction dust. Adherence to mitigation measures to locate vehicle staging areas, to the extent feasible, away from areas where sensitive receptors and students congregate should minimize exposure to diesel exhaust. Use of alternative diesel fuels would prevent exposure to toxic diesel emissions.

b. Operation

There would be no significant regional emissions of any pollutant, based on SCAQMD thresholds. No local carbon monoxide hotspots would occur as a result of the proposed project.

3-4 BIOLOGICAL RESOURCES

3-4.1 Environmental Setting

Biological resources of the Harbor College campus include open space areas planted with various horticultural tree species, lawns and ornamental shrubs, and wildlife species well-adapted to human-modified habitats. However, the campus is bounded on the north, south, and west by the Ken Malloy Harbor Regional Park (KMHRP), which includes freshwater marsh and riparian plant communities associated with a drainage called the Bixby Slough and a lagoon called Harbor (Machado) Lake, in addition to recreational facilities, ball fields, and a golf course. Two small sections of KMHRP will be modified to construct a portion of a proposed perimeter road on the west side of the campus and the northwest corner of the proposed softball field as part of the Master Plan.

The campus encompasses a total area of approximately 65 acres and includes educational and administration facilities, surface parking lots, athletic fields and sports facilities, and open space. The topography of campus is relatively flat and is approximately 20 to 30 feet above sea level. No threatened or endangered species are known to exist on the campus. However, Harbor Lake in KMHRP is known to support occasional foraging by the California least tern (*Sterna antillarum browni*[5]), an endangered species, and several additional special-interest (sensitive) species occur in the campus vicinity on a regular to infrequent basis. These and other biological resources of the campus and its vicinity are discussed in detail in this section of the document.

a. Environmental Laws Governing Select Applicable Biological Resources

Federal Endangered Species Act

Species listed as endangered and threatened by the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA) are protected under Section 9 of FESA, which forbids any person to "take" an endangered or threatened species. "Take" is defined in Section 3 of the Act as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." The U.S. Supreme Court ruled in 1995 that the term "harm" includes destruction or modification of habitat. Sections 7 and 10 of the Act may authorize "incidental take" for otherwise lawful activity (a development project, for example) if it is determined that the activity would not jeopardize the species' survival or recovery.

California Endangered Species Act

The California Endangered Species Act (CESA), enacted in 1970, provides protection to endangered and threatened species in California. The definition of "take" under CESA does not include "harm" or "harass" as does FESA; thus, no provisions to protect habitat are included. Sections 2081 and 2090 of CESA provide for consultation by project proponents with the

[5] Scientific names are provided only after the first mention of the common name in this section of the document.

California Department of Fish and Game (CDFG) regarding measures to minimize impacts on species listed by CESA.

Migratory Bird Treaty Act and California Fish and Game Code 3503

The federal Migratory Bird Treaty Act (MBTA), first enacted in 1916, prohibits any person to:

> "pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, barter, offer to purchase, purchase..." any migratory bird.

The list of migratory birds includes nearly all bird species native to the United States; non-native species such as European starlings are not included. The statute was extended in 1974 to include parts of birds, as well as eggs and nests. Thus, it is illegal under MBTA to directly kill, or destroy a nest of, nearly any bird species, not just endangered species. Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA. Removal of unoccupied nests, or bird mortality resulting indirectly from a project, is not considered a violation of the MBTA. California Fish and Game Code 3503, 3503.5, and 3512 also prohibit take of birds and active nests.

Section 404 of the U.S. Clean Water Act

The objective of the Clean Water Act of 1977 is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Section 404 of the Act regulates activities that result in discharge of dredged, fill, or excavated material into "waters of the United States;" this generally includes any waterway, intermittent stream, man-made wetland, or reservoir. Projects that include any such physical modification of a "water of the United States" must generally comply with Section 404 under the jurisdiction of the U.S. Army Corps of Engineers (USACOE).

Sections 301 and 402 of the U.S. Clean Water Act

These sections of the Clean Water Act address problems of water pollution through the National Pollutant Discharge Elimination System (NPDES). Section 301 prohibits the discharge of any pollutant without a permit, and Section 402 establishes the permit program administered by the Environmental Protection Agency (EPA).

California Fish and Game Code Sections 1600 - 1607

CDFG oversees streambeds and associated habitats pursuant to Sections 1600 to 1607 of the California Fish and Game Code, which manages activities that would "substantially change" the "bed, channel, or bank of any river, stream or lake designated by the department in which there is at any time an existing fish or wildlife resource, or from which these resources derive benefit."

b. Methods for Biological Resources Inventory

Prior to conducting surveys of the campus, Keane Biological Consulting (KBC) reviewed the Master Plan project description and maps of the existing campus facilities and of the Master Plan to ascertain potential suitability of the campus and adjacent areas for native plant and wildlife species, including special-interest (sensitive) species.

Surveys were conducted on December 7, 2002, from 8:00 a.m. to 1:00 p.m. to ascertain the existing biological resources of the campus and its surroundings. Because the campus supports landscaped and developed areas, its potential to support special-interest plant or wildlife species is very low. Thus, surveys in the spring to document special-interest plant species, or conducted earlier in the morning or for longer periods to observe special-interest wildlife species, were not deemed necessary. In addition, KBC has conducted several surveys at the adjacent KMHRP over the past 15 years, and is very familiar with avian and other biological resources of the campus vicinity. Nevertheless, KBC obtained and reviewed documents regarding bird sightings, including special-interest bird species, of KMHRP, including a list of birds observed historically and recently, compiled by Mitch Heindel, a local birdwatcher, and a list of birds observed within freshwater marsh habitats of KMHRP in 1997 by ornithologist Robb Hamilton. Plant and wildlife species observed during surveys were recorded. Plants were identified with the use of Hickman (1993) and Brenzel (2001). Wildlife species were identified by visual or auditory observation or by sign (tracks, burrows, or scat).

Surveys of the campus and areas of the KMHRP that may be subject to direct and/or indirect impacts (hereafter called the "project area") focused on identifying the presence and locations of plant communities, wildlife habitat and potential habitat for special-interest species. The survey also evaluated whether the project area supports riparian (streambed) habitats that may be subject to potential jurisdiction under Section 404 of the U.S. Clean Water Act and/or Section 1600 of the California Fish and Game Code.

KBC also reviewed documents pertaining to sensitive or special-interest species that may be present on the campus. A plant or wildlife species is defined as sensitive when it has been afforded special recognition by federal, state, or local resources conservation agencies (e.g., USFWS, CDFG) and/or resource conservation organizations (e.g., California Native Plant Society). Because the campus supports limited habitat for special-interest species, a California Natural Diversity Data Base search was not conducted. However, the following documents were reviewed, including:

- State and Federally Listed Endangered and Threatened Animals of California, CDFG, Natural Heritage Division, April 2002.
- State and Federally Listed Endangered, Threatened and Rare Plants of California, CDFG, Natural Heritage Division, April 2002.
- Special Animals (including California Species of Special Concern), CDFG, Natural Heritage Division, April 2002.

c. Description of Existing Resources

Vegetation

As stated above, no native plant communities as defined by Holland (1986) exist on campus, since native vegetation that once characterized the Wilmington/San Pedro area was removed many years ago for residential, educational, recreational, commercial, and industrial uses. Thus, no plant community map is provided in this document. The plant community of the campus would be called landscaped/developed and includes non-native grasses for lawns and horticultural shrubs and trees among the existing campus buildings, parking lots and other facilities. The most numerous trees are tall eucalyptus (*Eucalyptus* sp.), particularly on the edges of the campus, and fig (*Ficus* sp.) along the eastern parking lots. Other trees throughout the campus include magnolia (*Magnolia* sp.), Chinese elm (*Ulmus parvifolia*), Peruvian pepper (*Schnius molle*), Brazilian pepper (*Schnus terebenthifolia*), juniper (*Juniperus* sp.), pine (*Pinus* and *Auricaria* sp.), olive (*Olea europaea*), queen palm (*Arecastrum romanzoffianum*), and maple (*Acer* sp.). Three planted trees native to California were observed on the campus: western sycamore (*Platanus racemosa*—although London plane tree looks similar), Fremont cottonwood (*Populus fremontii*), and redwood (*Sequoia sempirvirens*).

Ruderal (weedy) vegetation in parking lot islands and on the west and southwest edges of campus includes non-native grasses of several species, filaree (*Erodium* sp.), shortpod mustard (*Hirschfeldia incana*), Russian-thistle (*Salsola tragus*), California fan palm (*Washingtonia filifera*), cheeseweed (*Malva parviflora*), English plantain (*Plantago lanceolata*), prickly sow-thistle (*Sonchus asper*), and passion vine (*Passiflora* sp.).

The KMHRP surrounding the campus on three sides includes a golf course and other recreational areas of non-native grass, horticultural trees, and shrubs planted for picnicking and outdoor sports activities. The golf course is located northwest and north of the campus. Harbor Lake (also called Machado Lake) in the KMHRP includes open water habitats; habitats bordering the lake include emergent marsh dominated by umbrella sedges (*Cyperus* spp.), bulrushes (*Scirpus* spp.), cat-tails (*Typha* spp.) and spike rushes (*Eleocharis* spp.); and willow woodland and willow scrub (both riparian habitats), with canopy dominated by black willow (*Salix gooddingii*) and arroyo willow (*S. lasiolepis*) and an understory of mulefat (*Baccharis salicifolia*) and emergent marsh vegetation (Hamilton 1997). Willow woodland and willow scrub habitat exists along the southern edge of the campus; emergent marsh habitat exists below the level of the campus, closer in elevation to Harbor Lake.

The lease easement that would be obtained from the City of Los Angeles Department of Water and Power to construct the new loop road for the campus is located west of the proposed soccer field and parking structure (see Figure 2-5). This area supports a grassy slope leading down from the golf course driving range but also includes a drainage west of the soccer field's northwest corner supporting a willow woodland dominated by willow and black walnut (*Juglans californica*), and an understory of primarily non-native vegetation including castor bean (*Ricinus communis*), California fan palm, and non-native grasses. Southwest of the drainage is an area of flat open space supporting sparse eucalyptus trees and little other vegetation.

The small area of the KMRHP that would be obtained from City of Los Angeles Department of Recreation and Parks and used for the northwest corner of the proposed softball field (see Figure 2-5) supports riparian scrub habitat dominated by mulefat and willow.

Wildlife

The predominance of horticultural vegetation on the campus limits its potential to support a diverse array of wildlife other than species well-adapted to human-modified habitats and migratory birds. The only fish expected to occur in the vicinity of the campus (outside of laboratories) would be in Harbor Lake of KMHRP, which is stocked with mosquitofish (*Gambusia affinis*). Amphibians associated with the lake and its riparian habitat would be limited to the non-native bullfrog (*Rana catesbeiana*) and Pacific treefrog (*Hyla regilla*). Native reptiles are rare on the campus and would be expected to be limited to alligator lizards (*Elgaria multicarinata*), western fence lizards (*Sceloporus occidentalis*), and other species common in open space areas of Southern California. Gopher snakes (*Pituophis melanoleucus*) and non-native snakes released by local residents are relatively common in KMHRP. Native reptiles on the campus may also have been depleted due to collecting by students and by residents in neighborhoods adjacent to the campus.

Resident birds (those that can be seen throughout the year) observed during the campus survey included red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), rock dove (*Columba livia*), Anna's hummingbird (*Calypte anna*), Say's phoebe (*Sayornis saya*), black phoebe (*Sayornis nigricans*), common raven (*Corvus corax*), bushtit (*Psaltriparus minimus*), ruby-crowned kinglet (*Regulus calendula*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), California towhee (*Pipilo crissalis*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*). Winter visitors (birds present during winter months but that don't breed in coastal southern California) observed during the surveys include Say's phoebe (Sayornis saya), ruby-crowned kinglet (Regulus calendula), and white-crowned sparrow (Zonotrichia leucophrys). Other birds that likely occur on campus include western scrub-jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), Brewer's blackbirds (*Euphagus cyanocephalus*), song sparrow (*Melospiza melodia*), and lesser goldfinch (*Pipilo maculatus*), among others. Migratory birds (seasonal residents or visitors) also expected to occur on the campus include white-throated swift (*Aeronautes saxatalis*), ash-throated flycatcher (*Myiarchus cinerascens*), western kingbird (*Tyrannus verticalis*), barn swallow (*Hirundo rustica*), cedar waxwing (*Bombycilla cedrorum*), orange-crowned warbler (*Vermivora celata*), Wilson's warbler (*Wilsonia pusilla*), black-headed grosbeak (*Pheucticus melanocephalus*), and hooded oriole (*Icterus cucullatus*). A great blue heron (*Ardea herodias*) reportedly has nested in a eucalyptus tree along Lagoon Drive the past 2 years.

An extensive number of birds (343 species) has been observed at Ken Malloy Harbor Regional Park (see list compiled by Mitch Heindel, http://www.angelfire.com/ca5/pelagics/HPLIST.html); some of these include pied-billed grebe (*Podilymbus podiceps*), American bittern (*Botaurus lentiginosus*), green heron (*Butorides virescens*), American coot (*Fulica americana*), white-tailed kite (*Elanus leucurus*), American kestrel (*Falco sparverius*), gull-billed tern (*Sterna nilotica*), mourning dove, Anna's hummingbird, Allen's Hummingbird (*Selasphorus sasin*), bushtit, western scrub-jay (*Aphelocoma californica*), northern mockingbird, loggerhead shrike (*Lanius*

ludovicianus), orange-crowned warbler, common yellowthroat (observed during surveys), lazuli bunting (*Passerina amoena*), song sparrow, California towhee, red-winged blackbird (*Agelaius phoeniceus*), tricolored blackbird (*Agelaius tricolor*), hooded oriole, Bullock's oriole (*Icterus bullockii*), house finch, lesser goldfinch (*Carduelis psaltria*), and American goldfinch (*Carduelis tristis*).

Native mammal species expected to occur on campus due to the proximity of KMHRP include striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), and Botta's pocket gopher (*Thomomys bottae*). No other native mammals such as coyote (*Canis latrans*) are expected to occur on the campus since it is isolated from areas of natural open space by existing development. Also, the campus likely supports feral cats (*Felis domesticus*). Other non-native mammals on campus include, the ~~non-native~~ Virginia opossum (*Didelphis virginiana*), and Norway rat (*Rattus norvegicus*).

Wildlife Dispersion Corridors

A wildlife corridor is an area of open space including one or more types of habitat connecting two or more larger areas of open space. It is essentially free of physical barriers such as fences and developed areas and allows for ease of wildlife dispersion between habitat patches. Canyon bottoms and some ridges with a well-developed tree canopy often serve as wildlife corridors and offer food, shelter, and water, as well as ease of movement, depending upon the density of the understory. Generally, because most birds (except non-migratory species and those with limited habitat preferences) can fly between habitat patches fragmented by development, wildlife corridors are discussed in terms their ability to allow dispersion of mammals and some reptiles.

As stated above, aside from the I-110 freeway on the east, the Harbor College campus is surrounded by the KMHRP, which in turn is adjacent to residential and industrial development. Fish and amphibians associated with Harbor Lake of KMHRP may move from the Wilmington Drain through Harbor Lake and the Bixby Slough, and bird species can move between the campus and KMHRP. However, wildlife dispersion beyond the campus and park is limited because of surrounding development. Thus, the campus would not be considered part of a functional wildlife corridor allowing species movement between areas of natural open space.

Special-interest Species

Species are typically recognized as sensitive or special-interest species because of declining or limited population sizes resulting, in most cases, from loss of habitat. Those listed as threatened or endangered by the federal or California Endangered Species Act are protected by those acts. Other special-interest species categories include the USFWS Category 1 candidate, California Species of Special Concern, and the California Native Plant Society [CNPS] rare plants. These species are not legally protected; however, the USFWS and CDFG encourage the development of measures to minimize impacts on these and other special-interest species.

As described above, Los Angeles Harbor College supports no native plant communities or potential habitat for federally or state-listed endangered or threatened species found in nearby open space areas. Special-interest species that may be present in the campus vicinity, including KMHRP, are discussed below. For species for which historical but no current records exist (e.g.,

black rail [*Laterallus jamaicensis*], clapper rail [*Rallus longirostris*], and western snowy plover [*Charadrius alexandrinus nivosus*]—see *http://www.angelfire.com/ca5/pelagics/HPLIST.html*); these species are not included in the discussion below.

Southern tarplant (Centromadia parryi ssp. australis) also called southern spikeweed due to its very spiny stems, is an annual plant with yellow flowers, often confused with Russian thistle. It is included on the CNPS List 1B, which is a list of plants considered by CNPS to be rare or endangered. Southern spikeweed grows in seasonally moist, often disturbed, alkaline soils near the coast, blooming June to November. The species' range extends from Santa Barbara County to Baja California, with scattered populations in Los Angeles County, such as on Hellman Ranch in Seal Beach and at Studebaker Road and Westminster Avenue in Long Beach. Southern spikeweed was located by CDFG during April 2003 approximately 150 feet south of the existing campus boundary and baseball field on the drying shore of Machado Lake (CDFG 2003). Although limited potential habitat for this species occurs in the ruderal vegetation on the south side of the campus, this species was not observed during surveys. However, 2002 was a dry year, which may have limited germination of this species. This species has a low potential for occurrence on the Harbor College campus or proposed expansion areas for the Master Plan.

Common loons (*Gavia immer*) breed in northern latitudes but winter regularly in estuarine, marine, and freshwater habitats of southern California, including Harbor Lake of the KMHRP (Heindel 2002). The common loon is a California Species of Special Concern (CSSC[6]), but the status is only because of a decline in available breeding habitats in California. No breeding or wintering habitat for common loon is present at the Harbor College campus or in the proposed expansion areas for the Master Plan[7].

American white pelican (*Pelecanus erythrorhynchos*) is also a California Species of Special Concern because breeding areas in California have declined to a few near the Oregon border. White pelicans are found in both freshwater and saltwater habitats where they roost and forage, typically in large flocks, along the surface of the water. In recent years, they have become occasional winter visitors to Harbor Lake at KMHRP (Heindel 2002) and regular visitors to other coastal wetlands of southern California. No breeding or wintering habitat for American white pelican is present at the Harbor College campus or in the proposed expansion areas for the Master Plan.

California brown pelican (*Pelicanus occidentalis californicus*) is federally and state-listed as an endangered species. Brown pelicans breed on the Channel Islands but are frequent winter visitors of the southern California coast. They are observed in the open ocean and beaches but also in estuaries, tidal rivers, and breakwaters. They prefer marine habitats so are very common in the Los Angeles Harbor but are only occasionally observed at the KMHRP (Heindel 2002).

[6] These are species that the California Department of Fish and Game believes do not yet require listing as threatened or endangered but that have populations in California that warrant concern due to declining numbers, limited ranges, or continuing threats that have made them vulnerable to extinction. The goal of the Species of Special Concern program is to call attention to the species so that issues of concern can be addressed to preclude future listing.

[7] These "expansion areas" are described under Vegetation above and include the drainage west of campus that may be affected by the proposed loop road, and the riparian scrub habitat in the southwestern portion of campus that may be affected by a corner of the proposed softball field.

No breeding or wintering habitat for brown pelican is present at the campus or in the proposed expansion areas for the Master Plan.

Least bittern (*Ixobrychus exilis*) is a California Species of Special Concern because of the decline in available freshwater marsh habitat for breeding. They nest in the freshwater marsh habitat of Harbor Lake at KMHRP (Heindel 2002); they may also nest at El Dorado Park in Long Beach, but other breeding locations in southern California are rare. No breeding or wintering habitat for least bittern is present at the campus or in the proposed expansion areas for the Master Plan.

Merlin (*Falco columbarius*) is a California Species of Special Concern and an uncommon winter visitor in southern California, preferring open woodlands and grassland edges for foraging, typically feeding on other birds. Merlins have been observed commonly at KMHRP in winter (Heindel 2002) and may also occur rarely on the campus to forage. The campus and proposed expansion areas would not be considered important foraging habitat for merlin.

Peregrine falcon (*Falco peregrinus*) suffered a population decline in the 1960's and 1970's because of DDT-induced eggshell thinning, and the species was listed as federally- and state-listed as endangered in the early 1970's. Its population is recovering well and it was delisted as federally endangered in June 1999 but remains on the state list. Peregrine falcons were once fairly common residents along the California coast, taking various species of birds as prey (Grinnell and Miller 1944). They currently nest on buildings in downtown Los Angeles and Long Beach, and several pairs are known to nest within the Los Angeles Harbor area south of the campus. They would not be expected to forage on the campus but are frequently observed in winter foraging at KMHRP (Heindel 2002).

Cooper's hawk (*Accipiter cooperii*) and **sharp-shinned hawk** (*Accipiterstriatus*) are both on the California Species of Special Concern list. Cooper's hawks are uncommon breeders in southern California, nesting in dense oak or riparian woodlands, but are fairly common in winter (Small 1994). Sharp-shinned hawks are fairly common winter visitors but do not nest in coastal southern California (Small 1994). Both species are relatively common at KMHRP, and the Cooper's hawk nests at the KMHRP (Heindel 2002). The Cooper's hawk has also has nested on the campus the past 2 years (PV Audubon 2003). ~~No breeding or foraging habitat for least Cooper's hawk or sharp-shinned hawk exists at the campus or in the proposed expansion areas for the Master Plan.~~

Osprey (*Pandion haliaetus*) and **northern harrier** (*Circus cyaneus*) are also California Species of Special Concern species. The osprey was formerly common as a nesting species throughout much of California but now rarely nests in southern California; the northern harrier was historically a common resident of the southern California coast, but both breeding and wintering populations have declined. Both are occasionally observed during migration at KMHRP (Heindel 2002). No breeding or foraging habitat for either species is present at the campus or in the proposed expansion areas for the Master Plan.

Other raptor species in the campus vicinity include the red-tailed hawk and American kestrel, neither of which is considered rare or sensitive in southern California. Both the red-tailed hawk and American kestrel may forage on the campus, since both are reported as nesting at KMHRP

(Heindel 2002). However, open space areas of the campus provide very little foraging habitat for these species, but they do likely forage frequently at KMHRP adjacent to the campus.

California (*Larus californicus*), **black skimmer** (*Rynchops niger*), **and gull-billed tern** (*Sterna nilotica*) are all California Species of Special Concern due to limited breeding habitat in California. All have been observed at KMHRP. California gulls are frequently there during any time of year, black skimmers now nest in the Los Angeles Harbor and have been observed at the KMHRP on numerous occasions (Heindel 2002), and gull-billed terns were observed at the KMHRP once in 1997 (Hamilton, 1997). No breeding or foraging habitat for any of these species is present at the campus or in the proposed expansion areas for the Master Plan.

California least tern (***Sterna antillarum browni***) is federally and state-listed as endangered due to a decline in the breeding population, since undisturbed beaches and other sandy habitats where it nests are rare. Since listing, the statewide population has increased from less than 600 pairs in the 1970s to over 3,500 pairs in 2002. The Port of Los Angeles protects a 15-acre nesting site for least terns in the Los Angeles Harbor. Birds from this and other nesting sites forage occasionally for mosquito fish during the breeding season (April through August) at Harbor Lake of the KMHRP. Foraging by least terns at Harbor Lake seems to be more frequent during years when marine fish populations are low and late in the breeding season, when fledglings require calm waters to learn foraging techniques. No breeding or foraging habitat for least tern is present at the campus or in the proposed expansion areas for the Master Plan.

The least Bell's vireo (Vireo belli pusillus) is a small, migratory songbird listed as endangered by both federal and state resource agencies. It once nested commonly throughout much of lowland California, but during the mid-1900s its breeding range became reduced to a relatively small number of major riparian systems in southern California. The decline was attributed to widespread loss and degradation of riparian habitat, combined with brood parasitism by the brown-headed cowbird (Molothrus ather). Aggressive recovery efforts, including cowbird trapping and restoration of high-quality riparian habitat areas, have resulted in the species recolonizing several riparian systems in southern California. No suitable habitat for breeding by least Bell's vireo occurs on the campus, and the willow woodland west of campus that may be affected by construction of the loop road lacks a suitable understory for vireo nesting. However, least Bell's vireos may visit the willow woodland occasionally during migration. In addition, a pair of least Bell's vireos nested in 2002 near the dam at KMHRP, approximately 1,200 feet west of the existing baseball field (CDFG 2003; PV Audubon 2003). Other areas of suitable nesting habitat for least Bell's vireo are limited at KMHRP (CDFG 2003).

Loggerhead shrike (*Lanius ludovicianus*) is an uncommon but widespread resident of southern California. It preys upon small birds, reptiles, and insects in open habitats with scattered trees. This type of habitat is becoming scarce in southern California; thus, the loggerhead shrike is a California Species of Special Concern. This species is a year-round resident (nesting and wintering) at KMHRP; thus, it may visit the campus occasionally, but neither the campus nor proposed expansion areas for the Master Plan are expected to provide either suitable breeding habitat or prey for loggerhead shrike.

Yellow warbler (*Dendroica petechia*) is listed as a California Species of Special Concern due to a decline in riparian habitats used by this species. Yellow warblers are known to breed occasionally in the riparian habitat of KMHRP (Heindel 2002; Hamilton 1997). No breeding or

foraging habitat for yellow warbler is present at the campus, and the riparian habitat in the proposed expansion areas for the Master Plan lack the density and understory of a willow woodland preferred by this species.

Tricolored blackbird (*Agelaius tricolor*) is a California Species of Special Concern that has been observed as a breeder in the freshwater marsh habitat of KMHRP, with 10 to 15 pairs each year producing 30-50 young. This species is common in California's Central Valley but is now a rare breeder along the coast of southern California. Nesting or wintering tricolored blackbirds may occasionally forage on the campus (they have been observed occasionally on the ball diamonds—Heindel pers. comm.) but probably feed more regularly at nearby golf courses and urban parks including Alondra and Charles Wilson Park in Torrance (Heindel, pers. comm.), where large expanses of irrigated turf provide suitable foraging habitat.

In summary, no species listed as threatened or endangered are expected to occur on the campus, use of the campus by other special-interest species is rare, and special-interest species associated with the riparian habitats of KMHRP would not be expected to breed within, or to use as important habitat, the two proposed expansion areas for the Master Plan that extend into KMHRP.

3-4.2 Environmental Impacts

a. Significance Criteria

In accordance with Appendix G of the *State CEQA Guidelines* and for the purposes of this EIR, the proposed project would have a significant impact[8] on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

- 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 Game or U.S. Fish and Wildlife Service;

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrologic interruption, or other means;

- 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 nurseries;

[8] In determining the significance of potential biological impacts, consideration was given as to whether the affected biological resource is considered rare or of limited distribution in the Wilmington-San Pedro-Los Angeles Harbor area.

- Conflict with any local, state or federal policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, the Migratory Bird Treaty Act, or California Fish and Game Code 3503, 3503.5, and 3512; or

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

b. Impacts Discussion

In evaluating the impacts of the proposed Master Plan improvements, two types of impacts were considered: direct impacts and indirect impacts. Direct impacts are long-term and directly remove a resource such as trees and other vegetation or breeding habitat for wildlife species. Mortality (killing) of an animal that could result from such activities would also be considered a direct impact. Indirect impacts would include the potential loss of habitat used for foraging by some wildlife species, or high noise levels and project lighting that may affect wildlife populations in the project vicinity. The discussion of potential impacts below first considers direct and indirect impacts due to project construction, then impacts due to project operation (i.e., human use of the campus, traffic, noise). Resources are discussed in the same order they are addressed in the Environmental Setting section.

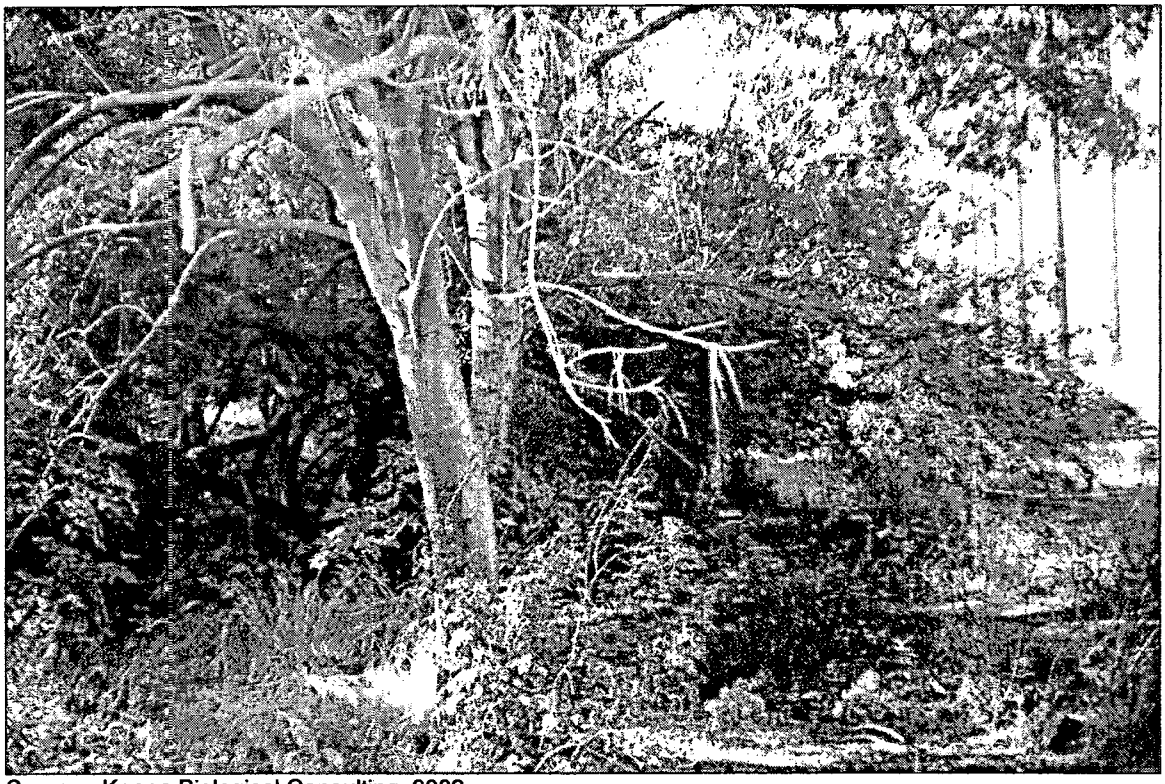
Direct Impacts due to Project Construction

❑ Vegetation and Wildlife Habitat

As stated above, no native vegetation communities exist on the Los Angeles Harbor College campus. Construction of the proposed project would remove ruderal and landscaped/developed vegetation and structures; this would not be considered a significant impact. Components of the proposed Master Plan that may result in significant impacts on vegetation are discussed below.

Loop Road: A loop road connecting Figueroa Place to "L Street" would be constructed along the southern and western edges of the campus. Small portions of the new loop road would be located within KMHRP and on City of Los Angeles Department of Water and Power property. Construction of the new loop road would result in impacts on non-native vegetation, as well as impacts on a drainage supporting a willow woodland (Figure 3-16) west of the existing soccer field and dirt access road. Los Angeles Harbor College will attempt to avoid impacts due to construction of the loop road on the willow woodland, which occupies less than 0.2 acres west of campus. However, if impacts cannot be avoided, ~~Since riparian habitats in the Wilmington/San Pedro area are rare,~~ road construction activities for the loop road that would result in deposition of any fill material in the drainage, or removal of any vegetation from the drainage, would be considered a significant impact, per the second significance criterion outlined above in Section 3-4.5a (riparian habitats in the Wilmington/San Pedro area are rare). Removal of riparian habitat ~~may~~would also require a Streambed Alteration Agreement from CDFG (see Section 3-10, Hydrology and Water Quality).

Figure 3-16: Drainage Near Proposed Soccer Field

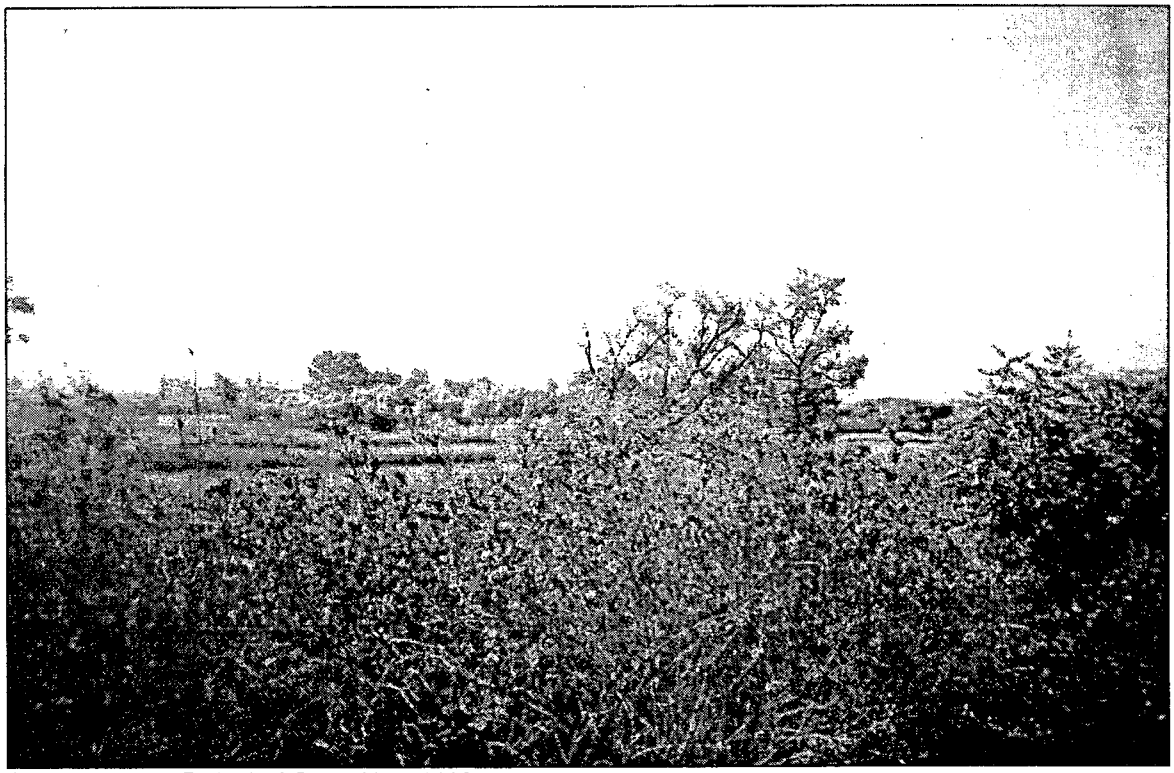


Source: Keane Biological Consulting, 2002.

Softball field: The new softball field would be located in the southwestern portion of the campus. The northwest corner of the softball field would encroach upon a small portion (less than 0.15 acres~~one quarter acre~~) of KMHRP property (see Figure 2-5 for a map showing proposed location of encroachment and Figure 3-17 for a photo of the area in question), which supports riparian scrub vegetation at this location. If construction of the new softball field requires the removal of mulefat/willow riparian scrub, the impact would also be significant for the reasons discussed above.

Otherwise, vegetation removed during construction of new and renovated project facilities would primarily include horticultural trees and shrubs; this would not be considered a significant impact. However, because trees are important for migratory and resident birds, timely replacement of trees removed as part of the project is recommended.

Figure 3-17: Riparian Scrub Vegetation Near Proposed Softball Field



Source: Keane Biological Consulting, 2002.

❑ Wildlife

Project construction would not result in direct removal or disturbance of wildlife habitat on campus other than the removal of some trees that serve as feeding, roosting, and breeding habitat for birds. However, direct mortality of some wildlife species such as opossum that inhabit the campus may occur during project construction. Since the opossum and other species are well-adapted to human habitats and are very common in the project vicinity, no significant direct impacts on wildlife are expected due to construction of proposed Master Plan facilities. More mobile species such as birds may also be affected by project construction, but indirectly (see Indirect Impacts due to Project Construction). Removal or destruction of one or more active nests of birds listed by the MBTA, whether nest damage was due to tree removal or to other construction activities, including the great blue heron nest near Lagoon Drive, would be considered a violation of the MBTA, and a significant impact in accordance with the criterion number 5, in Section 3-4.5 above.

❑ Wildlife Dispersion Corridors

As stated above, because the campus does not represent a portion of a wildlife corridor, no direct impacts on wildlife dispersion corridors are anticipated due to project construction.

❑ Special-Interest Species

As discussed above in the section on special-interest species, no species listed as threatened or endangered are expected to occur on the campus, and special-interest species associated with the riparian habitats of KMHRP would not be expected to breed, or to use as important habitat, the two proposed expansion areas for the Master Plan that extend into KMHRP. Thus, no significant direct impacts on any listed species are expected to occur due to construction of the Harbor College Facilities Master Plan. However, the Cooper's hawk, a California Species of Special Concern has nested the past 2 years on the campus (PV Audubon 2003), and removal of tree(s) that support active nests of the Cooper's hawk would be a significant impact. In addition, there is a very low potential for the southwest portion of campus to support southern spikeweed, a California Native Plant Society listed species. Removal of any individuals of southern spikeweed, if it occurs on campus, would also be a significant impact, as it is rare in the project vicinity. ~~Thus, n~~No significant direct impacts on other special-interest species would result from construction of the Master Plan (however, see the discussion of Indirect Impacts below).

Indirect Impacts Due to Project Construction

❑ Vegetation

Horticultural trees and other horticultural vegetation in the vicinity of construction activity may experience temporary insignificant indirect impacts due to dust generated from the construction area. Indirect impacts on riparian vegetation in KMHRP due to erosion, siltation, and runoff during project construction are not expected to be significant since construction activities in these areas would be limited, and Best Management Practices would be implemented to minimize erosion and siltation (see Section 3-10, Hydrology and Water Quality).

❑ Wildlife

Construction dust, noise, and vibration, and increased human presence and construction equipment may result in indirect effects on wildlife on the campus, including birds and other species using KMHRP, and may result in temporary avoidance of these areas by some birds and other wildlife species. Indirect impacts due to project construction on campus wildlife, which are generally species well-adapted to human disturbances, would not be considered significant. However, wildlife of the KMHRP may be subject to significant impacts due to project construction adjacent to the park (see the Special-Interest Species discussion below).

❑ Wildlife Dispersion Corridors

Construction dust, noise, and vibration may temporarily disturb wildlife using portions of the campus to move from one area to another. However, because the impact would be temporary, and because the campus is not part of a wildlife corridor, no indirect impacts on wildlife dispersion corridors are anticipated due to project construction.

❑ Special-Interest Species

Construction activities in the southern portion of the campus (adjacent to Lagoon Drive) may affect breeding activities and breeding success of special-interest species (least bittern, Cooper's hawk, least Bell's vireo, yellow warbler and tricolored blackbird) and raptors other than Cooper's hawk nesting in the KMHRP near the southern boundary of the campus.[9] Most species nesting in this area should be well-adapted to human-generated noise, including freeway noise and the noise generated by sports activities that now occur on the south side of campus. However, construction noise may be more intense and may, at times, be sudden and loud, potentially resulting in startle effects and in temporary or permanent nest abandonment. Construction activities that result in nest abandonment by raptors or by listed or other special-interest species nesting in the KMHRP would be considered a substantial adverse effect on sensitive or special-status species, per the significance criteria presented above, and thus a significant impact.

Construction of proposed campus facilities more than 500 feet[10] from the southern boundary of the campus, which borders sensitive (riparian) habitats of KMHRP, would not result in significant impacts on special-interest species.

Direct and Indirect Impacts due to Project Operation

❑ Vegetation

Aside from maintenance of campus trees and other vegetation planted as part of the Master Plan, project operation (human use of the campus with its expanded facilities and increased student enrollment) would not be expected to result in direct or indirect impacts to vegetation. However, the campus should avoid planting invasive species, which may encroach into the habitats of KMHRP and thereby reduce the quality of riparian and freshwater marsh habitats.

❑ Wildlife

Project operation would not be expected to result in any direct impacts on wildlife species, aside from a possible increase in wildlife mortalities due to an increase in traffic on the campus. However, because native wildlife species in the area are not rare and those that exist are generally common in the campus vicinity, this would not be considered a significant impact.

Increases in campus lighting and lights from vehicles along the new loop road adjacent to the KMHRP may affect wildlife use of the KMHRP. However, ~~because~~ most wildlife species of the KMHRP that would be subject to light spill are expected to be generally well-adapted to lighting associated with existing campus facilities~~, this would not be considered a significant impact~~. However, some special-interest species could be significantly affected (See the Special-Interest Species discussion below).

[9] The drainage west of the campus is not of high quality and borders the golf course and disturbed areas; it is not expected to support special-interest species.

[10] CDFG requires a 500-foot buffer between construction activities and raptor nests, and raptors including red-tailed hawk and Cooper's hawk are known to nest within the KMHRP.

Although student enrollment and the number of employees on the campus are expected to increase as Master Plan improvements are implemented, noise levels and activities that may affect wildlife are not expected to be substantially greater than current conditions. For example, the increase in noise levels due to additional traffic generated by the Master Plan would be less than 3 decibels during the peak traffic noise hour, an insignificant increase (see Section 3-12, Noise). Typical daily oncampus activities are not expected to produce noise levels substantially different from existing noise levels since the basic configuration of the campus would remain as it exists today, with athletic facilities and playfields located in the south campus and academic buildings located to the north. Additionally wildlife in the area is generally already well-adapted to noise generated by human activities. Thus, indirect impacts on wildlife due to the noise of project operation are not expected to be significant.

In addition, it should be noted that proposed improvements to the campus' storm drain system (e.g., catch basins, oil/water separators, and stormwater treatment facilities) in compliance with water quality permit requirements would have a beneficial effect on Bixby Slough/Machado Lake and wildlife and vegetation within in the KMHRP.

❑ Wildlife Dispersion Corridors

During project operation, higher levels of human use may result in decreased dispersion among areas of the campus by wildlife. However, because the campus functions minimally as a wildlife corridor, this impact would not be significant.

❑ Special-interest Species

Flood lighting associated with new sports fields and vehicles along the new loop road adjacent to the KMHRP may result in additional and more intense light spill into certain locations of the KMHRP, potentially affecting breeding success of special-interest species, such as the least Bell's vireo and Cooper's hawk. Under the proposed Master Plan, new and relocated athletic fields and facilities would replace the existing sports facilities on the south end of the campus. Some facilities, such as the track and field/football stadium and baseball field would be relocated farther from the KMHRP and thus would likely have fewer lighting impacts on the KMHRP than the existing sports fields. However, the new soccer field would be located slightly south of the existing baseball field. In addition a new softball field would be located in the southern portion of existing Lot D. These two sports facilities could be a source of greater spillover lighting impacts onto the KMHRP. If facility and/or vehicle lighting adversely affects habitat use or results in nest abandonment by special-interest species, this would be a significant impact. Aside from the issue of lighting, increased human use of the campus is not expected to substantially alter use by special-interest species of the KMHRP. Human use near the KMHRP is not expected to increase to a level that would result in a reduction in use of the KMHRP by special-interest species, or in disturbances that would be so continuous or prolonged as to adversely affect breeding success or result in avoidance of areas adjacent to the campus by special-interest wildlife species.

3-4.3 Mitigation Measures

BR-1 In order to avoid significant impacts on riparian habitat and violations of laws protecting riparian habitat and drainages, project engineering documents shall specify that all construction components and activities remain out of the drainage on the west side of the campus south of Lot M, and out of the riparian vegetation of KMHRP on the south side of campus at the northwest corner of the proposed softball field. If any project construction or operation activities would result in even minor alterations of drainages or riparian vegetation in these or other areas on the south side of campus, Los Angeles Harbor College shall retain the services of a qualified wetland specialist to conduct wetland delineations as necessary. The wetland specialist shall contact appropriate resources agencies (USACOE and CDFG) regarding permits and agreements that may be required prior to initiation of activities in drainages or riparian habitats; and to prepare documentation as appropriate so that permits and agreements pursuant to Section 404 of the U.S. Clean Water Act and Section 1600 of the California Fish and Game Code can be obtained. The permits will require preparation of a riparian mitigation plan; the mitigation plan will include the following provisions:

Restoration Specialist: The restoration specialist shall be approved by the KMHRP and CDFG. The restoration specialist shall have demonstrated experience in the successful restoration of riparian habitat in southern California. Because an element of the restoration program could include eradication of giant reed from the KMHRP, the restoration specialist shall demonstrate experience in giant reed removal.

Site Selection: Consultations with USACOE, CDFG, and KMHRP personnel shall be conducted to select a suitable restoration site location within the KMHRP. Riparian restoration could include, as one element, eradication of exotic vegetation within the KMHRP and restoration of the eradicated areas to native vegetation under a plan approved by CDFG, KMHRP, any other appropriate agencies or landowners, such as the County of Los Angeles. Preference shall be given to eradication of exotic species where the potential for future infestation (mainly from upstream sources) is low.

Mitigation Ratios: Ratios for restoration of riparian habitat will depend upon the type of mitigation (restoration, enhancement, removal of exotic vegetation, or a combination of these) agreed upon by CDFG. However, CDFG recommends that mitigation be three-to-one per acre of riparian vegetation (CDFG 2003). Ratios shall be specified in the Streambed Alteration Agreement from CDFG.

Selection of Plant Palettes: The plant palette shall include appropriate trees, understory, and early-successional species native to the area being restored.

Quantities, Container Sizes, Planting Patterns, Origins: Seed quantities, plant container sizes, and planting patterns shall be specified, as appropriate. To the extent feasible, plants and seeds used in the restoration plans shall be collected from the KMHRP, as near to the restoration site as possible. The use of locally

native propagules will increase the chances of success and maintain the genetic integrity of the local ecosystem.

Exotic Species to be Eradicated: It is anticipated that the primary species to be eradicated will be giant reed (*Arundo donax*), but additional species may also be removed, such as pampas grass (*Cortaderia* spp.), pepper trees (*Schinus* spp.), castor bean (*Ricninus communis*), and California fan palm (*Washingtonia filifera*). The types and amounts of exotic species to be targeted shall be determined at the time final plans are developed during consultation with the resources agencies and KMHRP.

Methods/Timing for Eradication: The exotic species eradication specialist shall determine the methods to be used, including timing of eradication, in consultation with CDFG.

Timing for Planting: For best results, seeding and planting should take place after the onset of the rainy season and prior to March 31. Riparian woodlands may achieve good results with installation at other times of the year.

Mycorrhizal Fungi: In order to improve the ability of the planted material to compete with non-native forbs and grasses, mycorrhizal inoculum shall be specified for all container plants known to benefit from this symbiotic association.

Site Preparation: Methods to prepare the site for planting shall be specified, including consideration of soil requirements (e.g., soil type, compaction, etc.) and weed control prior to planting (if needed).

Seeding and Planting Techniques: Methods to install seeds and plants shall be specified, including specifications for hand seeding, hydroseeding, etc., and planting methods.

Irrigation: The restoration specialist shall determine the need, frequency, and duration for irrigation of riparian restoration sites.

Maintenance: Maintenance of all plantings and actions required to effect complete eradication of exotic species will be the applicant's responsibility, and shall include any activities required to meet the performance standards set for the restoration program. A minimum of 5 years of maintenance shall be required unless the plan's long-term performance standards are satisfied in less than 5 years.

Monitoring: The project proponent shall be responsible for monitoring the restoration site for a minimum of 5 years, or until all of the project's long term performance standards are met. The site monitor shall be a biologist, native landscape horticulturist or other professional qualified to 1) assess the performance of the planting effort, 2) recommend corrective measures, if needed, and 3) document wildlife use of planting areas over time. The site monitor shall be selected by the KMHRP and CDFG.

Performance Standards: Short-term (e.g., 90 and 180 days) and long-term (e.g., 3-year and 5-year) performance standards shall be set for the restoration plan, consistent with the goal of establishing self-supporting riparian habitat that supports native plant and wildlife species. The plan shall specify appropriate corrective actions to be taken if the site monitor determines that any restoration area is not meeting the performance standards set for the plan.

If performance standards cannot be achieved due to adverse soil or other unmanageable site conditions, an alternative or auxiliary mitigation plan may be submitted to the KMHRP and CDFG.

Documentation: The monitoring results shall be reported at least annually to the KMHRP and CDFG.

BR-2 Los Angeles Harbor College shall limit grubbing, trimming, and removal of any trees and buildings on the campus and in the KMHRP during the bird breeding season (approximately March 1 to September 15~~July 31~~, and as early as February 1 for raptors). Of particular note is the nest of a great blue heron (*Ardea herodias*) in a eucalyptus tree adjacent to Lagoon Drive (Mitch Heindel, pers. comm.); herons may begin nesting as early as February. If the bird breeding season cannot be avoided, Los Angeles Harbor College shall retain a qualified ornithologist to initiate surveys of the construction zone 30 days prior to the initiation of construction and weekly thereafter, with the last survey not more than 3 days prior to the initiation of construction, to minimize the potential for nesting following the survey and prior to construction. If the ornithologist detects any occupied nest or nests of native birds within the construction zone, Los Angeles Harbor College shall conspicuously flag off the area(s) supporting bird nests, providing a minimum buffer of 300 feet between the nests and limits of construction (500 feet for raptors). The construction crew shall be instructed to avoid any activities in this zone until the bird nests are no longer occupied, per a subsequent survey by the ornithologist.

BR-3 Any trees on campus or in the KMHRP removed as part of project construction shall be replaced at a minimum ratio of 1:1, and replacement trees shall possess a canopy upon planting and be a minimum size of 15 gallons. Aside from the eucalyptus tree with the great blue heron nest, eucalyptus trees removed for project construction along Lagoon Drive, which is adjacent to riparian habitat of KMHRP, shall be replaced with native riparian trees (sycamores and cottonwoods, already planted in other areas of the campus). In addition, Los Angeles Harbor College shall consult with KMHRP regarding the list of trees and other plants to be used for the campus to ensure that none of these species are invasive to the extent that they could encroach upon and become established within KMHRP.

BR-4 Los Angeles Harbor College shall comply with National Pollutant Discharge Elimination System and Municipal Separate Storm Sewer System permit standards to ensure, during and following construction, that no pollutants, siltation, or runoff are discharged from the campus and eventually drain into the riparian, freshwater marsh, and lagoon habitats of KMHRP.

BR-5 In order to avoid potentially significant indirect impacts due to construction on special-interest species breeding within KMHRP, if any construction activities are planned for the breeding season for birds, approximately February 1 through July 31, Los Angeles Harbor College shall retain a qualified ornithologist to conduct a baseline survey of areas within the KMHRP south of campus that would be located within 500 feet of any construction activity. The baseline survey shall be conducted not more than 1 week prior to the initiation of any construction activity and shall document whether any special-interest bird species (least bittern, peregrine falcon, Cooper's hawk, sharp-shinned hawk, osprey, northern harrier, loggerhead shrike, yellow warbler, tricolored blackbird) or any raptors (red-tailed hawk, red-shouldered hawk, white-tailed kite) other than special-interest species are nesting within 500 feet of any proposed construction activities.

If any nests of special-interest species are located in the KMHRP within 500 feet of proposed construction, the ornithologist shall note the nest(s) location and return to monitor the nest(s) the first 2 days of construction to document whether nesting behavior (in terms of the potential for nest abandonment) has changed with the initiation of construction. Because of the presence of the Harbor Freeway and existing campus activities, it is doubtful that birds nesting near the campus would abandon nests because of construction activities. However, if the ornithologist detects behavior(s) that suggest nest abandonment is imminent, noise mitigation measures such as placement of noise barriers around the construction site or equipment shall be implemented or construction activities closest to the nest shall be discontinued in that part of campus until activities at that nest are complete, per the ornithologist.

During construction, the ornithologist shall continue monitoring the KMHRP area within 500 feet of construction once weekly until the end of the breeding season or until the end of construction within 500 feet of the campus south boundary, whichever comes first, whether or not nests of special-interest species are detected within 500 feet of proposed construction during the baseline survey. During weekly surveys, the ornithologist shall continue to monitor the effects of construction, if any, on special-interest species nesting in the area. If no special-interest species are detected nesting in the 500-foot distance during the baseline survey, the weekly surveys will document whether special-interest species initiate nesting in the area during construction and to monitor any apparent effects of construction.

If any project construction activities would occur between March 15 and September 15, protocol surveys for least Bell's vireos, which nest in the KMHRP, shall be conducted within 500 feet of the construction zone in any areas of the KMHRP even marginally suitable for the vireo, if present. If least Bell's vireos are detected nesting within 500 feet of the construction zone, an ornithologist with demonstrated experience in identifying and observing behavior of least Bell's vireos shall observe the vireos for 2 hours daily during the construction period and determine whether behavior suggests that the vireos may be abandoning their nesting territory due to construction-related noise or activity. The monitor shall observe other nesting vireos, including the vireo pair at the dam in KMHRP, if present, for comparison. If the monitor determines that vireos within 500 feet of project construction have altered or abnormal behavior due to project construction, noise mitigation measures such as placement of noise barriers around the construction

site or equipment shall be implemented or construction activities within 500 feet of the vireo territory shall cease until the vireos have completed breeding activities and departed the area.

BR-6 In order to avoid potentially significant indirect impacts due to campus lighting on special-interest species breeding within KMHRP, nighttime lighting for the playing fields shall incorporate full-cutoff shielded fixtures or three-sided shielded fixtures pointed at least 45 degrees below the horizontal to contain the light within the campus. In addition, in order to minimize the impact of vehicle lights on nesting habitats in the KMHRP, the loop road extension shall be separated from the KMHRP by fencing a minimum of 5 feet high. If chain link fencing is used, native shrubs similar to those within the KMHRP adjacent to the loop road shall be planted side-by-side along the fence so that light spill from vehicles is sufficiently minimized, per evaluation of a qualified ornithologist.

BR-7 Should focused surveys of the campus for the southern spikeweed (southern tarplant) during summer 2003 locate any individuals of this species, the campus shall retain the services of a restoration specialist with demonstrated experience in the successful design and implementation of mitigation plans for special-interest plant species. The restoration specialist shall prepare a plan to replace the number of individuals of southern spikeweed to be removed by project construction on a two-to-one basis. The plan shall detail provisions to enhance existing populations of southern spikeweed in the KMHRP. The plan shall include the following details:

- Procedures and timing for collection of seeds from the campus tarplant population or from other populations within a 20-mile radius of the campus;
- Site preparation methods to ensure that existing tarplant populations are not damaged and that disturbance of other native plants is minimized;
- Site protection methods including fencing as necessary to minimize human intrusion into the planting area;
- Performance criteria and methods to measure those criteria and the timing to do so, to ensure that the two-to-one mitigation has occurred;
- Methods for monitoring, maintenance (including weed control) and reporting.

3-4.4 Unavoidable Significant Adverse Impacts

With implementation of the mitigation measures above, no unavoidable significant adverse impacts on biological resources are anticipated due to construction or operation of the proposed Master Plan.

3-5 HISTORICAL RESOURCES

3-5.1 Environmental Setting

Harbor College is located within the boundaries of the historic 56,748-acre Rancho San Pedro land grant conferred in 1784 upon Juan Jose Dominguez—a Catalonian who first arrived in Alta California as part of the Gaspar de Portola expedition (1769-70). At its greatest extent, Rancho San Pedro included the present day communities of San Pedro, Wilmington, Carson, Compton, Gardena, Torrance and part of Redondo Beach (Pitt 1997). For several thousand years prior to the arrival of the Spanish settlers, the project area was occupied by the Gabrielino Indians, an Uto-Aztecan people whose villages existed in several locations within a 2-mile radius of the present day Harbor College campus (Weinman 1978). These villages included Munikangna, Suangna, Masaungna, Xujungna and Tsavingna (located roughly north of Los Angeles Harbor; adjacent to Bixby Slough; and in northern San Pedro east of Western Avenue). Ranching and farming (at a still later time) during the nineteenth century obliterated the landscape that would have been known to the Gabrielinos—a landscape featuring many more woodland areas, plant thickets and swamps—and which contained an abundance of fish and game to feed its population (Weinman 1978). The mission system introduced to California during the third quarter of the eighteenth century, and mission policy calling for the forced conscription of the people, caused their way of life to largely vanish by the early nineteenth century. In addition, due to new diseases brought by the settlers for which the Gabrielinos had no natural immunity; many died. At the time of Spanish contact, the Gabrielinos had been one of the most powerful and wealthy of the nationalities in Southern California, and were credited with an elaborate material culture evidencing high levels of artistry in their manufacturing activities (Harris 2002).

The portion of Rancho San Pedro where Harbor College is located was later partitioned (1821) to Jose Dolores Sepulveda as part of the Rancho Los Palos Verdes. Sand banks and marshes in the neighborhood of the present day College precluded most agricultural activities other than fishing, animal trapping, and livestock grazing. The presence of a sheltered sea inlet at San Pedro, however, prompted a series of efforts to establish harbors at both San Pedro and Wilmington and sparked real estate development beginning in the second half of the nineteenth century.

Phineas Banning (1830-1885) was a key factor in bringing about the development of the Harbor area. In 1851, he started a teamster business hauling goods from ships at San Pedro to Los Angeles, later moving his operations to present day Wilmington (Weinman 1978). Due to its being several miles closer to downtown Los Angeles than San Pedro, the move to Wilmington cut the time required to transport goods and gave Banning a competitive advantage over the teamsters based in San Pedro (Pitt 1997). At first Banning teamstered goods by ox cart, then by stagecoach and wagon, and finally by train after constructing the region's first railroad line from tidewater to downtown Los Angeles (1869). Anticipating the eventual establishment of a deep-water port, he began acquiring real estate and laid out the town of Wilmington in 1858 (Pitt 1997). Wilmington received a further development impetus during the Civil War. The Abraham Lincoln administration established the Camp Drum military base at Wilmington in an effort to stem growing Confederate support in Southern California (1052 Banning Boulevard; City of Los Angeles Cultural Heritage Monument No. 21). Developed and occupied between 1862 and

1866, the Camp Drum Barracks is the only Civil War-associated historic landmark site in California (Weinman 1978; see Table 3-9).

Table 3-9: Significant Architectural/Historic Resources Within a 2-Mile Radius of the Project Site

Resource Location	Historic Name	Year Built	Description	Significance
401 East M St.	Phineas Banning House	1864	One of the finest examples of Greek Revival design in the L.A area	Listed on National Register; Los Angeles Cultural Heritage Monument #25
1052 Banning Blvd.	Camp Drum Barracks	1862	Italianate Style Officers Residence is the only CA Civil War property	L.A. Cultural Heritage Monument # 21
605 East O St.	Historic Wilmington Cemetery	Established 1857	A gift of P. Banning; it includes gravesites of Civil War soldiers	L.A. Cultural Heritage Monument #414
1001 Eubank Av.	Powder Magazine Camp Drum	1862	Part of the only California Civil War property	L.A. Cultural Heritage Monument #414
227 N. Avalon Blvd.	Masonic Temple	1882	One of the two oldest non-residential structures still standing in Wilmington	L.A. Cultural Heritage Monument #342
1200 Block of Lakme Av.	Camphor trees (parkway)	1927	52 camphor trees planted when the land was subdivided from the Banning estate	L.A. Cultural Heritage Monument #509
761 Channel St.	Site of Diego Sepulveda House	Early 19th Century	Location of residence during Mexican Colonial Period	CA State Historical Landmark # 380
1537 Neptune Av. (Relocated from 422 N. Avalon Blvd. in 1943)	St. John's Episcopal Church	1883	One of the two oldest surviving churches in the Harbor area still in use as a church	L.A. Cultural Heritage Monument #47
515 W. Opp St.	St. Peter & St. Paul Catholic Church	1930	Noteworthy example of Italian Romanesque-style church architecture	Gebhard & Winter 1994
SWC Anaheim & Banning Sts.	Lucy Banning House	circa 1900	Unusual stylistic example combining Mission Revival and Japanese traditional design features	Gebhard & Winter 1994
309 W. Opp St.	Wilmington Branch Library	circa 1926	Noteworthy example of Spanish Colonial Revival Style	Gebhard & Winter 1994
1160 N. Marine Av.	Calvary Presbyterian Church Memorial Chapel	1870	The oldest surviving church in the Harbor area; Noteworthy stylistic example	Gebhard & Winter 1994

Source: Myra L. Frank & Associates, Inc., 2002.

As a measure of his success in business, Banning constructed a handsome though old fashioned Greek Revival mansion at 401 East M Street, Wilmington (1864)—one of the finest examples of

this architectural style in the Los Angeles area (City of Los Angeles Cultural Heritage Monument No. 25; individually listed on the National Register of Historic Places (Table 3-9).

Up until the time of his death (1885), Banning steadfastly lobbied for establishment of a harbor at San Pedro. A vigorous debate ensued during the 1880s and 1890s about the respective merits of the competing proposals for building the harbor at Santa Monica, San Pedro, or Redondo Beach. This controversy was ultimately resolved by the United States Senate, which voted in favor of San Pedro in 1899. The development of the harbor at San Pedro/Wilmington and the discovery of the Wilmington oil field in 1932 have been the dominant economic factors shaping the development of Wilmington during the 20th century. These gave direct rise, in turn, to the drive for establishment of a vocationally oriented College to serve the community.

A documentation search was completed in September 2002 to identify significant historic and or architectural resources within a 2-mile radius of the Harbor College campus. Sources included the statewide database of historic/architectural resources, including those listed on the California Register of Historical Resources, Architecture in Los Angeles: An Architectural Guide (Gebhard and Winter; 1994 Edition), and the City of Los Angeles Cultural Heritage Commission list of Historic-Cultural Monuments (2002). Including the Banning House and Drum Camp Barracks referenced above, there are some 12 ~~8~~ properties that are documented historic properties or potential historic properties within a 2-mile radius of Harbor College (see Table 3-9), as well as 11 previously recorded prehistoric sites within a 1-mile radius (see Section 3-6). The documentation search, however, did not reveal any previously identified cultural/historic resources within the boundaries of Los Angeles Harbor College campus.

A movement to establish a post-secondary education program in the Harbor area took shape in the early 1940s. Seeing the potential benefit to local businesses and industrial interests in having modern vocational training available to its work force, directors of the Wilmington Chamber of Commerce petitioned the Los Angeles Board of Education to establish such training programs (Hoffland 1976). The petitioners at first focused on the establishment of war-related post-secondary occupational training at local high schools. At the conclusion of World War II, the focus shifted to the establishment of a community college offering a range of academic, technical, and business training (Hoffland 1976). George H. Moore, Secretary-Manager of the Wilmington Chamber of Commerce (Los Angeles City Council representative subsequently) was instrumental in spearheading the effort to establish Harbor College. Tireless in his efforts to galvanize community support, Moore wrote numerous letters to local business leaders and to the Board of Education urging establishment of a college. The communities of San Pedro and Lomita soon joined the Wilmington Chamber of Commerce in lobbying for the creation of a community college (Hoffland 1976). The Chamber was also instrumental in securing a $2 million appropriation from the federal government for development of the College (Vickery n.d.).

Harbor College opened its doors on September 12, 1949, and was dedicated almost exactly 2 months later on November 19, 1949, with an opening enrollment of 539 day students, 110 evening students, and 39 faculty (Hoffland 1976). Raymond J. Casey, who had been a principal in the Los Angeles City school system, served as the College's first president. Although relatively small in size, Harbor College experienced consistent growth, increasing from a total enrollment of 1,452 during its opening school year to a total of 8,892 some 12 years later (Hoffland 1976).

The establishment of the College was a source of pride for the Harbor area communities as evidenced by the number of feature stories that appeared in the community newspapers (e.g., the San Pedro News-Pilot, Wilmington Press Journal). An artist's rendering of the architects' plans was published in the September 9, 1949, San Pedro News-Pilot; profiles of the College's first president, discussion of the dedication ceremonies, and even the educational philosophy of the school were presented to the readers in several articles published in the fall of 1949. The educational approach was described as a "Six-point Program" that included among its objectives qualifying students during a time frame of 2 years or less to enter a vocational field especially suited to the Harbor area, preparing students desiring 4 years of college to transfer to a college or university of their choice, and providing life-long learning opportunities to Harbor area residents.

Reflecting the economic base of the community, petroleum technology, transportation technology, and port operations dominated Harbor College's early curriculum, which included classes in oil well drilling, petroleum processing, pipe welding, drafting and blueprinting, chemistry, geology, and electronic instrumentation (San Pedro News-Pilot September 9, 1949). By 1964 more than 25 different occupational training courses were being provided, accounting for approximately 36 percent of the total student enrollment (Hoffland 1976).

The architecture of Harbor College was referenced briefly in a couple of the articles about the opening of the school. One article described the architectural design as being "...an illustration of the most advanced thinking in school-house design..." (Wilmington Press Journal 17 November 1949) even while the names of the architects and details about the architectural design were not provided. The original permanent buildings on campus were constructed from 1948 to 1951. With the exception of the present Library, the Music Building, Nursing School, and temporary buildings, most of the other current buildings were constructed in phases during the late 1950s and from 1961 to 1965.

The principal architect for the buildings at Harbor College beginning in 1948 and extending over approximately 15 years was Archie C. Zimmerman (1894-1970). Zimmerman worked in association with at least two other known architects, including James R. Friend of Long Beach and Franklin D. Howell III (1916- ?), and appears to have assumed primary responsibility only for design of the buildings built between 1948 and 1960. It is surmised due to the difference in design approach that Franklin D. Howell III, Zimmerman's associate during the early 1960s, made significant design contributions to those buildings constructed during the early 1960s. The Zimmerman & Howell partnership was dissolved sometime circa 1965 due to Zimmerman's presumed retirement, prompting formation of the successor firm of Howell and Winslow, Architects. Howell's new partner was Carleton M. Winslow, Jr. (1919-1983). The firm of Howell and Winslow designed a majority of the other buildings on campus that date from the mid-to-late 1960s. No biographical material about Zimmerman—including either his education or early professional experience—was located. Zimmerman, Friend, Howell, and Winslow were all members of the American Institute of Architects (AIA). Friend, Howell, and Winslow were educated at USC—Howell and Winslow matriculating with Bachelor of Architecture degrees. All three had apprenticeships with noteworthy Long Beach-Los Angeles architects prior to launching their own practices and their collaboration at Harbor College. However, no biographical appraisal of any of these architects and their significance in the history of architecture in the Los Angeles area was located.

Zimmerman appears to have been an important architect in the Los Angeles area during the 1920s to 1930s period, as reflected by the volume of commissions he executed, design awards conferred, and the publication of his work (Los Angeles Central Public Library Subject & Biographical Index). A specialist in the design of schools, churches, and other institutional buildings, he was an AIA Design Award recipient (with Abraham Edelman) for the 52nd Street Elementary School, Los Angeles (circa 1925); served as associate architect (with Edelman and H. J. Barnett) in the design the National Register-listed Talmud Torah Synagogue in Boyle Heights (1922); received national recognition by winning first prize (with associate architect William Harrison) in the 1930 Lehigh Portland Cement Company Airport Passenger Terminal Design Competition for the emerging commercial airline industry; and served as associate architect (with Reginald Johnson, Lewis E. Wilson, Donald Parkinson, and Eugene W. Weston, Jr.) for the Harbor Hills Housing project (1939 to 1941)(Lomita, California). Given the fact that all key works for which he was recognized appear to have been designed in association with other architects—Harbor College being an example of such collaboration, and taking into account that virtually none of Zimmerman's works after the early 1940s—including Harbor College—appears to have been published; the absence of biographical information, as well as his omission from standard references on notable Los Angeles area architects, strongly suggest that Zimmerman is not a significant architect from the standpoint of California Register criteria, and that neither his association, nor that of his associates James Friend and Franklin D. Howell III, is of sufficient biographical significance in the history of Los Angeles area architecture to qualify the resources at Harbor College for California Register listing based on architect association alone.

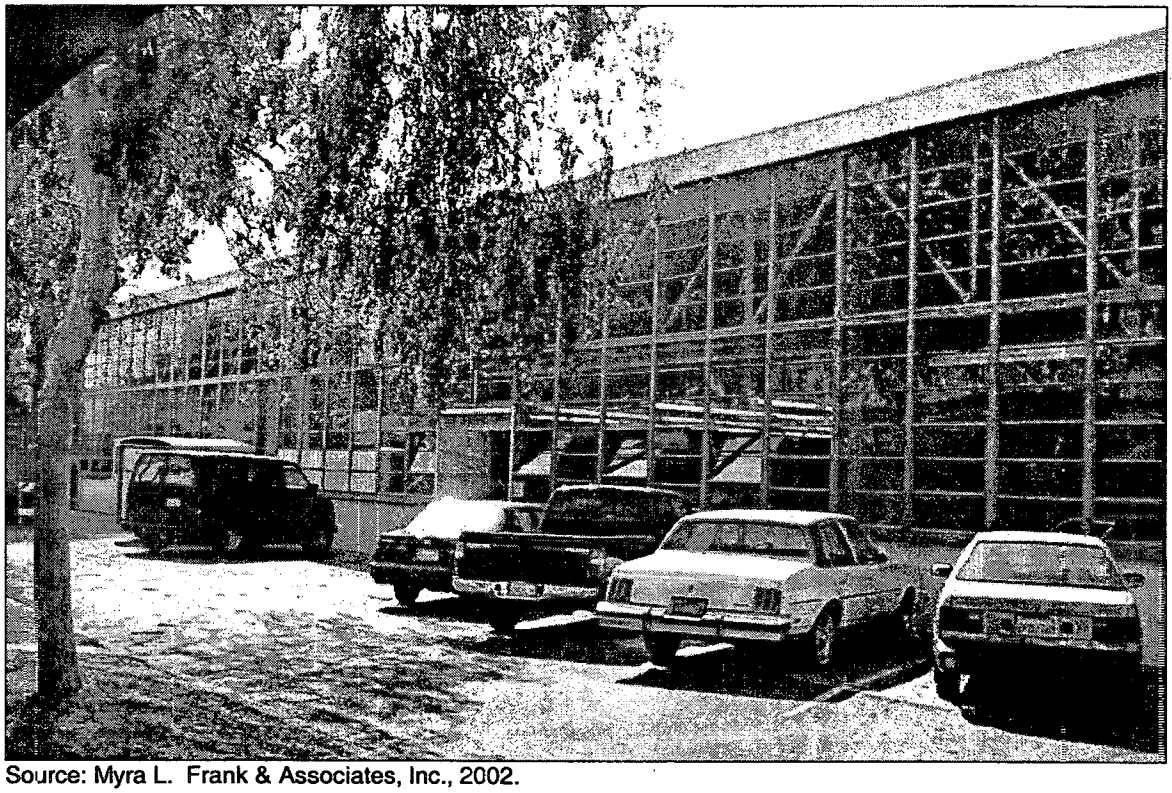
Several of the early permanent buildings at Harbor College initially constructed between 1948 and 1951 are potentially architecturally significant. These include the Tech 1 and Tech 2 Buildings and the Liberal Arts Building (which originally housed the College's administrative offices). All of these were designed in a straight forward version of the International Style—an architectural style that first appeared in Los Angeles during the 1920s but which came into wider use locally during the 1940s. The International Style was a heroic design philosophy that rejected traditional design history in order to create a stark, futuristic look that emphasized a factory-like functionality that challenged traditional notions of beauty by omitting virtually any form of architectural decoration. The Tech Buildings and Liberal Arts Building(1948) embody the distinctive characteristics of the International Style and also best represent the early history of Harbor College as an educational institution in the Wilmington community. The two Tech Buildings express physically the educational curriculum of the College during its opening years and its focus on vocational training for local industry. Therefore, these buildings appear eligible for inclusion on the California Register of Historical Resources per California Resource Code SS5024.1, Title 14 CCR, Section 4852, criterion C[11] (see Figure 3-18 and Figure 3-19.)

The current Administration Building, which dates from 1961 to 1962, is a potentially significant architectural resource. The building embodies, with the exception of a lack of bezeled windows, the distinguishing characteristics of the Late Moderne Style favored by some designers in the late 1950s to early 1960s period. As such, it appears eligible for inclusion on the California Register

[11] 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.

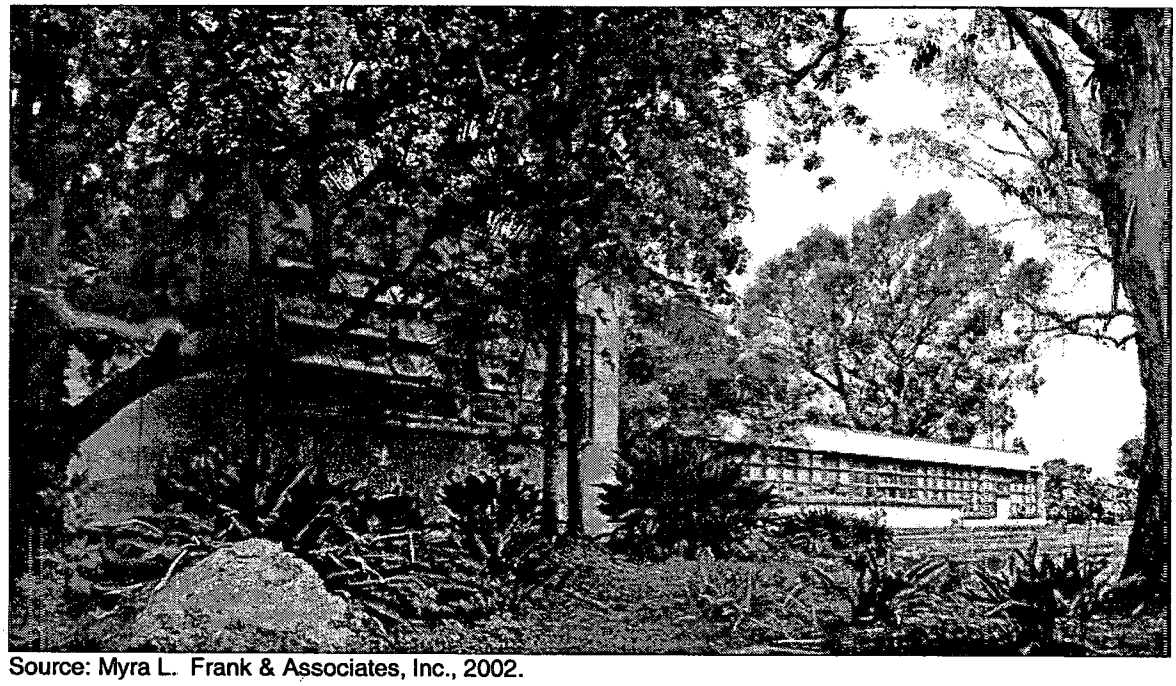
of Historical Resources per California Resource Code SS5024.1, Title 14 CCR, Section 4852, criterion C (Figure 3-20).

Figure 3-18: Tech Building 1, North Façade



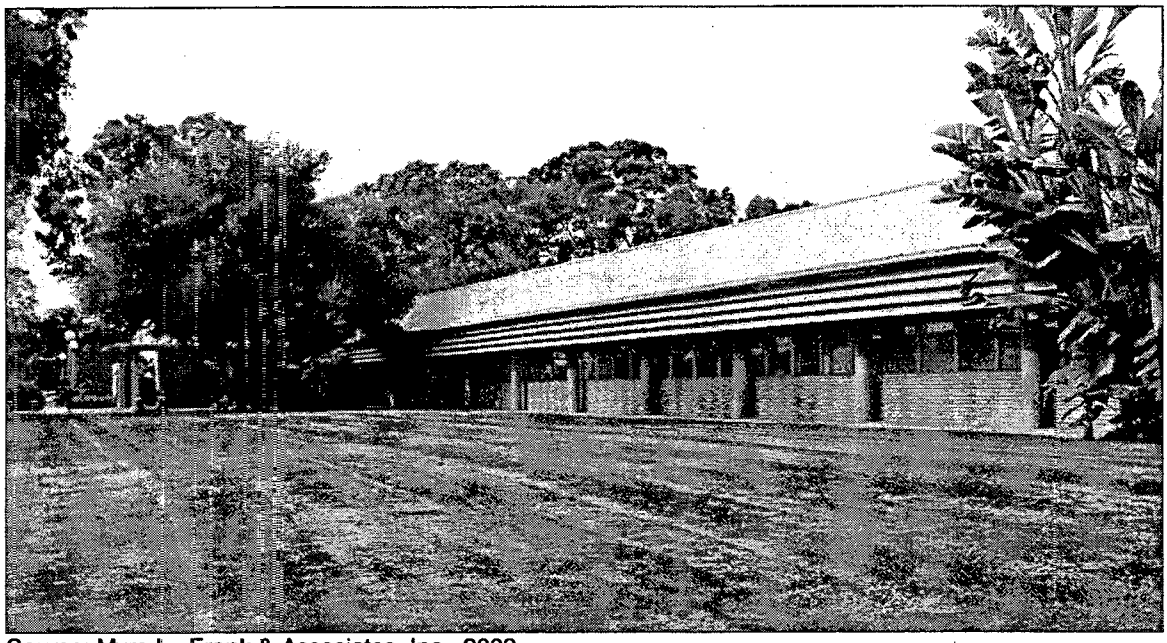
Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-19: Liberal Arts Building, View Northwest



Source: Myra L. Frank & Associates, Inc., 2002.

Figure 3-20: Administration Building, View Southwest



Source: Myra L. Frank & Associates, Inc., 2002.

Between 1962 and 1965, several buildings were constructed that expressed a third distinct architectural style, blending elements of the International Style with a formality of design (viz., symmetry, columns, and rich materials) known as the "New Formalism." These include the Seahawk Center, Science, Astronomy, and Fine Arts Buildings. Although architecturally noteworthy, they are products of the recent past (e.g., 40 years old or less) and represent a design style that has not yet been critically evaluated by historians, and for which a comprehensive historic context has not yet been formulated. Such an evaluation would need to analyze key stylistic examples in Southern California so that significant and non-significant resources could be distinguished one from another. Typically, buildings less than 50 years old must be of exceptional significance to be considered eligible for the California Register. Due to the fact that the subject buildings have not yet reached the 50-year threshold, and because they do not appear to be of exceptional significance, they are not currently considered historic resources per CEQA.

Due to the differing dates of construction and differences in architectural style, the design unity among the buildings at Harbor College is loose. Thus the buildings do not form a coherent district (i.e., a grouping of resources wherein the loss of one element destroys or substantially compromises compositional unity based upon closely shared architectural details). In addition, the buildings that were deemed architecturally significant are in several different portions of the campus. Therefore, the buildings were evaluated as individual architectural/historical resources, taking into account their thematic relationship to one another in historical/chronological terms.

The existing campus layout and building locations were primarily determined by the College's original Master Plan, which was formulated in 1948 (Zimmerman & Friend, Architects; Fred Barlow, Landscape Architect). Research was conducted in an effort to assess whether important design principles were demonstrated in this Master Plan; whether important designers were involved in its formulation; and whether the campus has substantially retained its compositional

integrity as a planned environment per the 1948 plan. The original Master Plan was not deemed significant from a planning standpoint. It was also determined that the plan has been abrogated in substantial enough ways due to divergent building placements and by divergences from the original landscape plan to have lost its compositional integrity.

3-5.2 Environmental Impacts

a. Significance Criteria

For the purposes of this EIR, and in accordance with Section 21084.1 of CEQA, the proposed project would have a significant adverse environmental impact if it:

- causes a substantial or potentially substantial adverse change in the significance of an historical resource.

A substantial adverse change is explained in the following excerpt from the *State CEQA Guidelines*:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (§ 15064.5[b]1).

The significance of an historical resource is materially impaired when a project:

- 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

- demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local 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 reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- demolishes or materially alters in an adverse manner those physical characteristics of an 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.

b. Impacts Discussion

Certain components of the proposed Master Plan would cause a substantial adverse change to historical resources previously discussed in Section 3-5.1. The adversely affected resources are those that are potentially proposed for total or partial demolition, including the Tech 1 and Tech

2 Buildings, and the Liberal Arts Building. In the proposed project, the two Tech Buildings are slated for demolition in approximately the second and fourth quarters of 2004; the Liberal Arts Building is slated for demolition during approximately the third quarter of 2004.

Removal and demolition of the Tech 1 and 2 Buildings would be a significant effect under CEQA because of their strong association with the educational focus of the College during its first several years of operation and because they embody the distinctive characteristics of an important postwar architectural design style known as the International Style.

Removal and demolition of the Liberal Arts Building would be a significant effect under CEQA because of its strong association with the College during its first several years of operation and the College's administrative activities in the building during those opening years. The building is also significant because it embodies the distinctive characteristics of an important postwar architectural design style known as the International Style.

A less specific adverse change to the historic buildings at Harbor College might result from the possible introduction of new development on campus featuring a different building scale and new architectural themes. This could indirectly foster the removal of older buildings rather that the harmonious, contextually appropriate integration of old and new design. However, new buildings would be designed in accordance with the design criteria and standards established by the District to ensure that new Proposition A Bond Program buildings are compatible with existing campus architecture and will enhance the overall visual quality of the existing campuses. Therefore, significant impacts to remaining historical buildings on the campus due to incompatibilities in scale or design are not anticipated.

3-5.3 Mitigation Measures

HR-1 Historic American Building Survey (HABS) or equivalent documentation of the Tech 1 and 2 Buildings and the Liberal Arts Building shall be undertaken, prior to demolition of these buildings. This documentation shall be deposited with the Harbor College Library as well as made available to local museums.

3-5.4 Unavoidable Significant Adverse Impacts

Because demolition of historic buildings is contemplated, implementation of the above mitigation measures would reduce impacts to the historic resources, to the extent feasible, but would not reduce them to a less than significant level. Thus, unavoidable significant adverse impacts would result.

3-6 ARCHAEOLOGICAL RESOURCES

3-6.1 Environmental Setting

a. Current Environmental Setting

Los Angeles Harbor College is depicted on the Torrance, 1:24,000-scale, USGS topographic map at the western edge of Los Angeles Basin, which is characterized by lowlands and coastal plain (T1N/R13W). The geology in the area includes alluvial deposits derived from surrounding mountain ranges deposited and cut by the Los Angeles and San Gabriel river systems. Situated at an elevation ranging from approximately 20 feet to 40 feet above mean sea level, the topography of the campus includes flat, level land surrounded by a level plain to the east, marshland to the north, the Bixby Slough to the west and south with rolling hills further to the west, and the Los Angeles Harbor basin to the south, between the Harbor City and Wilmington areas of the City of Los Angeles. Currently, areas surrounding the college campus have been developed into a golf course and Harbor Park to the north, Harbor Lake (Machado Lake or the remnant portion of Bixby Slough) to the west, the U.S. Naval Reservation to the southwest, residential housing to the east, and large oil refineries and harbors to the south.

Vegetation on the campus includes graded playing fields covered by introduced grassland species, various domestic tree species, and ornamental landscaping. Prior to historical development, the project area was within a natural low lying coastal landscape adjacent to marshlands and sloughs with vegetation communities that included Coastal Sage Scrub, Riparian Woodland, Freshwater Marsh, and Southern Oak Woodland. During historic times and as a result of development, a remnant of the marsh is confined to the area in the northern portion of Harbor Park and only some isolated indigenous species remain.

The Harbor City area has a Mediterranean climate characterized by warm, dry summers and mild winters with most of the annual rainfall occurring between the months of November and April.

b. Cultural Setting

Cultural chronologies for the Los Angeles Basin have been developed by Wallace (1955) and Warren (1968). The Millingstone Period, dating back more than 6,000 years ago, is characterized by a generalized plant collecting economy that was supplemented by hunting and fishing; sites attributed to this period appear to have been occupied by small groups of people. The Intermediate Period dates from approximately 3,000 to 1,000 years ago; sites attributed to this period indicate an increased reliance on coastal resources, as well as a continued reliance on hunting and collecting. Additionally, the advent of the bow and arrow and increased reliance on the mortar and pestle used to process hard nuts such as the acorn typify this period. The Late Period, beginning about 1,000 years ago, is characterized by increasing cultural complexity in both economic and social spheres. In general, occupation sites tend to be larger and contain a more varied artifact assemblage; there also appears to have been more intensive exploitation of local resources within the coastal, mountain, and interior environments. Social contacts and economic influences were accelerated through trade and political and ceremonial interactions.

The project study area is situated in a general region that was inhabited by the Uto-Aztecan Gabrielino cultural group. The total area of the Gabrielino mainland territory exceeded 1,500 square miles and included the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, and the Los Angeles-Santa Ana River Plain. Inhabiting the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers; several smaller intermittent streams in the Santa Monica and Santa Ana Mountains; all of the Los Angeles Basin; and the coastal strip from Aliso Creek in the south to Topanga Creek in the north; the Gabrielino also occupied the islands of Santa Catalina, San Clemente, and San Nicholas (Bean and Smith 1978:538). At the time of Spanish contact, the Gabrielino were one of the wealthiest, most populous, and powerful ethnic nationalities in southern California. They were credited with an elaborate material culture and expert craftmanship in quarrying and manufacturing steatite (soapstone) objects and constructing the plank canoe. For further information regarding the Gabrielino, the reader is referred to Bean and Smith (1978), Kroeber (1925), McCawley (1996).

c. Study Methods

Prior to the archaeological field investigation of the Los Angeles Harbor College campus, a literature and records search was conducted at the South Coastal Central Archaeological Information Center housed at Department of Anthropology at California State University, Fullerton. The objective of this search was to identify any previous studies and previously recorded cultural properties within a 1-mile radius of the project study area. Results of this search indicate that 10 cultural resources studies have been conducted within a 1-mile radius of the project area. Of these, one study (Wlodarski 2001) was located within the boundaries of Los Angeles Harbor College. Eleven prehistoric sites and one historical archaeological site have been previously recorded within a 1-mile radius of the Project area; none of these sites are located within the Los Angeles Harbor College campus.

Of the 11 prehistoric sites previously recorded within the 1-mile radius, five (CA-LAN-117, CA-LAN-118, CA-LAN-119, CA-LAN-120, and CA-LAN-121) lack site constituent descriptions on the site forms, four (CA-LAN-123, CA-LAN-124, CA-LAN-125, and CA-LAN-126) are shell scatters, one (CA-LAN-151) is described as a temporary camp, and one (CA-LAN-289) is reported as a temporary camp with milling equipment. Historic site CA-LAN-2135H is the 1917 Los Angeles Union Oil Refinery (now known as the Phillips Oil Refinery) complex located approximately 3 mile to the south of the Los Angeles Harbor College campus.

Inspection of the historic Redondo USGS 15'-series topographic maps indicates that Harbor City was almost entirely undeveloped in 1896. Wilmington and Drum Barracks had developed a grid layout for a street plan. The Southern Pacific=s San Pedro Branch Railroad extended across Wilmington Lagoon (now West Basin), south from the community of Wilmington to San Pedro. The Bixby Slough, northwest of Wilmington, remained surrounded by vacant land. By 1944 Wilmington had expanded up to the slough, Highway 6 (currently I-110) and various roads had been built around the slough. One structure appears on this map to have been located within the present Los Angeles Harbor College campus boundary.

Other sources consulted include the *California Points of Historical Interest* (1992) and the *City of Los Angeles Historic Cultural Monuments*; no properties or landmarks within a 1-mile radius of the Los Angeles Harbor College campus have been listed in these documents. In addition,

the *National Register of Historic Places* (updated annually) lists no properties within a 1-mile radius of the project area. The *California Historical Landmarks* (1990) list no resources within a 1-mile radius. The *California State Historic Resources Inventory* database of the State Office of Historic Preservation (1976) lists one property (Gulf Avenue Elementary School) that has been evaluated for historical significance within a 1-mile radius of the project area; however, none is located within the boundaries of Los Angeles Harbor College.

In addition to the archaeological literature and records search, Æ contacted the Native American Heritage Commission (NAHC) on August 22, 2002 to solicit pertinent cultural resources information available in the Sacred Lands Files for the project study area. In a reply to Æ on September 13, 2002, the NAHC stated that a records search of the Sacred Land Files failed to indicate the presence of Native American cultural resources in the immediate vicinity of the project area (Wood 2002). The NAHC did, however, recommend that Æ contact 11 individuals and/or organizations who may have knowledge of cultural resources in the project area. On October 2, 2002, Æ sent letters of inquiry to these 11 individuals/organizations as recommended by the NAHC (Wood 2002; see Appendix A of the Archaeological Survey Report). On November 12, 2002, Æ received a telephone call from Mr. Samuel Dunlap, a Gabrielino/Tongva Native American, who expressed concerns about the proposed project and the inadvertent discovery of Native American archaeological sites and human remains during project-related grading and excavation activities. Because of these concerns, Mr. Dunlap recommended that an archaeologist monitor any project-related ground disturbing activities in native soils. As of December 3, 2002, no other responses from the Native American individuals contacted had been received by Æ (see Appendix B of the Archaeological Survey Report, which is contained in Appendix C of this EIR).

Following the archaeological literature and records search, a comprehensive and intensive archaeological survey of approximately 65 acres on the Los Angeles Harbor College campus was conducted by one Æ archaeologist on September 5, 2002. The entire campus location appears to have been cut, filled, and graded to create a series of level terraces for athletic fields and landscaping, as well as building pads for structure construction. Much of the campus was covered by pavement for parking lots, walkways, and standing structures. Athletic playing fields and grassy portions of the campus were inspected using 10- to 12-meter (32- to 39-foot) interval transects. Ground visibility in these areas was, however, poor due to dense grass cover. Dirt parking lots on the southwest portion of the campus and other areas along the west side of the campus where ground was visible were also inspected; as with other locations inspected, however, these areas had previously been filled and graded. The only natural ground surface appeared to be on the very southern portion of the campus where a footpath extended along the fill embankment on the north and a remnant of the slough to the south. This area was heavily vegetated primarily with introduced, non-native species. Recent refuse had been scattered along the path, and construction materials and other refuse had been deposited possibly during chain-link fence construction that currently extends along the Los Angeles Harbor College campus boundary.

d. Study Findings

The archaeological survey of portions of the Los Angeles Harbor College campus failed to identify the presence of prehistoric or historical archeological resources. This may be due, in

part, to the restricted ground surface visibility in many areas, as well as previous developmental activities on the campus grounds. Lack of surface evidence of archaeological resources, however, does not preclude their subsurface existence. The proximity of the campus to the slough, a natural water source, as well as the presence of other prehistoric sites known to be located within the area suggests that Native American cultural resources may be present in some campus locations. Additionally, an historic structure depicted on the 1944 USGS Redondo Quadrangle is shown as being located within the Los Angeles Harbor College campus boundary, suggesting the possibility that subsurface historical features (e.g., privies, cisterns, foundations) and refuse deposits may be present in this location.

3-6.2 Environmental Impacts

a. Significance Criteria

For the purposes of this EIR, and in accordance with Section 21084.1 of CEQA, the proposed project would have a significant adverse environmental impact if it:

- causes a substantial or potentially substantial adverse change in the significance of an historical resource.

Cultural resources management work conducted as part of the proposed Master Plan shall comply with the CEQA Statutes and the *State CEQA Guidelines*, which direct lead agencies, in this case LACCD, to first determine whether an archaeological site is a "historically significant" cultural resource. Generally, a cultural resource shall be considered by the lead state agency to be "historically significant" if the resource meets any of the criteria for listing on the California Register of Historical Resources, including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) 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

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

The cited statutes and guidelines specify how cultural resources are to be managed in the context of projects, such as those in the proposed Master Plan. Briefly, archival and field surveys must be conducted and identified cultural resources must be inventoried and evaluated in prescribed ways. Prehistoric and historical resources deemed "historically significant" must be considered in project planning and development.

Therefore, if potentially significant archaeological resources are discovered during implementation of the proposed Master Plan, those resources must be inventoried and evaluated

to ascertain whether they meet the criteria for listing on the California Register of Historical Resources.

b. Impacts Discussion

As stated in the Study Findings section above, the archaeological survey of portions of the Los Angeles Harbor College campus failed to identify the presence of prehistoric or historical archeological resources. This may be due, in part, to the restricted ground surface visibility in many areas, as well as previous developmental activities on the campus grounds. Lack of surface evidence of archaeological resources, however, does not preclude their subsurface existence. The proximity of the campus to the slough, a natural water source, as well as the presence of other prehistoric sites known to be located within the area suggests that Native American cultural resources may be present in some campus locations. Additionally, an historic structure depicted on the 1944 USGS Redondo Quadrangle is shown as being located within the Los Angeles Harbor College campus boundary, suggesting the possibility that subsurface historical features (e.g., privies, cisterns, foundations) and refuse deposits may be present in this location. If significant resources are encountered during construction, construction activities could disturb or destroy these resources, a potentially significant impact.

3-6.3 Mitigation Measures

The following mitigation measures shall be implemented to reduce project-related adverse impacts to archaeological resources that may be encountered during construction of proposed Master Plan improvements:

AR-1 A certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, shall monitor all project-related ground disturbing activities that extend beyond the depth of artificial fill and into natural sand sediments (as identified in the geotechnical investigations for the Master Plan projects), in areas of archaeological sensitivity such as along the slough and in the area of the former historical structure depicted on the 1944 USGS Redondo Quadrangle.

AR-2 In those areas that are not monitored by an archaeologist and a certified culturally affiliated Native American, if buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

AR-3 Provisions for the disposition of recovered prehistoric artifacts shall be made in consultation with culturally affiliated Native Americans.

AR-4 In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, *State CEQA Guidelines* 15064.5(e), and Public Resources Code 5097.98 shall be implemented.

3-6.4 Unavoidable Significant Adverse Impacts

No Native American human remains are known to exist on the campus and the likelihood of encountering remains is not high given that most construction would occur in areas already disturbed by prior construction. In the unlikely event that Native American human remains are discovered during project-related construction activities, there would be unavoidable significant adverse impacts to these archaeological resources. Implementation of the mitigation measures identified above would reduce impacts to other archaeological resources to a level of insignificance.

3-7 PALEONTOLOGICAL RESOURCES

3-7.1 Environmental Setting

The Division of Geologic Sciences of the San Bernardino County Museum (SBCM) completed a literature review and records search for Los Angeles Harbor College, located near Machado Lake in the Wilmington area of Los Angeles County, California. Previous geologic mapping of the overall study area by Jennings (1962) indicates that the entire Los Angeles Harbor College campus is situated upon surface exposures of Quaternary nonmarine terrace deposits laid down during the later Pleistocene Epoch. These deposits are often referred to as the Palos Verdes Sand and/or San Pedro Sand (Langenwalter 1975; Jefferson 1991a, 1991b); this usage signifies poorly consolidated marine and non-marine gravels and sands with associated floodplain clays. Development of existing Los Angeles Harbor College facilities has undoubtedly disturbed these sediments, but it is likely that undisturbed Pleistocene terrace deposits remain present at depth. These Pleistocene sediments have a high potential to contain significant paleontologic resources and are therefore assigned a high paleontologic sensitivity. Pleistocene nonmarine sediments in the vicinity of the study area have been documented to contain fossils of extinct mammoth, horse, bison, ground sloth, deer rabbit, shrew, and rodents from various resource localities (Miller 1971; Langenwalter 1975, Jefferson 1991b).

Review of the Regional Paleontologic Locality Inventory (RPLI) at the SBCM indicate that no paleontologic localities are recorded by the SBCM within the proposed project area, nor within several miles in any direction. However, a review of the records of the Department of Vertebrate Paleontology of the Natural History Museum of Los Angeles County (NHMLAC) was completed by Samuel McLeod. This review indicated that although there were no paleontologic localities recorded within the boundaries of the Los Angeles Harbor College campus, there are eight recorded localities in Late Pleistocene Palos Verdes Sand and/or San Pedro Sand deposits located within 1.5 miles of the project area. These localities are described in Table 3-10.

The abundance of these localities and their proximity to the Master Plan project area demonstrate the high paleontologic sensitivity of Pleistocene marine and nonmarine sediments in this area.

3-7.2 Environmental Impacts

a. Significance Criteria

For the purposes of this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed project would have a potentially significant effect on the environment if it:

- directly or indirectly destroys a unique paleontological resource or site without proper testing, evaluation, retrieval, and if warranted, curation.

Table 3-10: Fossil Localities in the Vicinity of the Project Area

Locality Number[1]	Approximate Location[2]	Fossils Found[3]
LACM 1158	½ mile west/southwest in Palos Verdes Sand	Fossil remains of extinct horse (*Equis* sp.) and bison (*Bison* sp.)
LACM 1809	½ mile west/southwest in Palos Verdes Sand	Fossil remains of indeterminate bird, Aves.
LACM 1055	From Bixby Slough (present-day Machado Lake), very near the project area in Palos Verdes Sand	Fossil remains of the extinct flightless goose (*Chendytes lawi*)
LACM 3268	1.5 miles south/southwest in Palos Verdes Sand	Fossil remains of extinct mammoth (*Mammuthus* sp.) and
LACM 4205	1.5 miles south/southwest in Palos Verdes Sand	Fossil remains of extinct horse (*Equis* sp.)
LACM 363	½ mile north in Sand Pedro Sand	Fossil remains of fossil lampfish (*Lampanyctus bolini*) and herring (*Ganolytes cameo*)
LACM 3085	1 mile north/northeast in San Pedro Sand	Fossil remains for ray (*Myliobatiformes*) and dolphin (*Delphinidae*)
LACM 3823	1.5 miles north in Palos Verdes Sand	Fossil remains of extinct camel (*Camelops* sp.)

Notes:

1. LACM; Los Angeles County Museum of Natural History.
2. The exact location of fossil localities is not generally stated to the public in order to avoid loss of paleontological resources.
3. Pleistocene: approximately 10,000 to 1,6000,000 years ago.

Source: Los Angeles County Natural History Museum Vertebrate Paleontology Section.

Sedimentary units that are paleontologically sensitive are those units with a high potential for containing significant paleontologic resources (i.e., rock units within which vertebrate fossils or significant invertebrate fossils have been determined by previous studies to be present or likely to be present). These units include, but are not limited to, sedimentary formations that contain significant paleontologic resources anywhere within their geographical extent, as well as sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Determinations of paleontologic sensitivity must therefore consider not only the potential for yielding abundant vertebrate fossils but also the potential for production of a few significant fossils, large or small, vertebrate or invertebrate, that may provide new and significant taxonomic, phylogenetic, and/or stratigraphic data. Areas that may contain datable organic remains older than recent and areas that may contain unique new vertebrate deposits, traces, and/or trackways must also be considered paleontologically sensitive.

Fossils can be considered to be of significant scientific interest if one or more of the following criteria apply:

1. The fossils provide data on the evolutionary relationships and developmental trends among organisms, both living and extinct;

2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;

3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;

4. The fossils demonstrate unusual or spectacular circumstances in the history of life; and,

5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

b. Impacts Discussion

Because operation of the project would have no effect on the geologic environment, the following discussion of impacts is limited to the construction phase of the project.

Based upon the results of previous paleontologic studies in the immediate vicinity of the campus, Los Angeles Harbor College contains surface and bedrock of Palos Verdes Sand and/or San Pedro Sand (Langenwalter 1975; Jefferson 1991a, 1991b), both of which are likely to contain significant fossil vertebrate remains. Because there is a high probability that paleontological resources exist fairly close to the ground surface in such locations, paleontological resources could be encountered during project-related excavations. Although the depth of most excavation associated with the construction of proposed new facilities on the campus would be fairly shallow (approximately 3 to 5 feet), any excavation into Palos Verdes Sand and/or San Pedro Sand could result in the destruction of unique fossil resources—a potentially significant impact. Should unique paleontologic resources be encountered, the mitigation measures below will reduce impacts to a level of insignificance.

3-7.3 Mitigation Measures

The following measures shall be implemented to ensure that potential impacts to any unique paleontologic resources that may be present would be reduced to a less than significant level.

PR-1 A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources (i.e., areas where excavation extends beyond the depth of artificial fill and into Palos Verdes Sand and/or San Pedro Sand as identified in the geotechnical investigations for the Master Plan projects). The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.

PR-2 Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.

PR-3 Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage.

PR-4 A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to Los Angeles Harbor College, would signify completion of the program to mitigate impacts to paleontologic resources.

3-7.4 Unavoidable Significant Adverse Impacts

There would be no unavoidable adverse impacts on paleontologic resources after implementation of the mitigation measures specified above.

3-8 GEOLOGY/SOILS/SEISMICITY

3-8.1 Environmental Setting

a. Regional Setting

Harbor College is located near the western edge of the Los Angeles Basin, which is both a geomorphic and geologic feature. The Los Angeles Basin is a lowland coastal plain 50 miles long by 20 miles wide that slopes gradually southward and westward toward the Pacific Ocean. The coastal plain overlies a structural trough that was filled with a thick sequence of early Cenozoic[12] through Holocene marine and non-marine sediments as the basin subsided. The youngest of these sediments includes the alluvium deposited by the Los Angeles River.

The Los Angeles Basin occupies the intersection of the north-northwest trending Peninsular Ranges Geomorphic Province and the east-west trending Transverse Ranges Geomorphic Province. The Peninsular Ranges are characterized by a series of mountain ranges and intervening valleys that extend from Los Angeles to Baja California. The Transverse Ranges, which form the northern boundary of the Los Angeles Basin, extend from Point Arguello eastward to the Joshua Tree National Monument, where they merge with the Mojave and Colorado Deserts.

The seismicity of southern California is dominated by the intersection of the north-northwest trending San Andreas fault system and the east-west trending Transverse Ranges fault system. Both systems are responding to strain produced by the relative motions of the Pacific and North American Tectonic Plates. This strain is relieved by right-lateral[13] strike-slip faulting on the San Andreas and related faults and by vertical, reverse-slip or left-lateral strike-slip displacement on faults in the Transverse Ranges. The effects of this deformation include mountain building; basin development; deformation of Quaternary marine terraces; widespread regional uplift; and generation of earthquakes.

b. Project Site

Physiography

Harbor College is located in a fully developed area near the Port of Los Angeles and just northeast of the Palos Verdes Hills. Current land uses in the area include recreational, residential, light industrial, commercial, and service-oriented businesses. The campus is located adjacent to and within the former Bixby Slough area. The Bixby Sough has been cut off from

[12] The Cenozoic era spans the time from 66 to 1.6 million years ago. The Quaternary period spans the time from 1.6 million years ago to the present. The Holocene, or Recent, epoch spans the end of the Quaternary period, from 11,000 years ago to the present.

[13] A *strike-slip fault* is a fault separating blocks of rock that slide past each other horizontally. A *right-lateral* strike-slip fault is a strike-slip fault on which the displacement of the more distant block is to the right when viewed from either side. On a *left-lateral* fault the displacement is in the opposite direction. A *reverse-slip* fault is a fault that dips at an angle below the surface on which the overhanging block of rock slides upward over the underlying block.

the harbor and completely filled in, with the exception of Harbor Lake, which appears to fill a portion of the former Slough. The area is typically characterized by low relief, with elevations within the Harbor College campus ranging from approximately 15 feet (mean sea level datum) along the southern boundary of the campus to 35 feet near the northwest corner of the campus. The West Basin of the Port of Los Angeles is located less than one mile from the southern boundary of the campus. Harbor College is located on the USGS 7.5-Minute Torrance topographic quadrangle.

Geology

The project area is underlain predominantly by late Pleistocene (approximately 11,000 to 700,000 years in age) Older Alluvium and Holocene (<11,000 years old) Younger Alluvium. Localized areas of artificial fill are expected to underlie the developed portion of the campus (buildings, roads, etc.) and in the areas of the Bixby Slough that have been filled. The Older Alluvium, consisting of older alluvial and eolian deposits, is the predominant unit in the area and is generally composed of dense to very dense sands and silty sands.

The Younger Alluvium generally consists of alluvial fan deposits and alluvial basin deposits. Alluvial fan deposits in the project area consist largely of soft silt and clay with some loose to moderately dense silty sand (California Division of Mine and Geology 1998).

Previous Geotechnical Studies

A *Preliminary Geotechnical Evaluation* report was prepared by Diaz Yourman & Associates (DYA, 2002) for proposed new structures at Harbor College. The investigation for this report consisted of advancing one soil boring and four cone penetrometer tests (CPTs) to determine subsurface characteristics. The boring and CPTs locations were chosen to provide coverage of the site and for evaluation of liquefaction potential. The boring was drilled to a depth of 51 feet and the CPTs were advanced to depths ranging from 40 to 53 feet. An expansion index test was conducted on one near surface sample from the soil boring. The result, expansion index of 69, indicates that near surface soils may have a medium potential for expansion (DYA 2002).

The subgrade soils encountered consisted of alternating layers of lean clay, silt with sand, sandy silt, and silty sand in the top 8 to 22 feet, underlain by silty sand and sand with silt. In the cone penetrometer tests located adjacent to the track in the southern part of the campus, the fine-grained materials (silt and clay) were generally hard to very hard, clayey material encountered to a depth of approximately 22 feet. This material was firm and may be more compressible than other soils encountered in this investigation (DYA, 2002). The coarse-grained materials (sand and silty sand) were medium dense to very dense. Groundwater, which was not measured in the cone penetrometer tests, was encountered at an approximate depth of 32 feet below ground surface (bgs) in the soil boring.

Soils

The U.S. Department of Agriculture's Soil Survey for Los Angeles County (1969) indicates that soils underlying the project area are of the Ramona-Placentia Association. Soils of this association occur only in the Los Angeles basin. They are on gentle slopes between elevations

from near sea level to 1,300 feet. These soils are not suitable for agriculture but are suitable for other uses such as residential development.

Ramona soils in the Los Angeles Basin are over 60 inches deep, are well drained and have slow subsoil permeability. The surface layers of these soils are characterized by brown to reddish-brown, heavy loam,[14] loam, or sandy loam. The underlying subsoils are brown to reddish-brown, dense clay loam or clay. Some subsoils may be stratified beds of silt to sand. Areas with up to 60 percent by volume stones and cobbles also occur.

Placentia soils are over 18 inches deep, are moderately well drained and have very slow subsoil permeability. They are characterized by brown to reddish-brown loam or sandy loam surface layers abruptly underlain by a dense, dark reddish-brown clay loam subsoil. Occasional areas have subsoils composed mainly of gravelly deposits and some have an iron-cemented hardpan.

Mineral Resources

The Harbor College campus is not located within an oil field and no other ~~No~~ mineral resources have been identified in the proposed project area (County of Los Angeles General Plan 1993). However, the campus is located just south of two active oil fields, the Wilmington and Torrance Oil Fields.

Seismicity

The project area will be subject to ground shaking associated with earthquakes on faults of both the San Andreas and Transverse Ranges fault systems. Active faults of the San Andreas system are predominantly strike-slip faults accommodating translational[15] movement. The Transverse Ranges fault system consists primarily of blind reverse and thrust faults accommodating tectonic compressional stresses in the region. Blind faults have no surface expression and have been located using subsurface geologic and geophysical methods. This combination of translational and compressional stresses gives rise to diffuse seismicity across the region.

Active reverse or thrust faults[16] in the Transverse Ranges include blind thrust faults[17] responsible for the 1987 Whittier Narrows Earthquake and 1994 Northridge Earthquake, and the range-front faults[18] responsible for uplift of the Santa Monica and San Gabriel Mountains. The range-front faults include the Malibu Coast, Santa Monica-Hollywood, Raymond, and San Fernando-Sierra Madre faults. Active right lateral strike slip faults in the Los Angeles Area include the San Andreas, Whittier-Elsinore, Palos Verdes, Newport-Inglewood, and San Gabriel faults, all associated with the San Andreas fault system.

[14] Loam is a soil composed of a mixture of clay, silt, sand, and organic matter.
[15] Fault block movement in which the blocks have no rotational component, parallel features remain so after movement.
[16] A fault with predominantly vertical movement in which the upper block moves upward in relation to the lower block, a thrust fault is a low angle reverse fault.
[17] Blind thrust faults are low-angled subterranean faults that have no surface expression.
[18] Faults along the front of mountain ranges responsible for the uplift of the mountains.

Both the Transverse Ranges and western Los Angeles Basin are characterized by numerous geologically young faults. These faults can be classified as historically active, active, potentially active, or inactive, based on the following criteria (CDMG 1999):

- Faults that have generated earthquakes accompanied by surface rupture during historic time (approximately the last 200 years) and faults that exhibit aseismic fault creep[19] are defined as Historically Active.
- Faults that show geologic evidence of movement within Holocene time (approximately the last 11,000 years) are defined as Active.
- Faults that show geologic evidence of movement within the Quaternary (approximately the last 2,000,000 years) are defined as Potentially Active.
- Faults that show direct geologic evidence of inactivity during all of Holocene time or longer may be classified as Inactive.

Although it is difficult to quantify the probability that an earthquake will occur on a specific fault, this classification is based on the assumption that if a fault has moved during the Holocene epoch, it is likely to produce earthquakes in the future. Blind thrust faults do not intersect the ground surface, and thus they are not classified as active or potentially active in the same manner as faults that are present at the earth's surface. Blind thrust faults are seismogenic structures[20] and thus the activity classification of these faults is predominantly based on historic earthquakes and microseismic activity along the fault.

The Harbor College campus is located in an area with many major active faults in the vicinity. The major active faults in the project area include the Palos Verdes, Compton Thrust, and Newport Inglewood faults. These faults along with other faults considered to be potentially significant seismic sources are listed in Table 3-11. Data presented in this table include the type of fault, estimated earthquake magnitude, estimated site intensity, and distance between the fault and the project area. The locations of these faults are shown on Figure 3-21.

Approximately 1 mile to the northwest, the northwest-southeast trending Palos Verdes fault is the closest active fault to the project area. The Palos Verdes fault is a predominantly right-lateral strike slip fault with an estimated slip rate of 3 millimeters[21] (0.12 inches) per year and an estimated recurrence interval of 650 years (California Division of Mines and Geology 1996). This fault has been responsible for approximately 985 feet (300 meters) of offset of the ancestral channel of the Los Angeles River.

[19] Movement along a fault that does not entail earthquake activity.
[20] A geologic structure that has or is capable of generating an earthquake.
[21] References to fault slip rates are traditionally presented in millimeters per year. This convention is maintained and the conversion to inches is also provided.

Table 3-11: Significant Active Faults

Fault Name	Fault Type	Approximate Distance from Site (mi)[1]	Maximum Earthquake Magnitude[2]	Estimated Site Intensity (MM)[3]
Palos Verdes	Right-Lateral Strike Slip	1	7.1	X
Compton Thrust	Blind Thrust	3.5	6.8	X
Newport-Inglewood (LA Basin)	Right-Lateral Strike Slip	5.5	6.9	X
Elysian Park Thrust	Blind Thrust	16.5	6.7	VIII
Whittier	Right-Lateral Strike Slip	21	6.8	VIII
Santa Monica	Left-Lateral Strike Slip with a reverse component	22	6.6	VIII
Hollywood	Left-Lateral Strike Slip with a reverse component	22.5	6.4	VIII
Raymond	Left-Lateral Strike Slip with a reverse component	24	6.7	VIII
Anacapa-Dume	Reverse	29	7.3	VIII

Notes:
1. Fault distances obtained using the EQFault computer program (Blake 2000), based on digitized data adapted and modified from the CDMG fault database.
2. Maximum Earthquake Magnitude – the maximum earthquake that appears capable of occurring under the presently known tectonic framework, using the Richter scale.
3. Estimated Site Intensity – a measure of surface intensity and damage from an earthquake, measured using the Modified Mercalli Scale (MM) (see Table 3-2).

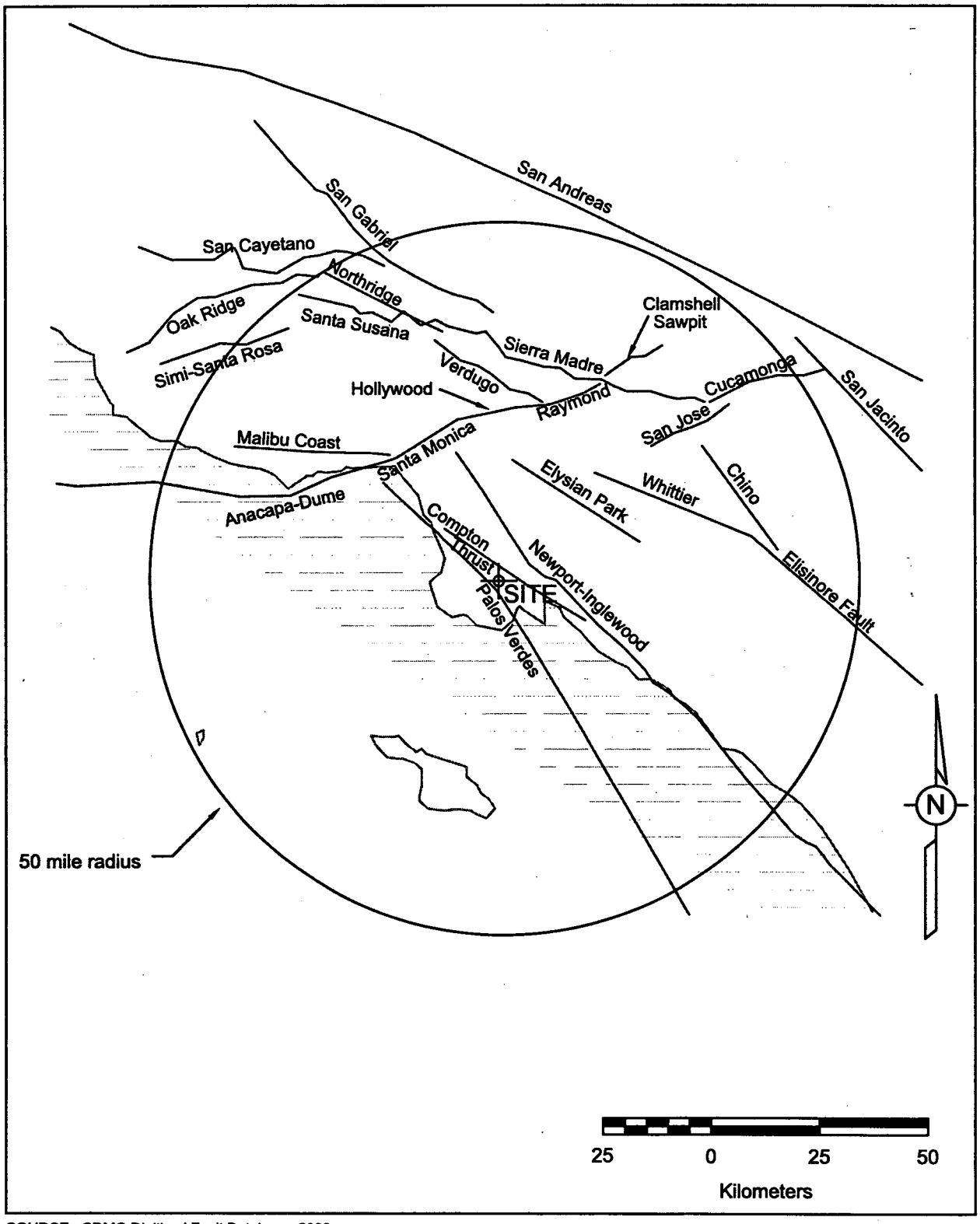
Source: Geotechnical Consultants, Inc, 2002.

The Compton and Elysian Park faults are recently discovered blind thrust faults, i.e., low-angle subterranean thrust faults that have no surface expression. The Compton and Elysian Park thrust faults are both east-dipping blind thrust faults. Although the trace of these faults is commonly projected to the surface, the closest distance to any point is measured from the projection of the dipping fault plane.

The Newport-Inglewood fault lies along the southwest margin of the Los Angeles Basin and coincides with a structural break between a relatively shallow depositional shelf to the southwest and a deep depositional basin to the northeast. The fault zone consists of a series of short, discontinuous northwest trending faults and a complex pattern of north to northeast trending subordinate faults.

The east-west trending Hollywood and Raymond faults are known active faults with predominantly left lateral motion with a component of reverse slip. The Hollywood and Raymond faults are part of a larger fault system that includes the Santa Monica and Sierra Madre faults. This fault system forms the southern margin of the western Transverse Ranges.

Figure 3-21: Fault Map



SOURCE: CDMG Digitized Fault Database, 2002.

Strong Ground Shaking. An earthquake is classified by the amount of energy released, which traditionally has been quantified using the Richter scale. Recently, seismologists have begun using a Moment Magnitude (M) scale, because it provides a more accurate measurement of the size of major and great earthquakes. For earthquakes of less than M 7.0, the Moment and Richter Magnitude scales are nearly identical. For earthquake magnitudes greater than 7.0, readings on the Moment Magnitude scale are slightly greater than a corresponding Richter Magnitude.

Seismic analyses generally include discussions of design level and upper bound earthquakes. An upper bound earthquake is defined as an event that has a 10 percent probability of occurrence in 100 years. The design level earthquake is defined as an event that has a 10 percent probability of occurrence in 50 years.

The intensity of the seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between the project area and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the project area. Earthquakes occurring on faults closest to the project area would most likely generate the largest ground motions. The Modified Mercalli Scale is commonly used to indicate the site intensity of an earthquake as a subjective measure of the strength of an earthquake at a particular place as determined by its effects on persons, structures, and earth materials. The Modified Mercalli Scale for Earthquake Intensity is presented in Table 3-12.

Table 3-12: Modified Mercalli Scale for Earthquake Intensity

Intensity Scale (MM)	Effects
XII	Damage total or nearly total, practically all works of construction are greatly damaged or destroyed. Roads, rails, and underground utilities severely damaged.
XI	
X	Major damage, including partial to complete collapse of weak masonry and frame buildings and moderate damage of stronger structures.
IX	
VIII	Moderate damage including toppled chimneys, cracked stucco, frames shifted on foundations. Damage more severe to weak walls and masonry.
VII	Minor damage including cracks in chimneys and walls. Furniture moved and items knocked off shelves.
VI	
V	Felt by most people, some awakened from sleep. Some objects are moved. No structural damage.
IV	
III	Felt indoors by some people.
II	Not generally felt by people.
I	

Source: Modified from Lacopi, 1981.

A review of historic earthquake activity from 1800 to 1999 indicates that eight earthquakes of magnitude M 6.0 or greater have occurred within 50 miles (80 kilometers) of the proposed project area. Distance from the project area, magnitude, and site intensity for each of these six

earthquake events is presented in Table 3-13. The M 5.9 Whittier Narrows earthquake of 1987 is also included in the table because it was a significantly damaging earthquake within 25 miles of the project site. There have been nine additional earthquakes with magnitudes between M 5.5 and M 6.0 within 50 miles of the project area between 1800 and 1999.

Table 3-13: Historic Eearthquakes

Date	Approx. Distance to Site (miles)	Earthquake Magnitude (M)	Approx. Site Intensity (MM)
September 21, 1827	43	7.0	VI
July 11, 1855	24	6.3	VII
December 16, 1958	47	7.0	VI
April 4, 1893	40	6.0	V
March 11, 1933	22	6.3	VII
February 9, 1971	44	6.4	V
October 1, 1987	23	5.9	VI
January 17, 1994	33	6.7	VI

Source: EQSearch, v. 3.0 – Thomas F. Blake, 2000.

Three significant damaging historic earthquakes have occurred in the last century within 35 miles of Harbor College. The closest significant earthquake was the March 10, 1933 M6.4 Long Beach earthquake. This earthquake was located approximately 22 miles south of the project site along the Newport-Inglewood fault. This earthquake resulted in 120 deaths and over $50 million in property damage. Most of the damaged buildings were unreinforced masonry. Many school buildings were destroyed, which led to the passage of the Field Act, which gave the State Division of Architecture authority and responsibility for approving design and supervising construction of schools. Building codes were also improved as a result of this earthquake.

The second closest significant earthquake was the October 1, 1987 M 5.9 Whittier Narrows earthquake, which caused significant damage in the Los Angeles region. This earthquake was located approximately 23 miles southeast of the project site and resulted in eight deaths and $358 million in property damage. The Whittier Narrows earthquake occurred on a previously unknown blind thrust fault, the Puente Hills fault, located just northwest of the northern terminus of the Whittier fault (Southern California Earthquake Center 2000). The Puente Hills fault is thought by many to be part of the Elysian Park blind thrust.

The most recent significant earthquake near the project site was the January 17, 1994, M 6.7 Northridge Earthquake. This earthquake was located approximately 33 miles north of the project area and resulted in 60 deaths and approximately $15 billion in property damage (National Earthquake Information Center 2000; Southern California Earthquake Center 2000). Damage was significant and widespread, including collapsed freeway overpasses and more than 40,000 damaged buildings in Los Angeles, Ventura, Orange, and San Bernardino Counties. This earthquake occurred on a blind thrust fault and produced the strongest ground motions ever instrumentally recorded in an urban setting in North America. The maximum recorded acceleration exceeded 1.0g (g is the acceleration due to gravity) at several sites, with the largest recorded (1.8g) at Tarzana, about 4 miles south of the epicenter (National Earthquake Information Center, 2000).

3-8.2 Environmental Impacts

a. Significance Criteria

For the purposes of the analyses in this EIR, the proposed project would have a significant impact of the geologic environment if it would:

- destroy unique geologic features or geologic features of unusual scientific value for study or interpretation;
- result in the loss of accessibility of known mineral and/or energy resources of local, regional, or statewide value;
- substantially accelerate geologic processes, such as erosion; or
- substantially alter topography beyond what would result from natural erosion and deposition.

For the purposes of the analyses in this EIR, the geologic environment would have a significant impact on the proposed project if it would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death resulting from:

- ground rupture due to presence of an active earthquake fault in the project area;
- earthquake-induced strong ground shaking and/or seismic-related ground failure including liquefaction, settlement, lateral spreading and/or surface cracking;
- exposure to corrosive soils;
- earthquake-induced flooding; or
- slope failure.

b. Impacts Discussion

Construction Impacts

Geologic and Mineral Resources. The project area is a fully developed urban area and is underlain by artificial fill, Younger Alluvium, and Older Alluvium throughout. Thus, construction of proposed Master Plan improvements is not expected to affect any unique geologic features. No mineral resources are known to be located on the campus. ~~in the project area.~~

Accelerated Erosion. As a result of grading and excavation activities during construction periods, soils on the project site would be exposed to wind and water erosion. The implementation of industry standard storm water pollution control Best Management Practices

would reduce soil erosion impacts to a less than significant level. Erosion control measures that shall be implemented as part of Best Management Practices would include the placement of sandbags around basins; use of proper grading techniques; appropriate sloping, shoring, and bracing of the construction site; and covering or stabilizing topsoil stockpiles. Construction industry standard storm water Best Management Practices can be found in the *State of California Storm Water Best Management Practice Handbook*, Construction Activity.

Alteration of Topography. The project area is relatively flat and, as a result, substantial alteration of the topography is not anticipated.

Unstable Slopes. The Harbor College Campus is relatively flat. Any temporary slopes created by construction would be stabilized by appropriate temporary measures during construction, in compliance with current building codes and OSHA standards, thereby reducing the impact to less than significant.

Operational Impacts

Ground Rupture. The project area is not located within an Alquist-Priolo Earthquake Fault Zone (CDMG 2001) and no known active faults cross through the project area or within the immediate vicinity of the project area; therefore, primary ground rupture is not anticipated.

Strong Ground Shaking. The estimated site intensity of between X and VIII for the estimated maximum earthquake on any of the faults within 29 miles of the project area (see Table 3-11) is very high. Seismic shaking intensity of X to VIII could cause significant damage to all aboveground structures and moderate damage to pavement, roads, and underground utilities. Strong earthquake-induced ground shaking could be triggered by seismic activity on any of the faults listed in Table 3-11, resulting in significant damage to structures in the proposed project area.

The ground motion hazard described above is not unusual for the Los Angeles area. This hazard would represent a less than significant impact provided that design and construction of the proposed project conforms to all applicable provisions of the California State Architect, which follows guidelines set forth in the 1998 California Building Code (CBC). The CBC is based on the 1997 Uniform Building Code (UBC) and sets forth regulations concerning proper earthquake design and engineering. In addition, construction shall conform to the 1997 UBC earthquake design criteria for Seismic Zone 4.

Liquefaction Potential. Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced, strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of granular sediments, and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silt, sand, and silty sand within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena may include lateral spreading, ground oscillation, loss of bearing strength, subsidence, and buoyancy effects (Tinsley et al. 1986). Lateral spreading comprises the movement of surficial blocks of sediment due to liquefaction, and commonly occurs on gentle slopes of 0.3 to 3 degrees.

Portions of the project area are within a California Department of Mines and Geology (CDMG) Seismic Hazard Mapping Program liquefaction hazard zone (CDMG 1998), as shown on Figure 3-22. These liquefaction hazard zones coincide with areas underlain by Younger Alluvium. Additionally, localized areas of shallow groundwater and unconsolidated sediments may exist within the project site and could potentially lead to liquefaction phenomena. Historical liquefaction related phenomena have occurred within the Torrance Quadrangle. Numerous effects attributed to liquefaction were noted in the San Pedro area following the 1933 Long Beach earthquake, and significant damage to some facilities at the Port of Los Angeles occurred due to liquefaction.

Data from the *Preliminary Geotechnical Evaluation* conducted by Diaz Yourman Associates indicate that the subsurface soils are not likely to be subject to liquefaction due to their density and composition. Consequently, although the project site has a high potential for moderate to strong intensity ground shaking, liquefaction-related phenomena should not pose a significant problem.

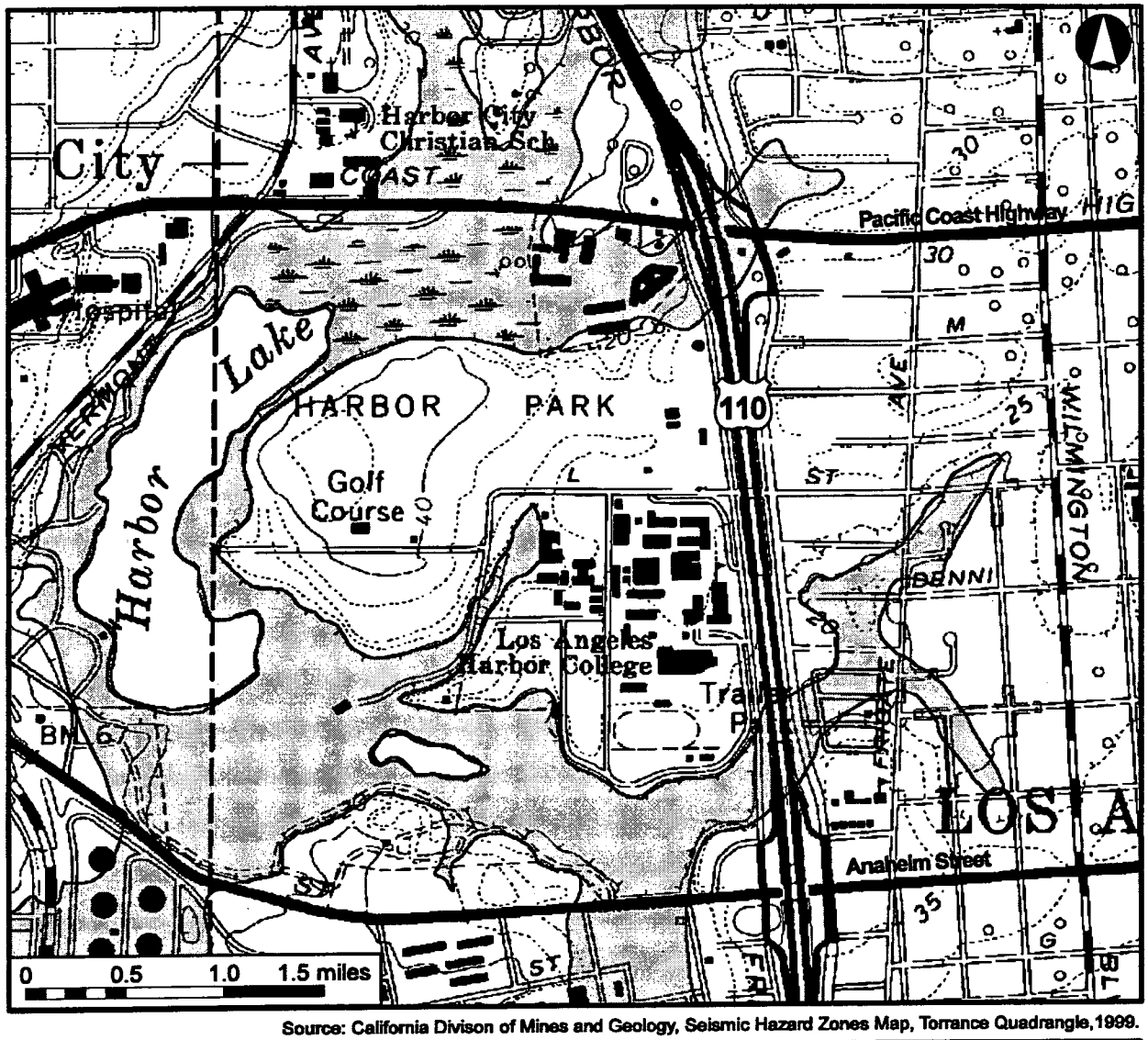
Unsuitable Soil Conditions. Soil characteristics that could have a significant impact on design of new buildings and facilities for the project include corrosion, compaction, and expansion. Corrosive soils could damage buried utilities and foundations. Loose alluvial soils and undocumented fills may be subject to compaction or settlement due to changes in foundation loads or in soil moisture content. Changes in soil moisture could result from rainfall, landscape irrigation, utility leakage, roof drainage, and/or perched groundwater.

Expansion potential of soil within the project area could vary from very low for soils developed in sandy materials to very high for soils developed on lean clay units. Data from the one expansion index test conducted for the DYA *Preliminary Geotechnical Evaluation* indicate that near surface soils in portions of the campus have a medium potential for expansion. Expansive soils are characterized by their ability to undergo significant volume change (shrink and swell) due to variation in soil moisture content. Potential impacts could include unacceptable settlement or heave of structures, concrete slabs supported-on-grade, and pavements supported on these types of soil. The impact from unsuitable soils would pose a less than significant impact provided that appropriate mitigation measures are implemented in design and construction of proposed projects. Mitigation measures would be determined on an individual project basis relying on information obtained from site-specific geotechnical investigations.

Slope Failure. The areas on campus proposed for new and redevelopment projects do not contain any slopes and no significant slopes are proposed for the project; therefore, slope failures are not anticipated.

Earthquake-Induced Flooding. According to the Los Angeles County Safety Element (1990), the project area is not located within a flood or inundation hazard zone; therefore flooding is not anticipated.

Figure 3-22: Liquefaction Map



Source: California Divison of Mines and Geology, Seismic Hazard Zones Map, Torrance Quadrangle, 1999.

MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

3-8.3 Mitigation Measures

a. Construction Mitigation

To minimize hazards to construction workers from unstable temporary slopes, the following measures shall be implemented by the construction contractor(s):

GE-1 All earthwork and grading shall meet the requirements of State of California Building Code, Title 24, part 2, volume 1 and shall be performed in accordance with the recommendations in the Geotechnical Investigation conducted for each proposed project at the Harbor College campus.

GE-2 All excavation and shoring systems shall meet the minimum requirements of the Occupational Safety and Health Administration (OSHA) standards.

b. Operational Mitigation

Because of the potential for strong seismic ground shaking, unsuitable soils, and soil liquefaction, the following mitigation measures shall be implemented

GS-1 Geotechnical investigations shall be performed by qualified licensed professionals before final design of any structures and recommendations provided in these reports should be implemented, as appropriate.

GS-2 **Ground Shaking.** Design and construction of structures for the proposed project shall conform to all applicable provisions of the California State Architect, which follows guidelines set forth in the 1998 California Building Code (CBC). The CBC is based on the 1997 Uniform Building Code (UBC) and sets forth regulations concerning proper earthquake design and engineering. In addition, design and construction shall conform to the 1997 UBC's earthquake design criteria for Seismic Zone 4.

GS-3 **Liquefaction.** If liquefiable soils are identified by geotechnical investigations for project structures, then mitigation shall be implemented. Appropriate mitigation, which could include the use of piles, deep foundations, dynamic densification, ground improvement, grouting, or removal of suspect soils, is dependent on site-specific conditions that will be identified by the geotechnical investigation.

GS-4 **Unsuitable Soil Conditions.** The geotechnical investigation of proposed facilities shall fully characterize the presence and extent of corrosive, expansive, or loose compactable soil. Based on the collected data, appropriate mitigation shall be designed. Mitigation options could include the following: removal of unsuitable subgrade soils and replacement with engineered fill, installation of cathodic protection systems to protect buried metal utilities, use of coated or nonmetallic (i.e., concrete or PVC) pipes not susceptible to corrosion, construction of foundations using sulfate resistant concrete, support of structures on deep pile foundation systems, densification of compactable

subgrade soils with in-situ techniques, and placement of moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.

3-8.4 Unavoidable Significant Adverse Impacts

There are no unavoidable significant geologic or seismic impacts. Proper design of the planned projects can mitigate the impacts of strong ground shaking, unsuitable soils, and liquefaction potential.

3-9 HAZARDOUS MATERIALS

This section discusses the potential for ground contamination resulting from the discharge of hazardous materials to adversely affect the proposed Master Plan projects. A review of public records was conducted, an environmental database was prepared by Environmental Data Resources, Inc (2002), and a site reconnaissance and interviews were performed by Geotechnical Consultants, Inc. to verify current conditions and potential impacts at the project site and from nearby properties.

3-9.1 Environmental Setting

Existing and past land use activities are used as potential indicators of hazardous material storage and use at individual sites. For example, many industrial sites, historic and current, are known or suspected to have soil or groundwater contamination by hazardous substances. Other hazardous materials sources include leaking underground tanks, surface runoff and migration of contaminated groundwater plumes from contaminated sites, and application of pesticides and herbicides on agricultural land.

The primary issue in identifying potential environmental contamination is worker health and safety, and public exposure to hazardous materials during construction and waste handling. Potential impacts on air quality and traffic during waste transport must also be considered. Where encountered, contaminated soil may qualify as hazardous waste and thus require handling and disposal according to local, state, and federal regulations.

a. Land Use/Site Conditions

Historic Land Use

Research of historic area land use was conducted using historic aerial photographs (1928 through 1994) and historic topographic maps (1896 through 1981). The review of the aerial photographs and topographic maps indicates that prior to the 1920s the project area was primarily undeveloped. From the 1920s, through the 1940s the area started to be developed with the urban growth that accompanied the construction of the Port of Los Angeles and the introduction of the oil industry into the area. Urban density and sprawl continued to increase in the following decades, and the area now consists of a dense mix of residential, commercial, shipping, and light industrial buildings.

During the 1940s through 1960s, the oil industry was prevalent in the area with many oil wells being drilled and operated. Many wildcat wells were drilled and abandoned in the surrounding area. As the oil industry grew the nearby Union Oil Refinery (now known as the Phillips Oil Refinery) increased in size from a small facility (several blocks in width and length) to a very large facility (more than ¾ x 1 mile in size).

The Harbor Regional Park and Harbor College area was agricultural land in the 1920s, bounded by Bixby Slough on the south, west, and north. Harbor College was constructed and began operation in 1949, and in 1953 the City of Los Angeles acquired the adjacent Bixby Slough area and developed Harbor Regional Park.

The City of Los Angeles Department of Water and Power (LADWP) acquired a 5.3-acre parcel of land adjacent to the campus, just west of the baseball field, in 1924 on which the Lomita Pump Station was constructed. The Pump Station was in operation until approximately 1981, and included a pump house, sump, wells, an incinerator, chlorine house, and underground piping. Two oil pits were also reportedly onsite. The aboveground facilities were located at the western end of the LADWP property. In 1990, LADWP demolished the aboveground structures, backfilled the sump, and capped and abandoned the four water wells (Dames & Moore, 1999).

Current Site Conditions/Land Use

Field reconnaissance of the project site and surrounding project area was conducted to verify current conditions. The field reconnaissance component of the study relied on a visual survey of surface conditions by an environmental geologist to identify sites where storage containers (chemicals, paint, oil) were present or evidence of stained soil or corroded pavement was visible, suggesting chemical spillage to the ground. This survey concentrated on the project site and sites identified in the EDR database. A site reconnaissance of the Harbor College campus was conducted in the presence of Harbor College personnel familiar with campus hazardous material use, storage, and disposal. Reconnaissance of the area surrounding the campus was limited to viewing properties from adjacent public streets and alleys; no attempt was made to gain access to any properties except the open parking lot areas.

Harbor College Campus. Land use on the Harbor College campus includes educational, recreational/athletic, plant facilities, and parking. The northern half of the campus contains most of the educational facilities and consists primarily of one and two-story classroom and administrative buildings constructed beginning in the late 1940s. Classroom buildings used for science education contain laboratories that use and store a variety of chemicals and other hazardous materials. Other buildings in the northern half of the campus include various plant facilities buildings and industrial technology buildings, which also use and store hazardous materials. Parking lots are located around the periphery of the northern half of the campus. The southern half of the campus is occupied primarily by physical education facilities and parking. This area includes athletic fields, tennis courts, and the physical education building/gym.

Surrounding Area. Harbor College is bounded by the Harbor Freeway (1-110) on the east; a remnant of Bixby Slough on the south; and Harbor Regional Park on the west and north. The park includes a lake (Machado Lake), facilities for overnight camping (for groups only) and fishing, nature trails, a picnic area with barbecue pits, a 9-acre golf course, ball fields, and a children's play area. Properties east of the Harbor Freeway are primarily single-family residential and commercial. North of the campus, across L Street, is the Harbor Park Municipal Golf Course and related facilities. South of Bixby Slough and just west of Figueroa Street is a residential area with some commercial properties on the major streets. Adjacent to this and south of Anaheim Street is the Phillips Oil Refinery.

b. Environmental Database Review

An electronic database search of listings maintained by federal, state, and local agencies of sites with known or suspected hazardous material contamination, use of hazardous or toxic materials and regulated wastes, discharge or spillage incidents, discharge permits, landfills, and storage tanks was performed by Environmental Data Resources Inc. in 2002 (see Appendix D). The

database was reviewed for sites listed as potential or known dischargers of hazardous materials that could potentially affect the project site. The database search included sites within a 1-mile radius of an approximate center point for the Harbor College campus. A total of approximately 170 sites were identified within the search radius, although only a total of 37 sites occur within 1/4 mile of the project site boundaries. The principal regulatory directories reviewed by Environmental Data Resources, Inc., including the date last updated, are listed in Table 3-14.

Table 3-14: Principal Regulatory Agency Databases Searched

Regulatory Agency Database	Date Last Updated
Federal	
National Priority List (NPL)	April 2002
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	May 2002
Comprehensive Environmental Response, Compensation, and Liability Information System – No Further Remedial Action Planned (CERCLIS-NFRAP)	May 2002
Resource Conservation and Recovery Act Information System (RCRIS), (includes RCRA Generators)	June 2002
RCRA Corrective Action Sites (CORRACTS)	May 2002
California State	
Annual Work Plan (AWP, formerly Bond Expenditure Plan, by Cal EPA)	July 2002
CALSITES (formerly ASPIS, by Cal EPA)	October 2000
CORTESE – Hazardous Waste Substance Site List	April 2001
Leaking Underground Storage Tanks Information System (LUST, by SWRCB)	July 2002
Underground Storage Tank Registration Database (UST, by RWQCB; and FID, by Cal EPA)	January 2002 and October 1994
Aboveground Petroleum Storage Tank Facilities (AST)	May 2002
Solid Waste Information System (SWIS)	June 2002
Hazardous Waste Information System (HAZNET, by Cal EPA)	December 2000
Local	
Site Mitigation List (by Community Health Services)	February 2002
Underground Storage Tank Leak List (LUST, by RWQCB Region 4)	August 2001
Spill, Leaks, Investigation, and Clean-Up Cost Recovery Listing (SLIC, by RWQCB Region 4	August 2002

Source: Environmental Data Resources, Inc., 2002.

c. Applicable Regulation, Plans and Standards

Hazardous substances are defined by state and federal regulations to protect public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be considered hazardous. The California Code of Regulations (CCR), Title 22, Chapter 11, Article 2, Section 66261 provides the following definition:

> A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

According to Title 22 (Chapter 11 Article 3, CCR), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or is being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances are hazardous because of their flammable properties. Gasoline, hexane, and natural gas are examples of ignitable substances. Corrosive substances are chemically active and can damage other materials or cause severe burns upon contact. Examples include strong acids and bases such as sulfuric (battery) acid or lye. Reactive substances may cause explosions or generate gases or fumes. Explosives, pressurized canisters, and pure sodium metal (which reacts violently with water) are examples of reactive materials.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as "mixed wastes." Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses.

Soil that is excavated from a site containing hazardous materials would be a hazardous waste if it exceeded specific CCR Title 22 criteria. Remediation (cleanup and safe removal/disposal) of hazardous wastes found at a site is required if excavation of these materials is performed; it may also be required if certain other activities are proposed. Even if soil or groundwater at a contaminated site do not have the characteristics required to be defined as hazardous wastes, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking lead jurisdiction. California Environmental Protection Agency (Cal EPA) – Department of Toxic Substances Control administers a voluntary cleanup program (VCP) to allow project developers to implement remedial measures prior to site development regardless of responsibility for the contamination or cleanup.

Hazardous Waste Requirements. The federal Resource Conservation and Recovery Act of 1976 established a program administered by the U.S. Environmental Protection Agency (EPA) for the

regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the "cradle to grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

Individual states may implement hazardous waste programs under the Resource Conservation and Recovery Act with EPA approval. California has not yet received this EPA approval; instead, the California Hazardous Waste Control Law is administered by the California Environmental Protection Agency (Cal EPA) to regulate hazardous wastes. While the California Hazardous Waste Control Law is generally more stringent than Resource Conservation and Recovery Act, until the EPA approves the California program, both the state and federal laws apply in California.

The California Hazardous Waste Control Law lists 791 chemicals and about 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Hazardous Material Worker Safety. The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR Sections 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings.

d. Hazardous Materials Contamination

Storage and Use of Hazardous Materials at Harbor College

Various types of hazardous materials and hazardous waste are stored on campus. A number of different types of chemicals used for instructional purposes are stored in the Science Building for Life Science classes and in the Liberal Arts Building for Chemistry classes. Laboratory chemicals are stored in a locked storeroom; corrosive chemicals are stored in a locked ventilated room within the storeroom. Chemical wastes are stored in a small locked storage room adjacent to the chemical storeroom. Motor oil and waste motor oil are used/stored within the auto shop. Waste oil is stored in 55-gallon drums within secondary containment. Limited amounts of paints and solvents in immediate use are stored in the various workshops around campus.

The Plant Facilities/Receiving Yard area on campus uses and stores many different types of chemicals. Paints and solvents are stored in the 'Paint Shack.' Small quantities of biological waste generated on campus are stored in a locked shed in the Receiving Yard prior to disposal. A 6,000-gallon UST and pump for unleaded fuel are located within the Receiving Yard.

Pesticide and/or Herbicide Use at Harbor College

Small amounts of pesticides and herbicides are stored and used by the campus gardeners. Pesticides and herbicides not in immediate use are stored in a locked storage room within the "campus gardening shack" located in the plant facilities area. These pesticides and herbicides are used in limited amounts as needed for landscaping concerns.

Asbestos and Lead Containing Material

Based on the age of many of the buildings on campus, there is a potential that asbestos-containing material and lead-based paint may be present in the structures. An asbestos survey of all structures on campus was conducted by CTL Environmental Services in 1989 and a request for proposals (RFP) for a lead-based paint survey was sent out for bid in October, 2002 (personal communication, Bill Englert 2002).

Potential Hydrocarbon Contamination at Adjacent LADWP Property

The former LADWP Lomita Pump Station property is located adjacent to the campus, just west of the baseball field. The Pump Station was in operation until approximately 1981, was demolished in 1990, and included a pump house, sump, wells, an incinerator, chlorine house, and underground piping. Two oil pits were also reportedly onsite, used as filling points for the fuel oil tank. The fuel oil tank was next to the pump station. These facilities were located at the western end of the LADWP property. Soil samples were collected and tested at three locations under the tank at the direction of LADWP. The results from under the tank were <50 milligrams per kilogram (mg/Kg) of total petroleum hydrocarbon (TPH) and non-detect (<27 micrograms per kilogram [µg/Kg]) for BTEX and MTBE (personal communication, George Faeustle LADWP).

Abandoned Oil Wells

The Harbor College campus is not located within an oil field. However, it is located just south of two active oil fields, the Wilmington and Torrance Oil Fields. Review of Division of Oil and Gas Wildcat and Oil Field maps indicated no wells were present within the campus boundaries; however, several abandoned wells are mapped to the north and south of the campus.

3-9.2 Environmental Impacts

The principal environmental impacts involving hazardous waste are the mobilization of contaminants resulting in exposure of workers and the general public, i.e., excavation and handling of contaminated soil and removal and handling of asbestos-containing material. Hazardous materials in the construction area may require special handling as hazardous waste can create an exposure risk to workers and the general public during excavation and transport. Contaminated soil exceeding regulatory limits for construction backfill will require onsite treatment or transport to offsite processing facilities. Contaminated soil removed from the

construction area must be transported according to state and federal regulations and be replaced by import soil approved for backfill. Similar issues pertain to contaminated groundwater.

a. Significance Criteria

For the purposes of this EIR, impacts of the project on the environment would be considered significant if:

- Construction of the proposed project causes soil contamination, including flammable or toxic gases, at levels exceeding federal, state, and local hazardous waste limits established by 40 CFR Part 261 and Title 22 CCR 66261.21, 66261.22, 66261.23, and 66261.24.
- Construction activities would result in mobilizing contaminants, creating potential pathways of exposure to humans and/or other sensitive receptors.
- Operation of the project would generate hazardous waste in sufficient quantities to pose a substantial hazard to the public or environment.

The presence of contaminated soils and/or groundwater within the proposed project site would be considered significant if:

- Workers and/or the public would be exposed to contaminated or hazardous materials during project construction activities and such exposure exceeds permissible exposure levels set by the California Occupational Safety and Health Agency (CAL-OSHA) in CCR Title B and the Federal Occupational Safety and Health Administration (OSHA) in Title 29 CFR Part 1910.

b. Impacts Discussion

Site conditions with potential environmental impacts are presented in Table 3-15.

Table 3-15: Potential Environmental Impacts

Condition	Notes
Use and storage of hazardous materials and waste at Harbor College.	One underground storage tank (UST)is located at the receiving yard. Various chemicals and chemical wastes are stored and used on campus. Biologic waste from the campus is stored at the receiving yard.
Asbestos and lead-based paints in older buildings on campus to be demolished or remodeled.	Due to the age of many of the buildings on campus, there is a potential that they contain asbestos and lead-based paint.
Potential hydrocarbon contamination of adjacent LADWP property	Potential for contamination onsite from presence of former "oil pits" used to store oil used as fuel for onsite pump equipment.
Contamination spread to campus from offsite sources.	Two offsite sites with moderate potential to adversely affect the campus were identified in the Environmental Data Resources, Inc. database.
Abandoned oil wells.	There is a potential for encountering unrecorded abandoned oil wells during construction.

Source: Geotechnical Consultants, Inc., 2002.

Construction Impacts

The impact from use and storage of hazardous materials at Harbor College would be less than significant if anticipated areas of construction and ground disturbance do not overlap with hazardous material storage and use areas. If construction occurs near hazardous material areas, the impact could be potentially significant. However, if a site inspection is performed prior to construction to determine if leaks or spills may have caused potential environmental contamination and if present, remediated as indicated in Mitigation Measure HM-3, the impacts would be reduced to less than significant.

The presence of hydrocarbon contamination at the adjacent LADWP property would be less than significant if anticipated areas of construction and ground disturbance do not extend to the western portion of this property. Confirmation of the limits and extent of contamination and status of remediation shall be completed before final design and extension of any portion of the campus into this property pursuant to Mitigation Measure HM-1.

Demolition or remodeling of older structures on the campus could potentially result in exposure and mobilization of asbestos-containing material and/or lead-based paint contaminants, a potentially significant impact. Confirmation of previous remediation or remediation of asbestos-containing material and lead-based paint shall be completed before any construction on or demolition of existing buildings, as specified in mitigation measure HM-4, thereby reducing the potential impact to less than significant.

Due to the close proximity of the campus to active oil fields and mapped abandoned oil wells, there is a potential for encountering unrecorded abandoned oil wells during construction, a potentially significant impact.

❑ Listed Hazardous Material Sites

Properties listed in the Environmental Data Resources, Inc. environmental database were reviewed for potential to affect the project. Potentially contaminated properties identified within a ¼-mile "buffer zone" of the campus boundary were screened for potential large-scale contamination that may have spread beyond individual property boundaries.

Table 3-16 presents the criteria used to evaluate the potential environmental impact from listed sites within and immediately adjacent to the project area. Sites that are physically separated from the proposed sites would have little or no potential to affect the project. The remaining adjacent sites are ranked as high, medium, or low potential to affect construction according to site conditions, regulatory status, and review of agency records.

Properties listed in the Environmental Data Resources, Inc. database were screened and assigned potentials to adversely affect the project of none, low, moderate, or high. Properties within ¼-mile of the project site with moderate or high potential to affect the project are listed in Table 3-17.

Operational Impacts

Routine use of pesticides and/or herbicides in proposed landscape areas adjacent to structures should not pose a significant hazard to workers or the public. Hazardous materials are and will be stored in designated storage areas in compliance with local, state, and federal safety regulations. No significant hazardous materials impacts are predicted as a result of operation of the proposed Master Plan projects.

Table 3-16: Contaminated Properties Impact Criteria

Impact Potential	Criteria
High	• Sites within or immediately adjacent to the project site with leaking underground storage tanks that are reported as no action taken. • Sites within or immediately adjacent to the project site where site assessment efforts are reported to be in progress. • Sites within or immediately adjacent to the project site where remediation/cleanup efforts are reported to be in progress. • Areas within the project site with known soil or groundwater contamination.
Moderate	• Sites within or immediately adjacent to the project site where the number and/or status of underground storage tanks on site is not reported. • Sites within or immediately adjacent to the project site with active underground storage tanks. • Sites within or immediately adjacent to the project site with inactive underground storage tanks.
Low	• Sites within or immediately adjacent to the project site where underground storage tanks have been removed. • Sites within ¼-mile of the project site with active underground storage tanks. • Sites within or immediately adjacent to the project site which generate large quantities of hazardous materials. • Sites within or immediately adjacent to the project site where historic or current use may be associated with large quantities of hazardous materials.
None	• Generator or UST sites located greater than ¼-mile from the project site. • Sites within or immediately adjacent to the project site which generate small amounts of hazardous materials. • Sites within or immediately adjacent to the project site where no further action is required. • Sites within or immediately adjacent to the project site where a case has been closed following site remediation/cleanup.

Source: Geotechnical Consultants, Inc., 2002.

Table 3-17: Properties within ¼-Mile of the Campus Boundary with Moderate or High Potential Impact

I.D. Number	Site Name	Address	List	Potential to Affect Project	Notes
A1-A2	Los Angeles Harbor College	1111 Figueroa Place	UST GEN	Moderate	One active UST, 6,000 gallon unleaded fuel, installed on or about 1989 (Al Askew, verbal communication); campus uses and stores misc. chemicals, pesticides, herbicides, cleaners, and small amounts of biologic waste.
B4-B5	Harbor Park Golf	1701 West L Street	UST GEN	Moderate	Active UST (s), number of tanks and contents not reported; disposes of waste oil and other organic solids and liquids.
C7-C48, 54, F65, K79-K85, O100-O150	Phillips Oil Refinery	1480&1660 W. Anaheim Street	UST AST GEN	Moderate	Site under remediation for hydrocarbon soil and groundwater contamination under review of LARWQCB; contaminated groundwater plume toward but not beneath campus, northern extent of plume beneath Anaheim St.

Notes:
Environmental Data Resources, Inc. - Environmental Information Data Site I.D. Number.
Regulatory Agency Listing:
UST = Registered Underground Storage Tanks, including tanks listed with state and local agencies.
AST = Registered Aboveground Storage Tanks, including tanks listed with state and local agencies.
GEN = Hazardous Waste Generator, includes RCRIS, CORTESE, HAZNET, and other local agency hazardous waste listings.

Source: Geotechnical Consultants, Inc.; Environmental Data Resources, Inc., 2002.

3-9.3 Mitigation Measures

Three sites with moderate potential to affect the proposed project were identified. A mitigation measure was developed for the moderate potential sites as identified in Table 3-17. The potential presence and contamination from asbestos-containing materials and lead-based paint is addressed in Mitigation Measure HM-4.

The presence of hazardous waste sites within and adjacent to the proposed project site represents a potentially significant impact due to the potential health hazards to construction workers and the public. The following mitigation measures would provide an assessment of actual or potential site contamination, resulting in the development of appropriate safeguards and methods to reduce potential risk prior to construction. The mitigation measures outlined below must be accomplished prior to construction of each proposed project to allow development of appropriate worker protection and waste management plans that discuss proper handling, treatment, and storage of hazardous waste from the proposed projects (prior to construction).

HM-1 Moderate Potential Sites. A thorough review of available environmental records, a thorough historical land use assessment, and a site-specific inspection shall be completed. Record review shall identify data confirming remediation of onsite and offsite contamination of known contaminated sites, or agency-certified closure of the site. The status and/or number of tanks that are not reported shall undergo further record review to determine the status, condition, contents, and number of tanks. At sites with inactive or improperly abandoned USTs, the tanks may be old and in poor condition and, therefore, shall be thoroughly evaluated for condition and possible leaks. A detailed site inspection of hazardous material storage areas in or near proposed project areas shall be performed to determine if leaks or spills may have caused potential environmental contamination. Results of the record review or visual inspection that indicate contamination may be present in a proposed project area shall result in implementation of Mitigation Measure HM-3.

HM-2 Relocation of Plant buildings. Relocation of the Plant Facilities/Receiving Yard buildings and appurtenances will require removal and relocation of their UST. Removal of the active UST in the Receiving Yard area shall be monitored by a qualified professional for evidence of leaks. If any evidence of leakage is noted, a site assessment shall be performed to determine the extent of contamination and to identify appropriate remediation in consultation with the Regional Water Quality Control Board or Department of Toxic Substances Control. Remediation identified as a result of the site assessment shall be completed.

HM-3 Unknown Soil or Groundwater Contamination. During excavation for the proposed structures, the contractor shall observe the exposed soil for visual evidence of contamination. If visual contamination indicators are observed during excavation or grading activities, all work shall stop and an investigation shall be designed and performed to verify the presence and extent of contamination at the site. A qualified and approved environmental consultant shall perform the review and investigation. Results shall be reviewed and approved by the Los Angeles County Fire Department, Health Hazardous Materials Division or Department of Toxic Substances Control prior to construction. The investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the proposed excavation and surface disturbance areas. Subsurface investigation shall determine appropriate worker protection and hazardous material handling and disposal procedures appropriate for the subject site.

Construction activities that require dewatering may require treatment of contaminated groundwater prior to discharge. Appropriate regulatory agencies, such as California EPA, the Regional Water Quality Control Board and the Los Angeles County Fire Department, Health Hazardous Materials Division shall be notified in advance of construction and discharge permits identifying discharge points, quantities, and groundwater treatment (if necessary) shall be identified and obtained.

Areas with contaminated soil determined to be hazardous waste shall be excavated by personnel who have been trained through the OSHA-recommended 40-hour safety program (29CFR1910.120) with an approved plan for excavation, control of contaminant

releases to the air, and offsite transport or onsite treatment. Health and safety plans prepared by a qualified and approved industrial hygienist shall be developed to protect the public and all workers in the construction area. Health and safety plans shall be reviewed and approved by the appropriate agencies, such as the Los Angeles County Fire Department, Health Hazardous Materials Division or California Department of Toxic Substances Control.

HM-4 Asbestos-Containing Material and Lead-Based Paint. Records of previously completed asbestos-containing material and lead-based paint surveys and remediation efforts at the College shall be reviewed. Based on these findings appropriate measures for handling, removal, and disposal of these materials can be developed by a qualified and approved environmental specialist prior to final project design. Regulatory agencies for the State of California and Los Angeles County shall be contacted to plan handling, treatment, and/or disposal options. Remediation of asbestos-containing material (in accordance with SCAQMD Rule 1403) and/or lead based paint shall be conducted prior to any construction on or demolition of existing structures.

To ensure no adverse impacts would occur in the event improperly abandoned oil wells are encountered during construction, the following mitigation measure shall be implemented.

HM-5: Abandoned Oil Wells. Prior to construction, the California Department of Conservation, Division of Oil, Gas and Geothermal Resources shall be contacted for specific information on wells located within the Harbor College campus, including location and abandonment details. A diligent effort shall be made to avoid construction over abandoned oil wells. If any portion of the project facilities is located over or within 50 feet of a plugged or abandoned well, or if an unrecorded well is encountered during construction, the contractor shall coordinate with the Division of Oil, Gas and Geothermal Resources and other local regulatory agencies, such as the Los Angeles County Department of Public Works, to ensure that the well is flagged for avoidance and is evaluated to determine whether it was properly abandoned and whether it will require remedial plugging or the installation of a gas venting system.

3-9.4 Unavoidable Significant Adverse Impacts

There are no unavoidable significant adverse hazardous material impacts. Proper handling, disposal, and remediation of hazardous materials can mitigate potential impacts from use of miscellaneous chemicals, pesticides, and herbicides, the existence of asbestos-containing material and lead-based paint, and contamination from off-site sources.

3-10 HYDROLOGY AND WATER QUALITY

3-10.1 Environmental Setting

a. Regional Setting

The City of Los Angeles and its surrounding basin lies within a climatic zone characterized by seasonal rainfall, predominantly during the winter months. Precipitation can vary from year to year, but on average the Los Angeles Basin receives 10 to 11 inches of rainfall. In the spring, summer, and fall seasons there is typically no more than a trace amount of precipitation. Mountains surrounding the basin reach elevations that, in the winter months, can be capped with snow. Snowmelt from mountains in the Angeles National Forest, San Gabriel, and San Bernardino contribute to recharging of the basin's groundwater and replenish the numerous reservoirs built to hold the seasonal runoff.

Surface Waters

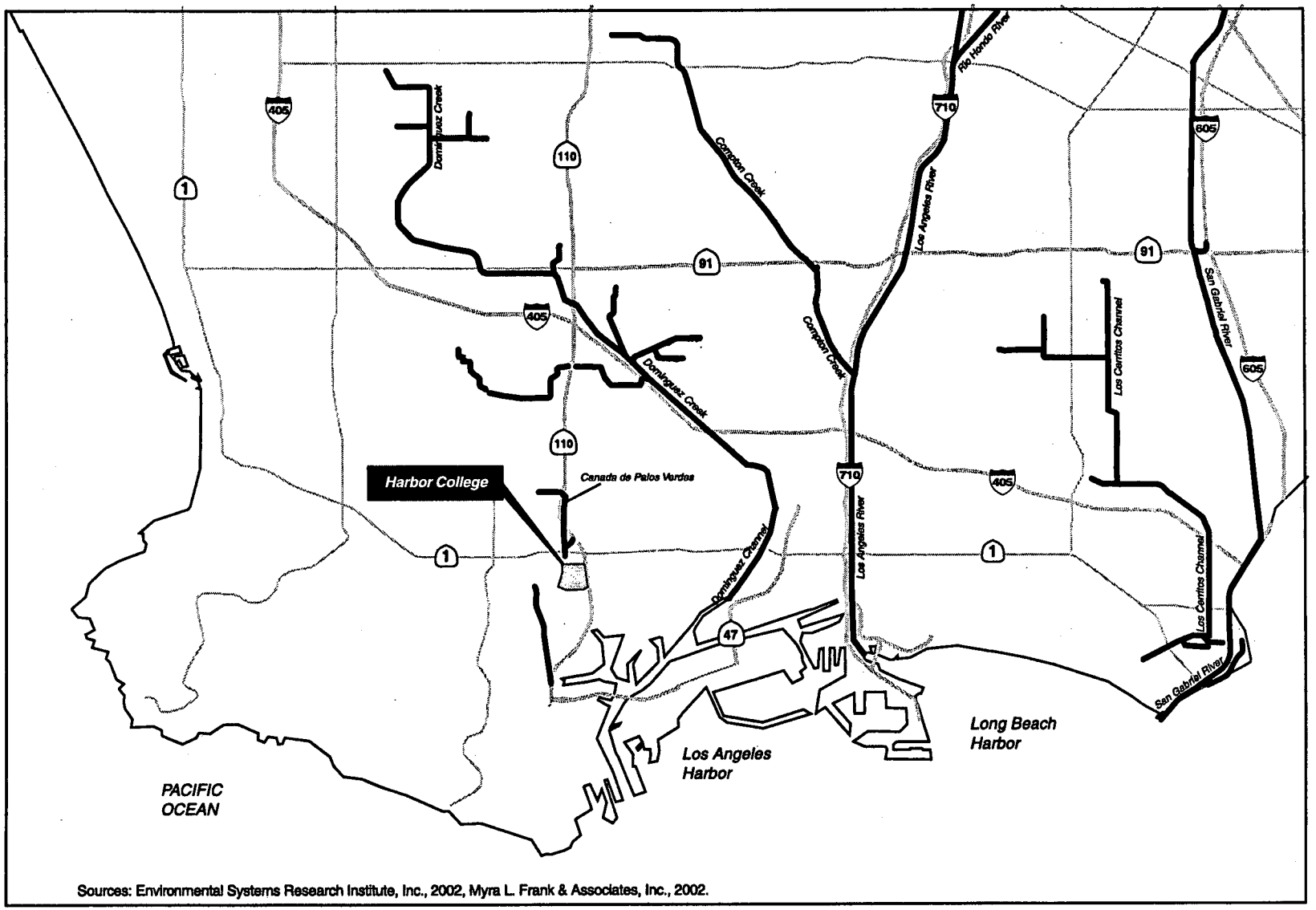
Surface waters that drain the surrounding mountains and the upper basin range from small creeks to large rivers such as the Los Angeles and the San Gabriel Rivers (See Figure 3-23). Historically, the major rivers of the basin were prone to flooding; causing damage to towns built nearby. To control the flooding, the United States Army Corp of Engineers (ACOE) channelized the Los Angeles River in 1938. Today, most of the surface waters of Los Angeles County are either fully channelized or controlled by some flood control measure.

Los Angeles Harbor College is located within the Los Angeles-San Gabriel Hydrologic Unit designated by the Los Angeles Regional Water Quality Control Board (RWQCB) Los Angeles Region Water Quality Control Plan (1994). This hydrologic unit covers 1,608 square miles and is drained by three major rivers—the Los Angeles, the Rio Hondo, the San Gabriel—and Ballona Creek. Within this hydrologic unit, the project is located within the West Coast Hydrologic Sub Unit. The RWQCB isolates smaller hydrologic features within these units and designates ~~the plan designates~~ Watershed Management Areas (WMAs). The College is located within the Dominguez Channel Watershed.

According to the Dominguez Channel and Los Angeles/Long Beach Harbors WMA Summary (December 2001) prepared by the RWQCB, the receiving waters for the Dominguez Channel Watershed Management Area (DCWMA) are of very poor quality. The poor water quality is due to the high number of dischargers and the types of facilities discharging to the watershed (e.g., generating stations and refineries). Dischargers permitted under the City of Los Angeles National Pollutant Discharge Elimination System (NPDES) general permit or individual permits for discharging to the DCWMA include the following:

- Ten major industrial dischargers;
- One Publicly Owned Treatment Works (POTW);
- 58 minor discharges;
- 62 discharges covered by the general stormwater level permit.

Figure 3-23: Local Hydrology Map



Sources: Environmental Systems Research Institute, Inc., 2002, Myra L. Frank & Associates, Inc., 2002.

Additionally, 424 dischargers are covered under an industrial level stormwater permit and 115 are covered under a construction level stormwater permit. The cities of Gardena, Wilmington, Torrance, and Carson have the largest number of the 424 dischargers enrolled under the industrial level storm water permit to discharge into the watershed.

The Bay Protection and Toxic Cleanup Program has identified toxic hot spots and has listed sites of concern within the DCWMA. The West Basin, a hydrologic subarea of the Los Angeles-San Gabriel Hydrologic Unit, is a listed site of concern due to sediment concentrations of Polychlorinated Biphenyls (PCBs) and dichlorodiphenyl-trichloroethane (DDT). Harbor College is located within the West Basin Subarea.

The surface waters within the DCWMA, due to their contamination, are required to be included in a 303(d) list as impaired water bodies to be in compliance with the Clean Water Act, Section 305(b). States, territories, and authorized tribes are required to develop a list of surface waters with water quality impairments. The Clean Water Act, Section 303(d) program defines impaired waters as those that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop action plans, called Total Maximum Daily Loads (TMDL), to improve water quality.

Harbor College is adjacent to the Ken Malloy Harbor Regional Park and Harbor Park Municipal Golf Course. Within this recreation area, which is managed by the City of Los Angeles Department of Recreation and Parks, is Machado Lake (Harbor Lake). Machado Lake covers approximately 103.5 acres and is the receiving water body for storm drain systems from the College and general urban runoff from the surrounding urbanized area (note: campus storm drains drain into the Bixby Slough, which connects to Machado Lake). According to the DCWMA Summary, Machado Lake is listed as an impaired water body for several pollutants as shown in Table 3-18.

Harbor College has several existing storm drains that drain irrigation and stormwater runoff from the campus into Bixby Slough/Machado Lake. The existing drainage system consists of three conveyance drains. On the west side of campus, one stormwater drain begins outside of the campus' northern boundary, passes under the parking lots G and K, runs along the west side of the soccer and baseball fields and discharges to receiving waters outside of the southern campus boundary. A centrally located drain begins at the northern campus boundary, passes along the west side of Tech Buildings 1 and 2, continues under parking lots D and E, and discharges south of lot D. The third drain begins between the Physics and Liberal Arts Buildings, passes under the tennis courts, drains Casey Field, and discharges on the south side of Lagoon Drive. Additionally, there are four gutters that discharge runoff from the campus; three are located south of parking lot C and one is south of Lot D (west of the stormdrain outlet).

Table 3-18: Machado Lake – Impairments & Applicable Objectives

Impairments	Applicable Objective/Criteria	Typical Data Ranges Resulting in Impairment
Chem A* (tissue)	National Academy of Science Guideline Dominguez Channel Estuary (tissue): 100 ng/g*	
chlordane (sediment & tissue)	Basin Plan narrative objective	100 ng/g (sediment)
	State Board numeric objective (tissue): Max. Tissue Residue Level 1.1 ng/g	5.0 – 11.3 ng/g (tissue)
DDT (sediment & tissue)	Basin Plan narrative objective	5.0 – 11.3 ng/g (tissue)
	State Board numeric objective (tissue): Max. Tissue Residue Level 1.1 ng/g	36 – 227 ng/g (tissue)
PCBs (sediment & tissue)	Basin Plan narrative objective	500 - 1,000 ng/g (sediment)
	State Board numeric objective (tissue): Max. Tissue Residue Level 2.2 ng/g	42.5 – 90.7 ng/g (tissue)
dieldrin (tissue)	State Board numeric objective (tissue): Max. Tissue Residue Level 0.7 ng/g	0.9 - 2.1 ng/g (tissue)
sediment toxicity	Basin Plan narrative objective	
algae/eutrophication	Basin Plan narrative objective	
odors	Basin Plan narrative objective	
ammonia	Basin Plan narrative objective varies depending on pH and temperature but the general range is 0.53 - 2.7 mg/l of total ammonia (at average pH and temp.) in waters designated as WARM to protect against chronic toxicity and 2.3 - 28.0 mg/l to protect against acute toxicity.	ND - 18.0 mg/l*
trash	Basin Plan narrative objective	

Note:

*Chem A: The sum of the chemicals aldrin, dieldrin, chlordane, endrin, heptachlor, heptachlor epoxide, HCH (including lindane), endosulfan, and toxophene.

*ng/g: nanograms per gram. A nanogram is one billionth of a gram.

*mg/l: milligrams per liter. A milligram is one millionth of a gram.

Source: Dominguez Channel and Los Angeles/Long Beach Harbor WMA Summary, December 2001.

Groundwater

Los Angeles County has three major groundwater basins; the San Fernando Valley, the San Gabriel Valley, and the Los Angeles Coastal Plain. The Los Angeles Coastal Plain is further divided into smaller groundwater basins; Santa Monica, Hollywood, Central, and West Coast Basins. Harbor College is located over the West Coast Basin (see Figure 3-24).

According to the Department of Water Resources, seawater intrusion was a major concern for the basin due to rapid overdraft of the groundwater resources between 1870 and 1920. Saltwater intrusion and groundwater deterioration continued in the West Coast Basin until the Los Angeles Department of Public Works developed three barrier projects that would inject surface water into the aquifer; a hydrologic installment known as an injection well. The Dominguez Gap Barrier is located southwest of the Harbor College Campus and has been successful in halting the intrusion of saltwater.

Generally, groundwater in the West Coast Basin is of good quality, except where plumes of saltwater have been trapped behind the freshwater barriers. Additionally, aquifers in the upper portions of the basin are contaminated with organic and inorganic pollutants.

Floodplains

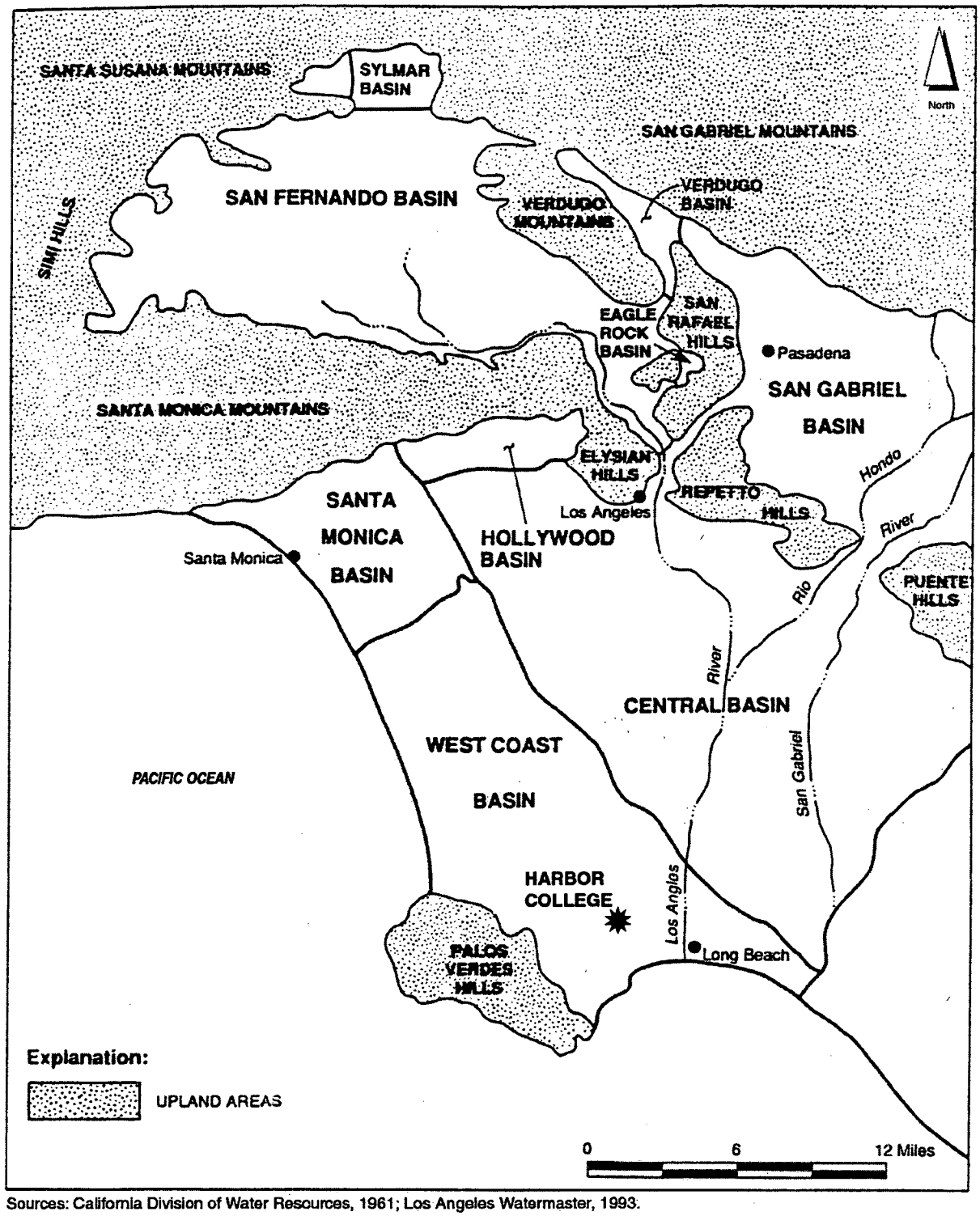
A review of Floodplain Insurance Rate Map (FIRM) panel number 0601370107C, prepared by the Federal Emergency Management Agency (FEMA), reveals that the project site is not located within a 100-year floodplain. The campus lies within an area delineated as Zone X. Zone X is defined by FEMA as an area outside of the 500-year floodplain, which means there is less than a 0.2 percent chance every year over a 500-year period that this area may be inundated by a flood. However, Machado Lake is mapped as a 100-year floodplain, or Zone A. The floodplain area is completely contained within the banks of the lake.

Additionally, the College campus is naturally graded, with irrigation and stormwater runoff flowing, via gravity, from north to south. Major pooling or flooding is not an issue on the College campus, though there are several small localized drainage problems located in areas southeast and west of the Administration Building, northwest and southwest of the Music Building, and immediately north of the Seahawk Center. .

3-10.2 Environmental Impacts

Construction and operational impacts on surface water were assessed based on the potential for degradation of water quality and increased runoff that may result in flooding. Adverse effects on water quality were determined through review of local, state, and federal guidelines and permit requirements.

Figure 3-24: Groundwater Basin Map



Sources: California Division of Water Resources, 1961; Los Angeles Watermaster, 1993.

Federal regulations for discharge of pollutants into surface waters are defined under the Clean Water Act, Section 401 and 305(b). Projects that would contribute polluted runoff are required to obtain National Pollutant Discharge Elimination System (NPDES) permits, which are granted by the State Water Resources Control Board and the Los Angeles Regional Water Quality Control Board (RWQCB).

Previously prepared environmental documents and reports produced by the Los Angeles Department of Public Works (LADPW) and RWQCB provided information to determine the local groundwater setting. FEMA maps revealed floodplain information necessary to assess potential adverse effects.

a. Significance Criteria

For the purposes of this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed project would have a significant effect on water quality if it:

- Produces substantial amounts of polluted runoff;
- Violates any water quality standards or waste discharge requirements;
- Substantially degrades the water quality of surface or groundwater resources;
- Interferes with groundwater recharge resulting in a substantial lowering of the local groundwater table level or aquifer volume;
- Places structures within a 100-year flood zone, or;
- Substantially increases surface runoff that results in flooding onsite or offsite.

Surface Waters

This section evaluates the proposed project's impacts, in accordance with the first three significance criteria identified above, on the water quality of surface water resources.

Harbor College currently discharges landscape irrigation and stormwater runoff to the Bixby Slough/Machado Lake. Discharges include runoff from athletic fields, common areas, impervious surfaces (e.g., buildings and walkways), and parking lots. The Master Plan proposes to demolish several structures, build new facilities, reconfigure and increase the amount of open space and athletic fields, and reconfigure and construct new parking lots.

The County of Los Angeles and the incorporated cities therein (except the City of Long Beach) are permittees under a Municipal Separate Storm Sewer System (MS4) permit, number CAS004001, (Los Angeles Large MS4 Permit) from the Los Angeles Regional Water Quality Control Board. The City of Los Angeles is one of the permittees covered by this permit. According to the Los Angeles Large MS4 Permit, each permittee must have amended its codes and ordinances to require that construction of parking lots of 5,000 square feet or more, or with 25 or more parking spaces, become subject to a Standard Urban Storm Water Mitigation Plan

(SUSMP). Additionally, the redevelopment of buildings, creating an addition of at least 5,000 square feet of impervious surfaces, would also be subject to a SUSMP. Implementation of a SUSMP minimizes, to the maximum extent possible, polluted discharge to receiving waters from new or redevelopment projects. The Los Angeles Large MS4 Permit also requires that permittees impose Local Storm Water Pollution Prevention Plans (SWPPP) prior to receiving grading permits.

The Master Plan proposes the construction of six new parking lots, including two parking structures, and 232,000 square feet of new facilities. Because Harbor College would be required to implement several Best Management Practices (BMPs) to comply with the SUSMP requirements that may be imposed on it by the relevant permittees under the Los Angeles Large MS4 Permit, failure to include the BMPs in the Master Plan design, or to construct or operate without a permit for stormwater discharge, would result in a significant adverse impact to surface water resources. The Large MS4 Permit requires implementation of a SWPPP to discuss BMPs for the construction phase, while separate BMPs must be built into the operation phase for new impervious surfaces created by the parking lots, structures, and 232,000 square feet of added facilities. Construction related activities require implementation of the state approved BMPs to be in compliance with the General Construction Permit. These construction BMPs would be incorporated into all areas where proposed new and redevelopment construction would involve earth-moving activities of 1 acre or more. Once the Master Plan is in its operational phase, parking lots and structures need to be treated with specific BMPs because they are impervious and numerous pollutants runoff from these facilities. Therefore, the Master Plan would need to ~~implement~~ comply with the following SUSMP design guidelines for runoff from new parking lots:

- Reduce impervious land coverage of parking area.
- Filter runoff before it reaches the storm drain system.
- Treat runoff before it reaches the storm drain system.
- Ensure adequate operation and maintenance of treatment systems, particularly sludge and oil removal.

To achieve these guidelines, during both the construction and operational phases, the College would need to implement BMPs outlined in the California Storm Water Best Management Practices Handbooks (1993) produced by the Los Angeles County Department of Public Works or the Caltrans Storm Water Quality Handbook: Planning and Design Staff Guide Best Management Practices Handbooks (1998). All redevelopment would also be subject to BMPs as required by the SUSMP. Examples of BMPs are use of oil/water separators, infiltration basins, catch basins, and vegetated swales and strips.

Use of these handbooks and implementation of suggested BMPs for both the new parking lots and the increased redevelopment surfaces would minimize the amount of polluted stormwater to the maximum extent practicable. This would bring the proposed Master Plan into compliance with any storm water requirements imposed on it by any of the permittees covered by the Los Angeles Large MS4 Permit. In addition, because Machado Lake, which is a 303(d) listed

impaired water body, is the receiving water for stormwater runoff from the College, design measures required to treat polluted stormwater from the campus would also need to comply with the RWQCB Trash TMDL.

The TMDL is a number that represents the capacity a receiving water has to absorb various pollutants and still meet water quality standards. The TMDL is the sum of all point and non-point sources that discharge into a receiving water. The United States Environmental Protection Agency (USEPA) oversees the 303(d) program and is responsible for issuance of a state's compliance with a TMDL. A consent decree between the USEPA, Santa Monica BayKeeper and Heal the Bay, Inc., was signed in March 1999. The consent decree requires that all TMDLs for the Los Angeles Region be met within 13 years.

As shown previously in Table 3-19, Machado Lake has been identified as impaired for 10 water pollutants. According to the DCWMA Summary, Machado Lake is required to be in compliance with water quality standards for 9 of the 10 pollutants by 2011. Table 3-19 lists the dates for attainment for Machado Lake.

Table 3-19: Machado Lake TMDL Attainment Schedule

Pollutant	Type of TMDL	TMDL Start Date (Start of Monitoring)	TMDL Completion Date (Basin Plan Amendment)
Chem A, chlorodane, DDT, PCBs	PCBs, DDT, other historic pesticides and their effects	2004/2005	2007/2008
algae, eutrophication, NH3, odors	nitrogen and its effects	2006/2007	2010/2011
trash	trash	2006/2007	2007/2008

Source: Dominguez Channel and Los Angeles/Long Beach Harbor WMA Summary, December 2001.

Harbor College, as a discharger of pollutants to Machado Lake, will be assigned a Waste Load Allocation for the above TMDLs. Waste Load Allocations will be based on a phased reduction from the estimated baseline discharge over a 10-year period until the pollutant discharge of net zero is attained. The baseline allocation for Harbor College will be derived from available data or refined data collected during the monitoring period listed in the above table.

To reduce ~~an adverse~~ mitigate potential adverse impacts to surface water resources, Harbor College will be required to implement BMPs as recommended by the relevant permittees under the Los Angeles County MS4 Permit. Additionally, within the Master Plan timeframe, water quality measures will need to be in place to reduce irrigation and stormwater runoff pollutants (e.g., pesticides, fertilizers, and trash) to be in compliance with Waste Load Allocations that will be monitored beginning in 2004. Although exact quantities of runoff are not known at this time, the implementation of BMPs and construction of the stormwater treatment facilities would have a beneficial effect by reducing the amount, and improving the quality of waters discharged to Bixby Slough/Machado Lake. However, once the baseline data from the monitoring period has been tabulated, the Regional Water Quality Control Board will require monitoring of the runoff

from the College to determine compliance with TMDLs and any waste discharge requirements that are assigned to the campus through the Large MS4 permit.

~~Implementation of~~ Compliance with the SUSMP design guidelines (listed above) and implementation of BMPs, in compliance with regulatory requirements of the permittees of the Los Angeles County Large MS4 Permit, would reduce the amount of potentially polluted runoff to receiving waters. Additionally, the Master Plan includes three stormwater treatment facilities to comply with the SUSMP requirements. The combination of BMPs (e.g., catch basins and oil/water separators) and the stormwater treatment facilities would capture and remove, to the greatest extent possible, the pollutants that may runoff from the college campus as a result of irrigation or storm events. The BMPs, which would treat waters that would not pass through the treatment facilities, must address the need to remove standard pollutants in addition to the pollutants defined in the 303(d) list before these runoff waters may be discharged. Therefore, it is anticipated that the development of the Master Plan would have no adverse effects on surface waters.

Groundwater

This section evaluates the impacts of the project, in accordance with the first four significance criteria identified above, on groundwater resources and water quality.

Historically, saltwater intrusion has been the most significant source of groundwater degradation within the West Coast Basin. Construction of injection wells has successfully abated the saltwater intrusion and groundwater quality within the basin is generally of good quality. Development of the Master Plan would not require the pumping of groundwater resources for either construction or operational phases of the Master Plan. Water, both current and future allocations, are and will be provided to the College by the City of Los Angeles.

Portions of the West Coast Basin groundwater resources have been contaminated by organic and inorganic pollutants via percolation into the groundwater from the surface. The Master Plan proposes the construction of three stormwater treatment facilities to meet requirements of the county NPDES permit. These facilities, in addition to other recommended BMPs, would treat any polluted runoff from campus that might otherwise be allowed to percolate into the ground. Adherence to permit requirements would reduce the amount of polluted waters from the College campus that would leach into groundwater resources to the maximum extent practicable. Therefore, based on the identified significance criteria, the Master Plan would have no adverse effects on groundwater resources.

Small Municipal Separate Storm Sewer System NPDES Permit

The State Water Resources Control Board (SWRCB) will consider adopting a Small Municipal Separate Storm Sewer System NPDES Permit (Small MS4 Permit) in late January 2003. It is highly likely the Small MS4 Permit will be adopted, and the District is listed as a public entity that will become subject to its requirements. The Small MS4 Permit imposes requirements on construction site storm water runoff controls that are very similar to those imposed by the Los Angeles County Large MS4 Permit and the General Construction NPDES Permit. The Small

MS4 Permit imposes further requirements of: (1) a public education campaign, (2) requiring public participation in the storm water regulation process, (3) illicit discharge detection and elimination, (4) post construction storm water management, and (5) pollution prevention/good housekeeping for internal operations. All of the Small MS4 Permit requirements will be implemented through a Storm Water Management Plan (SWMP). The District has hired a consultant to begin assisting it with drafting of its SWMP. However, a draft of the SWMP is not expected for a few months, and the District cannot state with reasonable certainty when its SWMP will be final and approved by the SWRCB. Accordingly, at this time, the District cannot meaningfully discuss any of the SWMP requirements that will be imposed on the Master Plan. When the District does receive SWRCB approval of its SWMP, it will comply with any SWRCB direction to impose any additional mitigation or storm water controls on the Master Plan.

Floodplains

Harbor College is not located within a 100-year floodplain and is delineated as being outside of the 500-year floodplain, which, as determined by FEMA, means that the College is not in a designated flood hazard zone. Construction and operation of the proposed Master Plan projects would take place predominantly within the College's existing boundary, and therefore, the construction and operation of the Master Plan would not place structures into a 100-year flood zone.

Pooling or flooding is not a major issue on the College campus. The natural grade of the campus ensures that irrigation and stormwater flows, via gravity, toward receiving waters south of campus. Neither construction nor operation of the Master Plan would substantially alter the grade of the College landscape and therefore the plan's implementation would not result in increased flooding onsite or offsite. Based on the defined impact criteria, the proposed Master Plan would have no adverse effects on floodplains.

3-10.3 Mitigation Measures

a. Surface Waters

Harbor College plans to build three stormwater treatment facilities to meet requirements of the Los Angeles County Standard Urban Stormwater Management Plan. The College is also required to develop and implement a SWPPP for construction and meet Trash TMDL standards during the operational phase of the Master Plan for discharge of pollutants to Machado Lake as an Environmental Protection Agency (EPA)-listed impaired water body. At this time, it is anticipated that the treatment facilities would be adequate to meet stormwater discharge standards for both the county and the EPA. No further mitigation measures are recommended. However, monitoring of TMDL pollutants in stormwater discharged to Machado Lake will begin in 2004. Should monitoring determine that Harbor College is discharging an unacceptable level of pollutants into the lake (see Table 3-19), then implementation of additional Best Management Practices would be required.

b. Groundwater

Construction and operation of the Master Plan would not have an adverse effect on groundwater resources and therefore no mitigation measures are recommended.

c. Floodplains

None of the projects proposed under the Master Plan would place structures within a 100-year floodplain. All new construction and redevelopment would occur in an area delineated by the Federal Emergency Management Agency as outside of the 500-year floodplain. No mitigation is necessary because construction of the projects is not planned within a 100-year floodplain.

3-10.4 Unavoidable Adverse Impacts

Since it is anticipated that construction and operation of the Master Plan would have no adverse effects on surface waters, groundwater, or floodplains, it would also have no unavoidable adverse effects on these natural resources.

3-11 LAND USE AND PLANNING

3-11.1 Environmental Setting

Harbor College is located just north of the Los Angeles Harbor area in the City and County of Los Angeles. The College campus encompasses a total land area of approximately 65 acres. The campus is generally bounded to the north, south, and west by the Ken Malloy Harbor Regional Park (which includes recreational facilities, ball fields, a golf course, lagoon, and the Bixby Slough) and to the east by the Harbor Freeway (I-110). Figueroa Place lies between the campus and the Harbor Freeway to the east and "L" Street lies between the campus and the park to the north.

a. Existing Land Use

Existing land uses on the Harbor College campus include educational and administration facilities, surface parking lots, athletic fields and sports facilities, and open space. Most of the College's educational buildings are located in the northern half of the campus. The athletic fields and facilities are located to the south of the academic buildings. Parking is located in the southern half and in the northwest corner of the campus. A weekly swap meet is held on the southern portion of the campus on Sundays.

The Ken Malloy Harbor Regional Park surrounds the campus on the north, west, and south. Industrial uses (e.g., Phillips Oil Refinery) are located in the general project area south of Harbor College. Single-family and multi-family residential units are located near the intersection of Figueroa Place and Anaheim Street, just southeast of the campus. Single-family residential developments are also located east of the Harbor Freeway. Commercial uses, including a hotel and car dealership, exist at the northeast corner of the park along Pacific Coast Highway (SR 1).

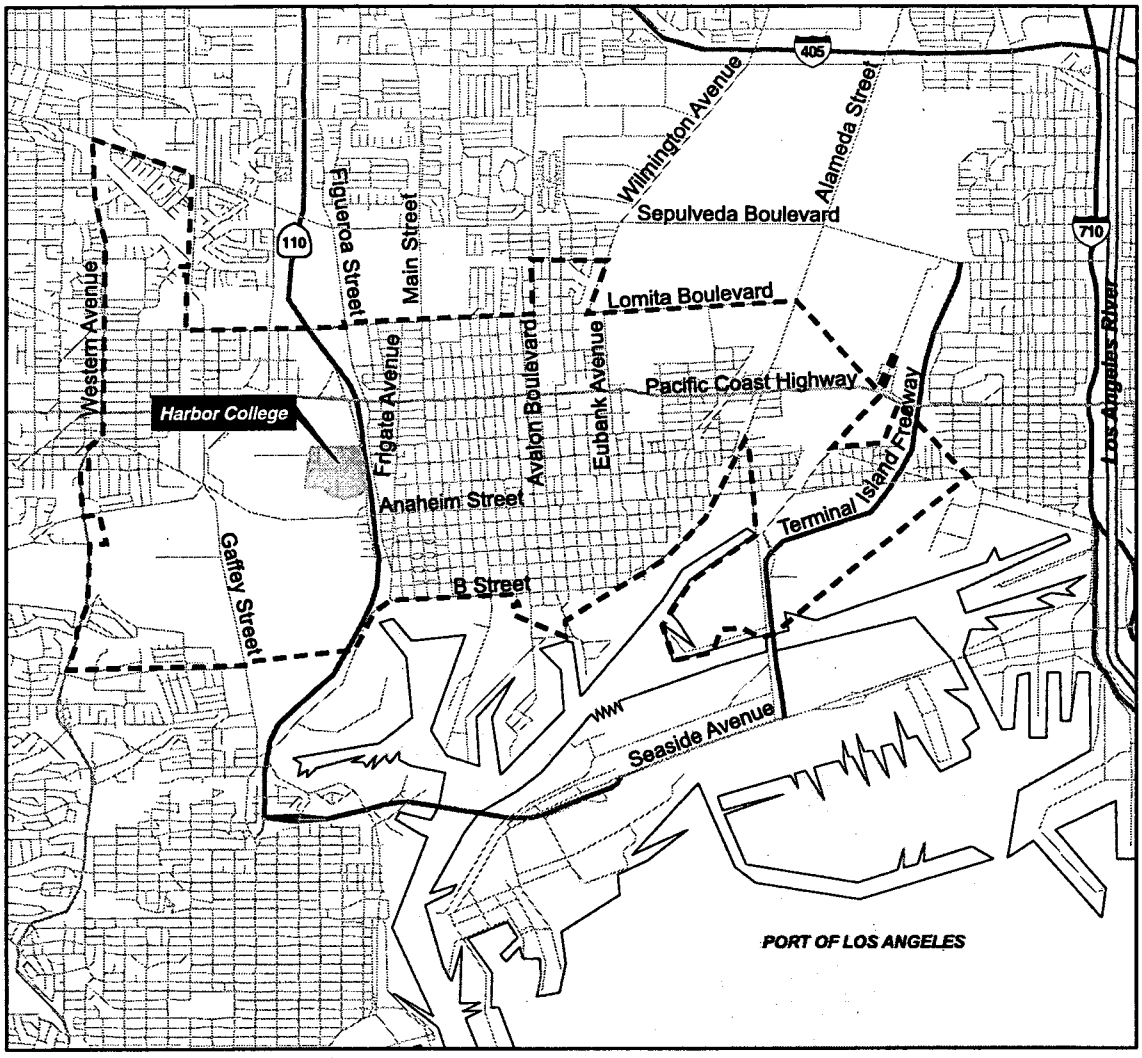
b. Land Use Plans and Policies

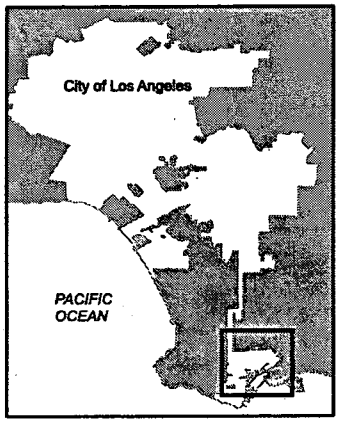
Several land use plans are applicable within the land use study area for the proposed project. A brief description of the purposes, goals, and policies for each of these planning documents follows. A map of the relevant boundaries for the various planning areas is provided on Figure 3-25.

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is designated by the federal government as the region's Metropolitan Planning Organization and Regional Transportation Planning Agency. SCAG has sought to address regional planning concerns through various documents, including the 1996 *Regional Comprehensive Plan and Guide* (RCPG) and the recently approved *CommunityLink21 - 2001 Regional Transportation Plan Update* (2001 RTP Update).

Figure 3-25: Community Plan Map





Sources: U.S. Census Bureau TIGER Data, 1995; Myra L. Frank & Associates, Inc., 2002.

0 0.3 0.6 1.2 1.8 2.4 Miles

Legend

Wilmington - Harbor City Community Plan Boundary

The RCPG "[i]s intended to serve the region as a framework for decision making with respect to the growth and changes that can be anticipated during the next 20 years and beyond." In addition, the RCPG "describe[s] how the region will meet certain federal and state requirements with respect to Transportation, Growth Management, Air Quality, Housing, Hazardous Waste Management, and Water Quality Management."

The RCPG addresses regional growth and infrastructure issues related to the proposed project in its Growth Management Chapter (GMC). The GMC states: "Much of the existing infrastructure is currently obsolete due to deferred maintenance or due simply to aging and the rapid pace of recent changes. The currently obsolete infrastructure will need replacement and repair." The following policies in the GMC are relevant to the proposed project:

- *Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

- *Policy 3.05: Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.*

- *Policy 3.09: Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and provision of services.*

- *Policy 3.10: Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

- *Policy 3.12: Encourage existing or proposed local jurisdictions' programs aimed at designing land uses that encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

- *Policy 3.13: Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

- *Policy 3.14: Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

- *Policy 3.16: Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

- *Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.*

- *Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

- *Policy 3.23: Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards and minimize earthquake damage, and development of emergency response and recovery plans.*

- *Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

The Transportation Chapter core actions relevant to the proposed project are:

- *Policy 4.01: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost effectiveness.*

- *Policy 4.02: Transportation investments shall mitigate environmental impacts to an acceptable level.*

- *Policy 4.04: Transportation Control Measures shall be a priority.*

- *Policy 4.06: Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access, and traveler information services are RTP priorities.*

- *Policy 4.16: Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

The Air Quality Chapter of the RCPG "sets the policy context in which SCAG participates in and responds to" the adoption and implementation of air quality plans within the region. The Air Quality Chapter core actions relevant to the proposed project are:

- *Policy 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle miles traveled – emission fees) so that options to command and control regulations can be assessed.*

- *Policy 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

City of Los Angeles General Plan

The City of Los Angeles General Plan (General Plan) is intended to satisfy the California state requirement that each city prepare and adopt a comprehensive, long-term general plan for its

future development. The General Plan, prepared and maintained by the Department of City Planning, is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City of Los Angeles. The General Plan is a dynamic document consisting of 12 elements; 11 citywide elements, and the land use element or plan for each of the City's 35 Community Planning Areas. The following elements comprise the General Plan: the Framework Element (2001), Transportation Element (1999), Infrastructure Systems Element (pending initiation), Land Use Element (see Community Plans), Housing Element (2001), Noise Element (1999), Air Quality Element (1992), Conservation Element (2001), Open Space Element (pending initiation), Historic Preservation and Cultural Resources (pending initiation), Safety Element (1996), and the Public Facilities and Services Element (pending initiation).

For those citywide elements currently in progress or pending approval by the City Planning Commission and the City Council, it is assumed that the previous plan elements they are intended to supersede remain in effect even though some date back to 25 or more years ago (e.g., infrastructure-related elements adopted between 1968 and 1972).

❑ Framework Element

The General Plan Framework Element (Framework), which was adopted in 1996 and re-adopted in 2001, establishes the broad overall policy and direction for the entire General Plan and defines citywide policies that will be implemented through subsequent adoption of and revisions to the citywide elements, the 35 Community Plans, the zoning ordinances, and other pertinent planning programs.

Wilmington-Harbor City Community Plan

As noted above, the General Plan divides the City of Los Angeles into 35 Community Plan areas. Within each Community Plan area, the City has established specific goals and policies regarding the long-term intensity and mix of desired land uses. Harbor College is located in the Wilmington-Harbor City Community Plan Area in the far southern portion of the Los Angeles Basin, just north of the Los Angeles Harbor. The Community Plan Area (CPA) covers 6,481 net acres of the land in the City of Los Angeles.

This CPA is located between the planning communities of Harbor Gateway, San Pedro, and the Port of Los Angeles, and adjacent to the cities of Torrance, Lomita, Rancho Palos Verdes, Carson, Long Beach, and an unincorporated area of Los Angeles County.[22] The Wilmington-Harbor City CPA is generally bounded by Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City boundary, Los Angeles Harbor, Harry Bridges Boulevard, John Gibson Boulevard, Taper Avenue, and Western Avenue.

The land use in the CPA consists primarily of low to low-medium density residential, with commercial uses concentrated near the transit corridors of the Pacific Coast Highway, Anaheim Street, and Avalon Boulevard. Residential land uses account for 1,809 net acres with approximately 21,936 dwelling units, of which 57 percent are multi-family units.

[22] *Wilmington-Harbor City Community Plan*, July 1999.

The two communities that comprise the CPA are Wilmington and Harbor City. The Wilmington area is a varied mixture of land uses, including single family and low-medium density multiple residential. A large portion of the southeast quadrant of the community is industrial. Open space areas serving Wilmington include Banning Park and Ken Malloy Harbor Regional Park. Public facilities in the area include Harbor College, Kaiser Hospital, a branch library, and a number of Department of Water and Power facilities. The Harbor City area contains a significant amount of multiple family residential housing. Commercial and limited industrial areas are also located in Harbor City. Open space areas serving Harbor City include the Ken Malloy Harbor Regional Park, the Harbor City Recreation Center, and recreational fields and open space on the Navy Fuel Depot property. Public facilities include two major hospitals and Harbor College.

The Community Plan designates Harbor College land use as public facilities and sets forth several objectives to maintain and develop public and institutional land use, open space, and historic resources. The following objectives are relevant to this project:

- *To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience;*
- *To provide facilities for specialized recreational needs within the Community, with consideration given to utilizing existing public lands such as flood control channels, utility easements or Department of Water and Power property;*
- *To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks;*
- *To expand and improve local parks throughout the Plan area on a accelerated basis, as funds and land become available;*
- *To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens;*
- *To preserve unique wildlife habitats and ecologically important areas within parks and recreation areas in a natural state, for the protection of plant and animal species, and for public enjoyment, health, and safety;*
- *Maintain a community with sufficient open space in balance with new development to serve the recreational, environmental, health, and safety needs of the community and to protect environmental and aesthetic resources;*
- *Preservation and restoration of cultural resources neighborhoods and landmarks which have a historical and/or cultural significance.*

Los Angeles Planning and Zoning Code

The *Los Angeles Planning and Zoning Code* regulates land use and development throughout the City. It is intended to be the means by which the general land use policies in the various plans are implemented. The Zoning Code identifies the uses that are allowed on parcels within the City, and is required by California law to be consistent with the land use element of the City's general and community plans.

Harbor College is zoned PF-1XL for public facilities use in Height District 1, Extra Limited Height (see Figure 3-26). No building or structure in Height District 1XL shall exceed 2 stories nor shall the highest point of the roof of any building or structure located in such district exceed 30 feet in height.

Under state law, buildings and facilities at Harbor College are generally subject to zoning limitations imposed by the City of Los Angeles. By two-thirds vote of the District's Board of Trustees, however, the District may elect to exempt classroom facilities from local zoning control. Any new facilities that would not fully comply with current zoning and that are not exempted by the District Board will require a variance, conditional use permit, or zone modification from the City of Los Angeles.

3-11.2 Environmental Impacts

a. Significance Criteria

For the purposes of the analyses in this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed Master Plan would have a significant environmental impact on land use and planning if it would:

- physically divide an established community;
- result in new land uses that are substantially incompatible with land uses and development in the vicinity; or
- materially conflict with any applicable adopted land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

b. Impacts Discussion

Impacts on Nearby Sensitive Land Uses

As detailed in the project description, Chapter 2 of this EIR, construction associated with implementation of the Master Plan is expected to occur through 2008. Construction activities would include demolition of various existing structures, excavation and grading of specific sites on campus, construction of new facilities, and renovation and modernization of existing

Figure 3-26: Zoning Map

Sources: USGS Digital Orthophoto Quad: Torrance, 1994; Myra Frank & Associates, 2002; Wilmington-Harbor City Community Plan, 1999.

0 250 500 1000 1500 2000 Feet

facilities. These types of construction activities would result in some temporary, localized, site-specific disruptions to land uses in the area primarily related to: construction-related traffic changes from trucks and equipment in the area; possible partial and/or complete street and lane closures; access disruptions to facilities and parking; increased noise and vibration; and increased air pollutant emissions. Academic land uses and other sensitive uses such as the Ken Malloy Harbor Regional Park would be most susceptible to the foregoing temporary construction impacts. Generally, however, these are not considered to be significant adverse impacts, with the exception of construction noise impacts on Harbor College students and air quality impacts on sensitive receptors such as children attending the child development center, because they are short-term in nature and are commonly experienced in an urban setting like the proposed project area. If, however, construction activities were to become protracted or certain site-specific factors were present then the corresponding impacts would likely be considered more substantial.

The following sections of this document provide more detailed information on potential construction impacts, if any, as they may affect land uses in the project area: 3-2 Visual Resources; 3-3 Air Quality; 3-12 Noise; 3-13 Population, Housing; 3-14 Public Services; 3-15 Transportation/Traffic and Parking; and 3-16 Utilities.

Compatibility with Existing Land Uses

❑ Public Facilities Land Use

The entire campus is zoned as Public Facilities. Development under the proposed Master Plan would include new and enhanced student classrooms and resources, administrative and faculty offices, maintenance and operations facilities, athletic fields and facilities, new open space, and parking structures and surface lots. The renovation, modernization, new construction, and landscape projects would be compatible and consistent with existing land uses on the campus and would be predominantly located within the existing boundaries of the campus. No established communities would be physically divided by the proposed Master Plan development.

Surrounding land uses include a park and recreational facilities (golf course). Development of the Master Plan projects would be compatible with these surrounding uses since the Master Plan proposes to increase open space on the campus and construct new and expanded recreational/athletic fields to serve the campus and community.

Currently a portion of the developed campus extends onto land owned by the City of Los Angeles Department of Recreation and Parks. A portion of Lagoon Drive and Parking Lot C currently occupy a small area of park property. Under the Master Plan, the parking in this area would be renovated but Lagoon Drive would remain in its present configuration. The College is in negotiations with the Department of Recreation and Parks to obtain a lease easement for this piece of park property. Since the uses of the land would remain the same no impacts would occur. Under the Master Plan, a small portion of the park land at the southwest corner of the College campus would be developed for a proposed softball field and in order to extend Lagoon Drive along the perimeter of the campus. The total amount of park land that would be developed would be less than one quarter of an acre. The College is also currently negotiating with the Department of Recreation and Parks for a lease easement for this park property. Due to the small

amount of land that would be developed and the fact that this portion of the park is not actively used for recreational purposes, no significant land use compatibility impacts would occur.

The extension of Lagoon Drive along the perimeter of the campus would also require a very small piece of property from the City of Los Angeles Department of Water and Power (LADWP). Currently the land is unused open space. The College is in negotiations with LADWP to obtain a lease easement for the land. Due to the small size of the land to be developed, less than one-quarter acre, and the compatibility of proposed campus roadway and facilities with surrounding land uses, no significant impacts would occur.

Consistency with Local Plans

Harbor College is an important part of the Community Plan Area's history. The consistency of the Master Plan with the Community Plan and the SCAG Regional Comprehensive Plan and Guide policies or objectives are summarized in Table 3-20. As shown in the table, with one exception (preservation of cultural resources) the Master Plan would be supportive of, or consistent with most of the relevant policies and objectives in the applicable land use plans. (For a detailed discussion of impacts to historical resources, the reader is referred to Section 3-5, Historical Resources, in this EIR.)

Table 3-20: Comparison of the Proposed Project with Local Plans

Policy Type and Goals	Finding	Discussion
Wilmington – Harbor City Community Plan		
To conserve, maintain and better utilize existing recreation and park facilities that promote the recreational experience.	Generally consistent with this policy	The Master Plan would enhance and add new recreational fields and open space on the campus. Very small portions (less than ¼ acre) of Ken Malloy Regional Park that are not actively used for recreational purposes would be required for the new loop road on the campus.
To provide facilities for specialized recreational needs within the community, with consideration given to utilizing existing public lands such as flood control channels, utility easements or Department of Water and Power property.	Not applicable	Not Applicable
To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.	Consistent with this policy	The Master Plan proposes to add several acres of open space on the campus and creation of a central park area on the campus.
To expand and improve local parks throughout the Plan area on a accelerated basis, as funds and land become available.	Not applicable	Not Applicable

Table 3-20: Comparison of the Proposed Project with Local Plans

Policy Type and Goals	Finding	Discussion
To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.	Not applicable	Not Applicable
To preserve unique wildlife habitats and ecologically important areas within parks and recreation areas in a natural state, for the protection of plant and animal species, and for public enjoyment, health, and safety.	Generally consistent with this policy	Potentially significant but mitigable impacts to wildlife resources in Ken Malloy Regional Park may occur due to construction and operation. Also the development of small portions of park property and LADWP property would be required for the new loop road.
Maintain a community with sufficient open space in balance with new development to serve the recreational, environmental, health, and safety needs of the community and to protect environmental and aesthetic resources.	Consistent with this policy	The Master Plan proposes an increase in open space on the campus and new and reconfigured athletic/recreational fields.
Preservation and restoration of cultural resources, neighborhoods, and landmarks which have a historical and/or cultural significance.	Not consistent with this policy	Several historically significant building resources on the campus would be demolished under the Master Plan.
SCAG Regional Comprehensive Plan and Guide		
Policy 3.03: The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent with this policy	The proposed project is the development and expansion of educational facilities and onsite utility systems.
Policy 3.05: Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent with this policy	The proposed project is located within an urbanized area, with an extensive network of infrastructure in place. Any new development would remain on the campus, and a major component of the proposed project is renovation of existing facilities.
Policy 3.09: Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and provision of services.	Consistent with this policy	See the discussion of Policy 3.05 above.
Policy 3.10: Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent with this policy	The Master Plan planning and approval process would streamline the development process for future projects under the Master Plan.

Table 3-20: Comparison of the Proposed Project with Local Plans

Policy Type and Goals	Finding	Discussion
Policy 3.12: Encourage existing or proposed local jurisdictions' programs aimed at designing land uses that encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Consistent with this policy	The Master Plan consists of renovation and expansion of educational facilities located near existing bus corridors.
Policy 3.13: Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Consistent with this policy	The proposed project consists of several new construction projects as well as renovation of existing facilities to maximize use of the campus.
Policy 3.14: Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Consistent with this policy	The Master Plan proposes new, expanded, and renovated facilities near existing bus corridors.
Policy 3.16: Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent with this policy	The proposed project is located near the Los Angeles Harbor and several existing bus transit routes.
Policy 3.18: Encourage planned development in locations least likely to cause environmental impact.	Consistent with this policy	The proposed project proposes new and renovated facilities within the existing Harbor College campus. The campus is buffered from sensitive residential uses by parkland and the I-110 freeway
Policy 3.21: Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Conflicts with this policy	Demolition of several buildings identified as potentially historic is proposed under the Master Plan. Although mitigation measures are proposed, the loss of historic resources would be a significant unavoidable adverse impact. See Sections 3-5 and 3-6 of this Draft EIR.
Policy 3.23: Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards and minimize earthquake damage, and development of emergency response and recovery plans.	Consistent with this policy	See Summary of Impacts and Mitigation Measures in the Summary Chapter of this EIR.

Table 3-20: Comparison of the Proposed Project with Local Plans

Policy Type and Goals	Finding	Discussion
Policy 3.27: Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent with this policy	The Master Plan consists of renovation and expansion of existing educational facilities to meet future needs of the community. These projects meet and fulfill the College's educational mission to serve a variety of populations.
Policy 4.01: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost effectiveness).	Not Applicable	The proposed project does not contain any regional transportation investment elements.
Policy 4.02: Transportation investments shall mitigate environmental impacts to an acceptable level.	Not Applicable	The proposed project does not contain any regional transportation investment elements.
Policy 4.04: Transportation Control Measures shall be a priority.	Consistent with this policy	Proposed traffic mitigation measures include the installation of a traffic signal and Transportation Demand Management measures to reduce vehicle trips. See Section 3-15 of this Draft EIR.
Policy 4.06 Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access, and traveler information services are RTP priorities.	Not Applicable	The proposed project does not require the implementation of transit restructuring.
Policy 4.16: Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Consistent with this policy	The proposed project includes measures to mitigate impacts to the transportation system including installation of a traffic signal and implementation of Transportation Demand Management measures to reduce vehicle trips. See Section 3-15 of this Draft EIR.

Table 3-20: Comparison of the Proposed Project with Local Plans

Policy Type and Goals	Finding	Discussion
Policy 5.07: Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle miles traveled emission fees) so that options to command and control regulations can be assessed.	Consistent with this policy	Proposed traffic mitigation includes implementation of Transportation Demand Management measures to reduce vehicle trips. See Section 3-15 of this Draft EIR.
Policy 5.11: Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent with this policy	See relevant sections of this Draft EIR.

Source: Myra L. Frank & Associates Inc., 2002.

Consistency with Planning and Zoning

As noted above, the College is zoned as public facilities. The public facilities zone permits uses such as government buildings, structures, offices, and service facilities, including maintenance yards; agricultural uses including field crops, gardens, and nurseries; and police stations.[23] The proposed projects (academic facilities, maintenance facilities, open space landscaping, athletic facilities and fields, and parking) under the Master Plan are for academic and educational purposes and would fulfill the College's educational mission and goals. For purposes of the zoning code, these facilities are government buildings and structures and therefore would not conflict with existing zoning. The proposed renovation and modernization projects would not change the existing use of the facilities and these projects would be consistent with existing permitted land uses.

The proposed new academic, maintenance and athletic facilities, which would generally be one- to two-story buildings, would be compatible with the height restrictions for the campus. However, the proposed Technology Instruction and Classroom Building would be three stories and the Figueroa Place Garage and the West Garage could be four stories tall and consequently would exceed the height limit in the zoning code of two stories or 30 feet and would require variances or conditional use permits. Given the location of these structures on the campus and their distance from off campus residential uses and visually sensitive areas in Ken Malloy Harbor Regional Park, these structures would not materially conflict with the intent of the zoning code.

[23] *City of Los Angeles Planning and Zoning Code*, July 2000, Rev. 6/13/2001.

3-11.3 Mitigation Measures

Since the project is generally consistent with existing zoning/land use policies and is compatible with existing land uses, no mitigation measures are required or proposed. However, the reader is referred to Section 3-3, Air Quality, and 3-12, Noise, for specific measures to minimize construction air quality and noise impacts on nearby sensitive land uses.

3-11.4 Unavoidable Significant Adverse Impacts

Implementation of the Master Plan would result in no significant adverse impacts to existing land use and planning.

3-12 NOISE

3-12.1 Environmental Setting

a. Fundamentals of Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Sound ranges in intensity by more than one million times within the range of human hearing. The intensity of sound is quantified using a logarithmic scale. When sound becomes excessive or unwanted, it is referred to as noise.

In order to evaluate the sensitivity of noise, an A-weighted decibel scale is used to calculate noise levels in terms of dBA. Because the human ear is more sensitive to high frequencies, the dBA scale de-emphasizes low frequencies. Human hearing extends from approximately 3 dBA to 140 dBA. A 10-dBA increase is judged by most people as a doubling of the perceived noise level. The smallest change that can be heard by most people is about 2 to 3 dBA. Table 3-21 shows typical noise levels for common outdoor activities at specified distances. Note that the typical noise level of a noisy urban area is about 80-dBA.

Table 3-21: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)
Jet Flyover at 1,000 ft.	110
Gas Lawn Mower at 3 ft.	100
Diesel Truck at 50ft.[1]	90
Noisy Urban Area, Daytime	80
Commercial Area	70
Heavy Traffic at 300 ft.	60
Quiet Urban Area, Daytime	50
Quiet Urban Area, Nighttime	40
Quiet Rural Area, Nighttime	30

Note:
[1] Diesel Truck is assumed to be traveling at 50 mph.

Sources: Caltrans, 1998; Myra L. Frank & Associates, Inc., 2002.

To account for fluctuations over time, noise levels are commonly evaluated using two time-average noise descriptors: L_{eq} and CNEL. L_{eq}, the equivalent steady state sound level over a given period of time, accounts for moment to moment fluctuations in A-weighted sound levels associated with noise sources during a given period of time. The Community Noise Equivalent Level (CNEL) represents an energy average of the A-weighted noise levels (usually L_{eq} levels) over a 24-hour period. Evening and nighttime noise levels are given more weight to account for the increased human sensitivity to noise during these normally quiet periods of the day. Evening (7 p.m. to 10 p.m.) L_{eq} levels are adjusted by 5 dBA. Nighttime (10 p.m. to 7 a.m.) L_{eq} noise levels are adjusted by 10 dBA. Daytime (7 a.m. to 7 p.m.) noise levels are not adjusted when calculating CNEL.

b. Existing Conditions

Harbor College is generally surrounded by open space, residential, educational, and commercial/industrial uses in a developed urban area in the City of Los Angeles. Existing ambient and background noise levels within the Harbor College campus are relatively low (around 59.5 dBA)[24] on the western edge of the campus adjacent to Harbor Park Municipal Golf Course. Noise levels on adjacent properties on the east side of the campus are slightly higher (around 69.6 dBA)[25] and are dominated by traffic on city streets and the I-110 freeway. L Street, which defines the northern boundary of the campus, provides one lane per direction with traffic traveling at an average speed of approximately 10 to 15 mph. Figueroa Place, to the east, provides two lanes in each direction, with traffic traveling at approximately 30 to 35 mph. Traffic on I Street, which is south of the southern boundary of the campus and provides one lane in each direction, travels at approximately 30 to 35 mph.

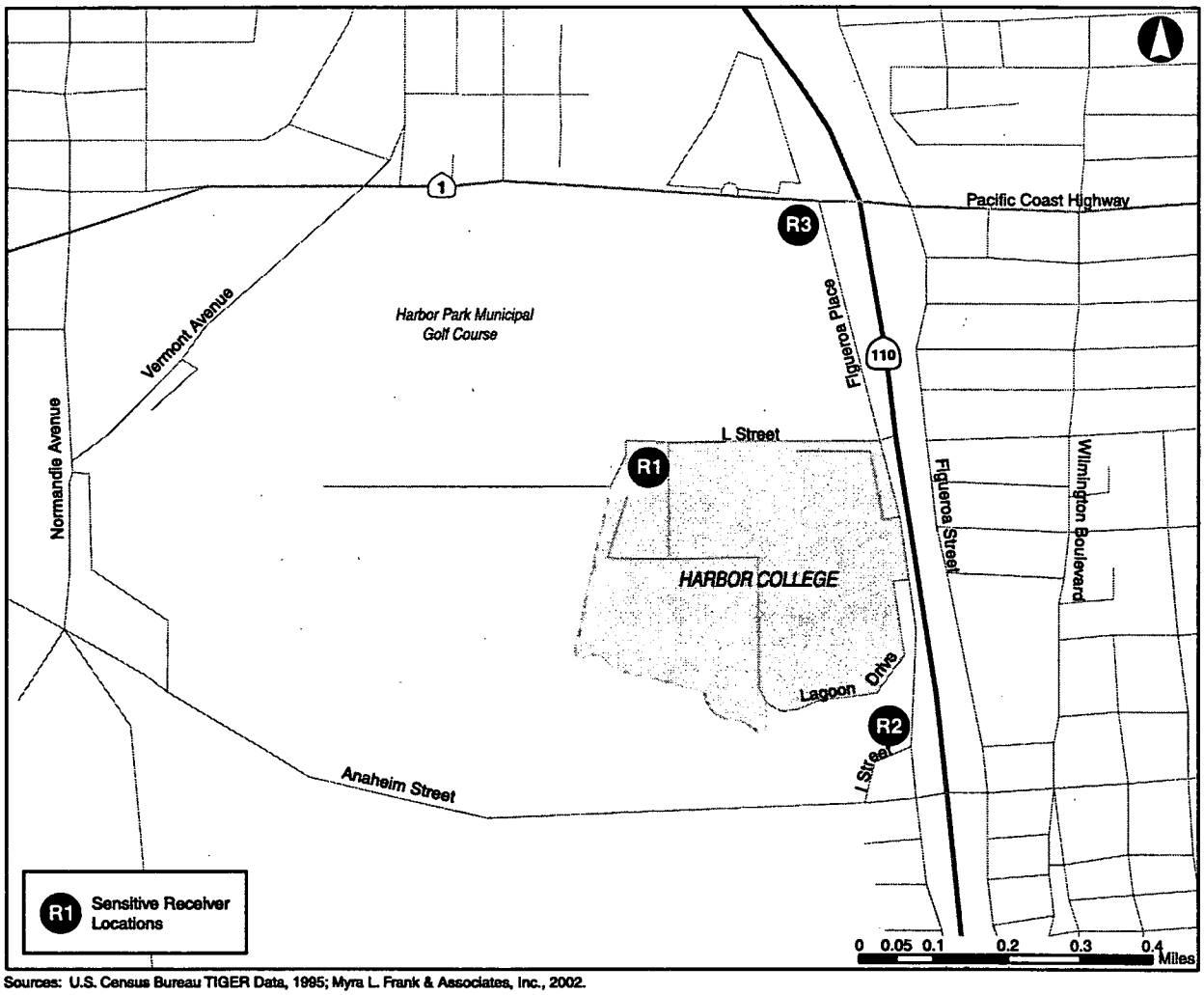
There are two main entrances to Harbor College located along each of the main thoroughfares. The entrances link campus streets and parking lots on the campus. Of the 11 total campus parking lots, 4 are easily accessible from the east main entrance on Figueroa Place and 4 are accessible from the north main entrance on L Street. The 3 remaining parking lots are located within the campus and are accessed from Lagoon Drive and Campus Drive.

In order to document existing noise levels, field measurements were taken at three sensitive receptor locations in the immediate vicinity of the campus. Noise-sensitive uses[26] in the project area include single-family residences south of the campus on Figueroa Place at I Street, the Harbor Park Municipal Golf Course, and residences to the northeast, on Figueroa Place south of Pacific Coast Highway. The measurements were taken using the Rion NL-15 Precision Integrating Sound Level Meter (Serial No. 00591106) and were calibrated at 94-dBA. The measurement sites were selected as representative of the existing exterior noise conditions at sensitive locations (residences and golf course) near the campus. All measurements were taken 5 feet above the ground surface. Traffic counts along the respective roadways were taken simultaneously with the noise measurements (See Figure 3-27 for a map of the measurement sites).

- The first noise measurement was taken along the northwest corner of the campus on L Street, where the campus and the Harbor Park Municipal Golf Course meet.
- The second measurement was taken south of the corner of Figueroa Place and Pacific Coast Highway, at the property line of a multi-family residential building on the west-side of the street.
- The third noise measurement was taken at the east edge of the residential property on the corner of Figueroa Place and I Street, on the west side of the street, approximately 50 feet north of I Street.

[24] The lowest Noise Level measured was 59.5 dBA on November 26, 2002, from 9:30 a.m. to 9:48 a.m. on the northwest campus boundary adjacent to the Harbor Park Municipal Golf Course.
[25] The highest Noise Level measured was 69.6 dBA on November 26, 2002, from 11:00 a.m. to 11:17 a.m. on the southeast corner of Figueroa Place and I Street outside of a single family residential property.
[26] Noise-sensitive uses are typically defined as land uses where sleep or speech interference is a concern and include residences, motels, hotels, hospitals, schools, libraries, concert halls, etc.

Figure 3-27: Noise Measurement and Sensitive Receptor Locations



Sources: U.S. Census Bureau TIGER Data, 1995; Myra L. Frank & Associates, Inc., 2002.

According to the measurements, existing measured ambient noise levels at residences in the vicinity of the campus range from 60 dBA to 70 dBA, slightly higher than the presumed ambient noise level for a residential area yet significantly lower than 80 dBA, the typical noise level of an urban area.[27] The recorded noise levels are dominated by noise from traffic on local streets in the immediate vicinity of the measurement sites and the noise generated from the I-110 freeway to the east. Table 3-22 below shows the noise readings taken at each of the measurement sites.

[27] City of Los Angeles Municipal Code Section 111.03.

Table 3-22: Noise Measurement At Noise Sensitive Uses Noise

Measurement Site Number	Location	Time and Duration of Measurement	L_{eq} Noise Levels (dBA) [2]
1	L Street, northwest corner of campus, adjacent to Harbor Golf Driving Range	9:30 a.m., 15 minutes	59.5
2	Multi-family residential property west of Figueroa Place, south of Pacific Coast Highway	10:30 a.m., 15 minutes	69.5
3	Single-family residential property west of Figueroa Place, north of I Street	11:00 a.m., 15 minutes	69.6

Notes:
[1] Measurements were taken on November 26, 2002.
[2] Leq Noise Levels represent average noise levels for the duration of the measurement.
[3] Measurements were taken using the Rion NL-15 Precision Integrating Sound Level Meter (Serial No. 00591106) calibrated at 94 dBA using the calibration button on the meter.

Source: Myra L. Frank & Associates, Inc., 2002.

3-12.2 Environmental Impacts

a. Significance Criteria

For the purposes of the analyses in this EIR, the proposed Master Plan would have a significant impact if it:

Construction

- results in construction noise that violates Section 112.03[28] of the City of Los Angeles noise ordinance; or

Operation

- causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see Table 3-23 below), or any 5-dBA or greater noise increase.

[28] Prior to 7:00 a.m. and after 9:00 p.m. of any day, in any residence zone of the City or within 500 feet thereof, no person shall perform any construction or repair work on any building or structure, or perform any excavation work, which work entails the use of any power driven hoist, scraper, or shovel, pneumatic hammer, pile driver or other construction type device in such manner that the noise created thereby is loud, unnecessary and unusual and substantially exceeds the noise customarily and necessarily attendant to the reasonable and efficient performance of such work (Section 112.03 of the City of Los Angeles Noise Ordinance).

Table 3-23: Community Noise Levels (Exterior) And Land Use Compatibility

Land Use	Community Noise Exposure Level CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family Residence	50-60	55-70	70-75	Above 70
Multi-Family Residence	50-65	60-70	70-75	Above 70
Hotel/Motel	50-65	60-70	70-80	Above 80
Auditorium	-	50-70	-	Above 65
Sports Arena	-	50-75	-	Above 70
Parks	50-70	-	67-75	Above 72
Office Building/Commercial	50-70	67-77	Above 75	-
Industrial/Manufacturing	50-75	70-80	Above 75	-

Notes:
Normally Acceptable: Development is acceptable.
Conditionally Acceptable: Noise abatement should be considered as part of the development.
Normally Unacceptable: Development should generally be discouraged.
Clearly Unacceptable: Development should generally not be built.

Source: City of Los Angeles, *Draft LA CEQA Thresholds Guide*, 1998.

b. Impacts Discussion

Construction Impacts

In general, demolition and construction activities associated with the Master Plan would result in increases in ambient noise levels in the vicinity of the construction site. Noise levels would fluctuate depending on the construction location, phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between the noise source and listener. Construction noise at a distance of 50 feet from the construction activity could reach intermittent highs of 90 dBA depending upon the activity. Average noise levels are generally less than the equipment levels indicate because the equipment is operated intermittently. Construction of certain projects could require the use of diesel-powered heavy equipment, such as haul trucks, cement trucks, and bulldozers, all of which would generate high noise levels. Most earth moving equipment (i.e., compactors, front loaders, backhoes, tractors, graders, and pavers) produce noise levels of 75 to 89 dBA (decibels) at distances of 50 feet. Material handling equipment (i.e., concrete mixers, concrete pumps, and cranes) produces noise levels of 83 to 89 dBA at a distance of 50 feet. Stationary equipment (i.e., pumps, generators, and compressors) produces noise levels of 70 to 85 dBA at a distance of 50 feet. Table 3-24 illustrates typical construction noise levels at 50 feet.

Table 3-24: Typical Construction Noise Levels

Equipment	Noise Level Range (dBA)
Front Loader	73-76
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper / Grader	80-93
Paver	85-88
Note: Noise level ranges are estimated noise levels at a distance of 50 feet from the noise source.	

Sources: City of Los Angeles, 1998; Myra L. Frank & Associates, Inc., 2002.

Any off-campus noise-sensitive uses that are located within several hundred feet of a construction site, such as the Harbor Park Municipal Golf Course, could be adversely affected by construction noise. However, because most construction would take place within the interior of campus and since noise level increases would be limited to daytime hours and would be temporary and intermittent, significant construction noise impacts on off-campus noise-sensitive uses would not occur. On-campus academic facilities, i.e., classrooms, in the immediate vicinity of construction sites could, however, experience significant short-term increases in noise levels due to construction activities.

Operational Impacts

Implementation of the Master Plan and anticipated increases in student enrollment and employment would result in increased traffic on local streets. This increased traffic may increase community noise levels in the vicinity. Generally, noise levels increase approximately 3 dBA for each doubling of roadway traffic volume as long as vehicle speeds remain constant.[29] Under the Master Plan, PM peak hour traffic volumes on nearby streets would not increase by more than 9 percent as compared to future cumulative base volumes (i.e., future conditions without the project). Consequently, the resulting noise level increases would not be substantial and would not exceed the 3 dBA significance criterion. Thus, implementation of the Master Plan would result in a less than significant increase in traffic noise levels at noise-sensitive uses in the vicinity of the campus.

[29] *LA City CEQA Thresholds Guide*, City of Los Angeles, 1998.

In general, in the future (i.e., through the year 2008), it is not anticipated that campus activities would differ substantially from activities that occur today. Therefore, noise from the campus would result in a less than significant increase in ambient and background noise levels at off-campus noise-sensitive receptors.

3-12.3 Mitigation Measures

To mitigate the significant, short-term construction noise impacts on campus academic facilities, the following measures are proposed.

N-1 In consultation with the Vice-President for Academic Affairs, construction shall be scheduled, when feasible, so that louder activities (e.g., demolition, excavation/grading) occur on weekends, during school vacations or holidays, or at other times when school is not in session.

N-2 Sound barriers, such as particle board fencing, shall be constructed around construction sites that are within 200 feet of academic classroom facilities in use.

N-3 Other noise control devices, such as equipment mufflers and enclosures, shall be used where feasible.

N-4 All sound-reducing devices and restrictions shall be maintained throughout the construction period.

3-12.4 Unavoidable Significant Adverse Impacts

With implementation of the mitigation measures identified above, the proposed project would not result in any unavoidable significant adverse noise impacts.

3-13 POPULATION AND HOUSING

The population and housing study area that has been delineated for the proposed project area encompasses those census tracts from the 2000 Census of Population and Housing (U.S. Department of Commerce, Bureau of the Census 2000) that include and surround the proposed project site. Figure 3-28 illustrates the location of the census tracts in the study area in relation to the proposed project.

Data from the 2000 Census have been aggregated at the census tract level in order to assess the general characteristics of the study area. Regional comparisons have been made to the County and City of Los Angeles 2000 Census data. In addition, projected population and housing forecasts in the City of Los Angeles generated by the Southern California Association of Governments (SCAG) have also been reviewed.

3-13.1 Environmental Setting

a. Population

The proposed project is located predominantly within the existing boundaries of the Harbor College campus, north of the Los Angeles Harbor area in the City and County of Los Angeles. The population of the City totaled 3,694,834 persons in the 2000 Census. Persons of Hispanic or Latino origin represented the largest segment of the City's population at 1,719,916 persons or about 46.5 percent of the total. This is somewhat higher than the proportion of the second largest group in the City, white non-Hispanic persons, who totaled 1,093,447 persons, or 29.6 percent.

Table 3-25 summarizes the characteristics of the existing regional population in 2000.

According to the SCAG 2001 Regional Transportation Plan, the population of the City of Los Angeles in 2010 is projected to be 4,164,597, an increase of about 12.7 percent over the current population. Due to changes in the geographic boundaries for some of the 2000 census tracts, SCAG projections are not yet available for the project study area. This information will be provided in a subsequent version of this document, in the event it becomes available.

b. Housing

According to the 2000 Census, there were 1,337,668 housing units in the City of Los Angeles in the year 2000. About 95.3 percent of the units were occupied. An average of 2.83 persons resided in each occupied unit. Of the total occupied units in the City, 61.4 percent were renter-occupied and the remaining 38.6 percent were owner-occupied. Table 3-26 and Table 3-27 summarize the characteristics of the existing regional housing in 2000.

Figure 3-28: Study Area Census Tracts

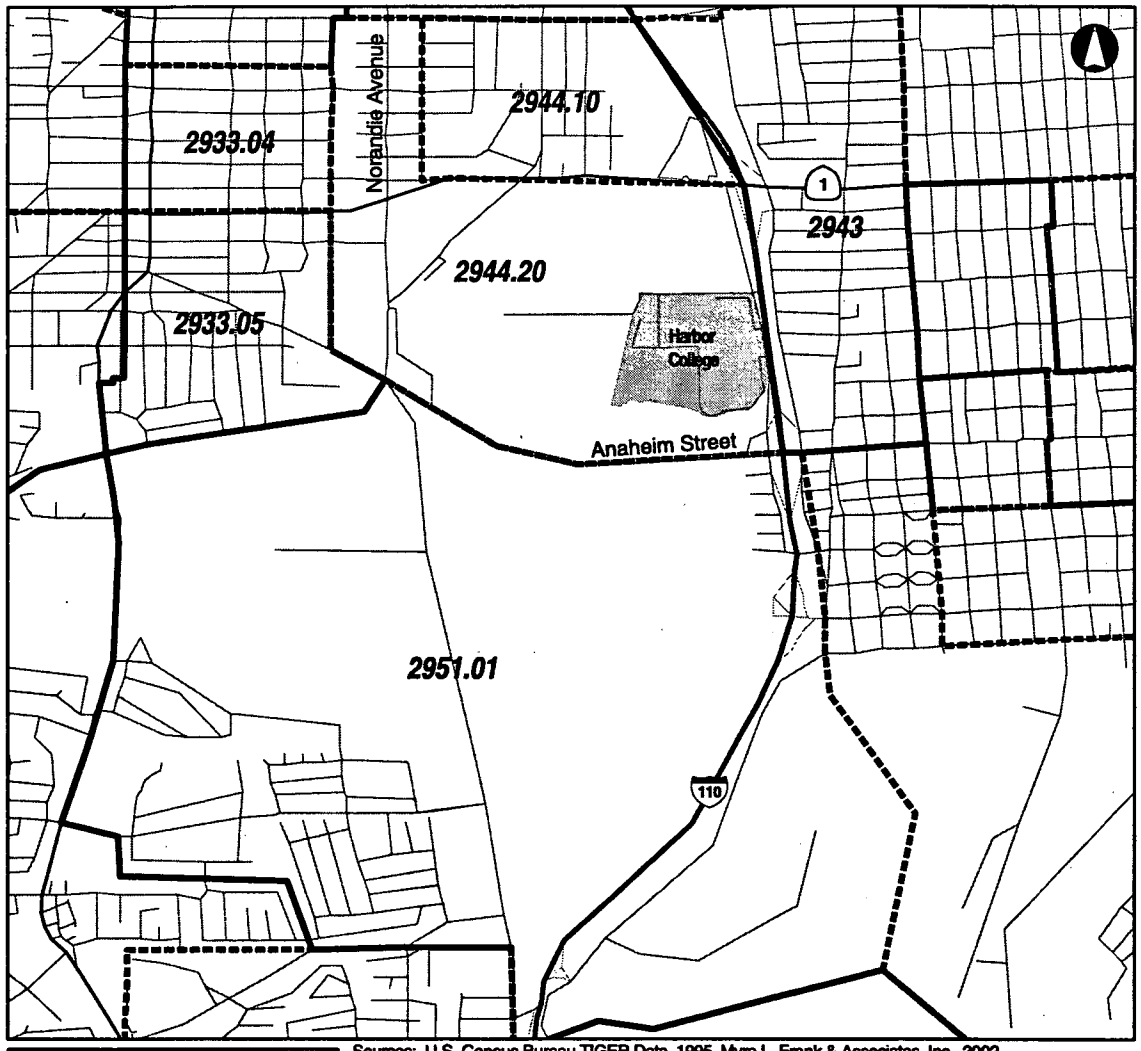


Table 3-25: Existing Regional and Local Population Characteristics – Race/Ethnicity (2000)

Area	Total Population	White	%	Black	%	Native American	%	Asian	%	Native Hawaiian/ Pacific Islander	%	Other Race	%	Two or More Races	%	Hispanic/ Latino	%
County of Los Angeles	9,519,338	2,946,145	30.9	891,194	9.4	26,141	0.27	1,123,964	11.8	24,376	0.26	18,859	0.2	245,172	2.6	4,243,487	44.6
City of Los Angeles	3,694,834	1,093,447	29.6	399,057	10.8	9,613	0.26	365,077	9.9	5,212	0.14	8,158	0.22	94,354	2.6	1,719,916	46.5
Study Area	***28,529***	***7,591***	***26.6***	***2,465***	***8.6***	***48***	***0.17***	***2,342***	***8.2***	***217***	***0.8***	***0***	***0***	***550***	***1.9***	***15,586***	***54.6***
Census Tract 2933.04	4,207	793	18.8	394	9.4	0	0	434	10.3	18	0.4	0	0	48	1.1	2,520	59.9
Census Tract 2933.05	4,660	1,645	35.3	428	9.2	4	0.09	362	7.8	11	0.24	0	0	47	1.0	2,163	46.4
Census Tract 2943	7,059	775	11.0	208	2.9	0	0	345	4.9	64	0.9	0	0	174	2.5	5,493	77.8
Census Tract 2944.10	3,854	634	16.5	894	23.2	9	0.2	415	10.8	117	3.0	0	0	107	2.8	1,678	43.5
Census Tract 2944.20	3,561	350	9.8	287	8.1	0	0	187	5.3	7	0.2	0	0	47	1.3	2,683	75.3
Census Tract 2951.01	5,188	3,394	65.4	254	4.9	35	0.7	329	6.3	0	0	0	0	127	2.4	1,049	20.2

*Study Area consists of the six Census Tracts within and adjacent to the proposed project area (See Figure 3-1).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 3, 2000; Myra L. Frank & Associates, Inc. 2002.

Table 3-26: Existing Regional And Local Housing Characteristics – Occupancy (2000)

Area	Total Units	Occupied Units	%	Vacant Units	%	Persons Per Household
County of Los Angeles	3,270,909	3,133,774	95.8	137,135	4.2	2.98
City of Los Angeles	1,337,668	1,275,358	95.3	62,310	4.7	2.83
Study Area*	***10,251***	***9,420***	***92.0***	***831***	***8.0***	***3.02***
Census Tract 2933.04	1,385	1,343	97.0	42	3.0	3.13
Census Tract 2933.05	1,731	1,660	96.0	71	4.0	2.81
Census Tract 2943	1,970	1,912	97.0	58	3.0	3.66
Census Tract 2944.10	1,425	1,369	96.0	56	4.0	2.80
Census Tract 2944.20	1,180	1,105	93.6	75	6.4	3.22
Census Tract 2951.01	2,560	2,031	79.3	529	20.7	2.55

*Study Area consists of the six Census Tracts within and adjacent to the project site (See Figure 3-1).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 3, 2000; Myra L. Frank & Associates, Inc., 2002.

Table 3-27: Existing Regional And Local Housing Characteristics – Tenure (2000)

Area	Occupied Units	Owner Occupied Units	%	Renter Occupied Units	%
County of Los Angeles	3,133,774	1,499,694	47.9	1,634,080	52.1
City of Los Angeles	1,275,358	491,836	38.6	783,522	61.4
Study Area*	***9,420***	***4,661***	***49.5***	***4,759***	***50.5***
Census Tract 2933.04	1,343	358	26.7	985	73.3
Census Tract 2933.05	1,660	813	4.9	847	51.0
Census Tract 2943	1,912	1,028	53.8	884	46.2
Census Tract 2944.10	1,369	501	36.6	868	63.4
Census Tract 2944.20	1,105	335	30.3	770	69.7
Census Tract 2951.01	2,031	1,626	80.0	405	20.0

Note: *Study Area consists of the six Census Tracts within and adjacent to the project alignment (See Figure 3-1).

Sources: U.S. Census Bureau, Census of Population and Housing, Summary File 3, 2000; Myra L. Frank & Associates, Inc., 2002.

According to the SCAG 2001 Regional Transportation Plan, the number of households in the City of Los Angeles is projected to be 1,405,464 in 2010. This is about 5.1 percent greater than in 2000. As stated above, SCAG projections on local housing are not yet available for the project study area. In the event that it becomes available, this information will be provided in a subsequent version of this document

c. Study Area Context

The Wilmington – Harbor City Community Plan Area is located north of the Los Angeles Harbor area and is one of 35 District Planning Areas within the City of Los Angeles. The Wilmington – Harbor City Community Plan contains development and growth policies that reflect a commitment to maintain the current quality of life and the stability of neighborhoods within its planning area, while providing new housing opportunities. One of the fundamental

premises of the Community Plan is to monitor population growth and infrastructure improvements. If the population is seen to be growing faster than projected, the plan states that necessary steps will be taken to protect infrastructure resources.

d. Population

The population of the project study area in the 2000 Census totaled approximately 28,529 persons. The population in the area was predominantly Hispanic/Latino, at approximately 55 percent of the total population. This project study area Hispanic/Latino population is about 10 percent higher than found in the City as a whole. The next largest group was persons of White, non-Hispanic descent, at approximately 27 percent of the total population in the study area. This percentage is about 4 percent lower than the City as a whole. The African American population was found to be at a lower proportion in the study area than within the City in its entirety, as well; 8.6 percent within the study area, as compared to 9.4 percent in the City overall.

Table 3-25, above, summarizes the characteristics of the existing study area population in 2000 as compared to the City as a whole.

e. Housing

The 2000 Census documented a total of 10,251 housing units in the project study area. Approximately 92 percent of all the housing units in this area were occupied, leaving approximately 8 percent of the units vacant. The average number of persons per household within the study area was slightly higher than the City as a whole, at 3.02 persons. Approximately 49.5 percent of the occupied units were owner-occupied, a higher proportion than in the City as a whole. Table 3-26 and Table 3-27, above, summarize the characteristics of the existing study area housing in 2000.

3-13.2 Environmental Impacts

a. Significance Criteria

For the purposes of this draft EIR, a significant impact to population and housing would potentially occur if the proposed project would:

- substantially increase the population or employment so as to require new infrastructure and/or housing, the construction of which could cause significant environmental impacts; or
- induce growth that exceeds levels anticipated under local land use plans and results in a substantial adverse physical change in the environment.

b. Impacts Discussion

Construction Impacts

Construction of the proposed Master Plan improvement projects are expected to take place over the next 5 years, through 2008. The number of construction workers employed and working onsite would vary over the course of the construction period. However, based on the $124 million in Proposition A monies, it is estimated that total construction employment would be approximately 2,760 full-time one-year jobs over the course of 5 years.

Because construction workers commute to a job site that often changes many times throughout the course of a year, they are not likely to relocate their households as a consequence of construction work opportunities to any significant degree. In addition, many workers are highly specialized and move among job sites as dictated by the need for their skills. Also because of the highly specialized nature of most construction projects, workers are likely to be employed on the job site only as long as their skills are needed to complete a particular phase of the construction process.

The Los Angeles metropolitan area has a large pool of construction labor from which to draw. Therefore, it is reasonable to assume that most project-related construction workers would not relocate their households as a result of working on the proposed Master Plan improvement projects. Construction-phase employment, therefore, would not result in a significant increase to the local or regional population. Thus, no significant adverse environmental impacts are expected as a result of construction employment.

Operational Impacts

❑ Population and Housing Growth

Currently 319 Full Time Equivalent (FTE) staff members are employed at the College. Under the proposed Master Plan, the number of College employees would increase by an estimated 35 persons, bringing the total to 354 FTE employees in 2008.

The approximately 35 additional on-campus employees expected as a result of the proposed project would not substantially increase the demand for housing in the study area or in the City of Los Angeles. Therefore, the proposed project would not require the construction of new infrastructure or housing that would have a significant effect on the environment.

One of the primary objectives of the proposed project is to provide facilities to allow Harbor College to support anticipated increased enrollment through the year 2008. In the fall 2001 semester, there were 8,855 students enrolled at the College. This equals approximately 3,125 FTE students for that period. The projected number of FTE students for the fall 2002 semester rose to 3,219 students. The projected enrollment for the fall 2008 semester is approximately 10,891 students, or 3,843 FTE students. This is an increase of 624 FTE students or 2,036 total students over fall 2002 enrollment.

Because no on-campus housing is currently provided, all students commute to the College from primarily the south bay area, as well as other areas of the City of Los Angeles. Because no student housing is proposed as part of the Master Plan, it is anticipated that the students in 2008 would continue to commute to the College from their existing residences in the south bay area. Therefore, the proposed project would not have a significant effect upon housing demand within the study area, nor would it require the construction of new housing.

This proposed project is neither intended, nor expected, to induce any significant change in the location, distribution, or rate of either local or regional population and housing growth. Rather, it is designed to provide additional educational facilities to accommodate anticipated increases in enrollment over the next 5 years due to population growth projected by local and regional plans.[30] Therefore, the proposed project would not induce substantial development that would not otherwise occur and would not cause a significant impact to the environment as a result of increases in employment, population, or housing demand. The proposed project would also not induce growth that exceeds levels anticipated under the Wilmington – Harbor City Community Plan.

3-13.3 Mitigation Measures

Because the proposed Master Plan would not result in any adverse impacts to population and housing, no mitigation measures would be required.

3-13.4 Unavoidable Significant Adverse Impacts

The proposed project would not create any unavoidable significant adverse impacts.

[30] According to the Wilmington – Harbor City Community Plan and SCAG projections, the population in the Community Plan area is expected to increase by 11.7 percent or 9,650 persons between the years 2000 and 2010.

3-14 PUBLIC SERVICES

3-14.1 Environmental Setting

a. Police Protection

Security and law enforcement for Los Angeles Harbor College is provided by the Los Angeles County Sheriff's Department (LASD), as it is for the other eight campuses of the Los Angeles Community College District. Approximately 227 Sheriff's personnel comprise the Community College Bureau, which polices the 9 college campuses. Each campus throughout the District utilizes a combination of Deputy Sheriff's and armed Sheriff's Security officers to provide security and law enforcement services. Security officers provide the core of security services, while Deputy Sheriff's provide police services and oversight. Deputies and Security Officers utilize bicycle, vehicle, and foot patrols on a daily basis.

The 227 officers comprising the Community College Bureau include 1 Captain, 1 Lieutenant, 11 Sergeants, 9 College Sheriffs, 18 deputies, 97 Security Officers, and 90 cadets. Harbor College has one Sheriff's station staffed by 1 Sergeant, 2 Deputies, 9 Security Officers, and 5 cadets on campus.

During 2001, the majority of campus offenses are under the categories of burglary, grand theft and petty theft. The total number of arrests made for the year was 12.[31] There were three vehicle collisions in 2001.

Police protection for areas outside of the campus is provided by the Los Angeles Police Department's (LAPD) Harbor Community Police Station. The Harbor Community Police Station is under the jurisdiction of the Operations – South Bureau and includes the communities of San Pedro, Wilmington, Harbor City and the Harbor Gateway. The 27-square-mile service area is the largest in the Operations – South Bureau and contains a population of approximately 171,000 persons. The Lomita Station of the Los Angeles County Sheriff's Department id located 1.5 miles west of the campus.

b. Fire Protection

Fire protection services for Los Angeles Harbor College are provided by the City of Los Angeles Fire Department (LAFD) in accordance with the Los Angeles Fire Code, the Los Angeles Municipal Code, and the General Plan of Los Angeles. The City of Los Angeles Fire Code, Municipal Code, and General Plan serve to guide the City departments, other governmental agencies, private developers, and the public in reference to the construction, maintenance, and operation of fire protection facilities in the City. In addition, standards for the distribution, design, construction, and location of fire protection facilities are established. These standards specify fire-flow criteria, minimum distances to fire stations, hydrant specifications, and access provisions for fire fighting vehicles and personnel.

[31] L.A.S.D. – Harbor College Crime and Arrest Statistics, 2001.

Los Angeles Harbor College is located within the service area of Fire Battalion 6, division 2, which includes 7 fire stations. The two LAFD stations that operate in the vicinity of the campus are listed below and are shown on Figure 3-29.

- Fire Station No. 85
  1331 W. 253rd St.
  Harbor City 90710
  Truck, Engine, and Task Force Company
  Paramedic Rescue Ambulance
  Miles from the campus – 0.6

- Fires Station No. 38
  124 E. "T" St.
  Wilmington, CA 90744
  Task Force, Rescue Ambulance
  Miles from Campus – 1.6

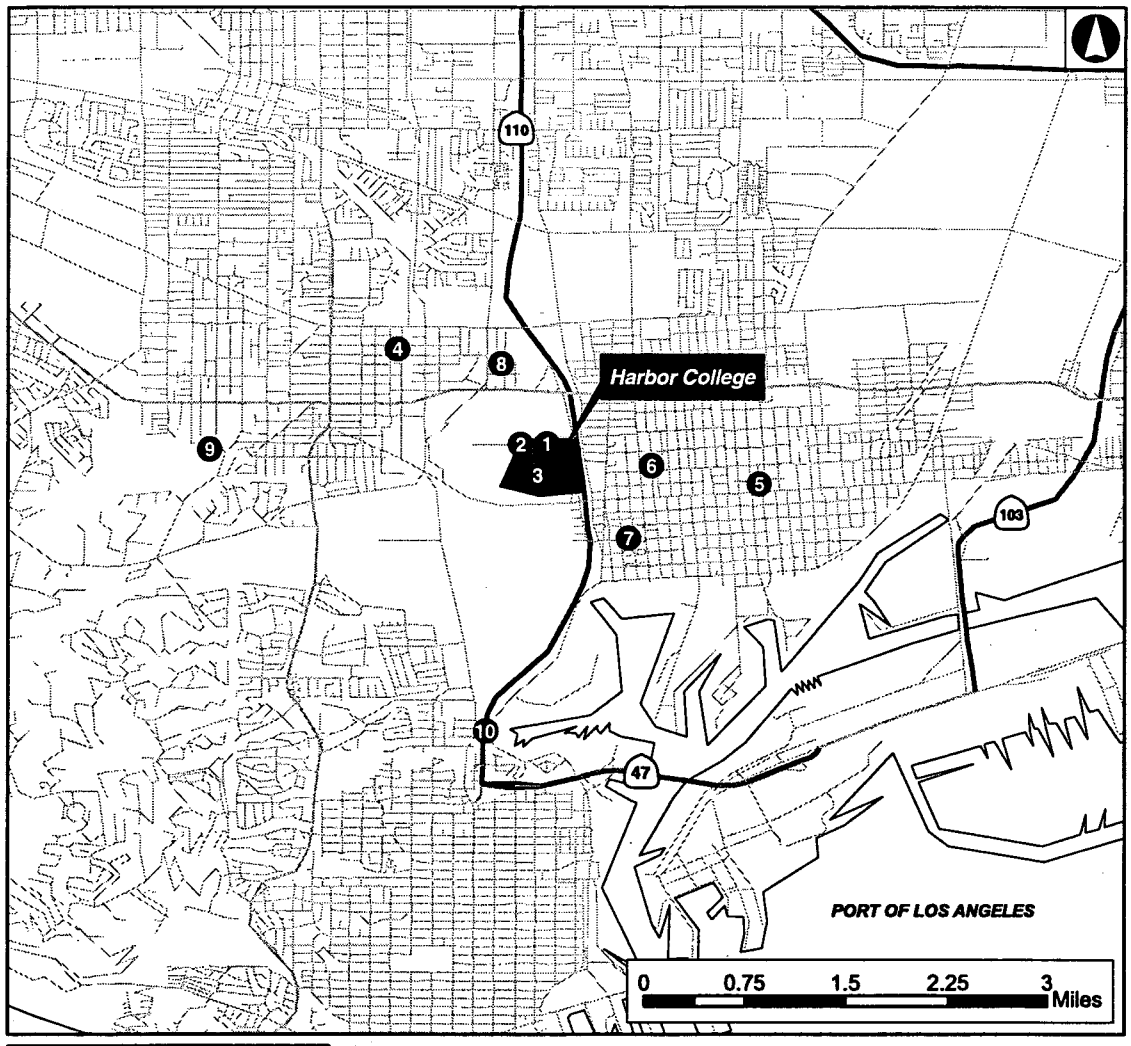
Additionally, the City of Los Angeles Fire Department and Bureau of Engineering are cooperatively working together to build a new Fire Station 36 by May 2005. It would serve some of the areas currently assigned to Fire Station 85.

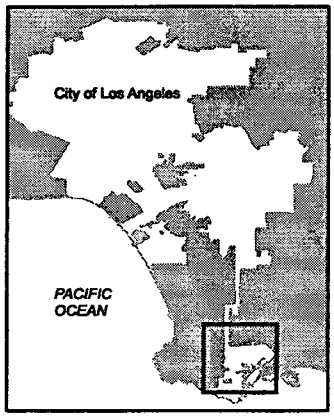
According to the LAFD, the adequacy of fire protection for a given area is based on required fire-flow levels, initial response distances from existing fire stations, and the LAFD's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Fire-flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. A minimum residential water pressure of 20 pounds per square inch is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for Los Angeles Harbor College has been set at 4,000 gpm from four fire hydrants.[32]

The Fire Prevention and Protection Plan of Los Angeles sets the response distance criterion at 0.75 miles for an engine company and 1.0 miles for a truck company. Fire Station 85 is both an Engine and Truck company and within 0.75 miles of the campus.

[32] Phone conversation with Harbor College Facilities Department, December 12, 2002.

Figure 3-29: Public Services and Facilities





KEY

1. Harbor College Sheriff Station
2. Harbor College Child Development Center
3. Harbor College Teacher Preparation Academy
4. LAFD Fire Station No. 85
5. LAFD Fire Station No. 38
6. Gulf Elementary School
7. Hawaiian Avenue Elementary
8. Gateway Christian School
9. Los Angeles County Sheriff - Lomita Station
10. LAPD Harbor Community Police Station

Sources: U.S. Census Bureau TIGER Data, 1995; Myra L. Frank & Associates, Inc., 2002.

c. Schools

There are five educational facilities located either on the Harbor College Campus, or within ½ mile from it. Three of them are part of the Los Angeles Unified School District, one is a private elementary school, and one is a child care facility serving parents who attend school at Harbor College.

Of the three schools that are within the Los Angeles Unified School District, two are elementary schools and one is a new high school that opened in September for fall 2002 enrollment.

The Los Angeles Unified School District

The Los Angeles Unified School District (LAUSD, or District) is one of the largest public school districts in the nation. Located in Los Angeles County, California, it serves the City of Los Angeles, all portions of 16 other cities in the County, and numerous unincorporated areas of the County that surround the City of Los Angeles. The District comprises an area of over 700 square miles, with an estimated population of over 4.6 million. Approximately two-thirds of the District's land area, and 82 percent of the population residing in it, falls within the City of Los Angeles.

The LAUSD provides kindergarten through high school (K-12) education as well as adult and special education programs to approximately 907,000 students in 947 schools and centers. It employs about 78,085 personnel, about half (36,721) of whom are teachers. The LAUSD's fiscal year 2001-2002 operating budget was $9.787 billion.

As of October 2001, LAUSD's total K-12 enrollment was an estimated 736,675 students. Approximately 50 percent of these students attended the elementary school (K-6) level, 42 percent attended the middle/junior and high school levels, and 8 percent attended magnet schools and centers or other facilities throughout the District.

As shown in Table 3-28 enrollment, both in total, and by school type, has remained stable over the 2000-2001 to 2001-2002 period, growing by a total of 1.9 percent.

Table 3-28: LAUSD K-12 Enrollment, FY 2000-2001and FY 2001-2002

Grade Level	2000-2001	2000-2002
Senior High School	152,060	157,499
Junior High School	144,519	151,055
Elementary School	367,265	366,755
Magnet Schools, Centers and Other Facilities	58,883	61,416
Total (K-12) Enrollment	722,727	736,675

Source: LAUSD Fingertip Facts, 2001-2002.

Harbor College is located in LAUSD District K, which covers an area of approximately 61 square miles. District K is located in the southern portion of the City of Los Angeles, known as the Harbor area, and includes the following communities: Lomita, Wilmington, and San Pedro.

Table 3-29 lists the public schools operated by the Los Angeles Unified School District that are within approximately 0.5 miles of Harbor College.

Table 3-29: LAUSD Public Schools within Approximately 0.5 Miles of Harbor College

School	Location	Distance (Miles)	2000-2001 Enrollment	Capacity	Percent Capacity
Harbor Teacher Preparation Academy	Harbor College Campus	N/A	75[a]	400	NA
Gulf Elementary School	828 W. L Street Wilmington, CA 90744	0.5	1,515	1,526	99.2
Hawaiian Avenue Elementary	540 Hawaiian Ave Wilmington, CA 90744	0.5	1,365	1,360	100.36
Note: [a] This school opened in September 2002.					

Source: www.lausd.k12.ca.us, November 2002.

Gateway Christian School is a private school located approximately 0.5 miles northwest of the campus.

The Los Angeles County Office of Education

The Los Angles County office of Education (COE) is a regional provider of services to students within the proposed project area and throughout the County of Los Angeles. The COE operates educational programs and supports local school districts with academic, business, administrative, and consulting services. Services include but are not limited to: regionalized special education transportation services, updating and improving business techniques, computer applications, teaching strategies, and administration. The COE also represents school districts on appropriate matters before state government and may also provide other education and/or support services as required or deemed necessary.

In addition to providing education services to the County's general population, the COE administers programs that are of benefit to those who are unable to attend conventional school facilities, such as the physically and mentally disabled, wards of the Juvenile Court, preschool children, and students in job training programs.

Educational Facilities located on the Campus

❑ Harbor Teacher Preparation Academy

A new high school began operation on the Harbor College Campus in the fall of 2002. A joint project among Los Angeles Unified School District, Los Angeles Harbor College, and California State University at Dominguez Hills, the objective of this new high school is to prepare students for teaching careers. While enrolled in this teacher preparation program, students can earn college credit towards their Associates in Arts Degree and acceptance into California State

University at Dominguez Hills. Current enrollment is 75 ninth graders. Projected enrollment is expected to grow to 400 students in 2006 in grades 9 through 12.

❑ Harbor College Child Development Center

The Harbor College Child Development Center offers low cost child care to preschool-age children of Harbor College students, while they are on campus attending classes. The parents must be enrolled for a minimum of 6 units to qualify for placement of their child in the program. Additionally, students and their children must qualify for the State Preschool Grant Program. If the applicants that qualify for the State Preschool Grant Program do not fill all of the open seats in the child care program, then enrollment will open to the larger student population and their preschool-age children.

d. Recreation Facilities and Parks

The Public Recreation Plan (PRP), an element of the City of Los Angeles General Plan, recommends providing 10 acres of park land per 1,000 persons. The PRP also calls for park space to consist of neighborhood, community, regional, state and national parks providing both active and passive recreational activities for groups of all ages within service radii of 2 miles.

The City of Los Angeles Department of Recreation and Parks owns, operates, and maintains three parks within 1 mile of Harbor College, which are listed below. Harbor Park Municipal Golf Course is located immediately north of the campus, and Ken Malloy Harbor Regional Park borders Harbor College on the west and south.

- Ken Malloy Harbor Regional Park
  25820 Vermont Avenue
  Harbor City, CA 90710
  Adjacent to Campus

- Harbor Municipal Golf Course
  1235 B. Figueroa Place
  Wilmington, CA 90744
  Adjacent to campus

- Wilmington Recreation Center
  325 Neptune Ave
  Wilmington, CA 90744

Facilities in the 300-acre Ken Malloy Harbor Regional Park include a 70-acre lake (Machado Lake), a wildlife sanctuary and freshwater marsh, the Machado Youth Campground (overnight camping for groups only), a bicycle and hiking trail, two baseball diamonds, a soccer field, and picnic areas.

3-14.2 Environmental Impacts

a. Significance Criteria

Police Protection

For the purposes of the analyses in this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed Master Plan would have a significant environmental impact if it:

- Creates a substantial need for additional police services requiring new or altered police facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment; or

- Substantially diminishes the level of police protection services, thereby posing a significant hazard to public safety and security.

Fire Protection

For the purposes of the analyses in this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed Master Plan would have a significant environmental impact if it:

- Creates a substantial need for additional fire protection services requiring new or altered fire department facilities to maintain acceptable service ratios or response times, the construction of which would cause a substantial adverse physical change in the environment; or

- Substantially diminishes the level of fire protection services or results in inadequate emergency access, thereby posing a significant hazard to persons or property.

Schools

For the purposes of the analyses in this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed Master Plan would have a significant environmental impact if:

- the students generated by the project exceed existing enrollment capacities, thereby creating a substantial need for new or altered facilities, the construction of which would cause a substantial adverse physical change in the environment; or

- the physical effects of the project substantially affect the health, safety, or education of students at local schools.

Recreation Facilities and Parks

For purposes of the analyses in this EIR and in accordance with Appendix G of the *State CEQA Guidelines*, the proposed Facilities Master Plan would have a significant environmental impact if it:

- creates a substantial need for additional recreation facilities and/or parks to keep current facilities from becoming overburdened, the construction of which would cause a substantial adverse physical change in the environment; or

- increases the use of existing neighborhood or regional parks or other recreation facilities such that the substantial physical deterioration of the facility would occur or be accelerated.

b. Impacts Discussion

Police Protection

Los Angeles Harbor College is one of nine colleges that comprise the Los Angeles Community College District (LACCD). As of January 2001, police protection services for the LACCD are provided by the Los Angeles County Sheriff's Department. As such LASD has jurisdiction within the boundaries of Harbor College.

The proposed Master Plan includes new construction projects, renovation projects, and demolition projects. During construction, renovation, or demolition, police protection services could be adversely affected due to diminished access as a result of possible street closures or restriction of pedestrian access to those areas of the campus under construction. However, given that potential impacts would be temporary and the fact that the LASD has a facility located on campus, impacts would not be significant.

The existing campus police station is scheduled to be relocated to a new location on campus that has yet to be determined. This relocation may temporarily affect the operational functions of the campus police. However during relocation they will be located in a temporary facility in which they can conduct all their daily functions without compromising campus safety. Since the campus police would only be temporarily displaced from their permanent facility, impacts would not be significant.

Given the fact that all construction, renovation, and demolition activities would occur within campus boundaries, impacts to adjacent streets and neighboring communities serviced by the LAPD would be limited to increased traffic from construction vehicles. This potential traffic increase due to construction vehicles would be temporary and intermittent. Consequently, impacts would not be significant.

In the fall 2001 semester there were 3,125 full-time-equivalent (FTE) enrolled students at Harbor College and 319 full-time-equivalent employed staff members. In the fall 2008 semester, the Master Plan would accommodate 3,843 FTE students and 354 FTE employed staff members. Future security needs will be evaluated by the LASD in coordination with the LAPD.

Determination of future needs will be based on future student enrollment and employment numbers. For existing needs, 12 officers and 5 cadets have been determined to be appropriate to provide sufficient police protection services.

In 2002, six arrests were made on campus. Based on the fall 2001 semester FTE of 3,125 students, there were 0.002 arrests per student. Applying this generation factor of 0.002 arrests per student to the fall 2008 semester FTE of 3,843 students, there would be approximately 8 arrests on campus in fall 2008. This increase of 2 arrests over 7 years would not create a significant demand on police protection services and therefore it is not expected that major new or expanded facilities would be required beyond what is contemplated in the Master Plan.

Given this modest increase in demand for police protection services generated from increased student enrollment and full-time-equivalent employees through 2008 and the proposed improvements and Campus Police Station that are included in the Master Plan, it is unlikely additional new or altered police protection facilities would be required to accommodate implementation of the Master Plan. Additionally, the Master Plan could have a beneficial effect on campus safety by providing new and renovated buildings with better lighting and improved access.

Increased enrollment and employment at Harbor College could generate additional traffic and increase congestion and initial response times in the area. Intersections that operate at a level of service (LOS) E or F (90 percent of capacity or greater) decrease the level of police protection that can be provided by the LAPD to surrounding areas of the campus. The traffic analyses indicate that implementation of the Master Plan would not increase the number of study intersections that would operate as LOS E or F. Consequently, no significant adverse effect on police response time would occur.

Fire Protection

Adequacy of fire protection for a given area is based on required fire-flow levels, initial response distances from existing fire stations, and the LAFD's judgment for needs in the area. The Fire Prevention and Protection Plan of Los Angeles sets forth the response distance criteria at 0.75 miles for an engine company and 1.0 miles for a truck company. Fire Station No. 85 is both a truck and engine company and is located approximately 0.6 miles from Harbor College, which meets the initial response distance criteria. A new Fire Station 36 is expected to be completed in May 2005. This will also help in maintaining and/or improving the current response times. However, adverse impacts to fire protection services could occur if response times are significantly increased. The response times are dependent on both the distance of the nearest fire station to a given location and the level of traffic congestion on local roads.

During construction of Master Plan projects, fire protection services could be adversely affected if emergency vehicle access is impeded due to street or lane closures within the campus boundaries. There is also the possibility of temporary disruption of water service during construction activities. However, given that the potential impacts would be temporary and construction would comply with local fire code requirements, impacts would not be significant.

Implementation of the Master Plan would accommodate an enrollment in the fall 2008 semester of 3,843 FTE students and 354 full time equivalent employed staff members. Increased

enrollment and employment at Harbor College could generate additional traffic and increase congestion and initial response times in the area. Intersections that operate at a level of service (LOS) E or F (90 percent of capacity or greater) decrease the level of fire protection services and response times that can be provided by the LAFD to the campus and surrounding areas. The traffic analyses indicate that implementation of the Master Plan would not increase the number of study intersections that would operate as LOS E or F. Consequently, no significant impacts to emergency vehicle response time would occur.

Demand for services has increased at a rate of 4 percent over the previous 2 years. The LAFD expects the demand for service to continue to increase at a rate of 4 percent per year. Since Harbor College future enrollment is projected to increase at a rate of 3 percent per year starting in the fall 2002 semester, which is less than the expected increase in demand in fire services in the area, no significant impacts would occur.[33]

Implementation of the Master Plan could increase the number of fire emergencies and place additional demands on existing fire protection services since the Master Plan proposes an increase of approximately 230,000 total gross square feet of new building space. However the increase in fire emergencies and demand for fire protection services is not expected to be substantial for several reasons. Implementation of the Master Plan would provide new or renovated buildings that would be designed and constructed in compliance with the most current building and fire, life, and safety standards specified by state codes. Access to and from the campus would not be substantially altered and access to specific areas within the campus would be improved as a result of a new roadway (Loop Road) that would include necessary fire lanes and fire hydrants.

Consequently, it is not anticipated that the addition of approximately 230,000 total gross square feet of building floor space would create a substantial need for additional fire protection services requiring new or altered fire department facilities, the construction of which would have a significant impact on the environment.

Schools

The public school enrollment due to a proposed development is a function of the number of households resulting from a project's proposed residential development or the number of households associated with a project's direct, net new employees.

Full buildout of the Master Plan through 2008 would increase employment at Harbor College by approximately 35 full-time-equivalent employed staff members. LAUSD estimates that each new job would generate a demand for 0.489 residential units within the District.[34] Accordingly, 35 new jobs could result in 17 new residential units. Based on LAUSD student generation factors, implementation of the Master Plan could indirectly generate 7.7 to 8.75 elementary students, 3.5 middle school students, and 3.5 to 4.9 high school students[35] by 2008. Since new

[33] Phone conversation with Captain Wells, LAFD, December 2002.

[34] *Los Angeles Unified School District, School Facilities Fee Plan, Documentation for Imposition of School Impact Fees,* February 1994.

[35] Los Angeles Unified School District Generation Factors, November 1994. The following student generation factors were used in calculating the range number of potential additional students generated by new households: 0.22 (low), 0.25 (high) elementary; 0.10 middle school; and 0.10 (low), 0.14 (high) high school.

employees could live anywhere within a large area that is within commuting distance to the site and the above stated increase would occur over the next 7 years (2001-2008), no one school is likely to experience a substantial increase in enrollment due to implementation of the Master Plan.

Construction activities would not create any significant effects on off-campus schools because of the distance of these schools from the campus and truck haul routes. However, on-campus academic facilities, including Harbor College facilities, the LAUSD Teacher Preparation Academy, and the Child Development Center could be adversely affected by noise and air pollution generated by construction activities. As discussed in Section 3-3, Air Quality, construction pollutant emissions could have a significant but mitigable impact on children enrolled at the Child Development Center. Noise impacts on students attending classes at Harbor College and the Teacher Preparation Academy would also be a significant but mitigable temporary impact (see Section 3-12, Noise, of this EIR).

Recreation Facilities and Parks

Implementation of the Master Plan would increase enrollment by approximately 718 FTE students and an additional 35 full time equivalent employed staff members by the fall 2008 semester. Despite this increase in students and employees, it is not expected that recreational facilities and parks located in the vicinity of Harbor College would be overburdened or experience an increase in use that would cause acceleration in the deterioration of these parks.

Additionally, implementation of the Master Plan includes projects that would renovate and modernize existing recreational and athletic facilities on the campus, providing students and employees with improved recreational opportunities.

Currently a portion of the developed campus extends onto land owned by the City of Los Angeles Department of Recreation and Parks. The area in question is occupied by a portion of Lagoon Drive and Parking Lot C. Under the Master Plan, the parking in this area would be renovated but Lagoon Drive would remain in its present configuration. The College is in negotiations with the Department of Recreation and Parks to obtain a lease easement for this piece of land. Since the uses of the land would remain the same no impacts would occur. Under the Master Plan the College would also develop a small portion of park land at the southwest corner of the campus for a proposed softball field and to extend Lagoon Drive along the perimeter of the campus. The total amount of park land that would be developed would be less than one quarter acre. The College is also currently negotiating with the Department of Recreation and Parks to obtain a lease easement for this park property. Due to the small amount of land that would be developed and the fact that this portion of park space is not actively used for recreational purposes, no significant impacts would occur.

3-14.3 Mitigation Measures

a. Police Protection

Although no significant impacts to police protection services are anticipated, the following measure shall be implemented to minimize potential construction impacts.

PS-1 Prior to initiation of any construction activities that may interfere with emergency service and access, the construction contractor shall consult and coordinate with the LASD and LAPD to ensure disruption is minimized and to identify alternative routes for emergency vehicles.

b. Fire Protection

The following measures shall be implemented to ensure that potential impacts would remain below a level of insignificance:

FPS-1 The College shall consult with the City Engineer and the City Los Angeles Fire Department regarding appropriate standards (e.g., lane widths, grades, cut corners, etc.) for private streets and entry gates to ensure adequate access for Fire Department vehicles and equipment.

FPS-2 All landscaping shall use fire-resistant plants and materials.

FPS-3 Sprinkler systems shall be required throughout any structure to be built, in accordance with state codes and standards established by the State Architect and State Fire Marshal.

FPS-4 The proposed project shall comply with all applicable codes and regulations administered by the State Architect and State Fire Marshall.

FPS-5 Prior to initiation of any construction activities that may interfere with emergency service and access, the construction contractor shall consult and coordinate with the City of Los Angeles Fire Department to ensure disruption is minimized and to identify alternative routes for emergency vehicles.

c. Schools

The following measures are identified in Section 3-3, Air Quality, and Section 3-12, Noise, to mitigate construction air quality and noise impacts on on-campus educational facilities.

Air Quality

The following measures shall be implemented to control fugitive dust. These measures would reduce PM_{10} emissions by 60 percent.

AQ-1 Moisten soil not more than 15 minutes prior to moving soil and three times a day or four times a day under windy conditions in order to maintain soil moisture of 12 percent.

AQ-2 On the last day of active operations prior to a weekend or holiday, apply water or a chemical stabilizer to maintain a stabilized surface.

AQ-3 Water excavated soil piles hourly or cover piles with temporary coverings.

AQ-4 Cease grading during periods when winds exceed 25 miles per hour.

AQ-5 Moisten excavated soil prior to loading on trucks.

AQ-6 Apply cover to all loads of dirt leaving the site or leave sufficient freeboard capacity in truck to prevent fugitive dust emissions en route to disposal site.

AQ-7 Sweep streets to remove dirt carried out by truck wheels.

AQ-8 Schedule grading and excavation activities that occur within approximately 200 feet of the Child Development Center (CDC) during periods when children are not in attendance. If it is not possible to schedule grading and excavation activities when children are not present at the CDC, then children shall be kept indoors with the windows closed. Air conditioners in the CDC building shall have proper filters to ensure dust generated by construction activities is not transmitted indoors via the building's ventilation system

AQ-9 Construct a temporary fence around the perimeter of the Child Development Center site. The fence shall have a minimum height of 8 feet and a solid or impermeable surface.

The following measure shall be implemented to reduce emissions from equipment. This measure would reduce emissions by approximately 10 percent.

AQ-10 Turn off equipment when not in use for longer than 5 minutes.

The following measures shall be employed wherever feasible to reduce gaseous emissions from equipment. They would also reduce toxic emissions from diesel equipment. No reduction credit is taken because of the uncertainty regarding scheduling and applicability to construction requirements.

AQ-11 Use bio-diesel fuel in all onsite diesel-powered equipment, if feasible.

AQ-12 Use alternatively fueled (compressed natural gas (CNG), liquefied natural gas (LNG), dual-fuel or electric) construction equipment, if feasible.

AQ-13 To the extent feasible, minimize truck idling on site and locate staging areas away from locations where students are congregated.

Noise

N-1 In consultation with the Vice-President for Academic Affairs, construction shall be scheduled, when feasible, so that louder activities (e.g., demolition, excavation/grading)

occur on weekends, during school vacations or holidays, or at other times when school is not in session.

N-2 Sound barriers, such as particle board fencing, shall be constructed around construction sites that are within 200 feet of academic classroom facilities in use.

N-3 Other noise control devices, such as equipment mufflers and enclosures, shall be used where feasible.

N-4 All sound-reducing devices and restrictions shall be maintained throughout the construction period.

d. Recreational Facilities and Parks

No significant impacts would occur. Consequently, no mitigation measures are necessary. The reader is referred to Section 3-4, Biological Resources, for a discussion of measures to mitigate impacts to biological resources in Harbor Park.

3-14.4 Unavoidable Significant Adverse Impacts

a. Police Protection

Implementation of the Master Plan would result in no significant adverse impacts to police protection services. Implementation of the mitigation measures above would ensure that impacts remain below a level of significance.

b. Fire Protection

Implementation of the Master Plan would result in no significant adverse impacts to fire protection services. Implementation of the mitigation measures above would ensure that impacts remain below a level of significance.

c. Schools

Implementation of the mitigation measures identified in Section 3-3, Air Quality, and 3-12, Noise, would ensure that impacts would be less than significant.

d. Recreation Facilities and Parks

Implementation of the Master Plan would result in no significant adverse impacts to recreational facilities and parks.

3-15 TRANSPORTATION, TRAFFIC, AND PARKING

This section documents the results of a study conducted by Kaku Associates, Inc. evaluating potential traffic and parking impacts of the proposed Master Plan. The complete traffic study is contained in Appendix E of this EIR.

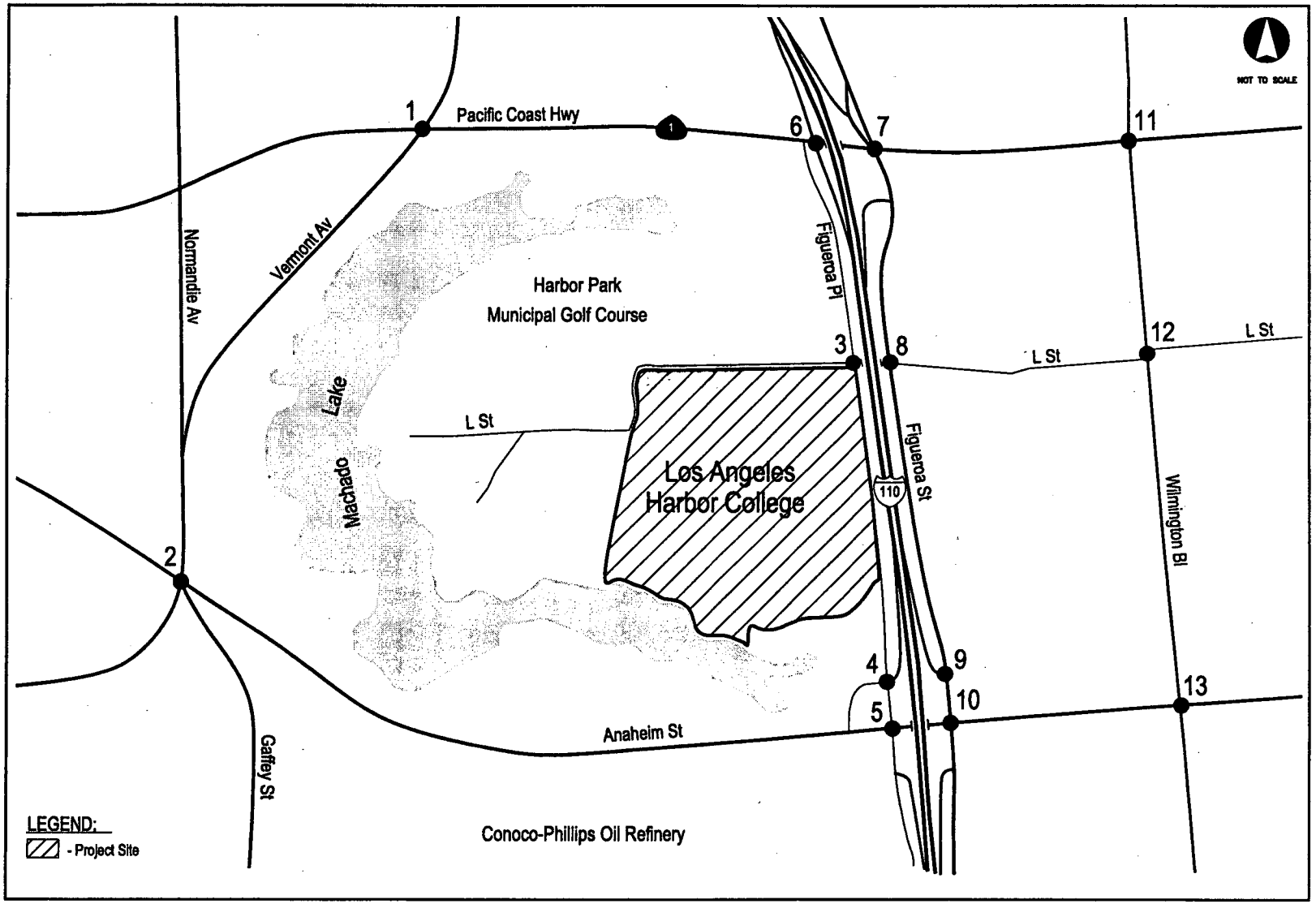
The potential for project impacts is evaluated in the traffic study for the weekday AM and PM peak hours of traffic at 13 intersections in the vicinity of the Harbor College campus. The analysis locations are illustrated on Figure 3-30 and are as follows:

1. Vermont Avenue & Pacific Coast Highway (PCH)
2. Palos Verdes Drive North/Gaffey Street/Vermont Avenue & Anaheim Street
3. Figueroa Place & L Street
4. Figueroa Place & I-110 southbound off-ramp (near Anaheim Street)
5. Figueroa Place & Anaheim Street
6. I-110 southbound ramps & PCH
7. Figueroa Street & PCH
8. Figueroa Street & L Street
9. Figueroa Street & I-110 northbound on-ramp (near Anaheim Street)
10. Figueroa Street & Anaheim Street
11. Wilmington Boulevard & PCH
12. Wilmington Boulevard & L Street
13. Wilmington Boulevard & Anaheim Street

The traffic study also evaluates the potential for neighborhood intrusion impacts on the section of L Street between Figueroa Street and Wilmington Boulevard and includes an analysis of potential project impacts on the regional highway and transit systems in accordance with requirements of the Los Angeles County Congestion Management Program (CMP).

Finally, the traffic study evaluates the adequacy of the proposed future on-campus parking supply to accommodate projected campus parking demands.

Figure 3-30: Project Location and Study Area



Source: Kaku Associates, Inc., 2002.

3-15.1 Environmental Setting

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation and parking conditions within and adjacent to the Harbor College campus. The assessment of existing conditions relevant to this study included street system, traffic volumes and operating conditions, public transit service, campus access system, and existing parking conditions on the Harbor College campus.

a. Existing Street System

The street system within the study area is illustrated on Figure 3-30. The Harbor College campus is bounded by L Street on the north, Figueroa Place on the east, and Ken Malloy Harbor Regional Park on the west and south. Immediately across Figueroa Place from the campus is the Harbor Freeway (Interstate 110). The street grid is disrupted by Ken Malloy Harbor Regional Park and the Harbor Freeway in the immediate vicinity of the campus and by the Phillips Oil Refinery to the south of Anaheim Street. The street system in the Wilmington area to the east of the Harbor Freeway is a north-south/east-west grid system.

Primary regional access to the area is provided by the Harbor Freeway, which runs north-south between Figueroa Place and Figueroa Street to the east of the campus. Pacific Coast Highway (State Route 1) and Anaheim Street are east-west arterial facilities respectively located to the north and south of the Harbor College campus and Harbor Park. Vermont Avenue, Figueroa Street, and Wilmington Boulevard are north-south arterial facilities serving the study area.

Access to the campus is constrained by both man-made barriers (the Harbor Freeway) and topographic features (Ken Malloy Harbor Regional Park and Machado Lake). L Street is the only east-west street that crosses the Harbor Freeway between PCH on the north and Anaheim Street on the south. Figueroa Place, which fronts the campus and connects PCH to Anaheim Street, is limited to right-turns only at its intersection with PCH. Primary freeway access is obtained at the Harbor Freeway/Anaheim Street interchange, via slip ramps connecting to Figueroa Place and Figueroa Street.

Table 3-30 provides further descriptions of key streets within the study area. Diagrams of the existing lane configurations at the study intersections are provided in Appendix A of the traffic study (see Appendix E of this EIR).

b. Existing Traffic Volumes And Operating Conditions

The following sections present the existing peak hour traffic volumes at the study intersections, a description of the methodology used to analyze intersection operating conditions, and the resulting level of service at each location under existing conditions.

Table 3-30: Existing Street Characteristics

Segment	From	To	Lane		Median Type	Parking Restrictions		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
East/West Streets								
Pacific Coast Highway	Avalon Bl	Wilmington Bl	3	3	DY	Tow-Away NS 7-9A,4-6P	Tow-Away NS 7-9A,4-6P	40
	Wilmington Bl	Frigate Av	3	3	2LT	Tow-Away NS 7-9A,4-6P	Tow-Away NS 7-9A,4-6P	40
	Frigate Av	Figueroa St	3	3	2LT	Tow-Away NS 7-9A,4-6P	Tow-Away NSAT	40
	Figueroa St	110 Frwy	2	3	2LT	Tow-Away NS 7-9A,4-6P	Tow-Away NSAT	40
	110 Freeway	Vermont Av	3	3	2LT	Tow-Away NSAT	Tow-Away NS 7-9A,4-6P	40
	Vermont Av	Normandie Av	3	3	2LT	Tow-Away NSAT	Tow-Away NS 4-6P	40
	Normandie Av	Western Av	3	3	2LT	Tow-Away NS 7-9A	Tow-Away NS 4-6P	40
L Street	Wilmington Bl	Figueroa St	1	1	UD	PA	PA	
	Figueroa St	Figueroa Pl	2	2	DY	NSAT	NSAT	
	Figueroa Pl	end of road	1	1	DY	NPAT; bike lane	NPAT; bike lane	
Anaheim Bl	Avalon Bl	Fries Av	2	2	DY	PA	Metered 1 hr 8A-6P	35
	Fries Av	Ronan Av	2	2	DY	PA	PA	35
	Ronan Av	Wilmington Bl	2	2	DY	Tow-Away NSAT	Tow-Away NSAT	35
	Wilmington Bl	Figueroa St	2	2	2LT	Tow-Away NSAT	Tow-Away NSAT	35
	Figueroa St	Figueroa Pl	2	2	DY	Tow-Away NSAT	Tow-Away NSAT	35
	Figueroa Pl	76 Product Ln	2	2	2LT	Tow-Away NSAT	Tow-Away NSAT	35
	76 Product Ln	Vermont Av	2	2	2LT	Tow-Away NSAT	Tow-Away NSAT	35
	Vermont Av	President Av	2	2	DY	PA	PA	35
	President Av	261st St	2	2	DY	2 hr 8A-6P	2 hr 8A-6P	35
	261st St	Western Av	2	2	DY	PA	PA	35
Palos Verdes Drive North	Anaheim St	Senator Av	3	3	RM	Tow-Away NSAT	Tow-Away NSAT	45
	Senator Av	Athena Av	3	3	RM	PA	PA	45
	Athena Av	Western Av	3	3	RM	Tow-Away NP 8A-6P	PA	45

Table 3-30: Existing Street Characteristics

Segment	From	To	Lane		Median Type	Parking Restrictions		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
North/South Streets								
Normandie Av	PCH	Vermont Av	2	2	2LT	Tow-Away NSAT	2 hr 8A-6P	45
	Vermont Av	Anaheim St	2	3	2LT	NP 10P-6A	PA	45
Vermont Av	Lomita Bl	255th St	2	2	DY	Tow-Away NSAT	PA	35
	255th St	PCH	2	2	DY	NPAT	PA	40
	PCH	Normandie Av	2	2	2LT	Tow-Away NSAT	Tow-Away NSAT	45
Gaffey Street	Anaheim St	End of Naval Reservation	2	2	2LT	Tow-Away NPAT	Tow-Away NPAT	45
	End of Naval Reservation	Westmount Dr	2	2	2LT	Tow-Away NPAT	PA	40
	Westmount Dr	Capitol Dr	2	2	2LT	NPAT	NPAT	40
Figueroa Place	E St	Emden St	1	1	UD	NPAT	PA	35
	Emden St	Anaheim St	1	1	SDY	NPAT	PA	35
	Anaheim St	I St	1	1	DY	NPAT	NPAT	35
	I St	L St	2	1	DY	NPAT	Metered PA	35
	L St	PCH	1	1	DY	NPAT	Tow-Away NPAT	35
Figueroa Street	Lomita Bl	R St	2	2	RM	NP 8A-6P	NPAT	35
	R St	PCH	2	2	2LT	PA	NPAT	35
	PCH	L St	2	2	2LT	NPAT	Tow-Away NPAT	35
	L St	Anaheim St	2	2	2LT	PA	Tow-Away NSAT	35
	Anaheim St	Emden St	2	2	2LT	2 hr 8A-6P	2 hr 8A-6P	35
	Emden St	E St	2	2	2LT	2 hr 8A-6P	2 hr 8A-6P	35
	E St	C St	2	2	2LT	PA	PA	35
	C St	Harry Bridges Bl	2	2	2LT	RZ	NPAT	35

Table 3-30: Existing Street Characteristics

Segment	From	To	Lane		Median Type	Parking Restrictions		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
Wilmington Bl	Lomita Bl	Don St	2	2	DY	Tow-Away NSAT	Tow-Away NSAT	35
	Don St	PCH	2	2	DY	PA	PA	35
	PCH	L St	2	2	DY	1 hr 8A-6P	PA	35
	L St	Denni St	2	2	DY	PA	PA	35
	Denni St	Opp St	2	2	DY	2 hr 8A-6P	PA	35
	Opp St	Anaheim St	2	2	DY	PA	PA	35
	Anaheim St	Harry Bridges Bl	2	2	DY	PA	PA	35
110 Freeway	Sepulveda Bl	C St	4	4	Conc. Barrier	-	-	65

Notes:

Median Type:
DY = Double Yellow Centerline
SDY = Single Dashed Yellow Centerline
2LT = Two-Way Left-Turn Lane
RM = Raised Median
UD = Undivided Lane

Parking:
PA = Parking Allowed
NPAT = No Parking Anytime
NSAT = No Stopping Anytime
RZ = Red zone - No parking allowed

Lanes:
= Number of lanes

Source: Kaku Associates, Inc., 2002.

Existing Peak Hour Traffic Volumes

Weekday AM and PM peak period intersection turning movement counts were conducted at the study intersections in May of 2002. The existing weekday peak hour turning movements at the analyzed intersections are summarized in Tables B-1a and B-1b of Appendix B of the Traffic Study (see Appendix E of this EIR). The intersection traffic count sheets are presented in Appendix C of the Traffic Study (see Appendix E of this EIR).

Intersection Level of Service Standards and Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City of Los Angeles typically uses LOS D as a standard, meaning that LOS D or better is considered to represent satisfactory conditions, while LOS E or F is generally considered to be substandard. Table 3-31 and Table 3-32 provide level of service definitions for signalized and stop-controlled intersections, respectively.

Table 3-31: Level of Service Definitions for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (seconds/vehicle)	Definition
A	<10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10.0 and <20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>20.0 and <35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35.0 and <55.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55.0 and <80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Adapted from Transportation Research Board, Highway Capacity Manual, 2000.

Ten of the 13 study intersections are currently controlled by traffic signals. The City of Los Angeles Department of Transportation (LADOT) requires that the "Critical Movement Analysis" (CMA) method (Transportation Research Board, 1980) of intersection capacity analysis be used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the given turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology in this study.

Table 3-32: Level of Service Definitions for Stop-Controlled Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	<10.0
B	>10.0 and <15.0
C	>15.0 and <25.0
D	>25.0 and <35.0
E	>35.0 and <50.0
F	>50.0

Source: Transportation Research Board, Highway Capacity Manual, 2000.

The four study intersections along Pacific Coast Highway are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 7 percent (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections.[36]

Three of the study intersections are currently unsignalized. The Figueroa Place/L Street and Figueroa Place/I-110 southbound off-ramp intersections are controlled by stop signs on all four approaches and the Figueroa Street/ I-110 northbound on-ramp intersection is controlled by stop signs on the southbound Figueroa Street and westbound I Street approaches (northbound Figueroa Street traffic is not stopped). Levels of service at these intersections were evaluated using stop-controlled methodologies from the 2000 Highway Capacity Manual (HCM).

c. Existing Peak Hour Intersection Levels of Service

The existing weekday AM and PM peak hour turning movements summarized in Appendix B of the traffic study were used in conjunction with the level of service methodology described above to determine existing operating conditions at each of the study intersections. Level of service calculation worksheets are included in Appendix D of the traffic study (see Appendix E of this EIR).

Table 3-33 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at each of the study intersections. As can be seen, 6 of the 13 intersections currently operate at LOS E or F during one or both of the AM and PM peak hours. These intersections are as follows:

- Palos Verdes Drive/Gaffey Street/Vermont Avenue & Anaheim Street
- Figueroa Place & I-110 southbound off-ramp
- Figueroa Place & Anaheim Street
- I-110 southbound ramps & PCH

[36] ATSAC is a PC-based traffic control program that provides fully traffic-responsive signal control based on real-time traffic conditions. Based on internal studies, LADOT estimates that the ATSAC system improves intersection capacity by an average of 7%.

- Figueroa Street & PCH
- Figueroa Street & I-110 northbound on-ramp

Table 3-33: Existing Intersection Levels of Service

Intersection	Peak Hour	Existing (2002)	
		V/C	LOS
*1. Vermont Av & Pacific Coast Highway	AM	0.823	D
	PM	0.780	C
2. Palos Verde Dr/Gaffey St/ Vermont Av & Anaheim St	AM	1.111	F
	PM	1.073	F
3. Figueroa Pl & L St [a]	AM	10.6	B
	PM	10.1	B
4. Figueroa Pl & I-110 SB Off Ramp [a]	AM	18.0	C
	PM	44.5	E
5. Figueroa Pl & Anaheim St	AM	0.912	E
	PM	0.986	E
*6. I-110 SB Ramps & Pacific Coast Highway	AM	1.239	F
	PM	1.141	F
*7. Figueroa St & Pacific Coast Highway	AM	0.938	E
	PM	0.827	D
8. Figueroa St & L St	AM	0.309	A
	PM	0.242	A
9. Figueroa St & I-110 NB On Ramp [a]	AM	[b]	F
	PM	[b]	F
10. Figueroa St & Anaheim St	AM	0.856	D
	PM	0.861	D
*11. Wilmington Bl & Pacific Coast Highway	AM	0.626	B
	PM	0.667	B
12. Wilmington Bl & L St	AM	0.377	A
	PM	0.341	A
13. Wilmington Bl & Anaheim St	AM	0.541	A
	PM	0.589	A

Notes:
* Intersection is currently operating under ATSAC system.
[a] Intersection is controlled by stop sign(s). Average vehicular delay in seconds is reported rather than V/C ratio.
[b] Volumes exceed the limits of the *Highway Capacity Manual* stop-controlled software. Average delay cannot be calculated. Indicates overloaded (LOS F) conditions.

Source: Kaku Associates, Inc., 2002.

The remaining study intersections operate at fair to good levels of service (LOS D or better) during both the AM and PM peak hours.

d. Existing Public Transit Service

The study area is currently served by bus service provided by the Los Angeles County Metropolitan Transportation Authority (MTA), the Los Angeles Department of Transportation (LADOT), and Torrance Transit. The Harbor College campus is directly served by MTA Line 205, with other routes providing service in the vicinity of the campus. Existing bus routes providing service in the study area include:

- MTA Line 205 – Line 205 provides local service between San Pedro, Harbor City, Carson, Compton, and Willowbrook. Service is provided 7 days per week. Line 205 provides direct service to the Harbor College campus via Figueroa Place/Figueroa Street and L Street, with a bus stop located immediately adjacent to the campus on L Street.

- MTA Line 232 – Line 232 provides local service between LAX, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Harbor City, Wilmington, and Long Beach. Service is provided 7 days per week. In the vicinity of Harbor College, Line 232 operates on Pacific Coast Highway west of Figueroa Street, Figueroa Street between PCH and Anaheim Street, and Anaheim Street east of Figueroa Street. The closest bus stops to the campus are located on Figueroa Street at L Street.

- MTA Line 445 – Line 445 is an express service operating between San Pedro and downtown Los Angeles on the Harbor Freeway Transitway. Service is provided 7 days per week. The closest bus stop to the Harbor College campus is the Pacific Coast Highway bus station located at the I-110/PCH interchange.

- LADOT Commuter Express 448 – LADOT Commuter Express Line 448 provides express service between Rancho Palos Verdes, Rolling Hills Estates, Torrance, Lomita, Wilmington, and downtown Los Angeles via the Harbor Freeway Transitway. Service is provided Monday through Friday during peak periods only, with four northbound trips during the morning peak period and four southbound trips during the evening peak period. In the vicinity of the Harbor College campus, Commuter Express Line 448 operates on Pacific Coast Highway west of I-110, with the closest bus stops to the campus located at the I-110/PCH interchange.

- LADOT Wilmington DASH – The LADOT Wilmington DASH provides local shuttle service via three loop routes within the Wilmington area. The "DASH Wilmington Clockwise Route" provides service on Figueroa Place between Anaheim Street and PCH, PCH between Figueroa Street and Watson Avenue, Watson Avenue between PCH and L Street, L Street between Watson Avenue and Avalon Boulevard, Avalon Boulevard between L Street and Anaheim Street, and Anaheim Street between Avalon Boulevard and Figueroa Street. The closest bus stop to the Harbor College campus is located on Figueroa Street at L Street.

- Torrance Transit Route Seven – Torrance Transit Route Seven provides service between Redondo Beach, Torrance, Harbor City, and Wilmington. Service is provided Monday through Saturday, with no Sunday service. In the vicinity of Harbor College, Route Seven operates along Vermont Avenue north of PCH and along PCH between Vermont Avenue and Wilmington Boulevard.

e. Existing Harbor College Campus Parking And Access System

Parking is a critical component of Harbor College's transportation system since the majority of students, faculty, staff, and visitors access the campus by vehicle. This section discusses the existing campus parking supply and compares it to the existing demand for parking in order to assess the ability of the current parking supply to serve the campus community.

Existing Campus Parking Supply

This section describes the current inventory of parking on the Harbor College campus, including location, amount, and type of existing parking. This information was either provided by the College, gathered through field investigation, or both. Specifically, the field investigation involved counting the number and type of spaces at each campus lot, adjacent on-street parking locations, and the Harbor Park parking lot across L Street to the north in May of 2002.

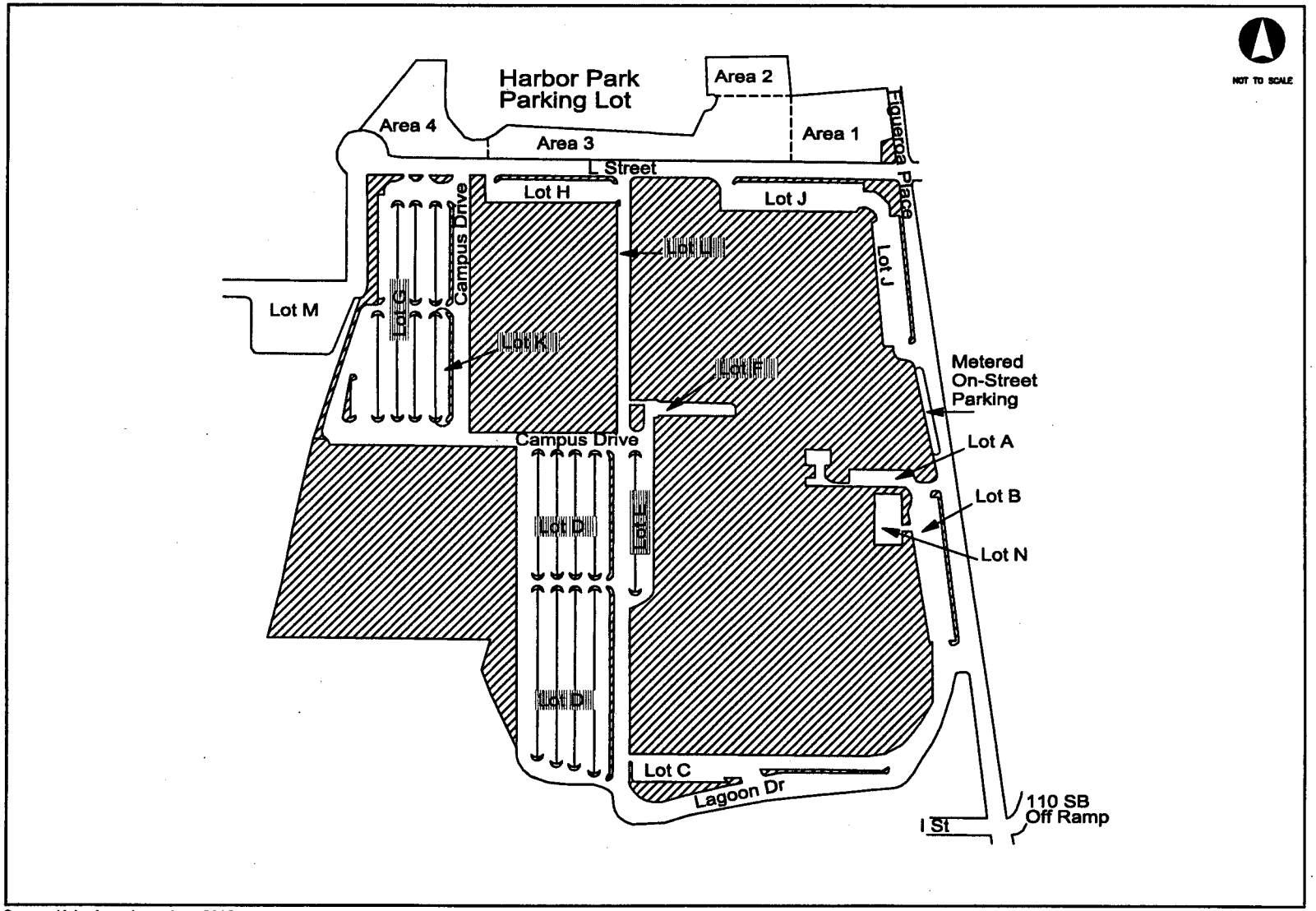
Parking for the Harbor College community is provided through numerous surface parking lots on the campus, street parking on the adjacent Figueroa Place frontage, and in the Harbor Park parking lot north of L Street across from the campus. The locations of these parking areas are illustrated in Figure 3-31. As summarized in Table 3-34, approximately 2,069 parking spaces are available on the campus in two large parking lots (Lots D and G) and 11 smaller parking lots. Access to the student lots is physically unrestricted, although students are required to purchase a pass to use these spaces. Access to the staff lots is restricted to faculty and staff and is typically controlled by gates.

In addition to the on-campus parking supply, there are approximately 15 off-campus curbside metered parking spaces along Figueroa Place immediately adjacent to the campus. Since there are no other nearby land uses served by these spaces, it is presumed that users of the on-street spaces are associated with Harbor College. Also, field observations indicate that Harbor College students currently park in the Harbor Park parking lot north of L Street across from the campus. The Harbor Park parking lot is large (containing approximately 600 parking spaces), and it is presumed that vehicles parked in the Harbor Park parking lot that are clustered near L Street and access points to the College campus are associated with the campus (as opposed to vehicles clustered near the Harbor Park golf course or other park recreational uses).

Existing Campus Parking Demand

A parking utilization survey was conducted as part of this study on Wednesday, May 15, 2002, to assess the utilization of the various parking facilities throughout a typical weekday with school in session. The survey was conducted near the end of the Spring 2002 semester, prior to finals week. The survey was conducted hourly throughout the day from 8 AM to 7 PM in each of the on-campus parking facilities as well as for the adjacent street parking and the Harbor Park parking lot.

Figure 3-31: Locations of Existing Parking Facilities Serving Harbor College Campus



Source: Kaku Associates, Inc., 2002.

Table 3-34: Existing Harbor College Parking Inventory (May 2002) [a]

Lot #	Type	Inventory	Lot Designation/ Notes
On-Campus Parking			
Lot A	Regular	26	
	Handicap	2	
Lot B	Regular	57	Daily paid parking lot. Includes visitor/registration short-term spaces & staff spaces
	Handicap	2	
Lot C	Regular	110	Student Parking
	Handicap	6	
Lot D	Regular	789	Student Parking
	20 min. visitor	10	
Lot E	Regular	74	Designated a student lot. 11 spaces on east side of lot are closed 7-8A & 2:30-3:30P for school bus un/loading
	Handicap	8	
	Reserved - SG	34	Reserved - Student Government
	Reserved - PF	5	Reserved - Plant Facilities
Lot F	Regular	12	Staff Parking
Lot G	Regular	482	Student Parking
	20 min. visitor	1	
	Handicap	2	
Lot H	Regular	68	Mixture of undesignated student spaces & designated staff, child development center visitor, child development center staff & sheriff spaces
	CDC Visitor	2	
	Handicap	4	
Lot J	Regular	137	Staff Parking
	Handicap	7	
Lot K	Regular	50	Staff Parking
	Handicap	6	Lot K is a subsection of Lot G
Lot L	Regular	40	Staff Parking
	Handicap	2	
Lot M	Regular	102	Student Parking
Lot N	Regular	21	Staff Parking
	Handicap	10	
Campus Lots Subtotal		2,069	

Table 3-34: Existing Harbor College Parking Inventory (May 2002) [a]

Lot #	Type	Inventory	Lot Designation/ Notes
Harbor Park Parking Lot (North of L Street)			
Area 1	Public	189	Across L Street, easternmost area
Area 2	Public	110	Across L Street, slightly NW of area 1
	EV	2	
	Handicap	5	
Area 3	Public	154	Across L Street, due west of area 1
	Handicap	4	
Area 4	Public	137	Across L Street, due west of area 3
Off-Campus Lots Subtotal		601	
Portion Related to College		347	Areas 1 & 3 [b]
Metered Parking (on Figueroa Place adjacent to campus)			
L Street	Metered	15	
Totals			
Estimated College Total		2,431	All areas used by college [c]
Grand Total		2,685	All surveyed areas

Notes:

a. Source: Kaku Associates fieldwork conducted in May 2002.

b. Assumes that vehicles parked in portions of Harbor Park parking lot clustered across from campus access points are related to Harbor College.

c. Includes Figueroa Place metered parking spaces and spaces in Harbor Park parking lot assumed to be related to Harbor College.

Source: Kaku Associates, Inc., 2002.

Table 3-35 summarizes the results of the utilization survey, while Figure 3-32 illustrates the hourly variation of existing parking demand. As can be seen, campus parking demands peak in the late morning between 10 AM and 12 noon and again at 7 PM in the evening (related to evening classes). A maximum of 1,000 on-campus parking spaces were observed to be utilized at 11 AM, with almost as many (994) occupied at 7 PM. These represent about 48 percent of the existing 2,069 on-campus spaces.

Table 3-35: Los Angeles Harbor College Existing Parking Utilization, Wednesday, May 15th, 2002

Lot #	Type	Inventory [a]	Lot Designation/ Notes	Number and Percent of Parking Spaces Occupied by Time of Day [b]																					
				8:00-9:00		9:00-10:00		10:00-11:00		11:00-12:00		12:00-1:00		1:00-2:00		2:00-3:00		3:00-4:00		4:00-5:00		5:00-6:00		6:00-7:00		7:00-8:00	
				#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
On-Campus Parking																											
Lot A	Regular	26		10	38%	15	58%	15	58%	14	54%	12	46%	13	50%	14	54%	12	46%	13	50%	6	23%	2	8%	2	8%
	Handicap	2		1	50%	0	0%	0	0%	0	0%	1	50%	2	100%	1	50%	2	100%	2	100%	1	50%	0	0%	0	0%
Lot B	Regular	57	Daily paid parking lot. Includes visitor/registration short-term spaces & staff spaces	39	68%	52	91%	53	93%	57	100%	57	100%	56	98%	43	75%	45	79%	47	82%	56	98%	57	100%	57	100%
	Handicap	2		0	0%	0	0%	1	50%	2	100%	2	100%	2	100%	1	50%	0	0%	0	0%	1	50%	1	50%	2	100%
Lot C	Regular	110	Student Parking	2	2%	3	3%	2	2%	3	3%	4	4%	3	3%	7	6%	9	8%	4	4%	1	1%	15	14%	22	20%
	Handicap	6		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Lot D	Regular	789	Student Parking	102	13%	139	18%	255	32%	271	34%	234	30%	208	26%	128	16%	71	9%	56	7%	58	7%	117	15%	273	35%
	20 min. visitor	10		0	0%	0	0%	0	0%	0	0%	2	20%	2	20%	2	20%	2	20%	0	0%	0	0%	0	0%	1	10%
Lot E	Regular	74	Student Parking. 11 spaces on east side of lot are closed 7-8A & 2:30-3:30P for school bus un/loading	21	28%	36	49%	45	61%	53	72%	51	69%	48	65%	31	42%	21	28%	23	31%	25	34%	35	47%	43	58%
	Handicap	8		0	0%	7	88%	3	38%	3	38%	2	25%	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%
	Reserved - SG	34	Reserved - Student Government	1	3%	5	15%	11	32%	12	35%	14	41%	15	44%	10	29%	8	24%	9	26%	9	26%	11	32%	8	24%
	Reserved - PF	5	Reserved - Plant Facilities	1	20%	0	0%	5	100%	4	80%	4	80%	4	80%	5	100%	3	60%	3	60%	1	20%	1	20%	2	40%
Lot F	Regular	12	Staff Parking	3	25%	5	42%	7	58%	6	50%	6	50%	6	50%	6	50%	7	58%	6	50%	4	33%	5	42%	4	33%
Lot G	Regular	482	Student Parking	144	30%	228	47%	332	69%	324	67%	287	60%	248	51%	175	36%	89	18%	55	11%	72	15%	248	51%	403	84%
	20 min. visitor	1		0	0%	0	0%	1	100%	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Handicap	2		0	0%	0	0%	2	100%	2	100%	2	100%	2	100%	0	0%	0	0%	0	0%	0	0%	2	100%	2	100%

Table 3-35: Los Angeles Harbor College Existing Parking Utilization, Wednesday, May 15th, 2002

Lot #	Type	Inventory [a]	Lot Designation/ Notes	Number and Percent of Parking Spaces Occupied by Time of Day [b]																					
				8:00-9:00		9:00-10:00		10:00-11:00		11:00-12:00		12:00-1:00		1:00-2:00		2:00-3:00		3:00-4:00		4:00-5:00		5:00-6:00		6:00-7:00		7:00-8:00	
				#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Lot H	Regular	68	Mixture of undesignated student spaces & designated staff, child development center visitor, child development center staff & sheriff spaces	63	93%	56	82%	57	84%	57	84%	53	78%	64	94%	53	78%	40	59%	43	63%	60	88%	65	96%	68	100%
	CDC Visitor	2		2	100%	2	100%	2	100%	2	100%	2	100%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Handicap	4		2	50%	1	25%	3	75%	3	75%	3	75%	3	75%	1	25%	0	0%	0	0%	0	0%	4	100%	4	100%
Lot J	Regular	137	Staff Parking	39	28%	75	55%	81	59%	91	66%	81	59%	88	64%	76	55%	72	53%	56	41%	35	26%	44	32%	40	29%
	Handicap	7		2	29%	3	43%	3	43%	4	57%	4	57%	4	57%	3	43%	3	43%	2	29%	2	29%	1	14%	1	14%
Lot K	Regular	50	Staff Parking	8	16%	12	24%	14	28%	18	36%	20	40%	18	36%	15	30%	6	12%	6	12%	6	12%	9	18%	16	32%
	Handicap	6	Lot K is a subsection of Lot G	0	0%	0	0%	2	33%	2	33%	2	33%	1	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Lot L	Regular	40	Staff Parking	24	60%	30	75%	31	78%	39	98%	37	93%	32	80%	29	73%	23	58%	25	63%	20	50%	24	60%	28	70%
	Handicap	2		0	0%	1	50%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	1	50%	0	0%	0	0%	0	0%
Lot M	Regular	102	Student Parking	1	1%	0	0%	4	4%	4	4%	6	6%	2	2%	1	1%	0	0%	0	0%	0	0%	1	1%	0	0%
Lot N	Regular	21	Staff Parking	17	81%	21	100%	21	100%	21	100%	21	100%	17	81%	19	90%	18	86%	19	90%	16	76%	21	100%	16	76%
	Handicap	10		3	30%	3	30%	2	20%	5	50%	4	40%	1	10%	0	0%	0	0%	0	0%	2	20%	1	10%	1	10%
Campus Lots Subtotal		2,069		485	23%	694	34%	954	46%	1,000	48%	914	44%	843	41%	623	30%	434	21%	371	18%	376	18%	665	32%	994	48%
Harbor Park Parking Lot (North of L Street)																									
Area 1	Public	189	Across L Street, easternmost area	25	13%	44	23%	61	32%	60	32%	48	25%	61	32%	34	18%	33	17%	32	17%	35	19%	82	43%	112	59%
Area 2	Public	110	Across L Street, slightly NW of area 1	49	45%	64	58%	80	73%	60	55%	61	55%	57	52%	54	49%	41	37%	36	33%	30	27%	34	31%	51	46%
	EV	2		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Handicap	5		0	0%	1	20%	4	80%	2	40%	3	60%	2	40%	2	40%	2	40%	0	0%	0	0%	0	0%	0	0%

Table 3-35: Los Angeles Harbor College Existing Parking Utilization, Wednesday, May 15th, 2002

Lot #	Type	Inventory [a]	Lot Designation/ Notes	Number and Percent of Parking Spaces Occupied by Time of Day [b]																					
				8:00-9:00		9:00-10:00		10:00-11:00		11:00-12:00		12:00-1:00		1:00-2:00		2:00-3:00		3:00-4:00		4:00-5:00		5:00-6:00		6:00-7:00		7:00-8:00	
				#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Area 3	Public	154	Across L Street, due west of area 1	40	26%	52	34%	93	60%	82	53%	70	45%	81	53%	31	20%	27	18%	27	18%	40	26%	92	60%	142	92%
	Handicap	4		0	0%	0	0%	1	25%	1	25%	1	25%	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	1	25%
Area 4	Public	137	Across L Street, due west of area 3	3	2%	5	4%	12	9%	12	9%	7	5%	6	4%	2	1%	4	3%	1	1%	10	7%	34	25%	56	41%
Off-Campus Lots Subtotal		601		117	19%	166	28%	251	42%	217	36%	190	32%	208	35%	123	20%	107	18%	96	16%	115	19%	242	40%	362	60%
Portion Related to College		347	Areas 1 & 3 [c]	65	19%	96	28%	155	45%	143	41%	119	34%	143	41%	65	19%	60	17%	59	17%	75	22%	174	50%	255	73%
Metered Parking (on Figueroa Place)																											
L Street	Metered	15		4	27%	9	60%	13	87%	15	100%	15	100%	10	67%	9	60%	12	80%	11	73%	8	53%	15	100%	14	93%
Totals																											
Estimated College Total		2,431	All areas used by college [d]	554	23%	799	33%	1,122	46%	1,158	48%	1,048	43%	996	41%	697	29%	506	21%	441	18%	459	19%	854	35%	1,263	52%
Grand Total		2,685	All surveyed areas	606	23%	869	32%	1,218	45%	1,232	46%	1,119	42%	1,061	40%	755	28%	553	21%	478	18%	499	19%	922	34%	1,370	51%

Notes:

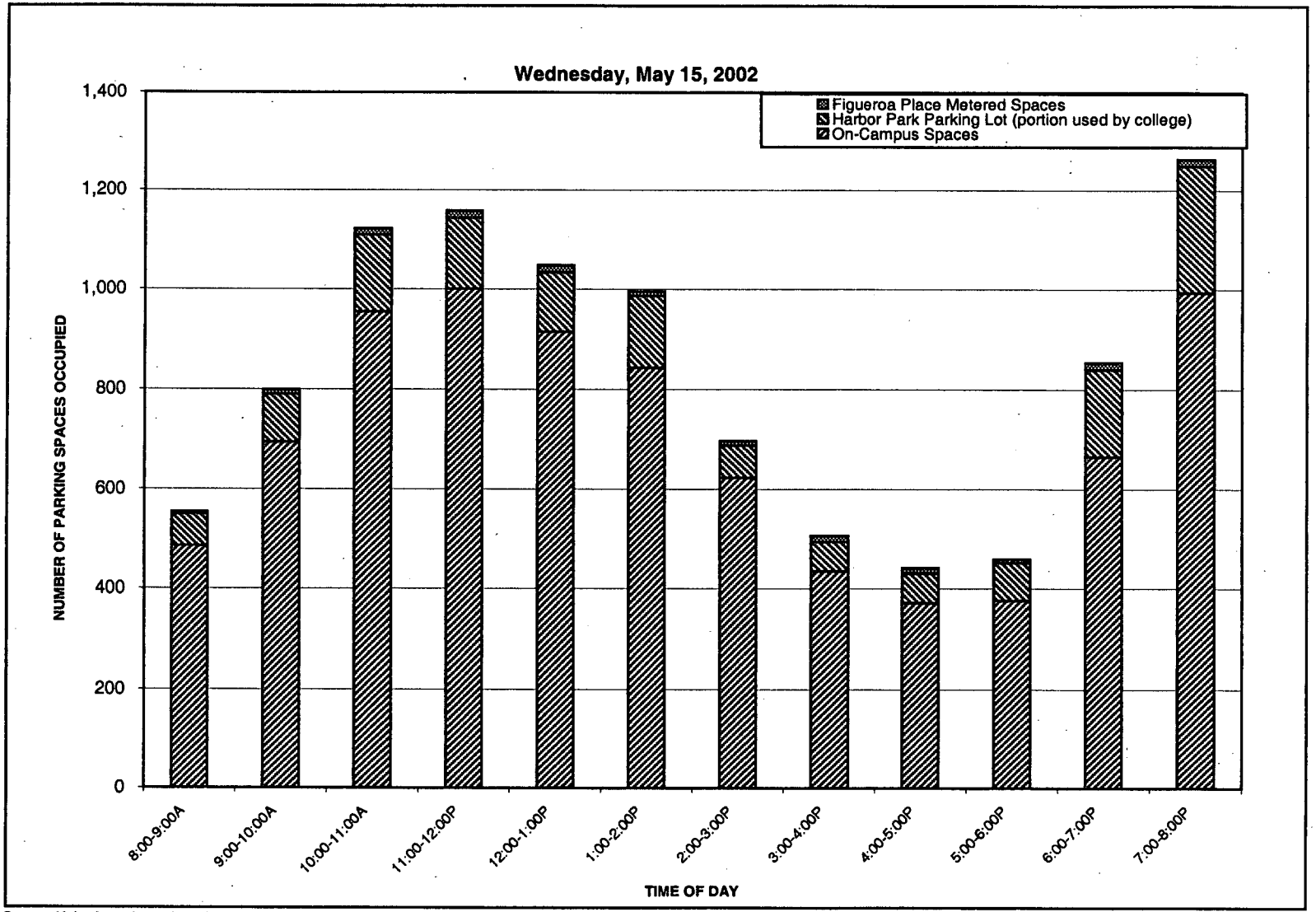
a. Source: Kaku Associates fieldwork conducted in May 2002.

b. Source: Parking utilization surveys conducted Wednesday, May 15, 2002.

c. Assumes that vehicles parked in portions of Harbor Park parking lot clustered across from campus access points are related to Harbor College.

d. Includes Figueroa Place metered parking spaces and spaces in Harbor Park parking lot assumed to be related to Harbor College.

Figure 3-32: Existing Harbor College Parking Utilization by Time of Day



Source: Kaku Associates, Inc., 2002.

Including campus utilization of the Harbor Park parking lot and the on-street spaces along Figueroa Place, total peak college-related parking demands are estimated at 1,158 spaces at 11 AM and 1,263 spaces at 7 PM.

Typically, demand/supply ratios of 85 percent to 90 percent are considered to indicate a fully-utilized parking supply. A parking area would be considered effectively full despite the 10 percent to 15 percent remaining capacity since the time to find an empty space would be excessive. Since utilization of the existing Harbor College on-campus parking system currently peaks at about 48 percent, there is presently a substantial amount of excess capacity in the system as a whole. Close inspection of Table 3-35 reveals that certain individual lots, however, have demand/supply ratios of greater than 90 percent at certain times of the day, including student Lots B, H, L, and N.

Vehicular Access

Vehicular access to the Harbor College campus is currently provided via a series of driveways along both Figueroa Place and L Street. Lagoon Drive and Campus Drive are internal streets providing circulation within the campus.

3-15.2 Environmental Impacts

In order to properly evaluate potential impacts of the proposed project on the street system, it was necessary to develop estimates of future traffic conditions in the study area both with and without the project. Future traffic volumes were first estimated for the study area without the project. These future forecasts reflect traffic increases due to general regional growth and traffic expected to be generated by other specific developments in the vicinity of the project and represent cumulative base (no project) conditions. Incremental project traffic was then estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the cumulative plus project conditions. Development of each of these future traffic scenarios is described in this section.

a. Cumulative Base Traffic Projections

The cumulative base traffic projections reflect growth in traffic over existing conditions from two primary sources: growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside of the study area; and traffic generated by specific related projects located within, or in the vicinity of, the study area. These two factors are described below.

Areawide Traffic Growth

The background regional growth in traffic was estimated by adjusting the existing traffic volumes upwards using a growth factor. A factor of 1 percent per year was used in this analysis, based on general traffic volume growth factors suggested in the 2002 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, June 2002) for the South Bay region and as recommended by LADOT. Using this growth rate,

the existing (year 2002) traffic volumes were adjusted upwards by 6 percent to reflect 6 years of background growth from 2002 to 2008.

Traffic Generation of Cumulative Development Projects

Traffic expected to be generated by specific development projects within, or with the potential to affect, the study area, was also considered. Information regarding future projects that are either under construction, planned, or proposed for development was obtained from several sources including the City of Los Angeles Department of City Planning, the City of Los Angeles Department of Transportation (LADOT), the City of Carson, the City of Lomita, and the City of Rancho Palos Verdes. A total of 26 related projects were identified for inclusion in the analysis. The locations of the related projects are illustrated in Figure 3-33.

The 26 related projects, and the estimated trip generation for each, are listed in Table 3-36. Trip generation estimates for the related projects were either prepared using standard trip generation rates/equations contained in Trip Generation, Sixth Edition (Institute of Transportation Engineers [ITE], 1997) or were obtained from LADOT from various relevant traffic studies for specific projects. As shown in Table 3-36, the related projects are projected to generate a combined total of approximately 11,050 daily trips, including about 1,273 and 1,509 trips during the weekday AM and PM peak hours, respectively.

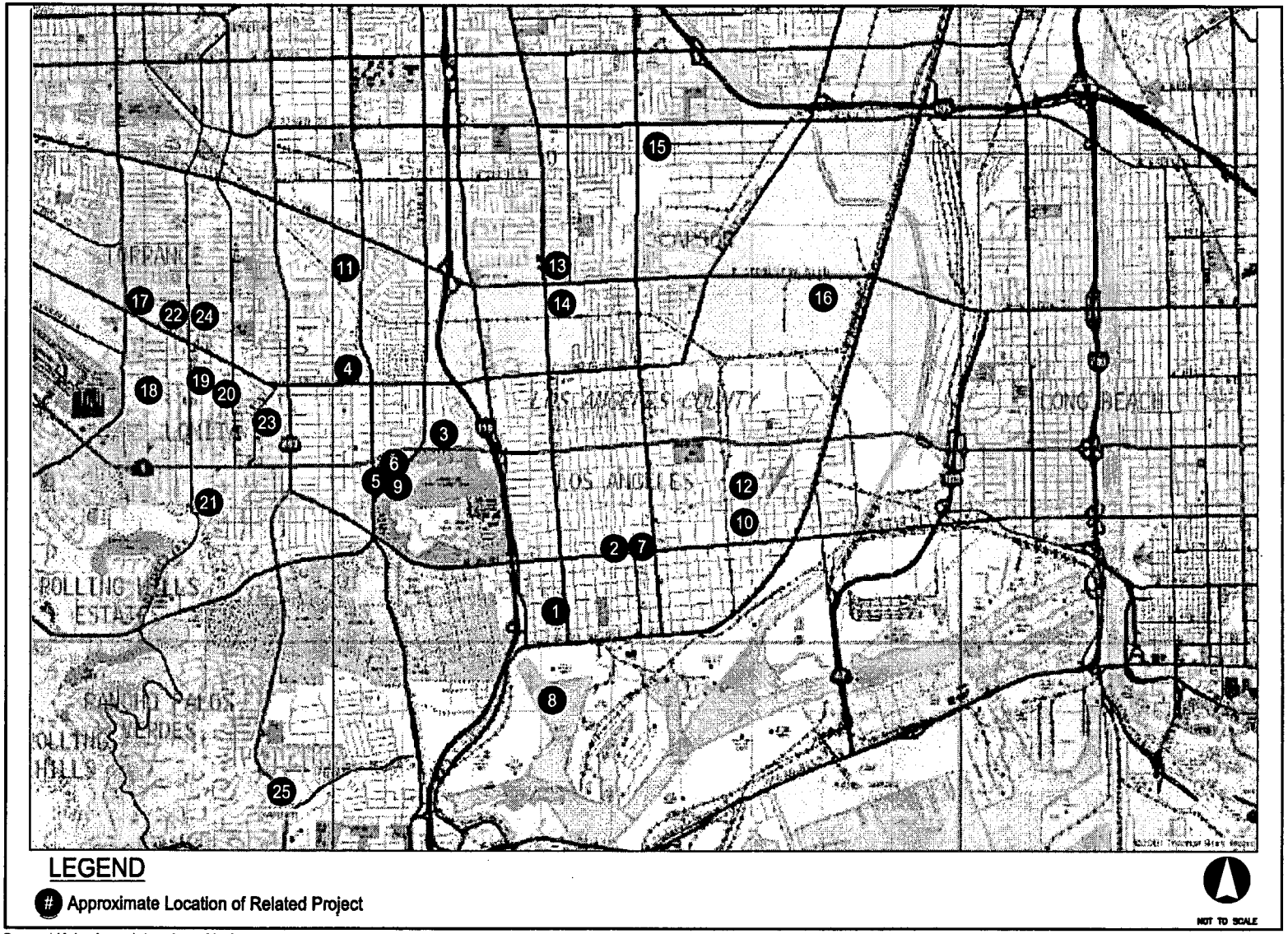
Traffic Distribution

The geographic distribution of traffic generated by developments such as those included in this analysis depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and/or patrons of proposed commercial projects may be drawn, the geographic distribution of activity centers (employment, commercial, and other) to which residents of proposed residential projects may be drawn, and the location of the project in relation to the surrounding street system. Trip distribution patterns for each related project were developed based on the above factors.

Cumulative Base Traffic Volumes

Using the estimated trip generation and trip distribution patterns, traffic generated by the related projects was assigned to the street network and added to the ambient background increase of eight percent. The resulting traffic volumes, representing cumulative base conditions without the project, are presented in Tables B-2a and B-2b in Appendix B of the traffic study (see Appendix E of this EIR).

Figure 3-33: Locations of Related Projects



Source: Kaku Associates, Inc., 2002.

Table 3-36: Trip Generation Estimates for Related Projects

ID #	Project	Description	Location	Project Status	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
City of Los Angeles							
1	Dana Strand Village	Demolition of 384 housing units in 68 buildings. Construction of 410 housing units, including 235 rental units, 75 single-family homes, and 100 senior units.	401 Hawaiian Av., Wilmington	In demolition phase	172	13	16
2	Banning Elementary School	Construction of a 40-classroom, 988-seat elementary school	Corner of Island Av. & Anaheim St., Wilmington	Design phase. EIR approved by Board of Education	1,008	287	257
3	Housing Development	Construction of 37 single-family detached condos.	Dodge Av.	Under construction	354	28	37
4	Bay Harbor Hospital Demolition	Demolition of Bay Harbor Hospital and possible construction of residential units	1437 W. Lomita Bl., Harbor City	Conceptual phase	[1]		
5	Kaiser Permanente Parking Structure	Construction of a 617-space parking garage	Normandie Av. & Vermont Av.	Under construction, to be completed in fall 2003	0	0	0
6	Kaiser Permanente Plaza	Demolition of the Parkview Building and construction of a landscaped plaza and parking spaces	Normandie Av. & Vermont Av.	Demolition has begun, to be completed by spring 2003	0	0	0
7	Gas Station and Mini Market	Demolish existing gas station and construct gas station with fast food & convenience store	305 W. Anaheim St. & Fries Av., Wilmington	Construction underway	579	39	48
8	West Basin Marine Terminal Improvements - POLA	Construction of a new wharf, renovation of existing wharf, dredging of channel, construction of a new landfill, potential realignment of channel, construction of marine terminal facilities, and improvements to transportation infrastructure.	Port of Los Angeles-West Basin	Draft EIR-SEIR completed July 2002.	400	125	180

Table 3-36: Trip Generation Estimates for Related Projects

ID #	Project	Description	Location	Project Status	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
9	Ken Malloy Harbor Regional Park Master Plan	Construction of a nature center, ranger office, and lath house; rehabilitation of the campground; implementation of a water quality improvement program, a habitat restoration program, and a mosquito control plan	25820 South. Vermont Av., Harbor City	Conceptual phase	[1]		
10	Residential Dwellings	41 low-medium density single family dwellings	1020 McFarland Av. & Opp St., Wilmington	Construction not started	410	33	41
11	Residential Development	Limited industry to low-medium density residential development	23903 S. Normandie Av. & Frampton Av., Harbor City	Construction not started	400	32	40
12	Warehouse and Distribution Center	Construct 135,000 s.f. distribution center and warehouse on 240,000 s.f. lot with 47 parking spaces	L St. & McFarland Av., Wilmington	Construction underway	1,330	122	111
26	Fire Station 36	New satellite fire station; 7,500 s.f.	Site location in negotiation	Design phase	[2]		
City of Carson							
13	Carson Depot Center	6,200 s.f. of retail space (final phase of project)	Southeast corner of Sepulveda Bl. & Main St.	Construction underway	266	6	23
14	CVS Pharmacy	Construction of new 12,000 s.f. commercial building for pharmacy and possible second retail building	23826-23828 Main Street	Application pending	1,058	32	125
15	Centex Homes	Planning Commission recommended approval for development of 147 single-family homes in private, gated community. Former Village Shopping Center demolished.	Avalon Bl. between 228th & 231st Streets	Construction underway	1,407	110	148
16	Hewson Company	Development of two industrial buildings of 146,938 s.f. and 259,249 s.f.	1622 Sepulveda Bl.	Construction not started	2,831	374	398

Table 3-36: Trip Generation Estimates for Related Projects

ID #	Project	Description	Location	Project Status	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
City of Lomita							
17	Town House Condominiums	Construction of six town house condos	23990 Pennsylvania	Construction underway	35	3	3
18	Residential Development	Construction of 12 single family residences	25110 Pennsylvania	Construction not started	115	11	12
19	Residential Development	Construction of 2 single family residences	25049 Woodward	Construction not started	19	2	2
20	Residential Development	Construction of 1 single family residence	25107 Eshelman	Construction not started	10	1	1
21	Residential Development	Construction of 7 single family residence condominiums	26029 Oak	Construction underway	41	3	4
22	Town House Condominiums	Construction of 9 town house condos	2215 241 St.	Under construction	53	4	5
23	Senior Citizen Center	55 senior citizen units	25316 Ebony	Construction not started	220	11	15
24	Office Building	2-story office, 17,738 s.f.	24020 Narbonne	Construction not started	198	28	27
City of Rancho Palos Verdes							
25	Western Av. Self Storage Project	Construction of 59,958 s.f. storage facility	28798 Western Av.	Under construction	150	9	16
Related Projects Total					11,056	1,273	1,509

Note:

[1] Project is in early conceptual stages. Trips could not yet be estimated and were not included in Cumulative Base projections.

[2] Negligible trips.

Source: Kaku & Associates, Inc., 2002.

b. Project Traffic Projections

Project Trip Generation

Future traffic volumes were projected for the Harbor College campus for buildout (year 2008) of the Master Plan. The methodology for development of the volume projections is described herein.

The Master Plan envisions academic growth to 3,843 full-time equivalent (FTE) students by year 2008. Growth in trips generated by students, faculty/staff, and campus visitors related to this projected academic growth were estimated by applying empirical trip generation rates derived from existing Harbor College conditions.

Traffic counts were conducted in May 2002 at each of the driveways serving the campus as well as along L Street (the driveway traffic count sheets are provided in Appendix C of the Traffic Study [see Appendix E of this EIR]). Empirical trip generation rates per FTE were derived through comparison of the estimated total number of existing vehicles destined to/from the campus to the existing (Spring 2002) student FTE. The rates were adjusted upward to reflect early semester stabilized conditions, since the in/out counts were conducted late in the spring semester. The rates were also adjusted to deduct vehicles on L Street destined to the Harbor Park golf course, driving range or recreational uses that are not destined to the College and were captured in the in/out traffic counts. Based on this analysis, it is estimated that, on average, the number of vehicle trips currently generated per FTE on the Harbor College campus is as follows:

Vehicle Trips Per Student FTE

Daily	AM Peak Hour	PM Peak Hour
3.25	0.29 (76% in/24% out)	0.24 (72% in/28% out)

These trip generation rates were applied to the projected future FTE to project the increase in future trips generated by academic purposes through the year 2008. Table 3-37 presents the results of this analysis, including both the derivation of the empirical trip rates and the projection of future trip increases. As can be seen, a net increase of approximately 2,090 daily trips is projected, including about 195 trips during the AM peak hour and 169 trips during the PM peak hour.

Project Traffic Distribution and Assignment

A trip distribution pattern was developed for the Harbor College campus based on inspection of two data sources: zip code distribution of existing Harbor College student residences (supplied by Harbor College for the 1999-2000 academic year) and existing volumes and turning movements at the campus access points as an indication of both the existing split of traffic accessing the campus between the various access points and the existing direction of travel of these trips at the access points.

Table 3-37: Trip Generation Estimates Master Plan Academic Growth

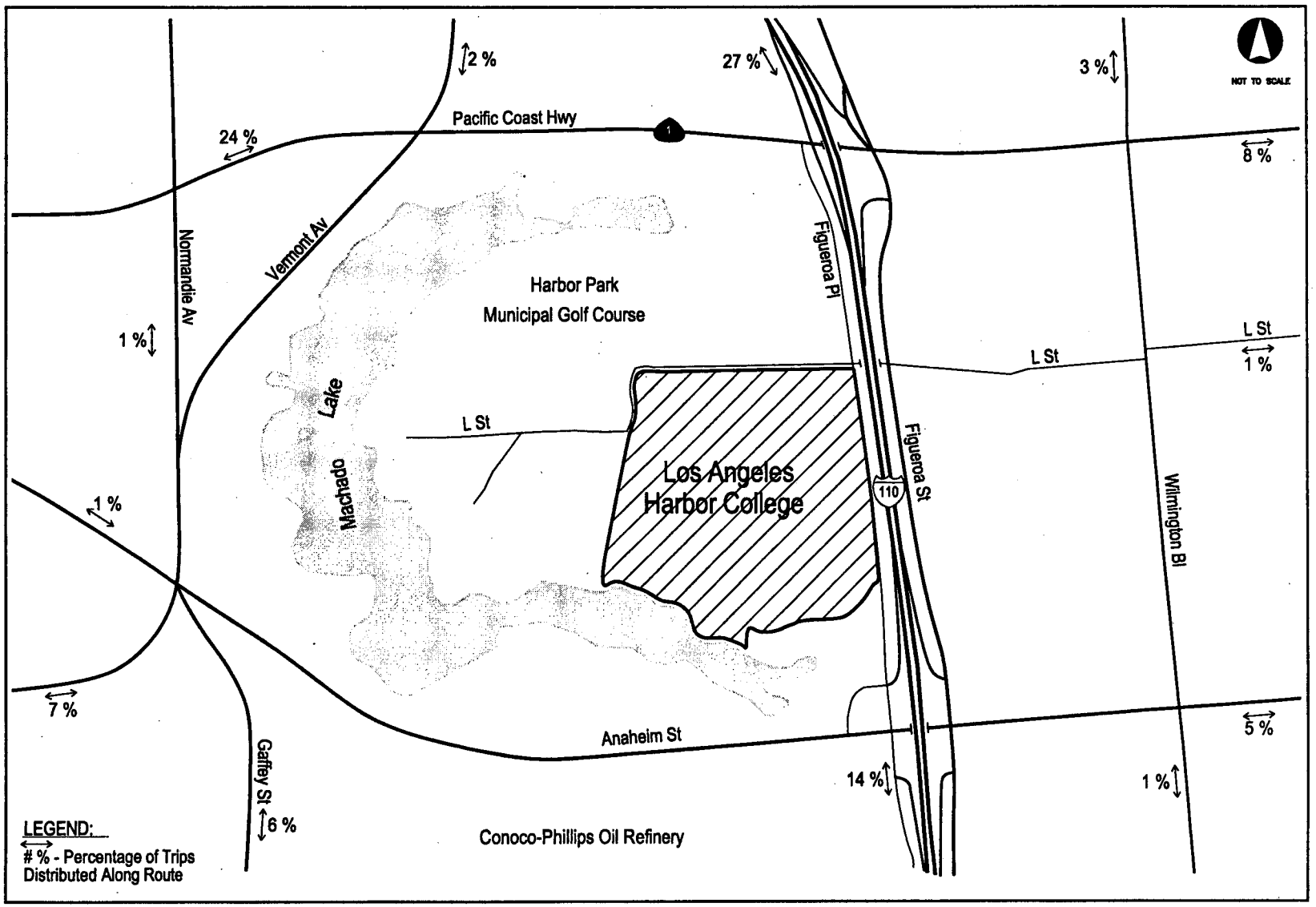
	Student FTE	Daily	AM Peak Hour [a]			PM Peak Hour [a]		
			In	Out	Total	In	Out	Total
Existing Harbor College In/Out Trips (May 2002)								
L Street west of Figueroa Place			494	164	658	405	147	552
Lot J Driveway west of Figueroa Place			0	5	5	0	13	13
Lots A and B Driveways west of Figueroa Place			66	4	70	77	9	86
Lot B and Lagoon Drive west of Figueroa Place			146	68	214	80	75	155
Total L Street & Driveway Trips		11,110	706	241	947	562	244	806
Adjustments:								
Estimated L Street through trips [b]		(710)	(10)	(18)	(28)	(22)	(31)	(53)
Estimated Harbor Park golf course trips [b]		(1,040)	(70)	(22)	(92)	(54)	(21)	(75)
Adjustment for late semester counts [c]		1,040	70	22	92	54	21	75
Estimated Total Existing Trips		10,400	696	223	919	540	213	753
Empirical Trip Rates (Spring 2002)								
FTE (Spring 2002) [d]	3,203							
Trip Rate per FTE		3.25	76%	24%	0.29	72%	28%	0.24
Estimated Future FTE (Buildout)								
FTE (fall 2008 Master Plan Buildout) [e]	3,843							
Total Buildout Trips		12,490	847	267	1,114	664	258	922
Net Trip Increase Over Spring 2002		2,090	151	44	195	124	45	169

Notes:
a. AM peak hour of existing in/out trips = 8:45-9:45 AM; PM peak hour of existing in/out trips = 5:00-6:00 PM.
b. L Street west of Figueroa Place provides access to Harbor Park golf course, Harbor golf practice center/driving range, and Harbor College. Estimated portion attributable to driving range based on 24-hour machine counts taken on L Street west of Lot M. Estimated portion attributable to golf course based on number of vehicles parked in Harbor Park parking lot clustered near golf course versus those clustered across from Harbor College campus entry points.
c. Adjustment to reflect early semester stabilized conditions, assuming minor decline in attendance throughout semester (since parking surveys were conducted during last week of classes in spring semester).
d. Source for Spring 2002 FTE: Harbor College, 9/3/02.
e. Source for fall 2008 FTE projection: LACCD Institutional Research and Information, "Los Angeles Harbor College Fall Enrollment and FTES, Trends and Projections" (based on 3% growth projection).

Sources: Kaku Associates, Inc., 2002.

Table 3-38 summarizes the residence locations of Harbor College students, based on aggregation of the zip code data. Taking this data into consideration along with the direction of travel at the campus access points, a trip distribution pattern was developed for project trips as illustrated in Figure 3-34.

Figure 3-34: Generalized Project Trip Generation Pattern



Source: Kaku Associates, Inc., 2002.

Table 3-38: Distribution of Zip Codes of Residence Harbor College Students

City/Area	Zip Code	Unduplicated Annual Enrollment	Percent of Total
Los Angeles	90044	78	0.5%
Rancho Dominguez	90220	87	0.6%
Gardena/Palos Verdes Estates	90247	878	5.6%
Gardena	90248	73	0.5%
Gardena	90249	239	1.5%
Lawndale	90260	76	0.5%
Rancho Palos Verdes	90275	1,092	7.0%
Redondo Beach	90277	241	1.5%
Redondo Beach	90278	105	0.7%
South Gate	90280	145	0.9%
Inglewood	90301	66	0.4%
Torrance	90501	836	5.3%
Torrance	90502	394	2.5%
Torrance	90503	718	4.6%
Torrance	90504	628	4.0%
Torrance	90505	876	5.6%
Harbor City	90710	938	6.0%
Rancho Palos Verdes	90717	639	4.1%
San Pedro	90731	2,357	15.0%
Rancho Palos Verdes	90732	663	4.2%
Wilmington	90744	1,827	11.6%
Carson	90745	1,820	11.6%
Carson	90746	479	3.1%
Long Beach	90802	87	0.6%
Long Beach	90805	89	0.6%
Signal Hill	90806	67	0.4%
Carson	90810	192	1.2%
Total		**15,690**	**100.0%**

Source: Los Angeles Harbor College Office of Institutional Research, Fact Book and Planning Resource Guide 2002, 2nd Edition, 1999-2000 enrollment by zip code, p. 139.

Tables B-3a and B-3b in Appendix B of the traffic study (see Appendix E of this EIR) present the projected net incremental traffic generated by buildout of the proposed Master Plan at the study intersections.

c. Cumulative Plus Project Traffic Projections

The project-generated traffic volumes were then added to the cumulative base traffic projections to yield the cumulative plus project traffic forecasts. The resulting projected cumulative plus project peak hour traffic volumes are presented in Tables B-4a and B-4b in Appendix B of the traffic study (see Appendix E of this EIR).

d. Significance Criteria

The City of Los Angeles Department of Transportation has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. Therefore, for the purposes of the analyses in this EIR and in accordance with the LADOT criteria, the proposed project would have a significant impact if the following conditions were met:

Intersection Condition With Project Traffic		Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
C	0.701 - 0.800	Equal to or greater than 0.040
D	0.801 - 0.900	Equal to or greater than 0.020
E, F	> 0.901	Equal to or greater than 0.010

e. Impacts Discussion

This section presents an analysis of the potential impacts of the traffic generated by buildout of the Master Plan project on the local street system. The analysis compares the projected levels of service at each study location under cumulative conditions both with and without the project to determine potential impacts, using significance criteria identified above established by the City of Los Angeles.

Cumulative Base Intersection Operating Conditions

This section presents an analysis of potential future traffic conditions under year 2008 cumulative base conditions if no growth were to occur on the Harbor College campus. The cumulative base traffic volumes projected in a previous section were analyzed using the level of service methodologies previously described to forecast cumulative base peak hour levels of service at the study locations.

The first columns in Table 3-39 summarize the results of this analysis. As can be seen, the following seven study intersections are projected to operate at LOS E or F during one or both peak hours under year 2008 cumulative base conditions:

- Palos Verdes Drive/Gaffey Street/Vermont Avenue & Anaheim Street
- Figueroa Place & I-110 southbound off-ramp
- Figueroa Place & Anaheim Street
- I-110 southbound ramps & PCH
- Figueroa Street & PCH
- Figueroa Street & I-110 northbound on-ramp
- Figueroa Street & Anaheim Street

Table 3-39: Intersection Level of Service Analysis Cumulative Base and Cumulative Plus Project Conditions

Intersection		Peak Hour	Existing (2002)		Cumulative Base (2008)		Cumulative + Project		Project Increase in V/C	Significant Project Impact	Cum+Project w/ Mitigation		Project Increase in V/C	Residual Impacts
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
*1.	Vermont Av & Pacific Coast Highway	AM	0.823	D	0.889	D	0.898	D	0.009	NO				
		PM	0.780	C	0.840	D	0.848	D	0.008	NO				
2.	Palos Verdes Dr/Gaffey St/ Vermont Av & Anaheim St	AM	1.111	F	1.199	F	1.211	F	0.012	YES	1.208	F	0.009	NO
		PM	1.073	F	1.153	F	1.159	F	0.006	NO	1.158	F	0.005	NO
3.	Figueroa Pl & L St [a]	AM	10.6	B	11.0	B	12.3	B	1.3	[a]				
		PM	10.1	B	10.4	B	11.3	B	0.9	[a]				
		AM	n/a		0.266		0.348		0.082	NO				
		PM	n/a		0.223		0.266		0.043	NO				
4.	Figueroa Pl & I-110 SB Off Ramp [a]	AM	18.0	C	21.5	C	24.7	C	3.2	[a]	0.484	A	n/a	NO
		PM	44.5	E	62.4	F	73.1	F	10.7	[a]	0.580	A	n/a	NO
		AM	n/a		0.424		0.460		0.036	NO				
		PM	n/a		0.530		0.551		0.021	YES				
5.	Figueroa Pl & Anaheim St	AM	0.912	E	0.982	E	0.987	E	0.005	NO				
		PM	0.986	E	1.062	F	1.067	F	0.005	NO				
*6.	I-110 SB Ramps & Pacific Coast Highway	AM	1.239	F	1.326	F	1.326	F	0.000	NO				
		PM	1.141	F	1.223	F	1.224	F	0.001	NO				
*7.	Figueroa St & Pacific Coast Highway	AM	0.938	E	1.009	F	1.016	F	0.007	NO				
		PM	0.827	D	0.889	D	0.898	D	0.009	NO				
8.	Figueroa St & L St	AM	0.309	A	0.328	A	0.363	A	0.035	NO				
		PM	0.242	A	0.257	A	0.288	A	0.031	NO				
9.	Figueroa St & I-110 NB On Ramp [a]	AM	[b]	F	[b]	F	[b]	F	[b]	[a]				
		PM	[b]	F	[b]	F	[b]	F	[b]	[a]				
		AM	n/a		1.043		1.046		0.003	NO				
		PM	n/a		0.706		0.707		0.001	NO				

Table 3-39: Intersection Level of Service Analysis Cumulative Base and Cumulative Plus Project Conditions

Intersection		Peak Hour	Existing (2002)		Cumulative Base (2008)		Cumulative + Project		Project Increase in V/C	Significant Project Impact	Cum+Project w/ Mitigation		Project Increase in V/C	Residual Impacts
			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
10.	Figueroa St & Anaheim St	AM	0.856	D	0.945	E	0.954	E	0.009	NO				
		PM	0.861	D	0.948	E	0.956	E	0.008	NO				
*11.	Wilmington Bl & Pacific Coast Highway	AM	0.626	B	0.677	B	0.680	B	0.003	NO				
		PM	0.667	B	0.729	C	0.732	C	0.003	NO				
12.	Wilmington Bl & L St	AM	0.377	A	0.407	A	0.412	A	0.005	NO				
		PM	0.341	A	0.369	A	0.377	A	0.008	NO				
13.	Wilmington Bl & Anaheim St	AM	0.541	A	0.595	A	0.598	A	0.003	NO				
		PM	0.589	A	0.655	B	0.658	B	0.003	NO				

Notes:

* Intersection is currently operating under ATSAC system.

[a] Intersection is controlled by stop sign(s). The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.

[b] Volumes exceed the limits of the Highway Capacity Manual stop-controlled software. Average delay cannot be calculated. Indicates overloaded (LOS F) conditions.

Source: Kaku Associates, Inc., 2002.

Project Traffic Impact Analysis

The cumulative plus project traffic volumes as projected in the previous section were analyzed to determine potential future operating conditions and traffic impacts with the addition of incremental project-generated traffic associated with buildout of the Master Plan through the year 2008. The middle columns in Table 3-39 show the results of this analysis.

As indicated in the table, the same seven study intersections are projected to operate at LOS E or F during one or both peak hours under cumulative plus project conditions as under cumulative base conditions. Application of the City of Los Angeles significance criteria described previously indicates that the project would create significant traffic impacts at the following two study intersections:

- Palos Verdes Drive/Gaffey Street/Vermont Avenue & Anaheim Street
- Figueroa Place & I-110 southbound off-ramp

Neighborhood Street Impact Analysis

Due to the relative isolation of the Harbor College campus from residential neighborhoods created by physical barriers (the Harbor Freeway and Ken Malloy Harbor Regional Park), only one neighborhood street segment was selected for analysis of potential neighborhood intrusion impacts of the proposed project: L Street between Figueroa Street and Wilmington Boulevard.

❑ Daily Traffic Projections

A 24-hour machine count was conducted at the study street segment in May 2002. Future daily traffic volumes were projected in a manner similar to that described earlier for the peak hour analysis of the study intersections. A 6 percent ambient growth factor and related project daily trips were added to the year 2002 existing daily volume to develop year 2008 cumulative base projections. New daily project trips were assigned to the street based on the project trip distribution pattern discussed previously and were added to the cumulative base projection to obtain cumulative plus project projections.

Daily traffic volumes for both the existing and projected future conditions are summarized in Table 3-40. As can be seen, the existing daily traffic volume on L Street between Figueroa Street and Wilmington Boulevard is approximately 1,330 vehicles per day (vpd). This is projected to increase to about 1,450 vpd under year 2008 cumulative base conditions and about 1,630 vpd under cumulative plus project conditions.

Table 3-40: Neighborhood Street Impact Analysis

Street Segment	Weekday 2-way Daily Volume				Impact Analysis		
	Existing	Cumulative Base	Project Only	Cumulative Plus Project	Project %	Impact Criteria	Significant Impact?
L Street between Figueroa St. & Wilmington Bl.	1,332	1,454	178	1,632	10.9%	12%	no

Source: Kaku Associates, Inc., 2002.

❑ Neighborhood Impact Significance Criteria

The City of Los Angeles has established criteria for determining significant impacts on neighborhood streets. Therefore, for the purposes of the analyses in this EIR and in accordance with the City of Los Angeles criteria, the proposed project would have a significant impact on a local residential street if contributes to projected average daily traffic (ADT) volumes as follows:

Projected Daily Traffic with Project	Project-Related Increase in Daily Traffic
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

The threshold for significance decreases as the volume on the residential street increases. For example, an 8 percent increase would be significant if a segment's volume was over 3,000 vpd, but it would not be significant if the volume was less than 3,000 vpd.

❑ Assessment Of Significant Traffic Impact

The potential impacts of the proposed project traffic on the L Street analysis segment between Figueroa Street and Wilmington Boulevard were assessed by applying the City's significance criteria to the projected traffic volumes. The results of the analysis, which are also presented in Table 3-40, indicate that the proposed project would not have a significant impact on the analyzed neighborhood street segment.

Congestion Management Program Analysis

This section presents the Congestion Management Program (CMP) transportation impact analysis for the proposed project. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in the 2002 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority, June 2002). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

❑ CMP Traffic Impact Analysis

The closest CMP monitoring locations to the project site are the intersection of Pacific Coast Highway and Figueroa Street (arterial monitoring intersection) and the Harbor Freeway south of C Street (freeway monitoring location).

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project is expected to add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.

- All CMP mainline freeway monitoring locations where the proposed project is expected to add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The cumulative plus project traffic projections described previously were used to track the locations where the incremental additional project-generated trips at buildout may exceed these thresholds.

The nearest CMP arterial monitoring intersection to the project site is the intersection of Pacific Coast Highway and Figueroa Street. Based on the project trip assignments developed previously and shown in Appendix B of the traffic study (see Appendix E of this EIR), the proposed project is not expected to add sufficient new traffic to exceed the arterial intersection analysis criteria at this location. Since incremental project-related traffic during either peak hour is projected to be less than the minimum criteria of 50 vph, no further analysis of CMP arterial monitoring intersections is required.

The nearest freeway monitoring location to the project site is the Harbor Freeway south of C Street. Based on the project trip assignments developed previously, the proposed project is not expected to add sufficient new traffic to exceed the freeway analysis criteria at this location. Neither would the added project traffic exceed the CMP freeway analysis criteria on the segments of the Harbor Freeway closer to the project site (neither south of Anaheim Street, between Anaheim Street and PCH, nor north of PCH). Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vph, no further CMP freeway analysis is required.

❑ CMP Transit Impact Analysis

Summary of Existing Transit Services

As discussed previously, the Harbor College area is currently served by local and express bus service provided by the MTA (Lines 205, 232, and 445), LADOT Commuter Express (Line 448), the LADOT Wilmington DASH, and Torrance Transit (Route Seven). The Harbor College campus is directly served by MTA Line 205, and the LADOT Wilmington DASH and MTA Line 232 provide local service on Figueroa Street at L Street within walking distance of the campus, providing connections to other routes in the area.

Significance Criteria

For the purposes of the analyses in this EIR, the proposed project would have a significant impact on public transit services if it:

- results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and thereby necessitating system improvements to accommodate additional transit service.

Projected Harbor College Transit Trip Increases and Impact Analysis

Potential increases in transit person trips generated at the Harbor College campus were estimated as follows. Section D.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle ridership factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percent of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. The nearest designated CMP transit corridors are the Harbor Transitway (with a bus station located at the Harbor Freeway/PCH interchange) and Pacific Coast Highway. Since the campus is located more than one-quarter mile from these services, the CMP guidelines provide that an estimated 3.5 percent of project person trips may use public transit to travel to and from the site.

As shown in Table 3-41, application of these guidelines to the projected increase in campus vehicle tripmaking results in the conclusion that the project could add approximately 10 new transit trips in the AM peak hour and 8 new transit trips in the PM peak hour. Given that the campus vicinity is served by numerous established transit routes, project-related increases on any one line would be small, and no significant project-related impacts on the area transit system are anticipated.

Table 3-41: CMP Transit Impact Analysis

Net New Trips	Factor	Daily	AM Peak Hour	PM Peak Hour
Vehicle Trips [a]		2,090	195	169
Person Trips [b]	1.4	2,926	273	237
Transit Person Trips [b]	3.5%	102	10	8

Notes:
a. Estimated net new vehicle trips from Table 8.
b. Vehicle trip to person trip and transit mode split factors from Appendix E of 2002 Congestion Management Program for Los Angeles County (Metropolitan Transportation Authority, June 2002).

Source: Kaku Associates, Inc., 2002.

Construction Traffic Impact Analysis

Traffic generated by construction activities would include construction workers travelling from home to work and from work to home as well as trucks delivering and hauling materials, supplies, and equipment to and from the project site. Since the intensity of construction

activities would vary considerably over the next 5 years (the estimated peak construction period would occur in the first quarter of 2005) and impacts would be intermittent and because the majority of construction-related trips would occur during non-peak traffic hours (construction would generally commence before the morning peak hour and finish before the afternoon peak hour), the impacts on the local street and freeway system are not expected to be significant.

Parking Impact Analysis

This section presents an analysis of the projected future parking supply and peak parking demands associated with buildout of the proposed Master Plan to ensure that the plan provides sufficient parking supply to accommodate the projected needs.

❑ Future Parking Supply

The Master Plan proposes a variety of changes to the future parking supply serving the Harbor College campus. Proposed changes include:

- Existing Lots A, B, C, D, E, F, G, H, K, L, M and N would be eliminated.
- Lot A would be replaced by a smaller surface lot adjacent to Figueroa Place providing about eight spaces for special needs parking.
- A new parking garage, the "Figueroa Place Garage," would be constructed on the eastern side of the campus approximately on the site of existing parking Lots B and N and would contain about 386 parking spaces.
- A new parking garage, the "West Garage," would be constructed on a portion of the existing parking Lot G site and would contain approximately 350 parking spaces.
- A new large surface lot ("Lot 1") of approximately 1,002 spaces would be constructed along the southern edge of the campus.

Two new surface lots ("Lot 2" and "Lot 3") totaling approximately 220 spaces would be constructed on a portion of the existing Lot G site adjacent to the proposed new West Garage.

Lot J would be reconfigured and reduced in size to approximately 55 spaces in the portion adjacent to Figueroa Place (the existing portion of Lot J adjacent to L Street would be eliminated).

Lot L would be replaced by a new short-term surface parking lot and vehicular drop-off zone along L Street adjacent to the proposed future student services building. Approximately 10 parking spaces would be provided.

The existing and proposed on-campus parking supply is summarized in Table 3-42. As indicated in the table, the proposed number of parking spaces on the Harbor College campus would decrease from approximately 2,069 existing to about 2,031 at buildout of the Master Plan. In addition, it is anticipated that the 15 metered on-street spaces on Figueroa Place adjacent to the

campus and spaces in the Harbor Park parking lot across L Street to the north of the campus would remain available for use.

Table 3-42: Existing and Proposed On-Campus Parking Supply

Parking Facility	Number of Parking Spaces	
	Existing [a]	Proposed [b]
Lot A	28	8
Lot B	59	[c]
Lot C	116	[c]
Lot D	799	[c]
Lot E	121	[c]
Lot F	12	[c]
Lot G	485	[c]
Lot H	74	[c]
Lot J	144	55
Lot K	56	[c]
Lot L	42	[c]
Lot M	102	[c]
Lot N	31	[c]
Figueroa Place Garage	[d]	386
West Garage	[d]	350
Future Lot 1	[d]	1,002
Future Lots 2 and 3	[d]	220
L Street Short-Term Parking	[d]	10
Campus Total	2,069	2,031

Notes:
a. Source: Kaku Associates fieldwork conducted in May 2002 (see Table 5).
b. Proposed future supply per 10/02 Master Plan. Source: Pinnacle One and Myra L. Frank Associates, 11/1/02.
c. Existing lot to be eliminated.
d. Proposed future facility.

Source: Kaku Associates, Inc.; Pinnacle One; Myra L. Frank & Associates, Inc., 2002.

❑ Projected Peak Parking Needs

Future peak parking needs were projected for buildout (year 2008) of the Master Plan. The methodology used to develop the parking demand projections is described herein.

The Master Plan envisions academic growth to 3,843 full-time equivalent (FTE) students by year 2008. Growth in peak parking need generated by students, faculty/staff, and campus visitors related to this projected academic growth was estimated by applying empirical parking requirement ratios derived from existing Harbor College conditions.

Empirical parking requirement ratios per FTE were derived through comparison of the total number of existing vehicles parked on the campus at the 11 AM weekday daytime peak and at the 7 PM weekday evening peak to the existing (Spring 2002) student FTE. For planning purposes, the observed peak parking demands were adjusted upward by a 10 percent circulation factor, since parking facilities are typically considered to be fully utilized when used at 85 to 90

percent of capacity. The rates were adjusted upward to reflect early semester stabilized conditions, since the parking utilization surveys were conducted late in the spring semester. Based on this analysis, it is estimated that, on average, the peak parking requirement ratio currently generated per FTE on the Harbor College campus is as follows:

Peak Parking Requirement – Spaces Per Student FTE	
Weekday Daytime Peak	Weekday Evening Peak
0.43 spaces per FTE	0.47 spaces per FTE

These parking requirement ratios were applied to the projected future FTE to project the future peak parking requirement generated by academic purposes at year 2008 buildout. Table 3-43 presents the results of this analysis, including both the derivation of the empirical parking ratios and the projection of future peak parking requirements. As can be seen, peak requirements for about 1,652 parking spaces during the weekday daytime peak and 1,806 spaces during the weekday evening peak are projected at buildout.

❑ Parking Supply And Demand Analysis

Table 3-43 shows that the estimated future supply of parking on campus (2,031 spaces) would be adequate to accommodate the projected peak College parking needs at buildout (1,652 spaces weekday daytime and 1,806 spaces weeknight). Surpluses of about 379 spaces (weekday) and 225 spaces (weeknight) are projected.

These surpluses are projected when comparing total projected peak College needs with the proposed on-campus parking supply. If College use of the metered on-street spaces along Figueroa Place and the Harbor Park parking lot were to be considered, the surpluses would be even greater. Also, the projected academic parking demands shown in Table 3-43 assume continuation of existing mode splits and AVRs. Presuming that the College is successful in implementing transportation demand management measures to reduce vehicular tripmaking (as discussed in the mitigation measures section), increased ridesharing and/or transit use could reduce projected future parking demands.

Thus, with implementation of the parking supply proposed as part of the Master Plan, projected campus parking demands could be accommodated on campus and along immediate adjacent street frontages, and no significant parking impacts would be anticipated.

Table 3-43: Peak Parking Analysis Harbor College Facilities-Campus Plan Academic Growth

	Existing (Spring 2002)		Fall 2008 Projection	
	Weekday Daytime [a]	Weekday Evening (7 PM)	Weekday Daytime	Weekday Evening
Student Population				
Enrollment [b]	8,987		10,891	
FTE [b]	3,203		3,843	
Parking Demand & Requirement				
Peak Parking Demand [c]	1,158	1,263		
Adjustment for Late Semester Counts [d]	10%	10%		
Contingency/Circulation Factor	10%	10%		
Parking Requirement [e]	1,390	1,516	1,652	1,806
Parking Requirement Ratio (Spaces per FTE)	0.43	0.47		
Parking Supply & Adequacy				
Parking Supply				
Existing On-Campus Spaces [f]	2,069	2,069	n/a	n/a
Future On-Campus Spaces [g]	n/a	n/a	2,031	2,031
Campus Surplus/(Shortfall)				
Relative to Requirement	679	553	379	225

Notes:

a. Peak weekday daytime parking demand at 11 AM, per campus parking utilization surveys conducted 5/15/02.

b. Source for Spring 2002 enrollment and FTE: Harbor College, 9/3/02. Source for fall 2008 enrollment and FTE projection: LACCD Institutional Research and Information, "Los Angeles Harbor College Fall Enrollment and FTES, Trends and Projections" (based on 3% growth projection).

c. Source for existing peak parking demand: parking utilization surveys conducted 5/15/02 (see Table 6). Includes college-related vehicles parked on campus, in on-street spaces along Figueroa Place, and in Harbor Park parking lot.

d. Adjustment to reflect early semester stabilized conditions, assuming minor decline in attendance throughout semester (since parking surveys were conducted during last week of classes in spring semester).

e. Future parking demand and requirement estimated using parking ratios empirically derived from surveys, applied to future FTE.

f. Kaku Associates, Inc. parking inventory conducted May 2002 (see Table 5).

g. Pinnacle One and Myra L. Frank & Associates, November 2002 (see Table 13).

Sources: Kaku Associates, Inc.; Pinnacle One; Myra L. Frank & Associates, 2002.

3-15.3 Mitigation Measures

The traffic impact analysis presented above determined that buildout of the Master Plan would result in significant impacts on operating conditions at two study intersections. Potential mitigation measures that address these impacts are discussed below. The mitigation program consists of the following two elements:

- transportation demand management measures to reduce vehicular tripmaking, and
- intersection improvements at specific intersections

a. Transportation Demand Management Measures

Harbor College recently prepared an employee commute reduction program in compliance with South Coast Air Quality Management District (SCAQMD) Rule 2202. The plan was approved by the SCAQMD in December 2002. The plan calls for implementation of various transportation demand management (TDM) measures to reduce vehicle tripmaking by encouraging the use of alternative travel modes, primarily directed at employees. These measures include: trip reduction program marketing; personalized commute assistance; rideshare matching services; a guaranteed ride home program; transit subsidies; and direct financial rewards ($1.00 per day) for carpooling, vanpooling, transit, walking, and bicycling.[37] In addition, the college is proposing development of a transit center on L Street.

Information from the Harbor College 2002 employee average vehicle ridership (AVR) survey indicates that approximately 87 percent of employees currently drive alone, 8 percent carpool, 2percent use public transit, 2 percent have compressed work week schedules, and less than 1percent walk or bicycle. These mode splits imply an existing employee AVR of 1.10. In a separate survey of Harbor College students conducted in fall of 2002, 29 percent of respondents indicated that they use public transit to travel to/from the campus.

For the purposes of this mitigation analysis, it is assumed that implementation of measures to reduce commute trips could result in a reduction in the total future campus vehicle commute trip generation of approximately 4 percent, a relatively modest change corresponding to an increase in employee AVR from 1.10 to 1.15 and a similar level of change in student tripmaking. As this reduction would apply to all commute trips generated on the campus including existing trips (not just to incremental new trips generated by future population increases), the net effect would be to reduce the projected net future growth in campus-generated trips by an estimated 24 percent.

Monitoring will be conducted of the College's progress towards achieving the TDM goals established in the employee commute reduction program and achieving the 4 percent level of trip reduction identified herein as necessary to mitigate traffic impacts. In accordance with SCAQMD Rule 2202 requirements, Harbor College will conduct periodic surveys of Harbor College faculty and staff to assess changes in employee average vehicle ridership over time. In addition, since students are not covered by Rule 2202, similar surveys will also be conducted of Harbor College students. An initial survey will be conducted of Harbor College students to establish the current student AVR for baseline purposes at the outset of the mitigation monitoring program, and periodic student surveys will be conducted along with the employee surveys.

Two years after start of construction, Harbor College will submit the first report on the mitigation monitoring program. Subsequent reports will be prepared every 2 years until year 2008. Each report will describe the then-current faculty/staff AVR and student AVR based on surveying, and changes from the baseline and prior years' AVRs. The reports will also analyze the progress of the project in reaching the AVR goals of the campus, proportional to the level of buildout of the Master Plan at the time of the report. If the goals are not being met, proportional to the buildout of the plan, than identification and implementation of additional TDM measures may be required.

[37] Source: Los Angeles Harbor College Triennial Employee Commute Reduction Program, 2002.

b. Intersection Improvements

The mitigation program for the project includes measures to increase the capacity and/or efficiency of the roadway system at affected locations. The emphasis was to identify physical and/or operational improvements that could be implemented within the existing roadway right-of-way. The suggested intersection improvement measures for the significantly affected intersections are described below.

T-1 Palos Verdes Drive/Gaffey Street/Vermont Avenue & Anaheim Street – To mitigate the incremental project impact at this location, a Transportation Demand Management Program shall be implemented on the campus to reduce campus tripmaking. The Transportation Demand Management Program shall include: trip reduction program marketing; personalized commute assistance; rideshare matching services; a guaranteed ride home program; transit subsidies; and direct financial rewards ($1.00 per day) for carpooling, vanpooling, transit, walking, and bicycling. No further physical or operational improvement would be required to mitigate the project impact.

T-2 Figueroa Place & I-110 Southbound Off-Ramp – A traffic signal shall be installed in consultation with Caltrans and the City of Los Angeles Department of Transportation. Installation of the signal shall be coordinated with the existing signal at Figueroa Place/Anaheim Street. Figueroa Place shall be restriped between the freeway off-ramp and Anaheim Street to formally provide two southbound lanes, with the curb lane terminating as forced right-turn lane at Anaheim Street. The new signal shall operate as a three-phase signal with east/west split phasing and demand-actuation on the eastbound I Street approach.

c. Effectiveness of Mitigation Program

Projected year 2008 intersection operating conditions with TDM trip reductions and implementation of the intersection mitigation measures described above are shown in the final columns in Table 3-39. As indicated in the table, the proposed trip reductions and intersection improvements would fully mitigate the project impacts at both of the affected intersections. Thus, with the TDM trip reductions and intersection improvements identified herein, no unavoidable significant impacts are anticipated.

It should be noted that the City of Los Angeles has ownership of the study intersections. Additionally, the State of California Department of Transportation (Caltrans) has shared ownership over the I-110 southbound off-ramp intersection with Figueroa Place. Although the proposed mitigations appear feasible based on preliminary field review conducted at the time of the Draft EIR preparation, their implementation depends on factors outside of the control of Harbor College. If, during the project development and review process, a mitigation measure is determined to be infeasible by the responsible agency(ies), the project impact identified herein would remain significant and unavoidable.

3-15.4 Unavoidable Significant Adverse Impacts

Implementation of the proposed mitigation measures above would reduce impacts at the two affected intersections to a level of insignificance. However, as also noted above, if responsible agencies with jurisdiction over the affected intersections determine, based on further review, that mitigation measures at a particular intersection are infeasible, the impacts at that intersection would be significant and unavoidable.

3-16 PUBLIC UTILITIES

3-16.1 Environmental Setting

a. Water Supply

The capacity to supply water is a function both of available sources (which are typically controlled by a utility and not

directly by the project proponent) and conveyance (which typically is a pressurized underground pipeline system) capacity. In the case of water, there are two kinds of supply sources: natural resources and reclamation. Water is used for fire control purposes as well as drinking (potable water), washing, flushing, recreational purposes, and other domestic consumption. For the proposed project, some portion of the private water conveyance system would be dedicated to fire control purposes and other portions would be dedicated to potable domestic uses. Reclaimed water is wastewater that has been treated to a sufficient degree for certain types of uses. Reclaimed water is non-potable and must be conveyed in a separate system from potable water to avoid the possibility of direct human consumption.

Regional Conditions

Water is supplied to the project area by the City of Los Angeles Department of Water and Power (LADWP). As the major purveyor of water in Los Angeles County, LADWP is the largest water retailer in Southern California. The existing capacity of LADWP's water system (as a function of total supply, water mains, pumping stations, etc.) to deliver water to LADWP's customers is in excess of 1.117 billion gallons per day. LADWP estimates that the long-term safe yield of its water supplies is approximately 1.098 billion gallons per day.

Annual water demand in Los Angeles is approximately 660,000 acre-feet (AF) with an average per capita use of 150 gallons per day. The City's water demand is expected to grow to 756,000 AF per year by 2015, an increase to support the projected population of 4,550,000.[38]

In the 2000-2001 fiscal year, the Los Angeles Aqueduct provided approximately 238,997 AF or 36 percent of the City's water. An additional 85,067 AF or 13 percent was groundwater from local wells, and the remaining 343,403 or 51 percent was water purchased from the Metropolitan Water District of Southern California.[39]

The Harbor area receives only Metropolitan Water District (MWD) water from the State Water Project and the Colorado River Aqueducts, which is treated at MWD facilities before being delivered to customers. The Harbor area communities include: East San Pedro, Harbor City, Harbor Gateway, parts of the LA City Strip, San Pedro, and Wilmington.[40]

[38] LADWP Water Supply Fact Sheet, October 2002.
[39] *The Los Angeles Department of Water and Power Water Urban Management Plan,* 2000-2001.
[40] *The City of Los Angeles Water Quality Report 2001, Harbor Area.*

Local and Onsite Conditions

The existing campus water distribution system is copper red pipe, which is connected to the facilities on campus through underground tunnels. According to the Utilities Infrastructure Appendix to the *Los Angeles Harbor College Campus Plan 2002*, piping and connections appear in good and serviceable condition.

LADWP provides water to the campus from two main lines. The larger of the two main lines is 25 inches and runs along "L" Street. The water is conveyed to the campus distribution network via three connections to this 25-inch line. The three connections include two 6-inch domestic water lines and a 4-inch fire main line. The smaller of the two service lines runs through the southern portion of the campus and provides a 6-inch domestic water connection and 6-inch irrigation connection to the campus.

The campus distribution network is comprised mainly of 6-inch and 8-inch copper pipe but also contains several smaller lines that are 2 and 3 inches wide. The northern half of the campus is mainly served by the 6-inch and 8-inch lines, while the southern half of the campus (primarily the athletic fields) is served by the smaller 2-inch and 3-inch lines.

b. Wastewater

Utilities include both consumption aspects, where a resource is consumed by a project, and generation aspects, where a waste product is created that requires disposal. Sewage is an example where water is the consumption aspect and wastewater is the generation aspect. Wastewater flows are therefore directly proportionate to water usage. In the case of sewage, the capacity to dispose of the material is a function both of wastewater treatment capacity (which may occur by law prior to ultimate disposal) and conveyance (which usually is a gravity-driven underground pipeline system) capacity.

Regional Conditions

The City of Los Angeles wastewater system serves over 4 million people in the City and 29 contract cities. It is comprised of more than 6,500 miles of sewer pipelines, 54 pump plants, and 4 wastewater treatment plants that can process approximately 550 million gallons of flow each day. Wastewater in the project area flows to and is treated at the Hyperion Treatment Plant (HTP). The HTP presently provides primary treatment for all influent flow. Hyperion also has the capacity to provide secondary treatment for 450 million gallons per day (mgd) of wastewater. After secondary treatment is completed, the water is discharged into Santa Monica Bay via a 5-mile-long outfall pipe. The sludge generated during the treatment process is collected in tanks at the plant and is anaerobically digested in order to reduce volume and to produce valuable methane gas for energy recovery. Presently, 100 percent of the resultant sludge is beneficially reused, either as an agricultural soil additive, as compost, as a fuel source, or as a chemically treated soil substitute. No sludge is dumped into the Pacific Ocean.

Based on flow data,[41] the HTP treats an average flow of 362 mgd with a capacity of 450 mgd for both primary and secondary treatment. Based on city projections of the capacity or service life of HTP, it is expected that treatment capacity will not be exceeded before the year 2010.

In order to ease treatment capacity demand on the HTP, the City operates two additional wastewater treatment plants: the Donald C. Tillman Water Reclamation Plant (Tillman Plant) and the Glendale Water Reclamation Plant (Glendale Plant). The Tillman Plant serves the western San Fernando Valley area and several communities and contract agencies of the northeastern San Fernando Valley. The Tillman Plant has a current capacity of 80 mgd. The Glendale Plant, which serves the southwestern corner of the Glendale area, is designed to treat an average dry weather flow of 20 mgd. All waste (sludge) from the Tillman Plant and the Glendale Plant is transported to the Hyperion Treatment Plant for final treatment. Future proposed increases in treatment capacities at the Tillman Plant and Glendale Plant would reduce wastewater flows at the Hyperion Treatment Plant.

Local and Onsite Conditions

Harbor College is in the Southern Los Angeles wastewater collection district. The existing sanitary sewer system was constructed using vitrified clay pipe. These sewer lines range from 4 inches to 8 inches in diameter. There are four pump stations located on the campus. The system drains into a 10-inch offsite sewer main that runs under Figueroa Place and the Harbor Freeway. The 10-inch main is the only point of discharge for the campus. The 10-inch main is a gravity flow pipe constructed of vitrified clay and has an estimated capacity of 1.35 cubic feet per second. This 10-inch line is known to be broken and subject to stormwater infiltration. This has caused subsequent backup into several of the buildings on campus closest to the connection. Two of the 8-inch lines on campus (those that run east of the cafeteria and north of the gymnasium) require frequent maintenance (cleaning of roots) and are likely cracked.

c. Solid Waste

Solid waste within the City of Los Angeles is collected and disposed of by the Bureau of Sanitation or by private haulers. The City provides collection services for single-family residences and also collects waste from some smaller multi-family residences, City Hall and other public buildings and parks. Multi-family residences, such as apartment complexes, and condominiums, and commercial and industrial buildings, contract with private companies to collect and transport their solid waste for disposal or recycling. In 1994, in response to diminishing landfill capacity in the County, the City of Los Angeles adopted a long-range, 30-year Solid Waste Management Policy Plan for managing the City's solid waste. An objective of the plan was to maximize waste diversion through source reduction and recycling.

The County Sanitation Districts of Los Angeles County (Districts) are a confederation of 25 independent special districts serving the solid waste management needs of about 5.3 million people in Los Angeles County. The Districts' service area covers approximately 810 square miles and encompasses 78 cities and unincorporated territory within the County. The role of the Districts is to provide for disposal and management of solid wastes, including refuse transfer and

[41] *www.ladwp.com/water/supply/facts/index.htm*, October 2002.

resource recovery. The solid waste system operated by the County includes sanitary landfills, recycling centers, a materials recovery facility, transfer stations, gas-to-energy facilities, and refuse-to-energy facilities. Individual cities and private companies also operate landfills and transfer stations. Availability at each landfill and transfer station is limited by several factors, some of which include the following: 1) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or waste-shed boundary; 2) tonnage permit limitations; 3) operational constraints; and 4) corporate objectives of landfill owners and operators. Three active sanitary landfills within the County currently handle approximately 20,000 tons per day (tpd), of which 16,000 tpd are disposed of and 4,000 tpd are recycled.

Table 3-44 identifies active landfills and recycling centers in Los Angeles County. While there are a number of other landfills in the County, the Sanitation District's Board of Directors prohibits the District from accepting waste generated within the City of Los Angeles.[42]

Table 3-44: Active Landfills and Recycling Centers

Landfill Site	Operator	Availability and Restrictions
Antelope Valley Landfill	Waste Management Inc.	No restrictions stated.
Bradley Landfill and Recycling Center	Waste Management Inc.	Bradley West Landfill handles approximately 7,200 tons of solid waste per day. The landfill is nearing capacity and will be closed in 2 to 3 years. The closure of Bradley West Landfill may affect other landfills. This landfill is operated by Waste Management, Inc. In 2000, the Bradley landfill collected approximately 36% of the solid waste originating in the City of Los Angeles.
Calabasas Landfill	LA County Sanitation Districts	Calabasas is operated by LA County Sanitation Districts. The landfill can accept approximately 3,500 tons per day.
Chiquita Canyon Landfill	Consolidated Disposal Service	Chiquita Canyon currently handles 5,000 to 6,000 tons of solid waste per day. Closure is not expected until 2019. In 2000, Chiquita Canyon accepted about 14% of the solid waste originating in the City of Los Angeles.
Commerce Refuse-To-Energy Facility	LA County Sanitation Districts; City of Commerce	The Commerce Refuse-To-Energy Facility is operated by LA County Sanitation Districts. The facility can accept about 1,000 tons of solid waste per day.

[42] The following landfills in the County of Los Angeles do not accept solid waste collected by the City of Los Angeles: Scholl Canyon Landfill, Southeast Resource Recovery Facility, South Gate Transfer Center, Antelope Valley Landfill Center, Puente Hills, Calabasas (only accepts solid waste generated west of the I-405 freeway).

Table 3-44: Active Landfills and Recycling Centers

Landfill Site	Operator	Availability and Restrictions
Downey Area Recycling & Transfer Facility	LA County Sanitation Districts	No restrictions stated.
Lancaster Landfill	Waste Management Inc.	No restrictions stated.
Palos Verdes Recycling Center	LA County Sanitation Districts	No restrictions stated.
Puente Hills Landfill	LA County Sanitation Districts	Puente Hills, operated by LA County Sanitation Districts, can handle 13,200 tons of solid waste per day. The landfill is prohibited, by the Sanitation Districts "Board of Directors" ordinance, from accepting waste generated within the City of Los Angeles and the County of Orange.
Puente Hills Recycling Center	LA County Sanitation Districts	No restrictions stated.
Scholl Canyon Landfill	LA County Sanitation Districts	Scholl Canyon Landfill, operated by LA County Sanitation Districts, handles up to 3,400 tons of solid waste per day.
Southeast Resource Recovery Facility	LA County Sanitation Districts; City of Long Beach	The Southeast Resource Recovery Facility (SERRF) is operated by the City of Long Beach. The facility can handle 2,240 tons per day of solid waste.
South Gate Transfer Center	LA County Sanitation Districts	No restrictions stated.
Sunshine Canyon Landfill	Browning Ferris Industries	Sunshine Canyon Landfill is expected to remain open for approximately 2 to 4 more years with an unlimited capacity. This landfill will then remain open for an estimated 10 years with a restricted capacity unless expansion proposals are approved. With expansion, Sunshine Canyon expects to remain open for another 26 years. It accepts approximately 25% of the solid waste collected from the City of Los Angeles.

Source: Myra L. Frank & Associates, Inc., 2002; Los Angeles County Department of Public Works, Environmental Programs Division, 2002; *www.ladpw.org/epd/solidwaste/main.cfm*, 2002.

Harbor College is located in the Harbor solids collection district for the City of Los Angeles. In 2001 the College diverted approximately 43.7 percent of its total tonnage of solid waste generated for that year.

d. Energy

Electricity and Natural Gas

Conserving energy has become an increasingly important issue within the State of California. While there are many technologies available to generate electricity, market demands have increased[43] while capacity has decreased. Some electric providers in recent years implemented rolling blackout programs in an effort to conserve electricity resources while others continue to operate within planning parameters. The most recent rotating outage occurred in March 2001. Due to conservation efforts implemented throughout the State, no outages were necessary during the Summer of 2001. By October 2001, 42 projects representing 2,236 megawatts (MW) of new generation became operational. About 60 percent of these new additions were four large generation facilities licensed by the California Energy Commission. Other additions included the California Independent System Operator peaker projects, several biomass projects that came back online, a peaker facility approved by the Energy Commission, new renewable facilities, and re-rate projects.[44] Electrical providers who have sufficient capacity to accept additional demand continue to be responsive to market demands. In either case, infrastructure is commonly already in place within a built environment (contrasting to building in an undeveloped area). The delivery of electricity involves system components that are unique to the industry; namely substations and distribution transformers that "step-down" or lower transmission line power (voltage) to a level suitable for onsite distribution and use. The capacity of the local system, then, is typically a function of the adequacy of system components to handle distribution.

Natural gas is a combustible mixture of simple hydrocarbon compounds, primarily methane, and is used as an industrial and residential fuel. Natural gas consumed in California is tapped at naturally occurring reservoirs, primarily located outside the State, and delivered via high-pressure transmission pipelines to the consumption area. Natural gas is measured in cubic feet.

Regional Conditions

Within the City of Los Angeles, electricity is provided by the Los Angeles Department of Water and Power (LADWP). The largest single source of LADWP's power supply is coal burning power plants, which provide 58 percent of the City's energy. Natural gas provides about 20 percent, hydroelectricity about 5 percent, nuclear energy about 5 percent, and the remainder, which comes from purchased power, about 14 percent. The sources of coal-fired power production are power plants located outside California, in which the DWP owns shares. These plants are located near Delta, Utah, in southern Nevada, and near Page, Arizona.

In 2000, LADWP customers in the City consumed electricity at a rate of approximately 22,535 gigawatt-hours (Gwh) per year and had sales of approximately 4,800 (Gwh) to other utilities.[45] Most of LADWP's nearly 1.2 million customers are residential. Business and industry

[43] *http://www.energy.ca.gov/electricity/consumption_by_sector.html*, April 2002.
[44] California Energy Commission, *2002-2012 Electricity Outlook Report,* February 2002. Typically, "peaker" power plants are designed to be constructed in a relatively small area, can readily connect to the existing transmission and natural gas systems, and have minimal environmental impacts. Such plants are called on to produce power during the peak demand periods of the day, usually the late afternoon.
[45] LADWP, *Energy Services Facts*, May, 2002.

customers, however, consume about 70 percent of the electricity. As a result of increasing demand resulting from economic growth and the ramifications of deregulation of the power industry, in 2000, California experienced an energy shortage, with rolling blackouts occurring in parts of the state. As noted above, the last required rolling outages were in March 2001. During this time, LADWP experienced no electricity shortfalls and had sufficient generating capacity to meet its customers' needs and also provide surplus energy to other parts of the state.

The Southern California Gas Company (The Gas Company) provides natural gas service throughout Los Angeles County. Several other natural gas providers also service the region. The Gas Company receives its supplies from production fields in the southwestern United States, the Rocky Mountain area, and western Canada. Natural gas consumption is expected to grow at a slow rate over the next 10 years. Industrial use is forecast to grow from about 6,400 million therms to 7,225 million therms by 2010 (a 1.1 percent annual increase). Industrial consumption of natural gas is expected to increase from about 44 percent to 46 percent by 2010. [46]

Local and Onsite Conditions

Electrical service is provided by the Los Angeles Department of Water and Power (LADWP). Two 34.5 kilovolt (kV) circuits serve the LADWP vault (located on campus) that provides electricity to the campus. One circuit is primary and the other circuit is secondary. A 34.5 kV to 4,800 V transformer located in the vault along with three 500 kilovolt-Ampere (kVA) transformers. The main electrical yard is an outdoor type located adjacent to the LADWP vault. The 5 kV service switchgear is located in the main electrical yard. The main breaker is set at 270 amp (1,300 kVA) at 4,800 V. The service switchgear is a 4,800-V, three-phase, three-wire, ungrounded system. There are two circuits feeding the campus. Circuit No. 1 serves the east campus and circuit No. 2 serves the west campus.

The LADWP peak demand reading is 1,040 kVA. Per the National Energy Commission (NEC), a 25 percent safety capacity is required prior to adding any load. The existing load with safety is 1,040 x 1.25 = 1,300 kVA. Adding any new loads would require the LADWP main to be upgraded from 270 amps to 300 amps or higher.

The gas system at Harbor College consists of a main gas meter assembly located next to the receiving building inside a fenced and locked enclosure. The assembly includes a 6-inch earthquake valve. Buildings receiving gas are supplied from the utility tunnels and have their own gas regulator and shut off. Equipment is served with low pressure gas. The campus is fed by a 6-inch welded steel pipe main located in "L" Street at 3 pounds per square inch (psi).

e. Storm Drains

The City of Los Angeles storm drain system carries water runoff from city streets and routes it into curb side catch basins and then into the municipal storm drain system. This system ultimately drains into the Santa Monica and San Pedro Bays.

A 30-inch storm drain pipe starting at "L" Street cuts through the western portion of the campus and discharges into the Bixby Slough. This pipe collects storm water from "L" Street, the parking lot to the north, and some areas of the campus. The remainder of the campus storm

[46] California Energy Commission *2000-2010 California Energy Demand*, June 2000.

water is collected by storm pipes throughout the campus, with the main pipes ranging in size from 10 to 24 inches in diameter. These pipes discharge south of the campus.

3-16.2 Environmental Impacts

a. Significance Criteria

Water Supply

For the purposes of the analyses in this EIR, the proposed Master Plan would have a significant environmental impact if it:

- substantially depletes water supplies; or
- requires new water supply or distribution facilities or expansion of existing facilities, the construction of which would cause a substantial adverse physical change in the environment; or
- requires new or expanded water entitlements.

Wastewater

For the purposes of the analyses in this EIR, the proposed Master Plan would have a significant impact if project-generated wastewater flows would:

- exceed the capacity of the existing sanitary sewer system or treatment plant that serves the project site, thereby requiring new or expanded facilities, the construction of which would cause a substantial physical adverse change in the environment; or
- exceed the capacity of the existing sewer system or treatment plant resulting in sewage spills or overflows that would have a substantial physical adverse effect on public health or the physical environment.

Solid Waste

For the purposes of the analyses in this EIR, the proposed Master Plan would have a significant environmental impact if it generated solid waste that:

- exceeded the capacity of the landfill(s) serving the project site; or
- required or resulted in new or expanded solid waste disposal facilities, the construction of which would cause a substantial adverse physical change in the environment.

Energy

For the purposes of the analyses in this EIR, the proposed Master Plan would have a significant environmental impact if it:

- requires or results in the need for new or expanded offsite distribution systems or power generating facilities, the construction of which would cause a substantial adverse physical change in the environment; or
- requires or results in the need for new or expanded natural gas infrastructure, the construction of which would cause a substantial adverse physical change in the environment; or
- conflicts with adopted energy conservation plans; or
- results in wasteful, inefficient, and unnecessary consumption of energy.

Storm Drains

For the purposes of the analyses in this EIR, the proposed Master Plan would have a significant environmental impact if it:

- requires or results in the need for new or expanded water drainage facilities, the construction of which would cause a substantial adverse physical change in the environment.

b. Impacts Discussion

Water Supply

As shown in Table 3-45, based on consumption data from the LADWP, the College's water consumption for September 2001 through December 2001 was approximately 15,506 hundred cubic feet (HCF). This consumption rate equals 31,777 gallons per day (gpd) or 22 gallons per minute (gpm).[47] This consumption includes both domestic water demand and irrigation water demand.[48] Based on an FTE of 3,125 students for the fall 2001 semester, the average domestic water consumption per student is approximately 10 gpd.[49]

Table 3-45: Estimated Current and Future Water Demand

Measured Unit	Existing Water Demand Fall 2001		Future Water Demand Fall 2008	
	Gallons per Day (gpd)	Gallons per Minute (gpm)	Gallons per Day (gpd)	Gallons per Minute (gpm)
FTE Students	31,777 gpd	22 gpm	38,430 gpd[a]	27 gpm
NET INCREASE	**6,653 gpd**			

Note: [a] Based on a generation factor of 10 gpd per student.

Source: Myra L. Frank & Associates, Inc., 2002.

[47] 1 HCF = 748 gallons.
[48] LADWP consumption numbers were taken from the water meters that monitor campus usage.
[49] The generation factor of 10 gpd per student accounts for domestic and irrigation water demand.

Projected FTE enrollment for the fall 2008 semester is 3,843 students. Based on a water consumption rate of 10 gpd per student, water demand on the campus would increase to approximately 38,430 gpd, or 27 gpm, a net increase of 6,653 gpd. This increase would occur over a 7-year time period. As such, the College's demand would increase an average of 950 gpd per year. This increase would not create a significant impact on LADWP's water supply. LADWP estimates that the long-term safe yield of its water supplies is approximately 1.098 billion gallons per day. Consequently, a net increase of 6,653 gpd by 2008 represents approximately 0.0006 percent of LADWP's long-term safe yield estimate. LADWP has an adequate supply of water to serve the proposed project's needs.

The Master Plan proposes to construct new water lines, laterals, and connections to be placed in the subsurface utility tunnels were possible. A new main line pipe varying in size from 6 to 10 inches (approximately 2,000 linear feet) would be constructed. Two new connections to the 25-inch City main line in "L" Street and laterals (approximately 500 linear feet) for the new services to the buildings would be constructed. Two of the three existing connections from "L" Street will be abandoned. A further, detailed study of existing and future water systems should be done to ensure adequate pressures. Currently adequate City water utilities exist and are available for any planned future connections.[50]

The Los Angeles Community College District Board, at its March 6, 2002 meeting, voted 7-0 to adopt a sustainable building plan that requires new Proposition A buildings include "green" design features or elements to conserve resources and promote a cleaner environment. These "green" design elements are based on the national Leadership in Energy & Environmental Design (LEED™) sustainable building standards. The College intends to plant water efficient landscaping and install high efficiency fixtures. These strategies will further help reduce the demand on the water supply and system.

Wastewater

Based on the 31,777-gpd water demand for the fall 2001 semester, the existing average day sewer flow for the semester is approximately 25,422 gpd or 0.039 cubic feet per second (cfs).[51] Based on an FTE of 3,125 students for the fall 2001 semester, the wastewater generation factor is approximately 8.1 gpd per student.

Based on these criteria, Table 3-46 shows the existing and projected average day wastewater flows for the campus.

Currently, the only existing point of discharge for the campus (the 10-inch sanitary sewer line that runs under Figueroa Place and the Harbor Freeway) is known to be broken. As such, the line is subject to stormwater infiltration during rainstorms, which causes wastewater flows to backup in the pipe and into several buildings on campus. An existing 8-inch pipe on campus is currently undersized and two other existing pipes require frequent maintenance and are likely cracked.

[50] *Los Angeles Harbor College Campus Plan 2002, Appendix V – Utilities Infrastructure Plans.*

[51] Daily water demand is generally accepted to be 125% of the average daily wastewater generation. Note also that the daily water demand includes irrigation use. As such the estimated daily sewer flow is conservative.

Table 3-46: Average Wastewater Flow Rate for Year 2008

Measured unit	Existing Wastewater Flow 2001		Projected Wastewater Flow 2008	
	Gallons per Day (gpd)	Cubic Feet per Second (cfs)	Gallons per Day (gpd)	Cubic Feet per Second (cfs)
FTE Students	25,422 gpd	0.039 cfs	31,128 gpd	0.048 cfs
NET INCREASE IN WASTEWATER FLOW		**5,706 gpd**		

Note: The 8.1 gpd/student generation factor was derived from total water usage including both domestic and irrigation. As such, the total wastewater flow for the year 2008 is a conservative projection. Average daily flow may be lower.

Source: Myra L. Frank & Associates, Inc., 2002.

Under the Master Plan, the College would construct new sanitary sewer lines varying in size from a 6-inch line to a 10-inch line to replace the damaged and undersized lines on the campus. A new pump station would be constructed since it is not possible to gravity flow the entire campus. A new 10-inch pipe (approximately 1,100 linear feet) would be constructed to replace the existing 8-inch pipe and a new 8-inch pipe (approximately 800 linear feet) would replace two other existing pipes that are damaged. New sewer lines varying in size from 6 to 10 inches (approximately 3,000 linear feet) would be constructed to accommodate the proposed new buildings. These new sewer lines would address current deficiencies in the existing on-campus sewer system. However, increased wastewater flows to the 10-inch sanitary sewer line that runs under Figueroa Place, which is in need of repair, could exceed the current impaired capacity of that sewer line, a potentially significant impact.

By 2008 the campus will experience an increase in average day wastewater flow rates of 5,706 gpd. This increase would be spread out over a 7-year period, which would produce an average increase of 815 gpd per year during the fall semester. This increase of 5,706 gpd represents 0.001 percent of the existing daily capacity of the Hyperion Treatment Facility. As such, it is expected that the Hyperion Treatment Plant would have adequate treatment capacity to accommodate the proposed project and other related development in the treatment plants' service areas through the year 2008. Therefore, the proposed project would not have a significant impact on the wastewater treatment system.

As noted earlier in this section, implementation of the Master Plan would follow green, energy efficient, sustainable design guidelines as set forth in the LEED™ Guidelines. High efficiency wastewater fixtures will be installed during construction and renovation on the campus. These fixtures will help to decrease the amount of sewage generated by the campus.

Solid Waste

Harbor College generated approximately 622 tons (1,244,000 pounds) of solid waste during 2001. Approximately 43.7 percent (272 tons) of the waste generated by the College was diverted. The remaining 56.3 percent (350 tons) was disposed of in county landfills. Some of the waste materials that were able to be diverted include: business source reduction waste, material exchange waste, beverage containers, cardboard, mixed office paper, scrap metal, onsite composting/mulching, sludge, and concrete/asphalt/rubble. On average, the College produced approximately 103,667 pounds of solid waste per month. Based on this factor the amount

generated for the fall 2001 semester is estimated to be approximately 414,668 pounds of solid waste.[52] This is equivalent to approximately 133 pounds of solid waste per FTE student or approximately 1.1 pounds per student per day for the fall 2001 semester.

By the fall 2008 semester, FTE students are projected to increase by 718 students to 3,843, which would result in an increase in solid waste generation of approximately 95,494 pounds or approximately 23,874 pounds per month. The total amount of solid waste generated for the 2008-2009 school year would be approximately 286,482 pounds. Assuming the College maintains its 43.7 percent diversion rate, the amount of solid waste disposed of would increase by approximately 125,192 pounds. This increase would occur over a 7-year period. As such, the average increase per year would be approximately 17,844 pounds. This additional solid waste contribution would be negligible and area landfills are expected to have adequate capacity to accommodate this increase.

Proposed Master Plan projects would follow green, energy efficient, sustainable design guidelines as set forth in the LEED™ Guidelines. As noted above, the College has implemented successful waste diversion practices. Additionally, construction waste management plan would be adopted to recycle or salvage construction, demolition, and land clearing waste generated by construction of projects and proposed under the Master Plan.

Energy

Harbor College's current yearly electricity consumption is approximately 2,923,200 kWh.[53] For the fall 2001 semester, consumption was approximately 1,054,400 kWh, which is equivalent to approximately 337 kWh/per student for the fall 2001 semester or 2.8 kWh/per student per day.[54] Table 3-47 shows the anticipated future electricity consumption for the year 2008.

As shown in Table 3-47, the net increase in electricity consumption for the fall 2008 semester would be approximately 240,691 kWh. Electricity consumption for the entire 2008 school year would increase by approximately 722,023 kWh over existing (2001-2002) levels.[55] This increase would be spread over a 7-year period. The average increase per year would be approximately 103,153 kWh per year. This increase of 103,153 kWh represents only 0.0004 percent of the 27,250 million kWh that is consumed annually in the LADWP service area. LADWP is expected to have adequate supplies of electricity to meet the needs of its customers in the near future. Existing infrastructure should be adequate to meet the demands of the new facilities. However, any additional loads to the LADWP main line of 270 amps may compromise the 25 percent safety capacity required by the NEC. As noted above, to maintain the 25 percent safety capacity required by the NEC, the LADWP main may have to be upgraded by LADWP from 270 amps to 300 amps or greater (see Mitigation Measure E-1 below). This upgrade would not result in a significant impact to the environment.

[52] Pounds of solid waste for the fall 2001 semester was projected based on a four month time span (120 days).
[53] LADWP Harbor College Facilities Report, May 2002.
[54] Based on a 120 day semester.
[55] Based on the fall 2008 consumption, which spans 4 months, the yearly increase in consumption would be approximately 722,023 kWh. This is a conservative number as the fall 2001 consumption numbers on which the generation factor was based were the four months of the heaviest consumption.

Table 3-47: Projected Electricity Consumption For The FALL 2008 Semester

Measured Item (use)	Electricity Category	Generation Factor	Fall 2001 Semester Usage (kWh)	Fall 2008 Semester Usage (kWh)
FTE Students	School/College	337[a]	1,054,400	1,295,091
NET INCREASE IN ELECTRICITY CONSUMPTION			**240,691**	

Note:
[a]Generation factor of 337 kWh/year per student.

Source: Myra L. Frank & Associates, Inc., 2002.

The existing electrical switchgear is old and in need of repair. There is minimal spare capacity to expand existing service. With the proposed demolition of several existing buildings, some of the new buildings could be accommodated by the existing service without creating any additional load on the 270 amp main line. The remainder of the new facilities would require new electrical service from the LADWP, thereby increasing the load on the mainline and requiring the upgrade to 300 amps as discussed above. The LADWP has sufficient capacity to meet service needs. No significant impacts to the environment would occur.[56]

Proposed Master Plan projects would follow green, energy efficient, sustainable design guidelines as set forth in the LEED™ Guidelines, which would reduce the amount of electricity consumed by the College. As a result, the electricity consumption estimated identified above could be significantly reduced with the implementation of energy efficient, green, and sustainable design.

The LEED™ program encourages increasing the self-supply of energy through renewable technologies to reduce environmental impacts associated with fossil fuel energy use. Projects should be assessed for renewable energy potential including solar, wind, geothermal, biomass, hydro, and biogas strategies. The District is in the process of establishing renewable energy guidelines for use by all of its colleges, which will be incorporated into the programming and design of Harbor College's future projects.

The College consumed 101,254 therms of natural gas between November 21, 2001 and November 21, 2002. This equates to approximately 8,438 therms per month. By applying this per month consumption to the fall 2001 enrollment of 3,125 FTE students, the per student consumption rate is approximately 11 therms per student over a 4 month semester. Natural gas consumption by 2008 would be approximately 42,273 therms per a 4 month semester or 126,819 therms per year. This increase would occur over a 7-year period. Thus, the average increase per year would be approximately 3,651 therms per year. This increase over time would be minimal and the existing distribution system is adequate to meet demands. The College's gas consumption in the fall 2008 semester would increase by 8,521 therms from existing use. This increase is approximately 0.0001 percent of the existing industrial use noted earlier in this section. No adverse significant impacts would occur.

[56] *Los Angeles Harbor College Campus Plan 2002, Appendix V – Utilities Infrastructure Plans.*

As noted above, implementation of renewable energy sources by the College in accordance with the LEED™ program would reduce future increases in fossil fuel energy use.

Storm Drains

The Los Angeles Harbor College Campus Plan 2002, Appendix V – Utilities Infrastructure Plan, identified the following problem areas on the campus.

- the area drain for the atrium of the Administration building does not adequately drain in large storm events, causing flooding of the building floors;
- the sidewalk west of the Administration building slopes towards the building and floods in large storm events;
- puddling occurs immediately north of the Seahawk Center;
- puddling occurs at the southwest corner of the Music building; and
- flooding occurs immediately north of the Music building due to sloping.

It should be noted that these problem areas are mainly due to inadequate grading and sloping of the land and that the existing storm drain system has adequate capacity to handle the storm water flows.

Storm drain improvements are proposed as part of Master Plan. A new 36-inch pipe (approximately 1,000 linear feet) along "L" Street is proposed to replace the pipe currently running through the campus. Approximately 3,700 linear feet of main line storm drain pipe would be constructed ranging in size from 18 inches to 36 inches. Associated laterals and inlets (approximately 3,000 linear feet) varying in size from 4 inches to 12 inches would be constructed. The laterals and inlets would drain the new athletic fields, parking lots, building roofs, and landscaped malls. These new storm drains, in conjunction with grading improvements and an increase in open space and permeable surfaces on the campus, would ensure that no significant storm drain impacts would occur.

Three new stormwater treatment facilities are also proposed. These facilities would be designed to treat the stormwater discharged from the redeveloped campus and would adhere to the City of Los Angeles Standard Urban Stormwater Management Plan requirements. Also, please see Section 3-10, Hydrology and Water Quality, for a discussion of storm water discharge impacts and requirements.

3-16.3 Mitigation Measures

a. Water Supply

No significant water supply impacts are anticipated. Consequently, no mitigation measures are necessary.

b. Wastewater

The following measures shall be implemented:

WW-1 All new construction renovation shall include water conservation measures, such as low flush toilets.

WW-2 The 10-inch sewer main shall be repaired and or improved by the City of Los Angeles, as necessary, to accommodate existing and projected Master Plan wastewater flows.

c. Solid Waste

No significant solid waste impacts are anticipated. Consequently, no mitigation measures are necessary.

d. Energy

The following mitigation measure shall be implemented:

E-1 If necessary to maintain the 25 percent safety capacity required by the NEC, LADWP shall upgrade the LADWP main line from 270 amps to 300 amps or greater.

e. Storm Drains

No significant storm drain impacts are anticipated. Consequently, no mitigation measures are necessary.

3-16.4 Unavoidable Significant Adverse Impacts

a. Water Supply

Implementation of the Master Plan would not result in any unavoidable significant adverse impacts to water supply.

b. Wastewater

Implementation of the Master Plan would result in no significant adverse impacts to wastewater services. Implementation of the mitigation measures above would ensure that impacts would be less than significant.

c. Solid Waste

Implementation of the Master Plan would not result in any unavoidable significant adverse impacts to solid waste facilities.

d. Energy

Implementation of the Master Plan would not result in any unavoidable significant adverse impacts to energy infrastructure and systems. Implementation of the mitigation measure above would ensure that impacts remain below a level of significance.

e. Storm Drains

Implementation of the Master Plan would not result in any unavoidable significant adverse impacts to the storm drain system.

CHAPTER 4 - ALTERNATIVES

4-1 INTRODUCTION

Section 15126.6(a) of the *State CEQA Guidelines* requires that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The objectives of the proposed Los Angeles Harbor College Facilities Master Plan are to:

- Confirm Harbor College's commitment to the communities it serves, including daytime and evening students, as well as the general community, by expanding and improving its educational and athletic facilities and community-oriented programs.
- Develop state-of-the-art educational facilities with an infrastructure that can transform and expand to accommodate changing technologies, including both new equipment and new formats in teaching and educating students.
- Develop state-of-the-art facilities that meet or exceed current safety standards and requirements.
- Provide facilities to allow Harbor College to support increased projected future enrollment.
- Enhance and maintain the campus open space for recreational and community activity and harmonize the campus with the surrounding natural areas.
- Develop state-of-the-art facilities that allow the College to meet its modern role as a college preparatory institution by integrating into its curriculum areas of education associated with the four-year college and university experience, while maintaining its historical core mission of preparing students for the workplace.
- Create and design facilities that promote the Leadership in Energy & Environmental Design (LEED™) Green Building standards.
- Improve ingress to and egress from the campus for motorized traffic, while at the same time increasing pedestrian safety by moving traffic out of the center of campus to reduce the potential for conflicts between pedestrian and motorized traffic.
- Construct new facilities on campus, with connecting landscaped walkways, to eventually create a "quad" appearance and result in a more harmonious and synchronous feel to the campus.

The word "feasible" is defined by the *State CEQA Guidelines* as "...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors" (§ 15364).

This chapter discusses Master Plan alternatives that were previously developed during the Master Plan planning process as well as alternative development scenarios that have been identified to reduce or avoid the unavoidable significant adverse environmental effects of the proposed Master Plan (visual resources, air quality, and historical resources; see Sections 3-2, 3-3, and 3-5 for detailed discussions of these effects). Also provided below is a discussion of the No Project Alternative as required by CEQA. Additionally, Section 4-5 discusses the "Environmentally Superior Alternative" as required by Section 1526.6(e)(2) of the *State CEQA Guidelines*.

4-2 NO PROJECT ALTERNATIVE

According to the *State CEQA Guidelines* (Section 15126.6(e)(3)(B)), the No Project Alternative is defined as the "circumstance under which the project does not proceed." The impacts of the No Project Alternative shall be analyzed "by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The purpose of describing and analyzing the No Project Alternative is "to allow decision-makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project."

Under the No Project Alternative, no comprehensive program of improvement projects would be implemented. The Harbor College campus would largely remain as is and would continue to operate and provide services in a manner similar to current conditions. New improvements and renovation work would be minimal and intermittent, and would consist primarily of those campus projects already approved and funded. Maintenance activities would continue consistent with present and recent past practices. As a result of the limited extent of improvements that might occur under the No Project Alternative, future enrollment growth at the College could be constrained and would likely be less than the 10,891 total enrolled students projected in the 2008 Fall semester under the Master Plan. However, given recent trends, it is expected that some increases in student enrollment would still occur.

As a consequence, the No Project Alternative project would not result in any of the significant or potentially significant impacts of the proposed project described in Chapter 3 of this EIR.

Specifically, the No Project Alternative would not result in significant visual impacts that could occur under the Master Plan due to demolition of visually important buildings on the campus. However, the No Project Alternative would also not result in extensive improvements that would enhance the appearance and visual quality of the campus, e.g., new landscaping and green space, renovation of existing facilities, and construction of new facilities, that would occur under the Master Plan. Additionally, the No Project Alternative would result in further deterioration of existing buildings and campus facilities.

The extensive construction proposed under the Master Plan could result in emissions of nitrogen oxides and particulate matter during the peak construction day and quarter that would exceed South Coast Air Quality Management District significance thresholds, an unavoidable significant adverse impact. These impacts would not occur under the No Project Alternative.

The No Project Alternative would not result in the potential impacts to sensitive willow woodland and special-status bird species in Ken Malloy Harbor Regional Park that could occur

as a result of construction of Master Plan facilities. These impacts would be significant but mitigable under the Master Plan. However, under the No Project Alternative, the improvements to the campus' storm drain system, which could have a beneficial effect on water quality in Machado Lake and vegetation and wildlife resources in Ken Malloy Regional Harbor Park, would not occur.

Since the amount of construction that would occur under the No Project Alternative would be limited, it would be less likely than the Master Plan to disturb, destroy, or alter any unknown archaeological or paleontological resources that may be present on the campus.

Neither the No Project Alternative nor the proposed Master Plan would result in unavoidable significant geologic or seismic hazards. However, under the No Project Alternative, older buildings on campus, which do not meet current seismic safety codes, would remain.

Renovation projects proposed under the Master Plan could result in exposure of asbestos-containing building materials and/or lead based paint contaminants, a potentially significant but mitigable impact. Since the amount of renovation work that might occur under the No Project Alternative would be minimal, this alternative is less likely to result in the exposure of hazardous building materials than the Master Plan. Conversely, it is more likely that these hazardous materials would remain in campus buildings and would not be remediated under the No Project Alternative.

The No Project Alternative would not include the drainage improvements proposed under the Master Plan that are intended to address and alleviate deficiencies in the existing campus drainage system.

No unavoidable significant adverse land use impacts would occur under the Master Plan and the No Project Alternative. However, the No Project Alternative would not include new parking structures that may exceed the height limits prescribed by the City's zoning code.

The significant but mitigable impacts of construction noise on campus academic facilities under the Master Plan would not occur under the No Project Alternative.

Neither the proposed Master Plan nor the No Project Alternative would result in significant environmental impacts due to increases in population or housing demand.

No unavoidable significant adverse impacts to public services would occur under the No Project Alternative or the proposed Master Plan.

Due to increases in enrollment and employment anticipated under the Master Plan and the resulting increases in traffic, significant impacts would occur at 2 of the 13 study intersections in the year 2010. With implementation of proposed mitigation measures, impacts at the 2 affected intersections would be reduced to a level of insignificance. It is expected that enrollment at Harbor College would continue to increase in future years under the No Project Alternative, although that increase might not be as large as that anticipated under the Master Plan due to constraints posed by existing campus facilities. Thus increases in traffic would occur under both the No Project Alternative and Master Plan but the traffic impacts would likely be less under the No Project Alternative.

The increases in utility consumption or generation under the Master Plan would be greater than would occur under the No Project Alternative though neither alternative would result in unavoidable significant adverse impacts on utilities or service providers. However, it should be noted that proposed Master Plan projects would follow green, energy efficient, sustainable design guidelines as set forth in the Leadership in Energy & Environmental Design Guidelines. The College has, in fact, already started implementing these guidelines in existing buildings. Following such practices would reduce the amount of electricity consumed by the College. Thus, development of new buildings and renovation of existing buildings under the Master Plan is likely to result in greater energy savings than would occur under the No Project Alternative.

Although the No Project Alternative would not result in many of the impacts that could occur under the Master Plan, it would not fulfill the project objectives identified above. Under the No Project Alternative, improvements would be limited and consequently the needs of the College, students, and community would not be met. Buildings that are functionally obsolete, energy inefficient, fail to meet current codes and standards, and are unable to accommodate changing technologies in teaching and education, would remain. New state-of-the art academic and athletic facilities would not be constructed. Additionally, improvements to pedestrian and vehicular circulation within the campus to reduce the potential for conflicts between pedestrians and motorists would not occur under the No Project Alternative. The No Project Alternative would also not provide connected landscaped walkways and new facilities that would create a "quad" appearance and result in a more harmonious and synchronous feel to the campus.

4-3 ALTERNATIVES CONSIDERED DURING THE MASTER PLAN PLANNING PROCESS

In October 2001, Los Angeles Harbor College began a 6-month, four-phase planning effort to create the Los Angeles Harbor College Campus Plan. The first phase included a reconnaissance and analysis effort to document existing conditions and identify the needs of the College. The second and third phases included outreach, planning and design, and development of a Draft Campus Master Plan to determine the use, priority, and development of new facilities and renovation of existing buildings on the campus. The fourth phase was the finalization of the Campus Master Plan.

The Campus Master Plan detailed a five-year plan and a thirty-year vision for the College. The five-year plan includes new building construction, removal of some existing facilities, renovations and additions to existing buildings, new landscape and open space construction, and other modifications to the campus that could be realized within the $124 million Proposition A Bond construction budget.[1] The thirty-year vision is a projection of the campus plan to more fully reflect the educational mission of the College. The thirty-year vision establishes the context for the five-year plan.

[1] Subsequent to development of the Five-Year Master Plan, more detailed cost estimates of projects proposed under the plan were developed. It was determined, based on these new cost estimates, that not all of the proposed projects could be constructed within the $124 million Proposition A budget.

The Campus Master Plan was developed to fulfill the following objectives: confirm the College's commitment to the communities it serves, develop state-of-the-art facilities to enhance the College's current curriculum and provide new formats for teaching and educating students, and provide space to allow the College to support increased future enrollment. The intent was to develop a comprehensive plan that meets the needs of the College, the students, and the community.

The Five-Year Campus Master Plan and elements of the College's thirty-year vision formed the basis of the Facilities Master Plan evaluated in detail in this EIR. Since the Five-Year Campus Master Plan proposes alternative locations for some facilities, as illustrated on Figure 4-1, includes fewer new buildings, and consequently may avoid one or more of the significant effects of the proposed Facilities Master Plan, it is presented as an alternative for evaluation in this chapter.

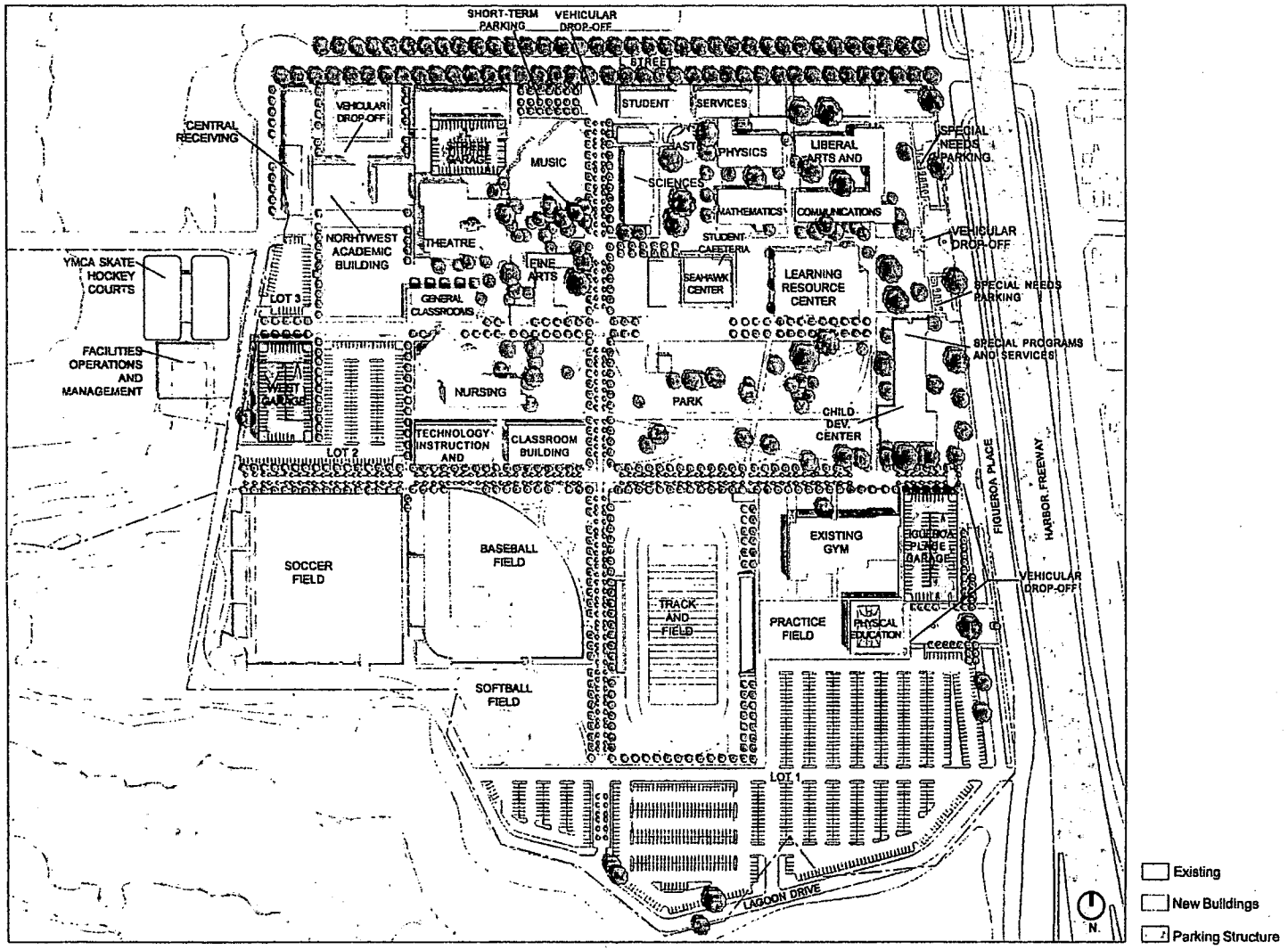
The Five-Year Master Plan would result in demolition of two buildings that are considered visual resources, Tech 1 and 2 Buildings. For comparison, the Facilities Master Plan would result in demolition of the visually important Tech Buildings, and the Liberal Arts Building. Other visual impacts would be similar to the proposed Facilities Master Plan, though the Five-Year Master Plan proposes three parking structures compared to the two proposed under the Facilities Master Plan.

The extensive construction proposed under the Five-Year Master Plan and Facilities Master Plan would likely result in emissions of nitrogen oxides and particulate matter during the peak construction day and quarter that would exceed South Coast Air Quality Management District significance thresholds, an unavoidable significant adverse impact. Although both plans would result in significant construction air quality impacts, the Five-Year Master Plan would generate less pollution because there would be fewer new buildings constructed under the Five-Year Master Plan.

Both the Five-Year Master Plan and Facilities Master Plan would result in potential impacts to sensitive willow woodland and special-status bird species in Ken Malloy Harbor Regional Park due to construction of Master Plan facilities. These impacts would be significant but mitigable under the both the Five-Year and Facilities Master Plans.

Both plans have the potential to disturb, destroy, or alter any unknown archaeological or paleontological resources that may be present on the campus though there could be a slightly greater chance for impacts under the Facilities Master Plan because of the more extensive construction.

Figure 4-1: The Five-Year Plan



Source: MDA Johnson Favaro, Harbor College, 2002.

Neither the Five-Year nor Facilities Master Plan would result in unavoidable significant geologic or seismic hazards.

Renovation projects proposed under both the Five-Year and Facilities Master Plans could result in exposure of asbestos-containing building materials and/or lead based paint contaminants, a potentially significant but mitigable impact.

Both the Five-Year and Facilities Master Plans would include the drainage improvements that are intended to address and alleviate deficiencies in the existing campus drainage system.

No unavoidable significant adverse land use impacts would occur under either the Five-Year Master Plan or the Facilities Master Plan.

Significant but mitigable impacts of construction noise on campus academic facilities would occur under both the Five-Year and Facilities Master Plans. Construction noise could be slightly greater in intensity or duration under the Facilities Master Plan due to the more extensive demolition and construction proposed.

Neither the proposed Facilities Master Plan nor the Five-Year Master Plan would result in significant environmental impacts due to increases in population or housing demand.

No unavoidable significant adverse impacts to public services would occur under either the Five-Year Master Plan or the proposed Facilities Master Plan.

Increases in enrollment and employment would be the same under the Five-Year and Facilities Master Plans. Thus both plans would increase traffic and significant impacts would occur at 2 of the 13 study intersections in the year 2010. With implementation of proposed mitigation measures, impacts at the two affected intersections would be reduced to a level of insignificance.

Increases in utility consumption or generation would occur under both the Five-Year and Facilities Master Plans, though the Facilities Master Plan may result in greater energy savings due to the greater number of new, more energy efficient buildings that would be built.

4-4 HISTORIC PRESERVATION ALTERNATIVES

The proposed Master Plan would result in the demolition of the historically and visually significant Tech 1 and 2 Buildings and the Liberal Arts Building. To avoid these significant impacts, various options to full demolition were investigated and analyzed. The results of those efforts were documented in the report, *Historic Alternatives: Technology Buildings and Liberal Arts Building* (February 18, 2003) prepared by The Steinberg Group (see Appendix F of this EIR). Provided below is a brief description of these alternatives/options and their historic and visual impacts and a summary of the analyses in the Steinberg report.

It should be noted that these alternatives generally differ from the proposed Master Plan only in regards to the proposals for the Tech 1 and 2 Buildings and the Liberal Arts Building. Other components of these alternatives would be consistent with the proposed Master Plan. ~~would be the same.~~ Therefore, it is anticipated that the Historic Preservation Alternatives and the proposed

Master Plan would result in similar impacts in the following areas: air quality impacts (i.e., unavoidable significant adverse construction air quality impacts and less than significant operational air quality impacts), potentially significant but mitigable biological impacts, impacts to archaeological and paleontological resources that are potentially significant but can be mitigated, potentially significant but mitigable geology/seismic impacts, potentially significant but mitigable hazardous materials impacts, less than significant impacts to water quality, significant but mitigable construction noise impacts, less than significant population and housing impacts, less than significant impacts to public services, significant traffic impacts at 2 of 13 study intersections that can be mitigated to a less than significant level, and potentially significant but mitigable impacts to public utilities (i.e., sewer capacity problems).

4-4.1 Adaptive Reuse Alternative

Under this alternative, the Tech 1 and 2 Buildings and the Liberal Arts Buildings would be adaptively reused. In addition, a new, two-story 24,000-gross-square-foot (gsf) Technology Building would be constructed southwest of the existing Tech 2 Building and a new two-story, 35,400-gsf Northeast Academic Building would be constructed at a potential location along L Street just north of the Liberal Arts Building. The renovated Tech 1 and 2 Buildings would contain approximately 33,800 gsf and the Liberal Arts Building would provide approximately 32,800 gsf of renovated space.

This alternative would avoid the significant historic and visual impacts of the proposed Master Plan that would result from demolition of the Tech and Liberal Arts Buildings. However, this alternative would not consolidate program functions in one technology building – the programs would instead be spread out across three buildings. Under the proposed Master Plan, for example, the new Technology Building would consolidate the program functions into one facility allowing for collaboration and shared resources between departments, and future flexibility for departments' changing space needs. Additionally, the existing Tech 1 and 2 Buildings are in the middle of the Central Campus Landscaping that is planned for the area bordered by the Seahawk Center, Administration Building, and the new Technology Building.

Under this alternative, the classrooms on the north wing of the Liberal Arts Building would look directly into the new Northeast Academic Building, creating visual distractions and significant acoustic issues for the teaching environment.

Additionally, the proposed Master Plan envisioned the new Northeast Academic Building to be a gateway building linking the community (and parking to the north) to the campus' Northeast Quad, creating a visual "front door" for the campus. Under this alternative, the Northeast Academic Building would be on the fringe – cut off from the rest of the campus.

The Tech 1 and 2 and Liberal Arts Buildings do not meet the minimum life-safety criteria of FEMA 310 and would require an extensive seismic retrofit. Repairs to the building exteriors and interiors to correct existing damage and deterioration and significant improvements/upgrades to building systems would be required to meet current requirements.

Renovation of the Tech 1 and 2 buildings and construction of a new 24,000-gsf Technology Building would cost approximately $3.6 million more than demolition and development proposed under the Master Plan. Renovation of the Liberal Arts Building and construction of a

new 35,400-gsf Northeast Academic Building would cost approximately $7.4 million more than the development proposed under the Master Plan. Thus, this alternative could cost $11 million more than the projects proposed under the Master Plan.[2]

Option 1 – Reuse of Tech 1 Building, Demolition of Tech 2 Building

Under this option to reuse of both Tech Buildings in Alternative 1 above, the Tech 1 Building would be renovated to provide approximately 17,400 gsf of space for classrooms, labs, and offices and the Tech 2 Building would be demolished. A new Technology Building containing a total area of approximately 65,600 gsf would be constructed immediately south of the Tech 2 Building site. Since the existing two Tech Buildings are nearly identical in size, style, and historical significance, preservation of one building, as a representative example of both, would mitigate the loss of the other Tech Building.

As discussed above, adaptive reuse of the Tech 1 Building would require an extensive seismic retrofit and significant repairs and improvements to building interiors, exteriors, and systems.

The new Technology Building under this option would consolidate the program functions into one facility allowing for collaboration and shared resources between departments, and future flexibility for departments' changing space demands with interior circulation throughout. However, the space within the renovated Tech 1 Building would not be conducive for classroom space or for enclosed offices. The space would be ideal lab space for some Fine Arts programs, however there is no need to expand the Fine Arts program outside their existing building. The additional space that Tech 1 provides for the campus does not satisfy the required space needs.

Tech 1 is also in the middle of the Central Campus Landscaping that is planned to occur under the proposed Master Plan in the area bordered by the Seahawk Center, Administration Building, and new Technology Building.

This option would cost an estimated additional $7.4 million compared to demolition of Tech 1 and 2 Buildings and construction of a new Technology Building under the proposed Master Plan.[3]

Option 2 – Reuse of Tech 2 Building, Demolition of Tech 1 Building

Under this option to Alternative 1 above, the Tech 2 Building would be renovated, adaptively reused, and expanded to provide approximately 16,400 gsf of renovated space and 43,300 gsf of new space. The expansion or addition to the Tech 2 Building would be located along the southern side of the building. The Tech 1 Building would be demolished. As stated above, since the two Tech Buildings are nearly identical in size, style, and historical significance, preservation of one building, as a representative example of both, would mitigate the loss of the other Tech Building.

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[2] The state is planning to fund 50% of the new Technology building, which amounts to $9.2 million. Adaptive reuse of the Technology 1 and 2 Buildings is a significant departure from the proposed new Technology Building project, which could jeopardize state funding. If state funding is lost, this alternative would cost an additional $20.2 million.

[3] If state funding is lost, this option would cost an additional $16.6 million.

Adaptive reuse of the Tech 2 Building would require an extensive seismic retrofit and significant repairs and improvements to building interiors, exteriors, and systems.

This option would consolidate the program functions and would include interior circulation throughout; however, the program flexibility of the first floor would be limited by the existing structure of the Tech 2 Building.

The renovated Tech 2 Building would infringe upon the area of the Central Campus Landscaping that is planned to occur in the area bordered by the Seahawk Center, Administration Building, and new Technology Building.

This option would cost an estimated additional $3.8 million compared to demolition of Tech 1 and 2 Buildings and construction of a new Technology Building under the proposed Master Plan.[4]

4-5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmentally superior alternative would be the No Project Alternative because of the absence of significant environmental impacts. However, as discussed above, the No Project Alternative would not fulfill the project objectives. Under the No Project Alternative, improvements would be limited and consequently the needs of the College, students, and community would not be met. Facilities would not be provided that could support anticipated future enrollment levels. Landscaping and other improvements, including new structures that would enhance the appearance of the College, would be limited or would not be provided. Other environmental benefits of the proposed Master Plan including improvements in water quality due to new storm drain facilities, internal campus pedestrian and vehicular circulation improvements; and decreased energy consumption would not occur under the No Project Alternative.

Specifically, under the No Project Alternative, the College's ability to meet the following project objectives would be constrained.

- Develop state-of-the-art educational facilities with an infrastructure that can transform and expand to accommodate changing technologies, including both new equipment and new formats in teaching and educating students.
- Develop state-of-the-art facilities that meet or exceed current safety standards and requirements.
- Provide facilities to allow Harbor College to support increased projected future enrollment.
- Enhance and maintain the campus open space for recreational and community activity and harmonize the campus with the surrounding natural areas.

[4] If state funding is lost, this option would cost an additional $13 million.

- Develop state-of-the-art facilities that allow the College to meet its modern role as a college preparatory institution by integrating into its curriculum areas of education associated with the four-year college and university experience, while maintaining its historical core mission of preparing students for the workplace.
- Create and design facilities that promote the Leadership in Energy & Environmental Design (LEED™) Green Building standards.

According to the *State CEQA Guidelines*, if the environmentally superior alternative is the No Project Alternative, the EIR shall identify an environmentally superior alternative among the other alternatives. The Historic Preservation Alternative – Adaptive Reuse would be the environmentally superior alternative since it would avoid the significant historic and visual impacts of the proposed Master Plan. However, this alternative, as discussed above, would result in additional costs (approximately $11 to 14.8 million depending upon the historic reuse option implemented[5]), would fail to varying degrees to meet the College's programming needs, and would not create visual gateways, linkages, and the central landscaping/greenspace area envisioned under the proposed Master Plan.

[5] This alternative would cost an additional $9.2 million beyond the $11 to $14.8 million estimated if state funding for the New Technology Building is lost.

CHAPTER 5 - IMPACT OVERVIEW

5-1 INTRODUCTION

This chapter provides an overview of the proposed project's environmental impacts including unavoidable significant impacts, impacts considered to be less than significant, cumulative impacts, and growth-inducing impacts. Cross-references are made throughout this chapter to other sections in this Environmental Impact Report (EIR) where more detailed discussions of the proposed project's impacts can be found.

5-2 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Section 15126(b) of the *State CEQA Guidelines* requires a description of any significant effects that cannot be avoided if the project is implemented. According to the environmental impacts analysis presented in Chapter 3 of this Draft EIR, the unavoidable significant adverse impacts that would occur due to implementation of the proposed project include: visual resources (demolition of visually important buildings on the campus), air quality (nitrogen oxide pollutant emissions during construction would exceed South Coast Air Quality Management District significance thresholds), historical resources (demolition of historically significant buildings on the campus), archaeological resources (only if Native American remains are accidentally encountered during construction), and transportation/traffic (if the agencies with jurisdiction over affected intersections determine upon further review that proposed mitigation measures at a particular intersection are not feasible).

5-3 IMPACTS FOUND NOT TO BE SIGNIFICANT

This Draft EIR found a number of potentially adverse impacts not to be significant prior to or after mitigation. These are discussed in Chapter 3 in each of the following categories: biological resources; paleontological resources; geology/soils/seismicity; hazardous materials; land use and planning; noise; population and housing; public services; transportation, traffic, and parking; and public utilities.

5-4 CUMULATIVE IMPACTS

According to Section 15355 of the *State CEQA Guidelines*, cumulative impacts refer to:

> Two or more individual effects which, when considered together are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

> Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the *State CEQA Guidelines* states that:

> An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable....When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR....An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact....

The provisions of the *State CEQA Guidelines*, Section 15130(b), subdivisions (b)(1) through (b)(3) list the "necessary elements" that define "an adequate discussion of significant cumulative impacts."

According to Section 15130 (b)(1)(A) of the *State CEQA Guidelines*, a list of past, present, and probable future projects producing related or cumulative impacts may be used as the basis of the cumulative impacts analysis.

In addition, an adequate discussion of significant cumulative impacts includes a summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and a reasonable analysis of the cumulative impacts of the relevant projects. Lastly, an EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Table 5-1 provides a list of related projects that was compiled in accordance with Section 15130 of the *State CEQA Guidelines.*[1] shows the locations of these projects with respect to the proposed project site. This list of related projects in conjunction with existing environmental conditions due to past or recently completed projects formed the basis for the cumulative impacts discussion that follows. Where appropriate, growth projections in adopted local and regional land use plans were also used as the basis for the cumulative impacts discussion.

The following sections describe in detail the cumulative impacts of the proposed Los Angeles Harbor College Facilities Master Plan and other related projects and development. In summary, the proposed Master Plan could contribute to significant cumulative impacts in the following areas: air quality, noise, public services, and public utilities.

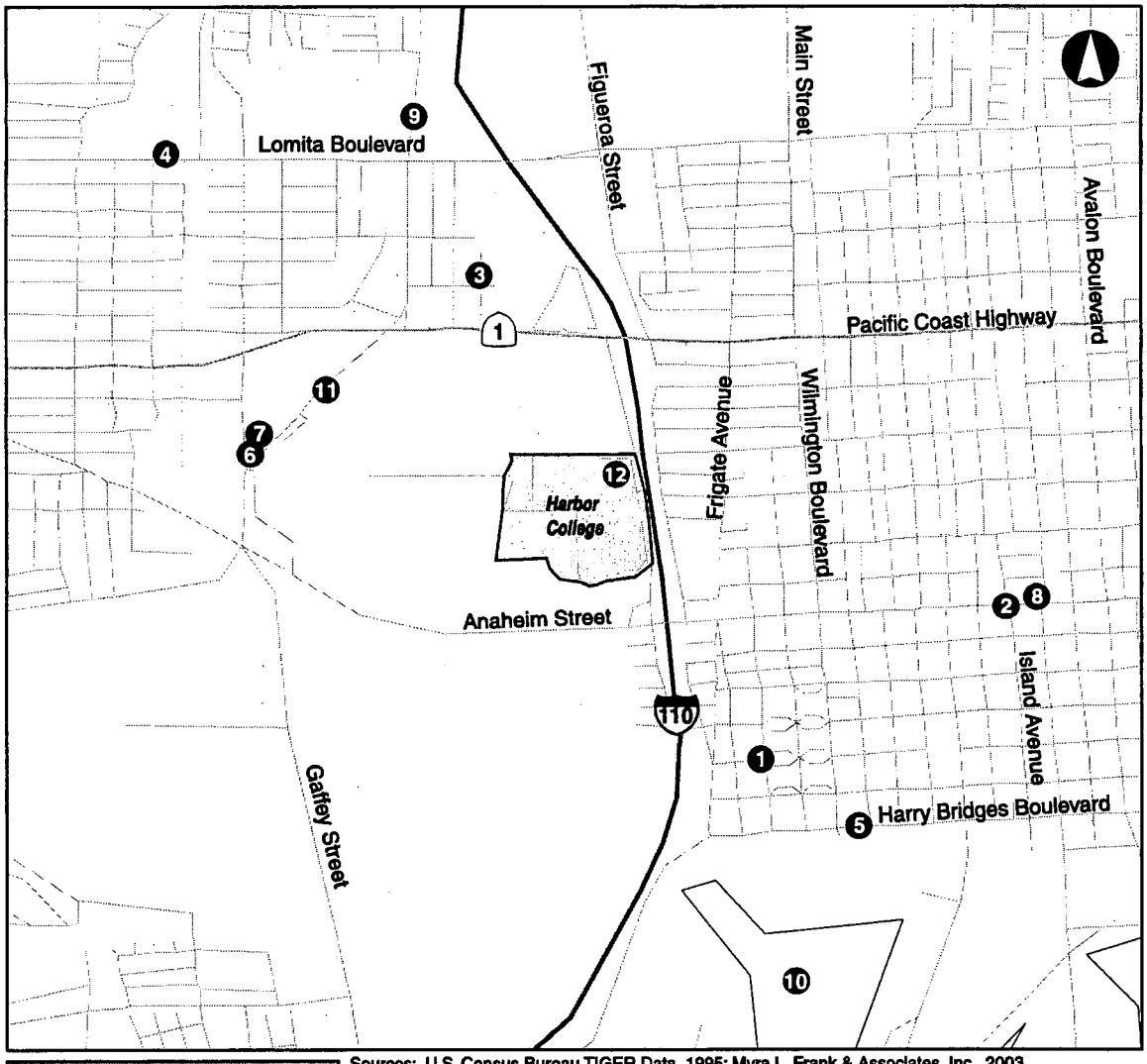
[1] Since the proposed Master Plan's potential traffic impacts would affect a larger area than other potential project impacts, the related projects list developed for the traffic analysis (see Table 3-36 in Chapter 3) encompasses a larger study area than the related projects listed in Table 5-1.

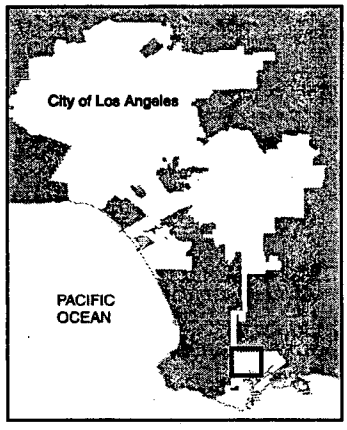
Table 5-1: List of Related Projects

ID #	Projects	Description	Location	Status
1	Dana Strand Village	Demolition of 384 housing units in 68 buildings. Construction of 410 housing units, incl. 235 rental units, 75 single-family homes, and 100 senior units.	401 Hawaiian Av., Wilmington	In demolition phase
2	Banning Elementary School	Construction of a 40-classroom, 988-seat elementary school.	Corner of Island Av. and Anaheim St.	Design phase. EIR approved by Board of Education
3	Housing Development	Construction of 37 single-family detached condos.	Dodge Av.	Under construction
4	Bay Harbor Hospital Demolition	Demolition of Bay Harbor Hospital and possible construction of residential units.	1437 West Lomita Blvd., Harbor City	Conceptual phase
5	Wilmington Parkway	Relocation of rail tracks and construction of a 3,200-foot-long linear-landscaped berm. Construction of a sidewalk, picnic area, and public restroom on top of the Wilmington Parkway.	Adjacent to Harry Bridges Blvd. between Figueroa St. and Island Av.	NOP distributed. EIR being prepared.
6	Kaiser Permanente Parking Structure	Construction of a 617-space parking garage.	Normandie Av. and Vermont Av.	Under construction; to be completed in fall 2003.
7	Kaiser Permanente Plaza	Demolition of the Parkview Building and construction of a landscaped plaza and parking spaces.	Normandie Av. and Vermont Av.	Demolition has begun, to be completed by spring 2003.
8	Gas station and mini market	Demolition of existing gas station and construction of a gas station with a fast food restaurant and a convenience store.	305 W. Anaheim St.	Under construction
9	Vermont Avenue Median Landscaping	Construction of 170,000 sf of landscaped and irrigated medians.	On Vermont Av. from Lomita Blvd. to 223rd St.	Under construction. Will be completed January 2004.
10	West Basin Marine Terminal Improvements	Construction of a new wharf, renovation of existing wharf, dredging of channel, construction of a new landfill, potential realignment of channel, construction of marine terminal facilities, and improvements to transportation infrastructure.	Port of Los Angeles-West Basin	Draft EIR-SEIR completed July 2002.
11	Ken Malloy Harbor Regional Park Master Plan	Construction of a nature center, ranger office, and lath house; rehabilitation of the campground; implementation of a water quality improvement program, a habitat restoration program, and a mosquito control plan.	25820 S. Vermont Av., Harbor City, CA 90710	Conceptual phase
12	Harbor Teacher Preparation Academy	Development of a new high school on the Harbor College campus to prepare students for teaching careers. The high school began operation in the fall of 2002 with 75 students and will have an ultimate enrollment of 400 students.	Harbor College Campus	Began operation in 2002; ultimate enrollment of 400 students will occur in 2006.

Source: Myra L. Frank & Associates, Inc., 2003.

Figure 5-1: Locations of the Related Projects





Sources: U.S. Census Bureau TIGER Data, 1995; Myra L. Frank & Associates, Inc., 2003

0 0.125 0.25 0.5 0.75 1 Miles

0 0.25 0.5 1 1.5 2 Km

Note: See Table 2-2 for a list and description of the related projects.

5-4.1 Visual Resources

Potential cumulative visual impacts could occur if other projects in combination with the proposed Master Plan development cumulatively contribute to the degradation or deterioration of the visual setting, or damage to scenic views or vistas. Thus the study area for the cumulative visual impact analysis would consist of the general area in the immediate vicinity of the campus, including those areas that can be viewed from, or have views of, the campus.

It is not anticipated that the 12 related projects listed in Table 5-1 would cumulatively result in significant visual impacts for several reasons. First, the projects tend to be dispersed throughout the study are and are not concentrated in any single area cumulatively affecting a particular visual resource. Most of the projects are also relatively small in size and do not include large-scale commercial or industrial projects that would have a greater potential to result in adverse visual impacts. Additionally, no significant scenic resources, vistas, or views have been identified in the community that would be cumulatively affected by the related projects.

The project's significant visual impacts are limited to the demolition of three visually and historically significant buildings (Tech 1 and 2 Buildings and Liberal Arts Building). Views of these buildings are generally confined to the campus or immediate surrounding area, and thus they are not prominent visual landmarks that are visible from a wide area within the community. Furthermore, due to the essentially flat topography to the west, north and east, and due also to the dense landscape that exists within Ken Malloy Harbor Regional Park—including several hundred mature trees—views to Harbor College are essentially blocked from the west and north. The Harbor (I-110) Freeway, which is in an elevated configuration approximately 25 feet above the abutting street level adjoining Harbor College, effectively blocks views of the campus from the east. The dense landscape within Bixby Slough similarly blocks views of the campus from the south and southeast. The only views from higher elevations of the campus occur from hilly locations ¾ to 1 mile or more south of Harbor College. The views, however, are from the Phillips Oil Refinery and the U.S. Naval Reservation/Fuel Depot properties. Employees at those locations are not considered sensitive receptors, as their views of the College are intermittent and fleeting.

Although there are no views or vistas from the eastside of the Harbor (I-110) Freeway to Harbor College, the proposed four-level parking garage on the Figueroa Place side of the campus might be visible to residents east of the Harbor (I-110) Freeway if not thoughtfully scaled. However, if attractively designed and appropriately scaled it would not negatively affect its visual setting.

Consequently, the related projects and proposed Master Plan are not expected to result in significant cumulative visual impacts above and beyond the impacts that would occur due to the proposed project itself.

5-4.2 Air Quality

Air pollutants generated by construction activities and by stationary or mobile sources during operation of the proposed project may adversely affect sensitive receptors in the immediate vicinity of the pollutant source. Pollutants may also be transported many miles and contribute to

exceedances of state or national standards at monitoring locations in the air basin encompassing the project site. Consequently, the geographic scope of the area affected by potential cumulative air quality impacts would include the immediate project area and the much larger South Coast Air Basin (Basin). The Basin is designated a non-attainment area for carbon monoxide, PM_{10} (particulate matter less than 10 microns in diameter), and ozone. The Basin is the nation's only "extreme" ozone non-attainment area.

Related projects in the area and other cumulative development in the Basin would cumulatively contribute to significant localized and regional construction and operational air quality impacts.

As indicated in Section 3-3, construction of projects proposed under the Master Plan would result in emissions of carbon monoxide, reactive organic compounds, nitrogen oxide, sulfur oxide, and PM_{10}. The estimated emission of nitrogen oxides and PM_{10} would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds on the peak construction day and peak quarter. After implementation of proposed mitigation measures, emissions of nitrogen oxides generated during project construction (peak day and peak quarter) would still SCAQMD significance thresholds. If the proposed project is constructed simultaneously with other related projects, substantial amounts of pollutant emissions could be generated. These emissions could cumulatively affect sensitive receptors in the immediate project vicinity and also contribute to the Basin's poor air quality, a potentially significant impact. Related projects in the vicinity of the campus include: the construction of a 617-space parking garage at Kaiser Permanente Hospital on Vermont Avenue (construction to be completed in Fall 2003); a 37-unit condominium project at Dodge Avenue (currently under construction), proposed improvements to Ken Malloy Harbor Regional Park (conceptual stage), 410 housing units at Dana Strand Village (in demolition phase) on Hawaiian Avenue, and Banning Elementary School at the corner of Island Avenue an Anaheim Street (in planning phase). Although implementation of the mitigation measures identified in Section 3-3 of this EIR would reduce the project's contribution to cumulative air quality impacts, the impact after mitigation may still be cumulatively considerable and significant for several criteria pollutants.

Operation of the proposed project would not result in significant emissions of any of the five criteria pollutants. Nonetheless, because of the Basin's poor air quality, pollutants generated by the proposed project and cumulative development in the Harbor area and elsewhere in the Basin could have a potentially significant cumulative adverse impact on Basin air quality. Measures such as promoting carpooling and use of transit to reduce automobile vehicle miles traveled would reduce operational emissions from mobile sources due to cumulative development. Additionally, the 1999 Air Quality Management Plan identifies strategies and specific measures to improve air quality in the Basin. The increase in emissions that arises from population growth and the services this added population requires are accounted for in the Air Quality Management Plan. Measures and programs are contained in the Management Plan to offset the adverse effects on air quality resulting from this growth.

5-4.3 Biological Resources

The study area for cumulative biological impacts would depend upon the range and habitat of the species adversely affected by the proposed project. As discussed in Section 3-4 of this EIR, the

proposed Master Plan development could result in significant direct impacts to a drainage supporting a willow woodland in the parkland adjacent to the campus and damage or destruction of active bird nests due to tree removal. Additionally construction activities in the southern portion of the campus may have a significant impact on breeding activities and breeding success of special-interest species (least bittern, Cooper's hawk, yellow warbler, and tricolored blackbird) and raptors, other than Cooper's hawk, that nest in the Ken Malloy Regional Harbor Park. It is possible that other projects within or in the immediate vicinity of the park (e.g., Park Master Plan improvements; Kaiser Permanente Hospital improvements; see Table 2-2 in Chapter 2 for a list of related projects) could also have adverse effects on these same resources. Consequently, the proposed Master Plan development and other projects in the area have the potential to contribute to significant cumulative impacts to these resources. Additionally, development projects outside of the project area could also result in cumulative impacts if they destroy or alter habitat for those species, identified above, that could be affected by the Master Plan. However, measures have been identified to mitigate the impacts of the Master Plan on biological resources in the project area (see Section 3-4.6). With implementation of these mitigation measures, the proposed Master Plan would not contribute to a significant cumulative impact on sensitive biological resources.

5-4.4 Historical Resources

The study area for the historical resources cumulative impacts analysis includes the campus of Los Angeles Harbor College and a 2-mile radius around the campus, encompassing the Wilmington and Harbor City communities. Some eight properties were identified within 2 miles of Harbor College that are potential architectural/historic resources. Based on a preliminary review, none of those properties appears to be currently threatened by other related projects and development in the study area identified in Table 5-1 above.

The analysis conducted for this EIR identified four potential historic resources on the campus - the Tech 1 and 2 Buildings, Liberal Arts Building, and Administration Building. These buildings are significant examples of International Style and Moderne architectural styles. The first four buildings also best embody the early history of Harbor College as an educational institution within the Wilmington/Harbor City community, and are potentially slated for demolition. The demolition of three of these buildings would result in an unavoidable significant adverse impact to historic resources.

Since other historic resources in the community do not appear to be threatened by related development, the effect of demolishing three historic buildings on the campus, though individually significant, would not result in a significant cumulative impact on historic resources in the area.

5-4.5 Archaeological Resources

The geographic scope of the area affected by potential cumulative archaeological impacts is defined by the cultural setting and ethnographic territory of the prehistoric and historic peoples that have occupied this area of southern California. As discussed in Section 3-6, the project study area is situated in a general region that was inhabited by the Uto-Aztecan Gabrielino

cultural group. The total area of the Gabrielino mainland territory exceeded 1,500 square miles and included the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, and the Los Angeles-Santa Ana River Plain. Inhabiting the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers; several smaller intermittent streams in the Santa Monica and Santa Ana Mountains; all of the Los Angeles Basin; and the coastal strip from Aliso Creek in the south to Topanga Creek in the north; the Gabrielino also occupied the islands of Santa Catalina, San Clemente, and San Nicholas.

Related projects in the project area and other development in the County could result the progressive loss of as-yet-unrecorded archaeological resources. This loss, without proper mitigation, would be a significant cumulative impact. As discussed in Section 3-6 of this EIR, although the archaeological survey of portions of the campus failed to identify the presence of prehistoric or historic archaeological resources, the proximity of the campus to the slough, a natural water source, as well as the presence of other prehistoric sites known to be located within the area suggests that Native American cultural resources may be present in some campus locations. Thus, the proposed project and related development in the area and region could contribute to cumulatively considerable impacts on archaeological resources. However, the proposed project includes mitigation that would reduce potential impacts of the proposed project to a less than significant level. Related projects that are likely to affect archaeological resources may also implement similar mitigation in addition to data recovery excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the archaeological resource. Consequently, after mitigation, the proposed project would not contribute to a significant cumulative impact to archaeological resources.

5-4.6 Paleontological Resources

Based upon the results of previous paleontologic studies in the immediate vicinity of the campus, Los Angeles Harbor College contains surface and bedrock of Palos Verdes Sand and/or San Pedro Sand (Langenwalter 1975; Jefferson 1991a, 1991b), both of which are likely to contain significant fossil vertebrate remains. Because there is a high probability that paleontological resources exist fairly close to the ground surface in such locations, paleontological resources could be encountered during project-related excavations. Accordingly, the geographic scope of the area affected by potential cumulative paleontological impacts would consist of other areas in the region that are geologically similar to the project site and contain similar fossil resources.

Although many of the related projects and cumulative development would be located in areas that have been previously disturbed due to past development, construction activities associated with some related projects could, nonetheless, contribute to the progressive loss of paleontological resources and result in potentially significant cumulative impacts. The proposed Master Plan could disturb or destroy paleontological resources that may exist on the site, a potentially significant impact. Thus, the combined effects of the proposed and related projects could result in potentially significant cumulative impacts to paleontological resources. However, mitigation measures have been identified (see Section 3-7.3 of this EIR) that would reduce potential project-related impacts to below a level of significance. These measures include monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository.

Similar measures may also be implemented for other related projects that have the potential to affect paleontological resources. Consequently, the incremental effects of the proposed project would not contribute to a significant cumulative impact to paleontological resources. Significant cumulative impacts are not anticipated with implementation of the proposed project.

5-4.7 Geology/Soils/Seismicity

Harbor College is located near the western edge of the Los Angeles Basin, which is both a geomorphic and geologic feature. The Los Angeles Basin is a lowland coastal plain 50 miles long by 20 miles wide that slopes gradually southward and westward toward the Pacific Ocean. The coastal plain overlies a structural trough that was filled with a thick sequence of early Cenozoic[2] through Holocene marine and non-marine sediments as the basin subsided. The youngest of these sediments includes the alluvium deposited by the Los Angeles River. Therefore, the appropriate study area for potential cumulative geologic impacts would be the Los Angeles Basin.

Potential cumulative geologic impacts are limited to disturbance of unique geological features, loss of known mineral/energy resources, and exposure of people or persons to seismic hazards.

There are no unique geological features or important mineral/energy resources that would be affected by related projects or the proposed project. Consequently, the proposed project would not contribute to significant cumulative impacts on these resources.

With regard to seismic hazards, other development in the immediate and larger project area would increase the population, thereby exposing more persons to seismic hazards. However, these related projects would be required to comply with applicable building codes and seismic design criteria to minimize potential seismic hazards. The proposed Master Plan would provide new and renovated facilities capable of accommodating a total enrollment of 10,891 students (3,843 full-time equivalent students) and 354 full-time-equivalent college employees. Development of the new facilities could expose students and employees to hazards from strong ground shaking triggered by seismic activity on any of the significant active faults in the region. However, the new facilities would also be designed and constructed in compliance with all applicable building and seismic codes, which would reduce potential seismic hazards to building occupants to an acceptable level of risk. Therefore, the proposed project and related development would not result in significant cumulative impacts.

5-4.8 Hazardous Materials

Cumulative hazardous materials impacts would occur when a population or resource is exposed to the cumulative adverse effects of hazardous materials released by the proposed project and one or more related projects. The geographic scope of the area affected by potential cumulative hazardous materials impacts would depend on the migration characteristics of the hazardous materials as they are released into the soil, air, or groundwater. Based on the characteristics of

[2] The Cenozoic era spans the time from 66 to 1.6 million years ago. The Quaternary period spans the time from 1.6 million years ago to the present. The Holocene, or Recent, epoch spans the end of the Quaternary period, from 11,000 years ago to the present.

the proposed project and the types and quantities of hazardous materials that would be used on the campus, the study area for cumulative hazardous materials analysis would consist of the immediate project area.

Many of the related projects are unlikely to generate, individually or cumulatively, significant amounts of hazardous materials. The potential for significant cumulative impacts is further reduced if the related projects are constructed and operated in accordance with applicable hazardous materials laws, statutes, and regulations.

It is unlikely that the proposed project would result in the disturbance or release of significant quantities of hazardous materials during construction that could contribute to adverse cumulative impacts. Operation of the proposed college facilities would involve routine maintenance and other activities that would require storage and use of hazardous materials such as fuels, solvents, paints, chemicals for instructional purposes, and cleaners. Specifically, a number of different types of chemicals used for instructional purposes are currently stored in the Science Building for Life Science classes and in the Liberal Arts Building for Chemistry classes. Laboratory chemicals are stored in a locked storeroom; corrosive chemicals are stored in a locked ventilated room within the storeroom. Chemical wastes are stored in a small locked storage room adjacent to the chemical storeroom. Motor oil and waste motor oil are used/stored within the auto shop. Waste oil is stored in 55-gallon drums within secondary containment. Limited amounts of paints and solvents in immediate use are stored in the various workshops around campus. The Plant Facilities/Receiving Yard area on campus uses and stores many different types of chemicals. Paints and solvents are stored in the 'Paint Shack.' Small quantities of biological waste generated on campus are stored in a locked shed in the Receiving Yard prior to disposal. A 6,000-gallon UST and pump for unleaded fuel are located within the Receiving Yard. Based on the age of many of the buildings on campus, there is also a potential that asbestos-containing material and lead-based paint may be present in the structures.

Consistent with current practices, all hazardous materials would be properly stored, handled, and disposed of in accordance with applicable regulations, laws, and permit requirements, and in accordance with College and District operating procedures. Safeguards implemented as part of standard practice and in accordance with applicable regulations would include proper labeling, controlled access, secondary containment, and spill prevention measures. Consequently, it is unlikely that the incremental effects of the proposed project combined with the effects of other related projects would contribute to a significant cumulative hazardous materials impact.

5-4.9 Hydrology and Water Quality

The geographic scope of the cumulative hydrology and water quality impacts analysis would consist of the watershed (surface waters) and groundwater basin within which the project is located. Los Angeles Harbor College is located within the Los Angeles-San Gabriel Hydrologic Unit designated by the Los Angeles Regional Water Quality Control Board (RWQCB) Los Angeles Region Water Quality Control Plan (1994). This hydrologic unit covers 1,608 square miles and is drained by three major rivers—the Los Angeles, the Rio Hondo, the San Gabriel—and Ballona Creek. Within this hydrologic unit, the plan designates Watershed Management Areas (WMAs). The College is located within the Dominguez Channel Watershed. According

to the Dominguez Channel and Los Angeles/Long Beach Harbors WMA Summary (December 2001) prepared by the RWQCB, the receiving waters for the Dominguez Channel Watershed Management Area (DCWMA) are of very poor quality. The poor water quality is due to the high number of dischargers and the types of facilities discharging to the watershed (e.g., generating stations and refineries).

Los Angeles County has three major groundwater basins; the San Fernando Valley, the San Gabriel Valley, and the Los Angeles Coastal Plain. The Los Angeles Coastal Plain is further divided into smaller groundwater basins; Santa Monica, Hollywood, Central, and West Coast Basins. Harbor College is located over the West Coast Basin. According to the Department of Water Resources, seawater intrusion was a major concern for the West Coast Basin due to rapid overdraft of the groundwater resources between 1870 and 1920. Saltwater intrusion and groundwater deterioration continued in the West Coast Basin until the Los Angeles Department of Public Works developed three barrier projects that would inject surface water into the aquifer; a hydrologic installment known as an injection well. The Dominguez Gap Barrier is located southwest of the Harbor College Campus and has been successful in halting the intrusion of saltwater. Generally, groundwater in the West Coast Basin is of good quality, except where plumes of saltwater have been trapped behind the freshwater barriers. Additionally, aquifers in the upper portions of the basin are contaminated with organic and inorganic pollutants.

a. Surface Waters

Impairment of surface waters is generally a result of pollution from a cumulative discharge from point and non-point sources. Numerous surface waters within the Dominguez Channel and Los Angeles/Long Beach Harbors Water Management Area (DCWMA) are impaired due to the cumulative effects of previously uncontrolled polluted discharge.

Harbor College would implement Best Management Practices (BMPs) that would meet pollutant removal requirements for a permit under the County of Los Angeles Standard Urban Storm Water Management Plan. It is anticipated that these BMPs would not only meet the permit requirements, but would also be effective in meeting the Los Angeles Regional Water Quality Control Board's Total Maximum Daily Load (TMDL) standards for removal of pollutants from stormwater discharged to impaired water bodies. In the case of Harbor College, the impaired water body is Machado Lake (Harbor Lake), which is a listed impaired water body under Section 303(d). Implementation of the proposed Master Plan would enable the College to remove pollutants from the College's stormwater that is discharged to Machado Lake, thereby reducing any cumulative adverse effects to water quality.

The Master Plan would not contribute to a cumulative adverse effect on water quality of local surface waters.

b. Groundwater

As discussed in Section 3-10 of this EIR, the Master Plan would not result in any adverse effects on groundwater resources. Hence, the project would not contribute to any cumulative adverse

effects in relation to other related projects in Dominguez Channel and Los Angeles/Long Beach Harbors Water Management Area.

c. Floodplains

No projects under the Master Plan would place structures in a designated floodplain; thereby removing any risk of damage or injury to buildings or people from a flood event. Therefore, the Master Plan would not contribute to an adverse cumulative effect on floodplains.

5-4.10 Land Use and Planning

The study area for the land use cumulative impacts analysis consists of the land use planning areas in which the proposed project is located. The City of Los Angeles General Plan guides land use in Los Angeles. The General Plan Framework Element (Framework), which was adopted in 1996 and re-adopted in 2001, establishes the broad overall policy and direction for the entire General Plan and defines citywide policies that will be implemented through subsequent adoption of and revisions to the citywide elements, the 35 Community Plans, the zoning ordinances, and other pertinent planning programs.

Within each community plan area, the City has established specific goals and policies regarding the long-term intensity and mix of desired land uses. Harbor College is located in the Wilmington-Harbor City Community Plan Area in the far southern portion of the Los Angeles Basin, just north of the Los Angeles Harbor.

Cumulative land use impacts from the proposed project and related development in the area could occur when: substantial short-term incompatibility between new development projects and existing sensitive land uses occurs, substantial unplanned changes in the long-term pattern of land use occur, or substantial unplanned changes in the rate or amount of development occur.

The first type of cumulative land use impact would potentially arise as construction activities associated with the proposed project and other related projects create temporary nuisance-like indirect effects such as noise, vibration, air pollutant emissions, traffic congestion, and access disruptions. While these types of effects are generally not considered to be significantly adverse when limited in scope and duration, the additive disruption to sensitive land uses could be considered cumulatively considerable if multiple construction activities coincide within similar geographic areas and/or periods of time. The proposed project would possibly contribute to such a scenario because it would be constructed in an urban area where a fairly robust level of development has previously occurred and is planned to continue over time. These developments carry with them some amount of temporary annoyance. Nonetheless, certain other factors would largely offset the short-term inconvenience of constructing the proposed project and other related projects. Mitigation measures have been included in the proposed project to minimize or eliminate construction-related effects. Also, development of the Master Plan would occur within the campus boundaries. Existing buildings and the distance separating the core campus, where most new construction would occur, from nearby residential neighborhoods would help buffer or reduce nuisance impacts on these sensitive uses.

It is expected that most related projects would be required to comply with adopted land use plans and zoning requirements. It is also anticipated that the related projects would generally be consistent with the overall land use policies and goals of the General Plan Framework. The proposed Master Plan consists of the development of academic and educational related facilities. As such, development of these facilities would be consistent with the goals, policies, and objectives of local land use plans. Consequently, the proposed project and related development are not expected to result in substantial unplanned changes in the long-term pattern of land use, or substantial unplanned changes in the rate or amount of development. No significant cumulative land use impacts are anticipated with implementation of the Master Plan.

5-4.11 Noise

a. Construction

Demolition and construction activities associated with the Master Plan would result in increases in ambient noise levels in the vicinity of the construction site. Other projects in the immediate vicinity of the campus that would be constructed simultaneously (the demolition of the Kaiser Permanente Parkview Building and the construction of a landscaped plaza with parking spaces, the construction of a 617-space Kaiser Permanente Parking Structure, and the construction projects proposed under the Ken Malloy Harbor Regional Park Master Plan) with the projects proposed under the Master Plan could adversely affect noise sensitive receptors in the area. However, since construction noise would be temporary, intermittent, and generally limited to daytime hours, and most new construction on the campus would occur within the campus at some distance from off-campus noise-sensitive residential land uses, significant cumulative construction noise impacts are not anticipated.

b. Operation

Similar to the Master Plan, completion of the Kaiser Permanente Hospital projects, implementation of the Ken Malloy Harbor Regional Park Master Plan, and construction of other related projects in the area, combined with regional growth, would increase activity in the area and traffic on local streets. The cumulative increases in traffic would increase community noise levels in the area. Considering that the campus is located in an urban area with relatively high volumes of vehicles travelling along major arterials in the vicinity of the campus and along the I-110 freeway east of the campus, existing noise levels at noise-sensitive residential receptors in the project area are relatively high. Consequently, potential cumulative impacts to noise sensitive receptors due to traffic generated by the proposed Master Plan and other related past , present, and future development projects may be potentially significant. However, it should be noted that the proposed project's contribution to future noise level increases due to project generated traffic would be minimal. Additionally, the College is planning to implement a Transportation Demand Management Program to reduce campus-generated traffic.

5-4.12 Population and Housing

The proposed project and cumulative development within the project area could increase the population, number of employees, and the demand for housing within the Wilmington-Harbor

City Community Plan Area as well as the City of Los Angeles. Although these increases could be substantial, future growth in the area is anticipated and planned for in various land use plans applicable to the project area including the Wilmington-Harbor City Community Plan, the City's General Plan and the Framework Element for the General Plan, and the Southern California Association of Governments' Regional Comprehensive Plan and Guide. The environmental documents prepared for the Wilmington-Harbor City Community Plan Area, the Framework, and the Regional comprehensive Plan and Guide address the significant cumulative effects of future development that could occur under those plans and identify ways to mitigate those effects. According to the *State CEQA Guidelines* (Section 15130[d]), previously certified EIRs for approved land use plans may be incorporated by reference. Additionally, no further cumulative impact analysis is required if the proposed project is consistent with those land use plans and cumulative affects have been adequately addressed in the previous EIRs. The proposed Master Plan is consistent with local and regional land use plans.

5-4.13 Public Services

The study area for the public services cumulative impacts analysis consists of the service areas for the police and fire stations that serve the College. The study area also includes those schools that serve the communities in the vicinity of the College that could experience increases in population due to implementation of the Master Plan and cumulative development (please see Section 3-14 of this Draft EIR for a description of the public facilities that serve the project area).

a. Police Protection

Harbor College is located in the City of Los Angeles; however the College is under the jurisdiction of the Los Angeles County Sheriff's Department (LASD). The Los Angeles Police Department (LAPD) provides services when needed and requested by the LASD. A fair amount of development is proposed for the surrounding area. Proposed projects include new housing, new parking facilities at Kaiser Permanente Hospital, improvements to Ken Malloy Harbor Regional Park, and retail/commercial development. Although some of these projects include demolition of existing buildings or adaptive reuse, new construction could increase the residential and employee populations in the area. These increases would place additional demand on local police stations, which could require new or expanded facilities. If new facilities are required, the construction of these facilities could result in adverse impacts on the environment. The significance of potential impacts would depend upon the facilities' physical and operational characteristics and the sensitivity of the environment in the vicinity of these facilities. Although such information is currently not known and is somewhat speculative, police protection services cumulative impacts are nonetheless considered to be potentially significant. However, it should be noted that the proposed Master Plan's contribution to this cumulative impact would be minimal.

b. Fire Protection

Potential cumulative impacts to fire protection services could include the need for additional officers and new facilities in order to maintain acceptable response times. Fire protection services for Harbor College and the surrounding area are provided by the City of Los Angeles

Fire Department, the Los Angeles County Fire Department, and other local municipal fire departments. As discussed above, increases in the residential and employee populations in the area could occur as a result of the proposed cumulative development. As a consequence, demand for fire protection services in the area would increase. The potential increase in demand for services may require additional personnel, equipment, and/or new fire stations to maintain existing levels of service and response times. If new facilities are required, the construction of these facilities could result in adverse impacts on the environment. The significance of potential impacts would depend upon the facilities' physical and operational characteristics and the sensitivity of the environment in the vicinity of these facilities. Although such information is currently not known and is somewhat speculative, fire protection services cumulative impacts are nonetheless considered to be potentially significant. However, it should be noted that the proposed Master Plan's contribution to this cumulative impact would be minimal given that the proposed Master Plan would replace older, substandard buildings with new structures constructed in compliance with current fire and building codes reducing the fire hazard risk on the campus.

c. Schools

Related projects in the area would include new housing resulting in a net increase of 43 residential units, infrastructure improvements, new parking facilities at Kaiser Permanente Hospital, a 40-classroom and 988-seat elementary school on Anaheim Street, and a minor amount of retail/commercial development. The new residential development would directly increase enrollment in local schools by an estimated 21 students. Student enrollment could also be indirectly affected by increases in employment due to new non-residential development. As noted in Section 3-14 of this EIR, the proposed Master Plan could indirectly generate a maximum of 18 new students by 2008 due to increases in the persons employed by the College. Although the amount of residential and commercial/industrial development proposed in the area is not substantial, it is possible schools that are currently overcrowded (such as the Hawaiian Avenue Elementary School, see Section 3-14 of this EIR) could be adversely affected by increased enrollment and new or expanded facilities could be required. The impacts could be significant depending on size and location of proposed school facilities and the sensitivity of the environment in the vicinity of these facilities. Although such information is currently not known and is somewhat speculative, cumulative impacts on schools are nonetheless considered to be potentially significant. However, as noted above, the proposed Master Plan's contribution to local school enrollment over the next 5 years would be relatively minor, approximately 18 students.

d. Recreation Facilities and Parks

Increases in residential and employee populations due to the proposed project and related projects could place additional demands on park services in the area. If additional park facilities were required to maintain existing service levels, significant cumulative impacts could occur. However, the proposed project would redevelop and expand portions of the campus such as the athletic fields and complexes and would increase the amount of green space on campus. As such, these newly renovated and expanded areas may help alleviate some of the additional demand that may be placed on existing parks due to cumulative development in the area. Given

this fact and because the increased demand for local park and recreational facilities due to the Master Plan would be minimal, the Master Plan would not result in or substantially contribute to a significant cumulative impact on recreational facilities and parks.

5-4.14 Transportation/Traffic and Parking

The geographic scope of the cumulative traffic impact analysis generally consists of the major streets and highways in the vicinity of the project site. In consultation with the City of Los Angeles Department of Transportation, a scope was developed for the traffic study for this EIR that identified 13 study intersections as worthy of analysis (see Section 3-15).

The traffic impact analysis in Section 3-15 addresses the effects of the project-related traffic when added to future year 2008 base traffic volumes at the 13 study intersections. To account for background growth, a growth rate was applied to existing traffic volumes. Traffic expected to be generated by specific development projects within, or with the potential to affect, the study area was also considered. Consequently, the traffic analysis in Section 3-15 represents a cumulative impacts analysis since it takes into account the combined effect of traffic generated by the proposed project and cumulative development and growth. As shown in Section 3-15, 6 of the13 study intersections currently operate at Level of Service (LOS) E or F in the AM or PM peak hours. In the year 2008, cumulative development without the proposed Master Plan would result in 7 of the 13 intersections operating at LOS E or F in the AM or PM peak hours. Cumulative development plus the proposed Master Plan could have significant cumulative traffic impacts and would also result in 7 of 13 intersections operating at LOS E or F in the year 2010. With implementation of proposed mitigation measures, 6 of the 13 study intersections would operate at LOS E or F. Thus, the proposed mitigation measures would mitigate the Master Plan's contribution to significant cumulative impacts.

5-4.15 Public Utilities

The study area for the public utilities cumulative impacts analysis consists of the area served by regional utility facilities and providers and the immediate project area, which would include local water, sewer, gas, and power conveyance and distribution lines that serve the project site.

a. Water Supply

The amount of proposed development in the surrounding area is not substantial and consists primarily of expansion of existing facilities or infill projects. Consequently, it is not anticipated that major improvements to the local water conveyance system that could result in significant impacts to the environment would be required. Additionally, implementation of the Master Plan would not require new offsite improvements to local water lines to accommodate the increased demand generated by the College. Consequently, it is not expected that the proposed Master Plan and other development in the area would result in significant cumulative impacts to the local water conveyance system that serves the area.

The Los Angeles Department of Water and Power has the capacity to deliver water to its customers in excess of 1.117 billion gallons per day and has estimated that the long-term safe

yield of its water supplies is approximately 1.098 billion gallons per day. According to the LADWP, the City's water demand is expected to grow to 756,000 acre-feet per year (674 million gallons per day) by the year 2015.[3] Since LADWP appears to have adequate supplies and capacity to meet the demand generated by planned growth within their service areas, significant regional cumulative impacts are not anticipated.

b. Wastewater

Wastewater flows from the campus enter a 10-inch offsite sewer main that runs under Figueroa Place and the Harbor Freeway. This 10-inch line is the only point of discharge for the campus. Increases in wastewater flows to the 10-inch line would be minimal over the next 7 years. Given the location of related development in the area, the proposed project is not expected to contribute to significant cumulative impacts on local sewer lines that convey wastewater from the campus.

The City of Los Angeles operates the Hyperion Treatment Plant (HTP), which treats an average flow of 362 million gallons per day (mgd) with a capacity of 450 mgd for both primary and secondary treatment. Based on City projections of the capacity or service life of HTP, it is expected that treatment capacity will not be exceeded before the year 2010. Also, in order to ease demand at HTP, the City operates both the Donald C. Tillman Water Reclamation Plant and the Glendale Water Reclamation Plant with capacities of 80 mgd and 20 mgd, respectively. Future proposed increases in treatment capacities at these two plants would reduce wastewater flows at HTP. Since capacity is adequate to serve wastewater flows generated by planned growth, no significant regional cumulative impacts would occur.

c. Solid Waste

Cumulative impacts to local landfills could occur from implementation of the Master Plan and from increased residential and employee populations as a result of the related projects and regional growth. Development of the Master Plan would implement waste diversion methods; however, due to diminishing landfill capacity in the region, the proposed project and other cumulative development could have a potentially significant cumulative impact on solid waste facilities.

d. Energy

Significant cumulative impacts to energy sources such as electricity and natural gas could occur from development of the related projects and cumulative development that could occur in the area served by the energy providers. Although development of Master Plan would result in an increase in energy consumption and would therefore contribute to a potentially significant cumulative impact on energy sources, it should be noted that the College will implement energy saving measures throughout the campus in accordance with the sustainable design guidelines set forth in the Leadership in Energy & Environmental Design Guidelines (LEED) program. Additionally, energy suppliers to the campus have and are expected to have adequate supplies to meet demand in the near future.

[3] www.ladwp.com/water/supply/facts/index.htm; July 2002.

e. Storm Drains

Runoff from cumulative development in the area could have a potentially significant impact if stormwater flows exceed the capacity of the existing drainage system. Since development of the Master Plan would reduce the area on the campus covered by impervious surfaces and the Master Plan includes improvements to the onsite drainage system, the proposed project would not result in an increase in stormwater flows to the local storm drain system. Therefore, the proposed Master Plan would not contribute to significant cumulative drainage impacts.

5-5 IRREVERSIBLE ENVIRONMENTAL CHANGES

Development of under the Master Plan could require the demolition of the Tech 1 and 2 Buildings, and the Liberal Arts Building. The loss of these buildings, which appear eligible for inclusion on the California Register of Historical Resources, would be a significant irreversible environmental impact.

Construction and operation of individual buildings and facilities proposed under the Master Plan would result in an irreversible commitment of nonrenewable resources, including fossil fuels, water, natural gas, and building materials such as lumber, concrete, and steel (see Section 3-16 for a discussion of public utilities). Use of these resources, however, would not substantially deplete existing supplies. Additionally, such consumption is justified given the anticipated educational, social, and aesthetic benefits of the proposed Master Plan projects. It should also be recognized that the use of any site on the campus would not be irreversible. Buildings and other improvements constructed on the campus could at some time in the future be demolished, altered, or converted to make way for other uses as future generations see fit.

5-6 GROWTH-INDUCING IMPACTS

According to Section 2100(b) 5 of CEQA, "the growth-inducing impact of the proposed project" shall be discussed in the EIR. The *State CEQA Guidelines* (§15126.2[d]) further state that the EIR shall "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

It is anticipated that the proposed Master Plan would induce some growth in the project area. In the fall of 2001, there were 8,855 students enrolled at the College and 319 full-time-equivalent (FTE) College employees. In the Fall 2010 semester, with implementation of the projects proposed under the Master Plan, it is anticipated that College enrollment would increase by 23 percent to 10,891 students and there would be 354 FTE College employees, an increase of 11 percent of the fall 2001 numbers. The increases in the number of students commuting to school ~~and the development of a residential community on the campus~~ would increase the demand for goods and services in the area. Since the campus is located in a developed urban area, it is expected that existing businesses in the area could accommodate a good percentage of this demand; however, the increases in the student and residential populations may induce a limited amount of new development. This new development could result in impacts to the environment.

However, it should also be noted that it is unlikely that the proposed project would induce development beyond that anticipated in local land use plans. Rather, the project would accommodate increases in student enrollment that are likely to occur due to the projected increases in population in the area forecast in local plans.[4] Additionally, the proposed project does not include substantial increases in infrastructure capacity (e.g., new roadways, pipelines, etc.) on- or off-campus that could accommodate or induce additional development. Also, the project is consistent and in conformance with the growth-related policies, goals, or objectives of local and regional plans.

[4] According to Southern California Association of Governments forecasts, the population in the Wilmington-Harbor City Community Plan is projected to increase by 9,650 persons or 11.7 percent between years 2000 and 2010.

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CHAPTER 7 - PERSONS AND ORGANIZATIONS CONSULTED

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CHAPTER 8 - LIST OF PREPARERS

Myra L. Frank & Associates, Inc. (EIR Preparation and Management)

Myra Frank, Principal-in-charge
Lee Lisecki, Project Manager
Keith Kauffman, Deputy Project Manager
Linda Weston, Document Manager
Enrique Ramos, Environmental Planner
Tracy Dudman, Environmental Planner
Krista Kline, Environmental Planner
Gwynneth Doyle, Assistant Environmental Planner
Carson Anderson, Architectural Historian

Kaku Associates, Inc. (Traffic and Parking)

Tom Gaul
Ayelet Ezran

JHA Environmental Consultants, LLC (Air Quality)

Jo Anne Aplet
Lowell Aplet

Geotechnical Consultants, Inc. (Geology and Hazardous Materials)

James Thurber
Aurie Patterson

Applied Earthworks (Archaeology)

Melinda Horne
Keith Warren

Keane Biological Consulting (Biology)

Kathy Keane

CHAPTER 9 - RESPONSES TO COMMENTS ON THE DRAFT EIR

9-1 INTRODUCTION

The Draft EIR for the proposed Los Angeles Harbor College Facilities Master Plan was made available for public review for a period of 45 days beginning March 12, 2003. During this review period, a number of written comments were submitted to the lead agency. In addition, public workshops were held to provide information on the Master Plan and EIR process and to receive additional comments. The public workshops were held on March 27 and April 15, 2003 on the Harbor College campus.

In accordance with the requirements of the California Environmental Quality Act (CEQA), each of the comment letters are included in this Final EIR, as are the lead agency responses to any environmental concerns raised in the comments. Each comment letter is labeled with a reference letter and number corresponding to the list below. Individual comments are referenced in the margin and responses follow each letter.

The public agencies, organizations and individual citizens that submitted comments on the Draft EIR during the public review period are listed below.

A. Public Agencies (arranged alphabetically by agency name)

No.	Agency	Name	Date
A1	City of Los Angeles Dept. of Recreation and Parks	Manuel A. Mollinedo	5/6/03
A2	City of Los Angeles Dept. of Transportation	Allyn D. Rifkin	4/28/03
A3	City of Los Angeles Dept. of Water and Power	Charles C. Holloway	4/21/03
A4	County of Los Angeles Dept. of Public Works	James A. Noyes	5/5/03
A5	Southern California Association of Governments	Jeffrey M. Smith	4/9/03
A6	State of California Department of Fish and Game	Donald R. Chadwick	4/28/03
A7	State of California Department of Transportation	Stephen Buswell	4/9/03
A8	State of California Governor's Office of Planning and Research	Terry Roberts	4/29/03

B. Private Organizations (arranged alphabetically by organization name)

No.	Business/Organization	Name	Date
B1	Palos Verdes/South Bay Audubon Society	Jess Morton	4/28/03
B2	San Pedro Bay Historical Society	Mitchell C. Mardesich	4/5/03
B3	Wilmington Historical Society	Jane Osterhoudt	3/26/03
B4	Wilmington Historical Society	Management Board	4/17/03

C. Private Citizens/Individuals (arranged alphabetically by individual's last name)

No.	Name	Date
C1	Elisabet Perez	3/27/03
C2	June Burlingame Smith	4/15/03

Comment Letter A1

CITY OF LOS ANGELES
CALIFORNIA

JAMES K. HAHN
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
200 NORTH MAIN STREET
12TH FLOOR, Room 1250CHE
LOS ANGELES, CA 90012

(213) 485-5671
FAX (213) 617-0439

BILL LUKEHART
SUPERINTENDENT
PLANNING AND CONSTRUCTION

May 6, 2003

Dr. Ann W. Tomlinson
1111 Figueroa Place
Wilmington, CA 90744-2397

Dear Ms Tomlinson:

REQUEST TO REVIEW A DRAFT ENVIRONMENTAL IMPACTS REPORT FOR THE LOS ANGELES HARBOR COLLEGE MASTER PLAN

The Department of Recreation & Parks appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Harbor College Master Plan. The project will be funded by Proposition A, a facilities bond which will provide funding to repair, rehabilitate, and modernize Harbor College over the next 5 years. The project includes construction of new facilities; renovation and addition to existing structures; and demolition of several existing structures. There are also plans for the construction of new parking structures.

In general, the Department supports the project objectives of the Master Plan. However, the location of the project is of great concern. As correctly identified in the DEIR, Harbor College is bounded on three sides by a regionally significant park. Ken Malloy Harbor Regional Park (KMHRP) is owned and operated by the Department of Recreation & Parks. Consequently, the Department is concerned with any potential impacts to the Park, and has its central feature Lake Machado (also know as Harbor Lake) particularly those areas containing wetlands and riparian habitats. The Department has reviewed the DEIR and would like to offer the following comments:

GENERAL COMMENTS

- The DEIR needs to assess the potential impacts associated with the 30-year project. During the public hearing it became evident that the District also has a 5-year program for refurbishment and that funding is not expected to be available for the entire Master Plan. However, the DEIR needs to evaluate the impacts from all project components that are detailed in the DEIR, including any parking structures. A1-1

- A distinction needs to be made between KMHRP and the Department of Recreation & Parks. The Park has an Advisory Board. However, the property owner of record is the City of Los Angeles, Department of Recreation & Parks. Any referrals to KMHRP need to be correctly identified. A1-2

- Photographs need to clearly identify property boundaries, the proposed loop road, adjacent land uses and circulation patterns. Photographs do not clearly show the areas of potential impacts. It would be extremely helpful to have an aerial photograph that compares the current campus layout with the layout that would result from the proposed implementation of the Master Plan. A1-3

- The DEIR needs to include a visual rendering of the completed project. A1-4

SPECIFIC COMMENTS

- A Mitigation, Monitoring and Reporting Program (MMRP) has not been submitted as part of the DEIR. The Department would request that prior to adoption of the Final EIR, the MMRP program be submitted for our review. Any mitigation measures that are associated with impacts to riparian habitat need to be agreed upon by the Department. Mitigation reports during construction of the project also need to be submitted to the Department. A1-5 A1-6 A1-7

- Traffic impacts associated with the relocation of a "Central Receiving" on the border to the Park need to be clearly identified. The number of vehicles projected to travel on the loop need to be identified, both during the weekday, as well as on the weekend when the swap meet occurs. A1-8

- Noise impacts need to be clearly identified with regards to the habitat and nesting season of endangered/special status species. Construction in the areas that are immediately adjacent to the Park should not occur during nesting season. A1-9 A1-10

- A Construction Storm Water Pollution Prevention Plan (SWPPP) is required for the construction of the proposed project. The Department requests an opportunity to review and comment on that document prior to implementation. A1-11

- Potential impacts resulting from the increased usage of the parking areas for the swap meet need to be evaluated, including the generation of more trash and debris. A1-12

- Storm water discharge points to Machado Lake from the College need to be identified in the document. Please include a site drainage map in the document. A1-13

- Please include a discussion of the Sub-watershed to which Machado Lake belongs. A1-14

- The DEIR needs to include quantitative monitoring as required by the Regional Water Quality Control Board. Please include a discussion on achieving compliance with this requirement. The Department also requests that any monitoring reports relating to water quality effects on Machado Lake be submitted to us. Because Harbor Lake has been targeted for compliance with various Total Maximum Daily Loads (TMDLs), please include estimates of runoff for various pollutants of concern. A1-15 A1-16 A1-17

Dr. Ann W. Tomlinson
May 6, 2003
Page 3

If you have any questions, please feel free to contact me at Dave Attaway or Leila Barker of my staff at (213) 485-8911 or (213) 485-8836, respectively.

Sincerely,

MANUEL A. MOLLINEDO
General Manager

BILL LUKEHART
Superintendent

MAM/BLS/DA/LB:ct

cc: David Attaway, Environmental Supervisor I
Reading File

RESPONSES TO THE 5/6/03 COMMENT LETTER FROM THE CITY OF LOS ANGELES DEPARTMENT OF RECREATION AND PARKS (COMMENT LETTER A1)

Response to Comment A1-1

The 30-year project referred to in the comment is the Thirty-Year Vision, which was presented, along with the Five-Year Plan, in the *Campus Plan 2002*. The Thirty-Year Vision is a strategic, long-term planning document that proposes a complete transformation of the campus. It is intended to be a guide, not a blueprint, for future development on the campus.

The purpose of this EIR is to evaluate the impacts of implementing the proposed Facilities Master Plan, not the "Thirty-Year Vision." Upon completion of the EIR process, the Facilities Master Plan, and not the "Thirty-Year Vision," will be considered for approval by the decision-making body of the CEQA lead agency, i.e., the Board of Trustees of the Los Angeles Community College District.

Additionally, as discussed on page 1-2 of the Draft EIR, the Facilities Master Plan, which was developed subsequent to *Campus Plan 2002*, incorporates elements of the Five-Year Plan and Thirty-Year Vision and represents the greatest amount of new construction, renovation projects, and demolition that could conceivably occur over approximately the next 5 years. Most of the individual projects proposed under the Facilities Master Plan would be constructed using the $124 million in funding that has been allocated to the College under the Proposition A Bond Measure. Completion of several other projects proposed under the Facilities Master Plan are contingent upon allocation of additional funding.

Response to Comment A1-2

Comment noted. The text of the Draft EIR has been revised, where appropriate, to state that the City of Los Angeles Department of Recreation and Parks, owns, operates, and maintains Ken Malloy Harbor Regional Park.

Response to Comment A1-3

Comment noted. Please see revised figures S-3, S-4, and S-5.

Response to Comment A1-4

The commentor is referred to the Facilities Master Plan map shown on Figures S-5 and 2-5 in this EIR. Additionally, the individual projects proposed under the Facilities Master Plan are described in detail in Chapter 2 of this EIR. For visual renderings of some elements of the

Facilities Master Plan, the reader is referred to the Five-Year Plan of the *Campus Plan 2002*, which is available on the College's website at:

http://www.lahc.cc.ca.us/html/_facilities_plan.html.

Response to Comment A1-5

A copy of this Final EIR and the Mitigation Monitoring and Reporting Program will be provided to City of Los Angeles Recreation and Parks prior to certification of the EIR by the Los Angeles Community College District Board of Trustees.

Response to Comment A1-6

The College will consider any comments from Recreation and Parks on proposed mitigation measures included in the Mitigation Monitoring and Reporting Program. However, should permits or agreements be required from the U.S. Army Corps of Engineers (ACOE) or the California Department of Fish and Game (CDFG) for potential impacts to wetlands or riparian vegetation, ACOE and CDFG would have the primary responsibility for the review and approval of measures to mitigate those impacts.

Response to Comment A1-7

Copies of mitigation monitoring reports will be provided to Recreation and Parks as requested.

Response to Comment A1-8

Relocation of the central receiving facility to west side of the campus is not expected to generate significant traffic impacts. The relocated Facilities Operations/Management and Central Receiving Facility would replace existing parking Lot M. Vehicles traveling to and from the Central Receiving Facility would use Lagoon Drive or L Street to travel between Figueroa Place and the west side of the campus to access the relocated central receiving facility. Currently, in order to access Lot M vehicles have to travel along L Street from the north or through campus parking lots and along Campus Drive from the south. Traffic associated with the Central Receiving Facility is a part of both the existing traffic volumes generated by the campus and the future traffic volumes projected to be generated at buildout of the Master Plan. The effect of the future campus-generated traffic volumes on intersection operating conditions was analyzed in the Draft EIR, and no significant impacts were identified on L Street.

Under the proposed Master Plan, the approximately 541 existing parking spaces in Lots G and K along the west side of the campus would be replaced by about 570 parking spaces in future Lots

2 and 3 and the proposed West Garage. The approximately 1,036 existing parking spaces in Lots C, D, and E on the southern side of the campus would be replaced by about 1,002 parking spaces in future Lot 1. As such, traffic volumes on the proposed loop road (i.e., Lagoon Drive) are not expected to substantially increase over the levels of traffic currently utilizing Campus Drive and Lagoon Drive to access the existing parking lots in these areas. Additionally, completion of the loop road (i.e., extension of Lagoon Drive along the perimeter of the campus) would have a beneficial effect on safety by reducing the conflicts between motorists and pedestrians that currently exists in parking lots on the south side of the campus (e.g., Lot D) and along Campus Drive.

Response to Comment A1-9

As discussed on page 3-135 of this EIR, noise levels in the vicinity of construction sites would fluctuate depending on the construction location, phase, equipment type and duration of use, and distance between the noise source and receptor. Typical construction noise levels for various types of construction equipment are provided in Table 3-24 on page 3-136 of the Draft EIR. The information in the table shows that construction noise could reach intermittent highs of 90 dBA, at a distance of 50 feet from the construction activity.

On page 3-54 of this EIR, it is acknowledged that although most bird species nesting in the area are well adapted to human-generated noise, including freeway noise and the noise generated by sports activities on the campus, construction noise may be more intense and may, at times, be sudden and loud, potentially resulting in startle effect and in temporary or permanent nest abandonment. As a consequence, mitigation measure BR-5 (see page 3-59) has been proposed to avoid potentially significant indirect impacts due to construction on special-interest species breeding within Ken Malloy Harbor Regional Park.

Response to Comment A1-10

When feasible, construction adjacent to Ken Malloy Harbor Regional Park will be scheduled to occur outside the bird-nesting season. However, should construction adjacent to the park be required during the bird-nesting season, mitigation measure BR-5 on page 3-59 is proposed to minimize potential indirect impacts on special-interest bird species breeding within the park. This mitigation measure requires a qualified ornithologist to conduct a baseline survey of areas within the park south of the campus that would be located within 500 feet of any construction activity. If any nests of special-interest species are located within 500 feet of proposed construction, the ornithologist will monitor the nest(s) the first 2 days of construction to document whether nesting behavior has changed with the initiation of construction. Because of the presence of the Harbor Freeway and existing campus activities, it is doubtful that birds nesting near the campus would abandon nests because of construction activities. However, if the ornithologist detects behavior that suggests nest abandonment is imminent, measures such as placement of noise barriers around the construction site or equipment will be implemented or

construction activities closest to the nest will be discontinued in that part of the campus until activities at the nest are complete, per the ornithologist.

Response to Comment A1-11

Copies of the College's proposed Construction Storm Water Pollution Prevention Plan will be provided to the Department of Recreation and Parks.

Response to Comment A1-12

There are no plans to increase use of parking areas for swap meet activities.

Response to Comment A1-13

Existing stormwater discharge points to Bixby Slough and Ken Malloy Harbor Regional Park are shown in Figure 9-1 on the following page and in Section 3-10 of this EIR. Plans for the proposed new stormwater treatment facilities and other improvements to the campus' storm drain system remain to be completed.

Response to Comment A1-14

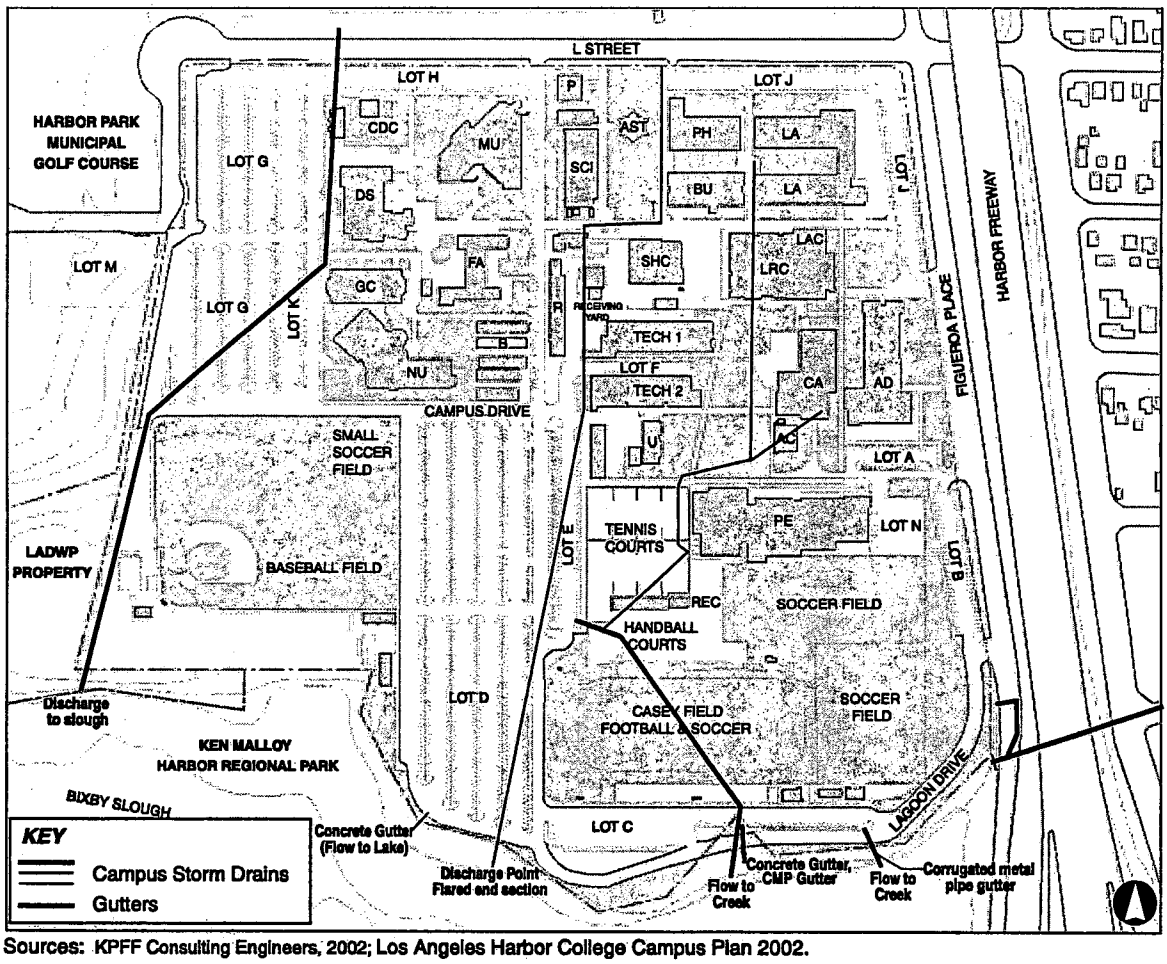
The reader is referred to the discussion of Machado Lake water quality and hydrology on pages 3-109 and 3-110 of this EIR.

Response to Comment A1-15

Although exact quantities of runoff are not known at this time, the implementation of Best Management Practices and construction of proposed stormwater treatment facilities in compliance with water quality regulations would have a beneficial effect by reducing the amount, and improving the quality, of waters discharged to Bixby Slough/Machado Lake.

Once the baseline data for discharge of stormwater pollutants from Harbor College have been collected and Waste Load Allocations have been established by the Regional Water Quality Control Board (RWQCB), monitoring of the runoff from the College will be required in accordance with RWQCB regulations to determine compliance with Total Maximum Daily Loads and any waste discharge requirements that are assigned to the campus through the Large MS4 permit. Water quality monitoring reports prepared in compliance with permit requirements will be provided to the Department of Recreation and Parks as requested. RWQCB, however, will have jurisdiction over water quality monitoring and reporting requirements.

Figure 9-1: Campus Storm Drain System



Sources: KPFF Consulting Engineers, 2002; Los Angeles Harbor College Campus Plan 2002.

Response to Comment A1-16

Please see the response to Comment A1-15 above.

Response to Comment A1-17

Please see the response to Comment A1-15 above.

Comment Letter A2

CITY OF LOS ANGELES
CALIFORNIA

WAYNE K. TANDA
GENERAL MANAGER

JAMES K. HAHN
MAYOR

DEPARTMENT OF
TRANSPORTATION
221 N. FIGUEROA ST, SUITE 500
LOS ANGELES, CA 90012
(213) 580-1177
FAX (213) 580-1188

1111 Figueroa Pl

April 28, 2003

Ann Tomlinson
Dean of College Planning
Research and Special Projects
Los Angeles Harbor College, Box 2
1111 Figueroa Pl
Wilmington, CA 90744

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED LOS ANGELES HARBOR COLLEGE MASTER PLAN AT 1111 FIGUEROA PLACE

The Los Angeles Department of Transportation (LADOT) has reviewed the DEIR prepared by Myra L. Frank and Associates, dated March 2003 and supporting traffic study prepared by traffic consultant, Kaku Associates, for the proposed Los Angeles Harbor College Master Plan. The Los Angeles Harbor College Master Plan is located on the block bounded by Figueroa Place on the east and the Ken Malloy Harbor Regional Park on the north, south and west. The study analyzed thirteen intersections and concluded that two of the study intersections would be significantly impacted by project related traffic. Except as noted, the traffic study adequately evaluated the project-related traffic impacts on the surrounding community.

PROJECT DESCRIPTION

The proposed project is to renovate existing facilities and construct new facilities to accommodate an increase in enrollment from 8,855 students to approximately 10,891 students by the year 2008. The project will require the demolition of some existing buildings and the net addition of approximately 120,000 to 160,000 square-feet (SF) of building space. The current campus buildings contain approximately 397,000 SF. The project includes construction of three new above-grade parking structures and one surface parking lot (adding approximately 1,870 parking spaces); a new conference center and culinary arts facility with ballroom; a new teaching facility for the business

education department; a new teaching facility for technological arts with six classrooms and four computer labs; a new media arts facility with television/video studio; new administration offices; new data center and information technology offices which include central receiving and campus police facilities; a new student services center including a two-story atrium, new classrooms for behavioral and social sciences; a new student cafeteria, a new central plant facility with workshops and offices; a new physical education building; and new athletic fields including track, football field, bleachers, lighting, baseball diamond, soccer field, and softball stadium. The project will also make repairs and improvements to the learning resource center, the administration building, the physics and business buildings, the liberal arts building, general classroom buildings, the life science building, the nursing building, the fine arts building, and the music building.

Vehicular access to the school would remain via driveways along L Street and Figueroa Place. Campus Drive and Lagoon Drive are internal street providing circulation within the Harbor College campus. The campus is adjacent to the Harbor Freeway (I-110) and is served by both the Pacific Coast Highway and the Anaheim Street ramps. The Master Plan will eliminate Campus Drive and realign and extend Lagoon Drive to serve as a perimeter road between Figueroa Place and L Street around the south and west sides of the campus. Off-street passenger drop-off zones would be provided at various locations along both L Street and Figueroa Place.

The project trips were calculated by deriving trip rates from empirical data collected in the field at the school during May 2002. The resulting trip generation was determined by factoring the empirical trip rates with growth in full-time equivalent (FTE) students. FTE students are meant to represent the actual proportion of students in school on a given weekday. The project will result in an net increase of 2,090 daily trips with 195 trips during the AM peak hour and 169 trips during the PM peak hour.

SIGNIFICANT TRAFFIC IMPACT LOCATION

The proposed project will have a significant traffic impact at the following two intersections:

1. Palos Verdes Drive/Gaffey Street/Vermont Avenue and Anaheim Street
2. Figueroa Place and Harbor Freeway Southbound Off-Ramp north of Anaheim Street

MITIGATION MEASURES

Palos Verdes Drive/Gaffey Street/Vermont Avenue and Anaheim Street

The proposed mitigation at this intersection via the potential reduction of trips through implementation of a new Transportation Demand Management (TDM) program at the school is not acceptable to DOT. The traffic study does not suggest a monitoring plan to verify that the proposed mitigation will actually reduce vehicle trips at the intersection and therefore mitigate the significant impact. Instead, DOT proposes that the District fund the cost of implementing Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) at the intersection

A2-1

to mitigate the impact at this intersection. Los Angeles Harbor College should submit $113,100 in check, cash or letter of credit to LADOT. A2-1 (cont'd)

Figueroa Place and Harbor Freeway Southbound Off-Ramp (N/O Anaheim Street)

The proposed mitigation to signalize this intersection is acceptable to DOT. All costs for design and installation of the traffic signal would be the responsibility of the Los Angeles Harbor College, if the new signal is found to be warranted by DOT and the California Department of Transportation (Caltrans). Caltrans should be consulted to determine if the proposed signal would have impacts to the main flow of traffic on the Harbor (I-110) Freeway. A2-2

HIGHWAY DEDICATION AND STREET WIDENING REQUIREMENTS

Figueroa Place is classified as a Collector Street which requires a 22-foot half width roadway on a 32-foot right-of-way. Presently Figueroa Place is improved to a 22-foot half width roadway on a 30-foot half width right-of-way. DOT recommends a 5-foot dedication but no widening at this time. A2-3

L Street is classified as a Local Street which requires a 20-foot half width roadway on a 30-foot half width right-of-way. Presently L Street is improved to Local Street standards. DOT does not recommend any dedication or widening at this time. A2-4

The Los Angeles Harbor College should also check with the Bureau of Engineering (BOE) Land Development Group for any additional highway dedication or street widening requirements. A2-5

CONSTRUCTION IMPACTS

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related traffic be restricted to off peak hours. A2-6 A2-7

DRIVEWAY ACCESS

The review of this DEIR does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with LADOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 3rd Floor, Station 23). Detailed plans of the passenger drop-off areas should be submitted along with any striping plans for parking areas. All driveways at City streets should be Case 2 driveways and at least 30 feet wide. A2-8

Ann Tomlinson 4 April 28, 2003

ADDITIONAL COMMENTS

A detailed explanation of fuel-time equivalent standards (FTE) was not given anywhere in the traffic study. An explanation of this factor and how it was obtained should be included in the final report. A2-9

If you have any questions, please contact Wes Pringle of my staff at (213) 580-5206.

Sincerely,

Allyn D. Rifkin
Principal Transportation Engineer

s:\letters\harbor_college_master_plan_eir.wpd

a: Council District No. 15
Southern District, LADOT
ATSAC
Design Division, DOT
Hadar Plafkin, City Planning
Caltrans, District 7, Attention: Steven Buswell
Bureau of Engineering, Land Development Group
Kaku Associates

RESPONSES TO THE 4/28/03 COMMENT LETTER FROM THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (COMMENT LETTER A2)

Response to Comment A2-1

Mitigation of intersection impacts via trip reduction through implementation of transportation demand management (TDM) measures was proposed in the EIR prepared in 2002 for the Pierce College Facilities Master Plan and was accepted by LADOT for Pierce College. Both Pierce College and Harbor College are part of the Los Angeles Community College District.

The traffic study prepared as part of the Harbor College Draft EIR suggests the following regarding monitoring of trip reductions through implementation of new TDM measures:

> "Monitoring will be conducted of the College's progress towards achieving the TDM goals established in the employee commute reduction program and achieving the 4% level of trip reduction identified herein as necessary to mitigate traffic impacts. In accordance with SCAQMD Rule 2202 requirements, Harbor College will conduct periodic surveys of Harbor College faculty and staff to assess changes in employee average vehicle ridership over time. In addition, since students are not covered by Rule 2202, similar surveys will also be conducted of Harbor College students. An initial survey will be conducted of Harbor College students to establish the current student AVR for baseline purposes at the outset of the mitigation monitoring program, and periodic student surveys will be conducted along with the employee surveys.
>
> "Two years after start of construction, Harbor College will submit the first report on the mitigation monitoring program. Subsequent reports will be prepared every 2 years until year 2008. Each report will describe the then-current faculty/staff AVR and student AVR based on surveying, and changes from the baseline and prior years' AVRs. The reports will also analyze the progress of the project in reaching the AVR goals of the campus, proportional to the level of buildout of the Master Plan at the time of the report. If the goals are not being met, proportional to the buildout of the plan, than identification and implementation of additional TDM measures may be required."

This method of monitoring is similar to that specified in various City of Los Angeles specific plans, including the Coastal Transportation Corridor Specific Plan, the Warner Center Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan, wherein compliance with TDM trip reduction goals is monitored via periodic surveying of AVR and evaluation of whether goals are being met. This method of monitoring is also similar to that required by the Southern California Air Quality Management District (SCAQMD) Rule 2202, although the Draft EIR proposes that the College go beyond SCAQMD Rule 2202 requirements by monitoring students as well as faculty and staff.

Response to Comment A2-2

This comment accepts the mitigation measure suggested in the Draft EIR for the Figueroa Place/I-110 southbound off-ramp (n/o Anaheim Street) intersection, subject to concurrence by Caltrans. Please also see the Response to Comment A7-2 in regards to Caltrans' comments on the proposed mitigation measure.

Response to Comment A2-3

The comment is recommending a 5-foot dedication along Harbor College's Figueroa Place frontage. Since City of Los Angeles standards for Collector Streets require a 22-foot half roadway on a 32-foot half right-of-way and Figueroa Place currently provides a 22-foot half roadway on a 30-foot half right-of-way, the current half right-of-way is only 2 feet less than standard, not 5 feet. It should be noted, however, that dedication of right-of-way to bring Figueroa Place up to current Collector Street standards is not needed to mitigate the proposed project's environmental impacts. Therefore, dedication of right-of-way is not proposed or required.

Response to Comment A2-4

Comment noted.

Response to Comment A2-5

The Harbor College campus does not front any public streets other than Figueroa Place and L Street, which were addressed in comments A2-3 and A2-4 above.

Response to Comment A2-6

Construction worksite traffic control plans will be prepared for any Harbor College Master Plan project that requires construction within a public street right-of-way. The traffic control plans will be submitted to LADOT for review and approval prior to the start of any construction.

Response to Comment A2-7

To the extent practical, Harbor College will direct contractors to limit construction-related truck trips to off-peak hours.

Response to Comment A2-8

Comment noted. As the comment does not raise environmental issues, no further response is necessary.

Response to Comment A2-9

An explanation of the full-time-equivalent (FTE) student concept used by the Los Angeles Community College District is provided below and in the footnote on page S-1 of this EIR and page 1 of the traffic study.

> "To determine the number of full-time-equivalent (FTE) students, the District calculates the total number of instructional hours for all of the enrollments and divides by 525 hours, which is roughly the number of instructional hours of one student taking five 3-unit classes for two primary terms. Instructional hours are based on enrollments on a census date and hours are counted differently for full-term and short-term classes. Some courses require reporting of actual hours of attendance only."

Comment Letter A3

Department of Water and Power the City of Los Angeles

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April 21, 2003

Dr. Ann Tomlinson
Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, California 90744

Dear Dr. Tomlinson:

Subject: Los Angeles Harbor College Facilities Master Plan Project
Draft Environmental Impact Report (DEIR)

The Los Angeles Department of Water and Power (LADWP) is hereby providing comments to your Facilities Master Plan DEIR released for public review on March 12, 2003 for the proposed project. The project includes construction of new facilities; renovation, and additions to existing facilities; demolition of several existing structures; and development of new surface parking and/or parking structures.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed project. In regard to water needs for the proposed project, this letter does not constitute a response to a water supply assessment due to recent state legislative activity (i.e., SB 901, SB 610 and SB 221) for development projects to determine the availability of long-term water supply. Our understanding is that a water supply assessment by the water supply agency needs to be requested and completed prior to issuing a draft Negative Declaration or draft EIR. Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP (Mr. Alvin Bautista, [213] 367-0800 or by e-mail at Alvin.Bautista@water.ladwp.com) and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation. A3-1

If proposed project parameters (e.g., development details such as type, square footage, etc., anticipated water demand by 2020, population increase, etc.) are such that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. Gerald A. Gewe
Assistant General Manager-Water
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, California 90012

A3-1 (cont'd)

The following is LADWP information regarding meeting the projected infrastructure needs for the subject project:

Water Needs

Once a determination of the proposed project fire demands has been made, LADWP will assess the need for additional facilities. A3-2

In terms of design and siting facilities, it should be noted that LADWP has water facilities and easements in the west and south sides of the project area. No permanent structures shall be installed over easements. Please contact Mr. Jose A. Porras at (213) 367-1229 who can provide the location of the easements. A3-3

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer to confer with a single point-of-contact at LADWP (Mr. Hugo Torres, [213] 367-1178 or by e-mail at Hugo.Torres@water.ladwp.com) to make arrangements for water supply service needs. A3-4

Power Needs

LADWP does not have any specific power related comments on the DEIR.

Should any work need to be performed by the Power System, it will be done in accordance with LADWP's Rules Governing Water and Electric Services, including any upgrades to meet load demands. A3-5

As the project proceeds further in the planning and design phase, we recommend the project applicant or designated Project Management Engineer to confer with a single point-of-contact at LADWP (Mr. James M. Laschober, [213] 367-3469 or by e-mail at James.Laschober@ladwp.com) for dealing with power services and infrastructure needs. A3-6

LADWP Programs to Assist Customers Water and Power Needs

LADWP has a number of programs that are intended to serve existing and prospective customers water and power needs. Since the proposed project is in the planning and design phase, it may be a good idea to review these programs to consider the feasibility A3-7

of incorporating measures in the design, project development and operations of the proposed facilities. The benefit of these programs is cost savings to the customer while at the same time being environmentally friendly. Existing and prospective customers of LADWP are encouraged to join us in this effort by taking part in our "Green Power for a Green LA" program. Call 800 GREEN LA (800-473-3652), or visit www.GreenLA.com as well as www.LADWP.com to learn more about the various programs available.

Green Power for a Green LA Program. LADWP is committed to replacing electricity generated from fossil fuel-burning power plants with energy generated from renewable resources such as the sun, wind, water, biomass, and geothermal. Mr. John Giese is the Green Power Program Manager and can be reached at (213) 367-0434 or by e-mail at John.Giese@ladwp.com.

Trees for a Green LA. As part of its ongoing commitment to environmental initiatives that reduce energy use, improve air quality, and beautify local communities, LADWP is sponsoring the *Trees for a Green LA* program. One of the main goals of the program is to add an estimated 200,000 shade trees to the Los Angeles urban environment starting in March 2002. The program is intended to provide trees to residential customers of the LADWP. Additional elements of the program that are planned, include trees for 1) public spaces, 2) new construction/development, and 3) replacement under power lines. Ms. Leilani Johnson is the Program Manager and can be reached at (213) 367-3023 or by e-mail at Leilani.Johnson@ladwp.com.

A3-7
(cont'd)

Efficiency Solutions. LADWP suggests consideration and incorporation of energy efficient design measures for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs and cash incentives to reduce peak electrical demand and energy costs. Mr. Donald Cunningham is the Director of Energy Efficiency Solutions and can be reached at (213) 367-1375 or by email at Don.Cunningham@ladwp.com.

Solar Energy. In an effort to decrease dependency on traditional, polluting energy sources, LADWP is promoting solar power to make this energy alternative more affordable. Thomas Honles is the Solar Energy Program Manager and can be reached at (213) 367-3151 or by email at Thomas.Honles@ladwp.com.

Electric Transportation. LADWP is promoting this program by providing our customers with information and assistance that greatly simplifies the process of buying electric vehicles and installing a charger(s). Mr. Scott Briasco is the Electric Transportation Program Manager and can be reached at (213) 367-0239 or by e-mail at Scott.Briasco@ladwp.com.

Water Conservation. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Mr. Thomas Gackstetter is the Water Conservation Program Manager and can be reached at (213) 367-0936 or by e-mail at Thomas.Gackstetter@water.ladwp.com.

A3-7 (cont'd)

Water and Energy Conservation

Based on the proposed project, some of the enclosed energy and water conservation measures may apply and should be considered for inclusion in the proposed project. If there are any questions concerning the recommended conservation measures, please contact our Customer Outreach, or for more details on various water conservation methods available, contact the Water Conservation Office at (800) 544-4498.

A3-8

Consideration of these conservation measures, including possible use of recycled materials and recycling area requirements for new developments (see Ordinance No. 171687), early on in the design of the proposed project would facilitate incorporation into project implementation based on economic, technical, environmental and marketing objectives.

A3-9

Please include LADWP in your EIR mailing list and address it to the undersigned in Room 1044. We look forward to reviewing the EIR for the proposed project. If there are any additional questions, please contact Mr. Val Amezquita of my staff at (213) 367-0429.

A3-10

Sincerely,

Charles C. Holloway

CHARLES C. HOLLOWAY
Supervisor of Environmental Assessment

VA:drg
Enclosures

c: Mr. Val Amezquita

IMPACT OF THE PROPOSED PROJECT ON THE WATER SYSTEM AND METHODS OF CONSERVING WATER LOS ANGELES DEPARTMENT OF WATER AND POWER

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Recommendations listed below are examples of measures that conserve water in both new and existing construction:

1. The landscape irrigation system should be designed, installed and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

2. Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and

frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

3. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.

4. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.

5. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.

6. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP should be contacted for specific information on appropriate measures.

7. Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.

8. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

More detailed information regarding these and other water conservation measures can be obtained from LADWP's Water Conservation Office by calling (800) 544-4498.

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Efficiency Solutions Business Group encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

   - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
   - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
   - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
   - The isolation of air conditioning to any selected floor or floors.
   - Consider the applicability of the use of thermal energy storage to handle cooling loads.

3. Cascade ventilation air from high-priority areas before being exhausted, thereby, decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

4. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

5 Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

2

6. Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

7. A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.

8. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

9. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat.

10. Install thermal insulation in walls and *ceilings* which exceeds requirements established by the California Code of Regulations.

11 Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

12. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

13. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible, including all street and parking lot lighting to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.

14. Install photo sensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

15. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

16. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

17. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

18. Incorporate windowless walls or a passive solar inset of windows into the project for appropriate exposures.

19. Design project to focus pedestrian activity within sheltered outdoor areas

For additional information concerning these conservation measures, please contact Mr. Adan Reinosa, Outreach Customer Manager, Business Planning, at (213) 361-1742.

W&P ConsrvtnMeasures v.082802

RESPONSES TO 4/21/03 COMMENT LETTER FROM CITY OF LOS ANGELES DEPARTMENT OF WATER AND POWER (COMMENT LETTER A3)

Response to Comment A3-1

Comments noted.

Response to Comment A3-2

Comment noted.

Response to Comment A3-3

No permanent facilities are proposed over the western and southern water line easements.

Responses to Comment A3-4 through A3-7

Comments noted.

Responses to Comment A3-8 and A3-9

Comments noted. As stated on page 2-16 of the EIR, new buildings and facilities will be constructed in compliance with national Leadership in Energy & Environmental Design (LEED) sustainable building standards, which are intended to maximize the use of renewable resources and maximize energy efficiency and utilization.

Response to Comment A3-10

Comment noted.

Comment Letter A4

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

JAMES A. NOYES, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

May 5, 2003

IN REPLY PLEASE REFER TO FILE: WM-4

Ms. Ann Tomlinson
Dean of College Planning,
Research, and Special Projects
Los Angeles Harbor College, Box 2
1111 Figueroa Place
Wilmington, CA 90744

Dear Ms. Tomlinson:

RESPONSE TO A DRAFT
ENVIRONMENTAL IMPACT REPORT
LOS ANGELES HARBOR COLLEGE
FACILITIES MASTER PLAN
CITY OF LOS ANGELES

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the subject project. The project involves construction of new buildings, the renovation and modernization of, and additions to, existing facilities, the demolition of some existing buildings, the development of new surface parking and/or parking structures, landscaping, and open space. The building square footage on the campus will increase by approximately 55 percent or 230,000 gross square feet and 2,031 parking spaces will be provided. The project site is located north of the Los Angeles Harbor area in the City and County of Los Angeles, bounded to the north, south, and west by Ken Malloy Harbor Regional Park, and to the east by Harbor Freeway (I-110). We have reviewed the submittal and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in the County of Los Angeles in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and/or predevelopment activities and postdevelopment operation associated with the proposed project will increase the generation of solid waste and negatively impact the

A4-1

solid waste management infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent plans to implement to mitigate the impact. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste, from the landfills. A4-1 (cont'd)

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project. A4-2

The Los Angeles County Building Code, Section 110.4, requires that buildings or structures adjacent to or within 200 feet of active, abandoned, or idle oil or gas well(s) be provided with methane gas protection systems. The project site contains or appears to contain or lie within 200 feet of active, abandoned, or idle oil or gas wells. This issue should be addressed and mitigation measure provided. Our Environmental Programs Division must be contacted for issuance of necessary permits. A4-3

The existing hazardous waste management (HWM) facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste, which could adversely impact existing HWM facilities. This issue should be addressed and mitigation measures provided. A4-4

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by our Environmental Programs Division. A4-5

If you have any questions, please contact Ms. Lisa M. Woung at (626) 458-3996.

Land Development

Grading and Drainage

The environmental document does not provide sufficient information to determine what drainage impacts, if any, the project may have toward area drainage. To properly assess any drainage and water quality impacts and to determine appropriate mitigation, a drainage concept/Standard Urban Stormwater Mitigation Plan (SUSMP) report will be required. SUSMP reports are required for all projects with 25 or more parking spaces and any developments with food services. We recommend that the applicant prepare a drainage concept/SUSMP report showing the extent of drainage and water quality A4-6

impacts, and if necessary, provide mitigation acceptable to the County. The analysis should address increases in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities. We recommend that a copy of the drainage concept/SUSMP report, once approved, be included in the environmental document. A4-6 (cont'd)

If you have any questions, please contact Mr. Michael Hales at (626) 458-4921.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site. A4-7

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

For ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:kk/ro
A:\EIR293.DOC

RESPONSES TO 5/5/03 COMMENT LETTER FROM COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS (COMMENT LETTER A4)

Response to Comment A4-1

The incremental increase in solid waste generated by the campus due to implementation of the Master Plan is not expected to have a significant impact on the environment. Nonetheless, a construction waste management plan will be adopted to recycle or salvage construction, demolition, and land clearing waste generated by construction of projects proposed under the Master Plan. Additionally, consistent with current practices, the College will continue to divert a substantial amount of solid waste that might otherwise require disposal in county landfills. For example, in 2001, approximately 44 percent of the solid waste generated by the College was diverted.

Response to Comment A4-2

A solid waste recycling program, which includes on-campus recycling bins and receptacles, has been in place for a number of years and has been successful in recycling a substantial percentage of the solid waste generated on the campus. In 2001, for example, the College diverted approximately 44 percent of its total tonnage of solid waste generated for the year. It is expected that this successful recycling program will continue and will be enhanced (see Section 2-3.3 – Sustainable Building Plan) with implementation of the proposed Master Plan 9.

Response to Comment A4-3

The Harbor College campus is not located within an oil field. However, it is located just south of two active oil fields, the Wilmington and Torrance Oil Fields. Review of Division of Oil and Gas Wildcat and Oil Field maps indicated no wells were present within the campus boundaries; however, several abandoned wells are mapped to the north and south of the campus. Due to the close proximity of the campus to active oil fields and mapped abandoned oil wells, there is a potential for encountering unrecorded abandoned oil wells during construction. To ensure no adverse impacts would occur in the event improperly abandoned oil wells are encountered during construction, the following mitigation measure has been included in Section 3-8.3 of the EIR.

HM-5 Abandoned Oil Wells. Prior to construction, the California Department of Conservation, Division of Oil, Gas and Geothermal Resources shall be contacted for specific information on any wells located within the Harbor College campus, including location and abandonment details. A diligent effort shall be made to avoid construction over abandoned oil wells. If any portion of project facilities are located over or within 50 feet of a plugged or abandoned well, or if an unrecorded well is encountered during construction, the contractor shall coordinate with the Division of Oil, Gas and Geothermal Resources and other local regulatory agencies, such as the Los Angeles County Department of Public

Works, to ensure that the well is flagged for avoidance and is evaluated to determine whether it was properly abandoned and whether it will require remedial plugging or the installation of a gas venting system.

Response to Comment A4-4

Currently, hazardous materials or wastes stored on campus include chemicals used for instructional purposes, motor oil and waste oil used/stored within the autoshop, limited amounts of paints and solvents stored in various workshops around the campus, and small amounts of pesticides and herbicides stored and used by the campus gardeners. Small amounts of biological waste are also generated on the campus. Implementation of the Master Plan would result in an incremental increase in hazardous materials and waste generated by campus activities. Therefore, the impact on the county's hazardous waste management facilities would be negligible.

Response to Comment A4-5

Comment noted.

Response to Comment A4-6

A drainage concept/Standard Urban Stormwater Mitigation Plan (SUSMP) report will be prepared and submitted to the County. It is anticipated that the SUSMP report will be prepared subsequent to completion and certification of this EIR.

Also, it should be noted that the proposed Master Plan would result in an increase in amount of open space and decrease in impervious surfaces on the campus. Additionally, implementation of Best Management Practices in compliance with regulatory requirements and development of three stormwater treatment facilities on the campus to comply with SUSMP requirements will reduce pollutants in stormwater runoff from the campus.

Response to Comment A4-7

Implementation of the Master Plan would increase the amount of green space and impervious surfaces on the campus, reducing runoff from the campus. In addition, proposed Master Plan improvements include new stormwater treatment facilities to filter flows and capture contaminants in runoff from the campus.

Comment Letter A5

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

April 9, 2003

Dr. Ann Tomlinson
Dean of College Planning, Research and Special Projects,
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744

RE: SCAG Clearinghouse No. I 20030184 Los Angeles Harbor College Facilities Master Plan

Dear Dr. Tomlinson:

Thank you for submitting the **Los Angeles Harbor College Facilities Master Plan** or review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Los Angeles Harbor College Facilities Master Plan**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time. A5-1

A description of the proposed Project was published in SCAG's **March 16-31, 2003** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you. A5-2

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

RESPONSES TO 4/9/03 COMMENT LETTER FROM SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (COMMENT LETTER A5)

Response to Comment A5-1

Comment noted.

Response to Comment A5-2

Comments noted.

Comment Letter A6

State of California - The Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

GRAY DAVIS, *Governor*

Flex your POWER

April 28, 2003

Dr. Ann Tomlinson
Dean of College Planning
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, California 90744

Draft Environmental Impact Report for Los Angeles Harbor College Facilities Master Plan
State Clearinghouse Number 2002091037

Dear Dr. Tomlinson:

The Department of Fish and Game (Department) has reviewed the above-referenced Environmental Impact Report (DEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and Fish and Game Code Section 1600 et seq.

The Los Angeles Harbor College Facilities Master Plan (Master Plan) proposes the construction of new buildings; renovation and modernization of and additions to existing facilities; demolition of some existing buildings; and the development of new surface parking and/or parking structures, landscaping, and open space. Under the Master Plan, a pedestrian arterial system would be established that organizes the campus into quadrants: northwest, northeast, southwest, and southeast. This pedestrian backbone would distinguish the south campus as the athletic and recreation area of the College and the north campus as the academic core of the College.

Currently funded projects discussed in the Master Plan include but are not limited to: new and enhanced student classrooms and resources, administrative and faculty offices, maintenance and operations facilities, athletic fields and facilities, and surface parking. Other Master Plan projects for which funding has not currently been allocated include the new Northwest Academic Building; parking structures; the new Cafeteria addition to the Seahawk Center; the demolition of the existing

cafeteria; new athletic fields; demolition of portions of the existing Gymnasium and completion of a new Physical Education facility; and relocation of the existing track and field and southern portions of pedestrian walkways.

Completion of the projects proposed under the Master Plan would increase the building square footage on the campus by approximately 55 percent or 230,000 gross square feet and provide 2,031 parking spaces. Currently there are approximately 421,000 square feet of floor space and 2,102 parking spaces on the campus. Construction is expected to commence in 2003 and continue through the year 2008.

Biological Resources

As discussed in the DEIR, most of the campus consists of structures, hardscape, or ornamental landscaping. Portions of the southwest and west edges of campus are dominated by ruderal vegetation. Ken Malloy Harbor Regional Park (KMHRP) borders the campus on the north, south and west. Sensitive habitat communities immediately adjacent to the south and west of campus include willow scrub and woodland, and freshwater marsh. As discussed in the DEIR a large number of avian species, including several that are considered sensitive utilize KMHRP for nesting, rearing young, or as a migratory stopover. KMHRP is recognized by the National Audubon Society as an Important Bird Area (IBA).

A pair of the federally- and State-listed endangered least Bell's vireo (*Vireo bellii pusillus* – "vireo") were observed within KMHRP during the spring and summer of 2002; this new information was not available in the California Natural Diversity Database (CNDDB) at the time of the preparation of the DEIR. The vireo pair was commonly observed in the willow patch near the Machado Lake "dam", approximately 1,200 feet west of the existing baseball field on campus.

Department staff examined the project site on April 24, 2003 and observed southern tarplant (*Centromadia parryi* ssp. *australis*) approximately 150 feet south of the existing baseball field. Southern tarplant is listed by the California Native Plant Society as a rare, threatened, or endangered species (List 1B). The riparian and wetland habitats in proximity to the campus were also evaluated for their potential to support sensitive species, including the vireo.

Impacts

According to the DIER, the project may result in direct impacts to sensitive riparian vegetation including willow woodland and riparian scrub. In addition, noise and other disturbances during construction could affect common and sensitive wildlife. Several mitigation measures are proposed in the DEIR.

The Department offers the following comments and recommendations:

Sensitive Vegetation Communities and Streams/Lakes

According to the DEIR, riparian communities associated with an unnamed drainage and riparian scrub associated with Machado Lake may be impacted by the project. The Final EIR (FEIR) should clearly state whether direct impacts to riparian communities can be avoided. If direct impacts cannot be avoided, a jurisdictional delineation of lakes, streams, and associated riparian habitats should be included in the FEIR, including a delineation of wetlands pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department[1]. Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers. A6-1

The Department recommends avoidance of impacts associated with the loop road and the new softball field. If impacts cannot be avoided, the project will require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the FEIR should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement[2]. A6-2

Least Bell's Vireo and Other Sensitive Birds

A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance A6-3

[1] Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

[2] A Streambed Alteration Agreement form may be obtained by writing to: Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123, by calling (858) 636-3160, or by accessing the Department's web site at www.dfg.ca.gov/1600 .

of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. A6-3 (cont'd)

The FEIR should include new information regarding the vireo as mentioned above. The willow scrub and woodland habitat potentially directly impacted by construction of the project are of lower quality than the known vireo use areas within KMHRP. However, due to the known presence of the species within KMHRP, we recommend consideration of avoidance and impact minimization measures for vireo. Focused protocol surveys should be performed in potential habitats (i.e., willow or mule fat) within 500 feet of the project footprint prior to impact. A6-4

Construction of the loop road, soccer field, or softball field should take place outside of the breeding season for vireo (March 15-September 15). A6-5

Because of potential use by the vireo, any direct impacts to willow woodland or riparian scrub should be mitigated at an acreage ratio of no less than three to one. Mitigation Measure BR-5 should be revised to include these avoidance and mitigation measures for vireo. A6-6

The Department believes that KMHRP constitutes an important area for vireo recovery in the Los Angeles Basin, and impacts to habitats south of campus should be minimized. We are concerned with night lighting from the two new sports fields proposed for construction and vehicles using the loop road. Mitigation Measure BR-6 may help to reduce the impacts of spillover light from sports fields. However, other lighting issues remain. The most significant impact may be the extension of the loop road (i.e., Lagoon Drive). The existing willow woodland affected by vehicle lights exhibits the lowest nesting density of any similarly-sized habitat area within KMHRP, as documented in the draft 2001 breeding bird atlas for the park. Likewise, Christmas Bird Counts have shown that this area supports very few wintering birds compared to other essentially identical sites in KMHRP. Local experts have pointed to vehicle lights as a possible factor in the unusual lack of birds along existing Lagoon Drive (Heindel, 2003). Extension of the road could lead to increased adverse impacts. Night lighting impacts associated with the loop road extension should be reduced by including measures to block light from vehicles from entering potential nesting habitats. This could be accomplished by establishing screening consisting of walls with planted native vegetation. These types of mitigation measures should be discussed in the FEIR. A6-7

Vector Management

The management of mosquitoes within and adjacent to KMHRP has recently been of great concern, especially in light of the likely appearance of West Nile virus (WNV) into southern California in the coming months. The management of mosquitoes often involves removal of native wetland vegetation and, as a last resort, application of pesticides. These activities impact sensitive vegetation communities and may also impact nesting birds during "emergencies" requiring vegetation removal. We recommend that the FEIR considers ways to reduce mosquito issues associated with the project. Drainage within the campus and KMHRP should minimize A6-8

small isolated pools of still water, and the potential effects of the proposed sports field lighting on increasing mosquito problems on campus should be analyzed. A6-8 (cont'd)

Southern Tarplant

Department staff observed southern tarplant approximately 150 feet south of the shed in the southwest corner of the existing baseball field, on the drying shore of Machado Lake. We recommend that focused surveys are performed for this species in all impact areas supporting potential habitat (i.e., vernally moist alkaline areas, ruderal grasslands, drainages, etc.), with the results provided in the FEIR. Because this species meets the State's criteria for listing, we recommend avoidance of impacts to southern tarplant. A6-9

Questions regarding this letter and further coordination on these issues should be directed to Brad Henderson at (310) 214-9950.

Sincerely,

Donald R. Chadwick
Habitat Conservation Supervisor

CC: Department of Fish and Game
Brad Henderson
Laura Crum
File

U.S. Fish and Wildlife Service
Kerri Davis

RESPONSES TO 4/28/03 COMMENT LETTER FROM CALIFORNIA DEPARTMENT OF FISH AND GAME (COMMENT LETTER A6)

Response to Comment A6-1

Los Angeles Harbor College will attempt, to the extent possible, to avoid project impacts on willow woodland and riparian scrub habitats. If this is not possible, the College will comply with all the provisions of mitigation measure BR-1, which acknowledges that a wetland delineation must be completed. The College understands that the Department's jurisdiction may extend beyond that of the Army Corps of Engineers.

Response to Comment A6-2

See the Response to Comment A6-1 regarding avoidance of impacts. Regarding the necessity for a Streambed Alteration Agreement, the Draft EIR already acknowledges this fact in Section 3-4.2, as well as in Mitigation Measure BR-1.

Once engineering drawings have been completed for the project, which will likely not occur until after certification of the Final EIR, a wetland delineation will be conducted that will precisely identify impacts, if any, on riparian resources. The wetland delineation will further discuss avoidance, mitigation, monitoring and reporting as outlined in Mitigation Measure BR-1.

Regarding CEQA compliance, the Draft EIR and Final EIR are CEQA documents and acknowledge that all impacts on riparian habitat are significant and that mitigation must occur to avoid or replace such habitat, as specified in Mitigation Measure BR-1 and in the mitigation plan that will be included in the Streambed Alteration Agreement. As the Department is well aware, it is very often not possible to specify accurately the actual acreage of riparian habitat that will incur impacts due to a proposed project until engineering drawings have been completed. Thus, the Final EIR cannot and does not precisely specify riparian impact acreage. However, at this time, habitat impacts are estimated as follows:

- **Ken Malloy Harbor Regional Park (KMHRP) property south of the baseball field and west of the proposed softball field.** The loop road and a portion of the softball field would encompass less than approximately 0.15 acres of KMHRP property, which supports riparian scrub habitat.

- **LADWP property west of campus.** The proposed loop road would affect an estimated 0.2-acre linear strip of LADWP property immediately west of the proposed soccer field and parking garage. A portion of this area (less than 0.2 acres) supports willow woodland habitat.

Response to Comment A6-3

The Draft EIR concludes that the proposed Master Plan would not result in the "take" of any species listed by CESA. However, as noted in the next comment, the least Bell's vireo, listed as endangered under both CESA and the federal ESA, was observed 1,200 feet west of the existing campus baseball field in the summer of 2002; this information was inadvertently omitted from what was provided to the Draft EIR preparers when local experts were contacted in November 2002. The text of this EIR has been revised to incorporate this relevant information (see section 3-4.1 of this Final EIR). However, given the distance this pair was nesting from the campus in 2002, and the limited extent of similar potential habitat closer to the campus, no direct or indirect impacts on the least Bell's vireo would be expected to occur due to project construction or operation, even if construction were to occur during the vireo breeding season. Also see the Responses to Comments A6-4 and A6-5. No "takes" of any species listed under CESA or the federal ESA are expected to occur due to project construction or operation.

Response to Comment A6-4

The information on vireos provided by the Department of Fish and Game has been included in this Final EIR (see Section 3-4).

Measures to avoid and minimize impacts on the vireo are described in Mitigation Measure BR-5, as detailed and modified in Response to Comment A6-5 below.

Response to Comment A6-5

Mitigation Measure BR-5 is hereby modified for this Final EIR to include protocol surveys for the vireo, as follows (modified portion underlined):

BR-5 In order to avoid potentially significant indirect impacts due to construction on special-interest species breeding within KMHRP, if any construction activities are planned for the breeding season for birds, approximately February 1 through <u>September 15</u>, Los Angeles Harbor College shall retain a qualified ornithologist to conduct a baseline survey of areas within the KMHRP south of campus that would be located within 500 feet of any construction activity. The baseline survey shall be conducted not more than 1 week prior to the initiation of any construction activity and shall document whether any special-interest bird species (least bittern, peregrine falcon, Cooper's hawk, sharp-shinned hawk, osprey, northern harrier, loggerhead shrike, yellow warbler, tricolored blackbird) or any raptors (red-tailed hawk, red-shouldered hawk, white-tailed kite) other than special-interest species are nesting within 500 feet of any proposed construction activities.

If any nests of other special-interest species are located in the KMHRP within 500 feet of proposed construction, the ornithologist shall note the nest(s) location and return to monitor the nest(s) the first 2 days of construction to document whether nesting behavior

(in terms of the potential for nest abandonment) has changed with the initiation of construction. Because of the presence of the Harbor Freeway and existing campus activities, it is doubtful that birds nesting near the campus would abandon nests because of construction activities. However, if the ornithologist detects behavior(s) that suggest nest abandonment is imminent, noise mitigation measures such as placement of noise barriers around the construction site or equipment shall be implemented or construction activities closest to the nest shall be discontinued in that part of campus until activities at that nest are complete, per the ornithologist.

During construction, the ornithologist shall continue monitoring the KMHRP area within 500 feet of construction once weekly until the end of the breeding season or until the end of construction within 500 feet of the campus south boundary, whichever comes first, whether or not nests of special-interest species are detected within 500 feet of proposed construction during the baseline survey. During weekly surveys, the ornithologist shall continue to monitor the effects of construction, if any, on special-interest species nesting in the area. If no special-interest species are detected nesting in the 500-foot distance during the baseline survey, the weekly surveys will document whether special-interest species initiate nesting in the area during construction and to monitor any apparent effects of construction.

If any project construction activities would occur between March 15 and September 15, protocol surveys for least Bell's vireo, which nests in the KMHRP, shall be conducted within 500 feet of the construction zone in any areas of the KMHRP even marginally suitable for the vireo, if present. If least Bell's vireos are detected nesting within 500 feet of the construction zone, an ornithologist with demonstrated experience in identifying and observing behavior of least Bell's vireos shall observe the vireos for 2 hours daily during the construction period and determine whether behavior suggests that the vireos may be abandoning their nesting territory due to construction-related noise or activity. The monitor shall observe other nesting vireos, including the vireo pair at the dam in KMHRP, if present, for comparison. If the monitor determines that vireos within 500 feet of project construction have altered or abnormal behavior due to project construction, noise mitigation measures such as placement of noise barriers around the construction site or equipment shall be implemented or construction activities within 500 feet of the vireo territory shall cease until the vireos have completed breeding activities and departed the area.

Response to Comment A6-6

If a Streambed Alteration Agreement (SAA) is required for the proposed project, it will specify mitigation ratios. The Department of Fish and Game may require that mitigation occur within KMHRP or another offsite area through habitat restoration, habitat enhancement, or eradication of non-native invasive vegetation. Depending upon which of these options, or which combination of these options, is selected by the Department and detailed in the Streambed Alteration Agreement, mitigation ratios may vary. Consequently, mitigation ratios will not be

determined until this EIR has been certified and engineering drawings and the Streambed Alteration Agreement have been completed.

Response to Comment A6-7

Mitigation Measure BR-6 is hereby modified as follows (modified portion underlined):

BR-6 In order to avoid potentially significant indirect impacts due to campus lighting on special-interest species breeding within KMHRP, nighttime lighting for the playing fields shall <u>be designed in consultation with a qualified ornithologist and shall</u> incorporate full-cutoff shielded fixtures or three-sided shielded fixtures pointed at least 45 degrees below the horizontal to contain the light within the campus. <u>In addition, in order to minimize the impact of vehicle lights on nesting habitats in KMHRP, the loop road extension shall be separated from KMHRP by fencing a minimum of 5 feet high. If chain link fencing is used, native shrubs similar to those within the KMHRP adjacent to the loop road shall be planted side-by-side along the fence so that light spill from vehicles is sufficiently minimized, per evaluation of a qualified ornithologist.</u>

Response to Comment A6-8

The Master Plan does not propose the removal of wetland vegetation or increased use of pesticides to manage mosquitoes on or adjacent to the campus. Drainage improvements to the campus, including use of underground holding tanks to filter stormwater runoff from the campus, would not increase and may actually reduce mosquito problems on the campus.

The sports field lighting on the campus is used infrequently, primarily during daylight savings time, and is limited by budget restrictions. It is expected that the use of sports field lighting on the campus under the Master Plan would not increase substantially compared to current lighting levels. Nonetheless, use of yellow light bulbs or sodium vapor bulbs that are less attractive to mosquitoes will be considered as means to reduce potential mosquito problems on the campus.

Response to Comment A6-9

Although the Draft EIR preparers were aware of the potential for southern tarplant to occur in the project vicinity, management of campus grounds (mowing, weed control) and the lack of alkaline soils on the campus minimizes the potential for occurrence of this species on the campus. Additionally, as noted in the comment, the southern tarplant were observed on KMHRP property approximately 150 feet south of the southern campus boundary. Nonetheless, in response to the comment, revisions have been made to the text of the EIR (see Section 3-4) and a new mitigation measure (see BR-7 below) is proposed to mitigate impacts on this species should it occur in areas subject to disturbance during project construction. Additionally, a focused

survey for this species will be conducted in June 2003 (southern tarplant does not bloom until June or July).

BR-7 Should focused surveys of the campus for the southern tarplant during the summer of 2003 locate any individuals of this species, the campus shall retain the services of a restoration specialist with demonstrated experience in the successful design and implementation of mitigation plans for special-interest plant species. The restoration specialist shall prepare a plan to replace the number of individuals of southern tarplant to be removed by project construction on a two-to-one basis. The plan shall detail provisions to enhance existing populations of southern tarplant in the KMHRP. The plan shall include the following details:

- Procedures and timing for collection of seeds from the campus tarplant population or from other populations within a 20-mile radius of the campus;
- Site preparation methods to ensure that existing tarplant populations are not damaged and that disturbance of other native plants is minimized;
- Site protection methods including fencing as necessary to minimize human intrusion into the planting area;
- Performance criteria to ensure that the two-to-one mitigation has occurred;
- Methods for monitoring, maintenance (including weed control) and reporting.

Comment Letter A7

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 S. SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-4429
FAX (213) 897-1337

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Los Angeles Harbor College
Facilities Master Plan
1111 Figueroa Place
Vic. LA-110-4.06
SCH # 2002091037

Dr. Ann Tomlinson
Los Angeles Community College District
1111 Figueroa Place
Wilmington, CA 90744

Dear Dr. Tomlinson:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, additional analysis will be needed for the project's traffic study for the affected Freeway segments including:

Provide a more detailed trip distribution pattern showing the percentage of trips on each segment to support the volumes shown in Appendix B. A7-1

Conduct a delay/queuing analysis for the southbound I-110 off-ramp with the proposed coordinated traffic signals to determine if vehicles will have adequate time to clear the intersection and if the off-ramp will have adequate storage capacity. The analysis will also determine if the proposed mitigation is necessary. A7-2

Calculate the level-of-service for cumulative plus project conditions at the intersection of Figueroa Place and the southbound I-110 off-ramp. A7-3

Proposed projects may need to conform with the National Pollution Discharge Elimination System (NPDES) requirements relating to construction activities and Post-Construction Storm Water Management. To the maximum extent practicable, Best Management Practices will need to be implemented to address storm water runoff from new development. The responsible water quality control agencies will need to review storm water runoff facilities and drainage plans. A7-4

If you have any questions regarding our response, refer to our internal IGR/CEQA Record # cs/030356, and please do not hesitate to contact me at (213) 897-4429.

Sincerely,

for Carl Shigi

STEPHEN BUSWELL
IGR/CEQA Branch Chief

cc: Mr. Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

RESPONSES TO 4/9/03 COMMENT LETTER FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 7 (COMMENT LETTER A7)

Response to Comment A7-1

The comment requests additional information regarding assumed project trip distribution patterns, specifically the percentage of trips on each freeway segment. This information is as follows:

Location	% of Inbound Project Trips		% of Outbound Project Trips	
	Southbound Freeway	Northbound Freeway	Southbound Freeway	Northbound Freeway
I-110 mainline n/o PCH interchange	27%	0%	0%	27%
Off/on via PCH ramps	0% off	2% off	2% on	18% on
I-110 mainline between PCH & Anaheim St interchanges	27%	2%	2%	9%
Off/on via Anaheim St ramps	27% off	12% off	12% on	9% on
I-110 mainline s/o Anaheim St interchange	0%	14%	14%	0%

Response to Comment A7-2

Further studies, such as delay/queuing analyses, signal design studies, and signal timing/coordination studies, would be required before the proposed traffic signal could be implemented at the Figueroa Place/I-110 southbound off-ramp intersection.

Based on the magnitude of the incremental project impact at this location, and taking into consideration the trip reduction proposed in the Draft EIR as project mitigation (which would reduce the number of trips added to this intersection as well as the separate intersection fully mitigated by the projected trip reduction), it is estimated that the significant impact identified in the Draft EIR at this location would be triggered when growth on the Harbor College campus reaches 63 percent of the total future increase in enrollment growth analyzed in the Draft EIR. The Draft EIR evaluated growth from 3,203 full-time-equivalent students (FTES) in spring 2002 to 3,843 FTES at buildout of the Master Plan, an increase of approximately 640 FTES. Sixty-three percent of this increase would be approximately 403, or a total of about 3,606 FTES.

It is currently expected that the rate of student growth will be constrained over the next few years due to state funding limits. In order to avoid unnecessary expenditure of scarce academic funds due to implementation of measures before they would be required to mitigate impacts, student growth will be monitored on a periodic basis. When then-current growth projections indicate that the 3,606 FTES level could be reached within 1 to 2 years, the College will initiate preparation of the appropriate studies and approvals with Caltrans.

Response to Comment A7-3

The projected level of service for cumulative plus project conditions at the Figueroa Place/I-110 southbound off-ramp was calculated and is shown in Table 10 of the traffic study prepared in support of the Draft EIR. As indicated in the table, levels of service of C during the AM peak hour and F during the PM peak hour are projected under cumulative plus project conditions without mitigation, assuming continued stop-controlled operation of the intersection. With mitigation, level of service A is projected for both the AM and PM peak hours.

Response to Comment A7-4

Comments noted. The proposed project will comply with National Pollutant Discharge Elimination System and other applicable water quality permit requirements. In accordance with permit requirements, Best Management Practices will be implemented during construction and operation to reduce polluted runoff. Plans for stormwater treatment facilities will be provided to responsible water quality control agencies.

Comment Letter A8

Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse

RECEIVED
MAY 05 2003
PINNACLEONE

April 29, 2003

Dr. Ann Tomlinson
Los Angeles Community College District
1111 Figueroa Place, Box 2
Wilmington, CA 90744

Subject: Los Angeles Harbor College Five-Year Master Plan
SCH#: 2002091037

Dear Dr. Ann Tomlinson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 28, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A8-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2002091037
Project Title Los Angeles Harbor College Five-Year Master Plan
Lead Agency Los Angeles Community College District

Type EIR Draft EIR

Description The Los Angeles Community College District is seeking to advance the economic growth and development, as well as global competitiveness of Harbor College through the adoption of the Los Angeles Harbor College Five-Year Master Plan. The Master Plan would maintain the College's commitment to student learning in a supportive and dignified educational environment that recognizes the uniqueness of individuals and provides a center for the cultural enrichment of the community. In the Fall 2001 semester, there were 8,855 students enrolled at Harbor College; the corresponding annualized number of full-time equivalent (FTE) students for the Fall 2001 semester was 3,125. Of the 8,855 students enrolled at the College, 76 percent were part-time students and 24 percent were full-time students. The Five-Year Master Plan would accommodate an anticipated enrollment in the Fall 2008 semester of 10,891 students or 3,843 FTE students. The Master Plan proposes a framework to meet these goals through the construction of new facilities, renovation of and additions to existing facilities, removal of some existing facilities, and the development of new surface parking and/or parking structures, landscaping, and open space. Implementation of the proposed Master Plan projects would result in a net increase in building floor space on the campus of approximately 230,000 square feet (sf). Currently, campus buildings contain approximately 421,000 sf of floor space. The Master Plan construction is expected to commence in 2003 and continue through approximately the year 2008. Funding for a portion of the projects identified in the Five-Year Master Plan would be provided through the $1.245 billion Proposition A bond measure passed in the Spring of 2001 by the voters of Los Angeles County.

Lead Agency Contact

Name Dr. Ann Tomlinson
Agency Los Angeles Community College District
Phone 310 233-4023 **Fax**
email
Address 1111 Figueroa Place, Box 2
City Wilmington **State** CA **Zip** 90744

Project Location

County Los Angeles
City
Region
Cross Streets L Street, Figueroa Place
Parcel No. 7412-012-902
Township 4S **Range** 13W **Section** **Base**

Proximity to:

Highways U.S. 110
Airports
Railways BNSF, UP
Waterways Machado Lake
Schools
Land Use PF-1XL for public facilities use in Height District 1, Extra Limited Height. No building or structure in Height District 1XL shall exceed 2 stories nor shall the highest point of the roof of any building or structure located in such district exceed 30 feet in height.

Document Details Report
State Clearinghouse Data Base

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Department of General Services; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 03/13/2003 ***Start of Review*** 03/13/2003 ***End of Review*** 04/28/2003

RESPONSES TO 4/29/03 COMMENT LETTER FROM GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (COMMENT LETTER A8)

Response to Comment A8-1

No response required. The letter simply acknowledges that the Draft EIR was received by the State Clearinghouse in compliance with review requirements for draft environmental documents pursuant to the California Environmental Quality Act.

Comment Letter B1

Palos Verdes/South Bay Audubon Society
P.O. Box 2582
Palos Verdes Peninsula, CA 90274

RECEIVED
MAY 06 2003
PINNACLEONE

April 28, 2003

Dr. Ann Tomlinson
Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744

Dear Dean Tomlinson

Thank you for this opportunity to comment on the Draft Los Angeles Harbor College Facilities Master Plan EIR. The Palos Verdes/South Bay Audubon Society, which represents nearly 1000 families in the region served by Harbor College, has been working closely with the City of Los Angeles at Harbor Regional Park for the last several years. Thus any planning for the adjacent Harbor College property is of considerable interest to us. We have reviewed the draft master plan, and offer the following comments on what looks like an excellent program for the future.

1) There are two regional planning efforts with which the Harbor College plan should be coordinated. First is the Dominguez Watershed Master Plan that is intended to provide an overall program for water flow management in the South Bay. Second is the Ken Malloy Harbor Regional Park Master Plan that deals with all aspects of the park bordering Harbor College on the south and west. There are working groups for each of these, and we recommend that Harbor College coordinate its development work with them. The Dominguez Watershed Advisory Council (DWAC) is co-chaired by David Rydman of the Los Angeles County Dept. of Public Works and Wendell Johnson of the City of Torrance. Requests to be added to the DWAC meeting notification list should be sent to Mr. Rydman at <drydman@dpw.co.la.ca.us> and for the Harbor Park Task Force list to Linda Clifford at <lclifford@rap.lacity.org>. B1-1

2) The additional lighting proposed for the southern half of the campus may affect adjacent wildlife areas significantly. We expect that the natural productivity of the wetlands and bordering riparian woodlands to the south of campus will increase over the coming years because of improvements proposed for Harbor Park. The college's draft master plan notes that night lighting should be directed inward toward the college, which is to the good. However, we ask that as new lighting comes on line, that a to-be-established protocol be followed between the college and city such that then-current wildlife conditions be factored into final lighting design. B1-2

A source of light that needs to be addressed is nighttime vehicular headlights. The completion of the loop road will add to night traffic adjacent to Harbor Park wildlife areas. Without mitigation measures, the effects on breeding animals in particular, may be detrimental. We ask that landscape design elements be established to prevent or cut down on headlight intrusion into natural habitats. B1-3

3) It is worth noting in Section 3-4 that the endangered Least Bell's vireo is also found at Harbor Park, and may be breeding there. A potential breeding pair was present in a willow grove near the college in 2002. In addition, we suggest some changes and additions to the wildlife discussion on pages 3-44 and 3-45. B1-4

a) Cooper's hawks, which are now common South Bay breeders, have nested on campus within the last two years. B1-5

b)Three bird species (Say's phoebe, ruby-crowned kinglet and white-crowned sparrow) listed as resident are winter visitors, only. B1-6

c) Where hedges or shrubby plantings are planned along the edges of campus open spaces, especially when they are adjacent to Harbor Park, we suggest that their potential for nesting by loggerhead shrikes be evaluated along with other factors. B1-7

4) Feral cats are a serious threat to natural wildlife populations in Harbor Park. We ask that the college institute measures to reduce, and preferably eliminate, feral cats on campus as part of the master plan. To do this effectively would require an on-campus education program about the effects of feral cats on wildlife, as well as trapping, signage and other measures. B1-8

5) Trash is one of the items mentioned in Section 3-10 as subject to water quality TMDL requirements. Even if it weren't subject to a TMDL, it would still be a major concern for Harbor Park because Machado Lake and the lower wetlands are receiving bodies for huge amounts of trash. Harbor College is an important contributing source of this trash, perhaps primarily from the swap meet that meets in the parking lot adjacent to the park. Large amounts of trash blow under and through the chain link fencing which bounds the southern edge of campus. Mitigation measures need to be developed to collect all trash on campus so it does not end up in the park's wetlands, where it is much more difficult to control. B1-9

6) The reconfiguring of the campus drainage to control water borne pollutants is to be applauded. Since similar water pollution control programs will soon be undertaken in the park, it is worth looking to see if some of the park and college projects can be combined, making each more effective and at possibly a lower cost. One particular combination suggests itself: linking the on-campus drainage control in the southern part of the campus with the runoff that enters the park through the I Street drain just south of the campus. An effective BMP that treats both would be of great benefit to the lower wetlands. B1-10

Thank you for your consideration of these comments.

Sincerely yours,

Jess Morton
President

RESPONSES TO 4/28/03 COMMENT LETTER FROM PALOS VERDES/SOUTH BAY AUDUBON SOCIETY (COMMENT LETTER B1)

Response to Comment B1-1

Comments noted. The College will contact the Ken Malloy Harbor Regional Park Master Plan Task Force and the Dominguez Watershed Advisory Council to discuss the Facilities Master Plan and coordinate campus development, to the extent feasible, with these regional planning efforts.

Response to Comment B1-2

New lighting that may affect bird species in KMRHP will be designed in consultation with a qualified ornithologist to ensure impacts are minimized. Also, please see the Response to Comment A6-7.

Response to Comment B1-3

Please see the Response to Comment A6-7.

Response to Comment B1-4

Please see the Responses to Comments A6-3, A6-4, and A6-5.

Response to Comment B1-5

The information is appreciated. The Draft EIR acknowledged that Cooper's hawks nest in the KMHRP, but the Draft EIR preparers were not aware they also nested on campus, although it was stated that both Cooper's and red-shouldered hawks have become more common in suburban areas in recent years. Fortunately, Mitigation Measure BR-2, which states that removal of trees on campus shall avoid the bird-breeding season, will ensure that the project avoids direct impacts on breeding Cooper's hawks.

Response to Comment B1-6

Comment noted. The text in Section 3-4.1 has been revised as indicated below.

Resident birds (those that can be seen throughout the year) and winter visitors observed during the campus survey included red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), rock dove (*Columba livia*), Anna's hummingbird (*Calypte anna*), Say's phoebe (*Sayornis saya*), black phoebe (*Sayornis nigricans*), common raven (*Corvus corax*), bushtit (*Psaltriparus minimus*), ruby-crowned kinglet (*Regulus calendula*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), California towhee (*Pipilo crissalis*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*).

Response to Comment B1-7

Although the Draft EIR concludes that project impacts on loggerhead shrikes would not be significant, the College will consult with an ornithologist familiar with loggerhead shrike nesting habits to encourage nesting by this species in new plantings for the campus, particularly in areas near KMHRP. The Palos Verdes/South Bay Audubon Society is encouraged to consult with the College regarding this issue.

Response to Comment B1-8

The Draft EIR analyzes, in accordance with CEQA requirements, the impacts or physical changes to the environment that would occur as a result of implementation of the Master Plan. According to Harbor College administrators, there is not a significant feral cat problem on the campus and it is not anticipated that implementation of the Master Plan would result in a significant increase in feral cats.

Response to Comment B1-9

Efforts have and will continue to be made by the College to minimize the amount of trash on campus that could end up as litter in the park. For example, the College has implemented a campus-wide recycling program that has increased the number of recycling bins and receptacles on the campus. Additionally, either repairs will be made to the existing fence on the southern border of the campus to eliminate any gaps or holes or the fence will be replaced as part of the Master Plan.

Also, please see the Response to Comment A1-12.

Response to Comment B1-10

Comments noted and suggestions are appreciated. Representatives of the College administration and Proposition A Bond Project Manager, PinnacleOne, would be glad to meet with park representatives to explore ways that proposed park and campus stormwater drainage/treatment facilities might be combined to make each more effective and cost efficient.

Comment Letter B2

San Pedro Bay Historical Society

P.O. BOX 1568, SAN PEDRO, CALIFORNIA 90733

5 April, 2003

Dr. Ann Thomlinson, Dean, Planning and Research
Los Angeles Harbor College
1111 Figueroa Place
Wilmington, CA 90744-2397

Dear Dean Thomlinson:

The San Pedro Bay Historical Society is pleased to provide its support for the proposed Facilities Master Plan Development as described in the Draft Environmental Impact Report prepared by the firm Myra L. Frank & Associates, Inc.

We accepted your invitation to attend a walk-through of buildings Tech 1, Tech 2 and the Liberal Arts building scheduled for removal in the Master Plan. A special meeting of the Landmarks Committee was held on 26 March to address concerns about the historical character of these buildings. With the benefit of your insight provided during that meeting the committee voted to support Harbor College in the proposed Facilities Master Plan.

The industrial design and appearance of these buildings and others on the campus which were built as part of the newly established campus over 50 years ago illustrate the vocational learning focus of the college which continues to this day. It is requested the heritage these buildings represent be documented by plaques, pictures and/or models and made available for prominent, permanent viewing at a suitable location(s) on the campus. B2-1

Thank you for allowing our society to participate in the environmental impact process. We are pleased to have a role in development of the dearly needed facilities upgrade to the Harbor College campus. If further discussions are desired please contact me at 310-547-1378, or Milton Heyne at 310-547-0120.

Sincerely yours,

SAN PEDRO BAY HISTORICAL SOCIETY

Mitchell C. Mardesich

Mitchell C. Mardesich, President

CC: Ms. Jane Osterhouse, Wilmington Historical Society

RESPONSES TO 4/5/03 COMMENT LETTER FROM SAN PEDRO BAY HISTORICAL SOCIETY (COMMENT LETTER B2)

Response to Comment B2-1

Comment noted. The reader is also referred to Mitigation Measure HR-1 in Section 3-5.2 of the EIR, which requires the College to prepare Historic American Building Survey or equivalent documentation of the Tech 1 and 2 Buildings and the Liberal Arts Building, prior to demolition of these buildings. The mitigation measure also requires that the documentation be deposited with the Harbor College Library as well as made available to local museums.

Comment Letter B3

WILMINGTON HISTORICAL SOCIETY

March 26, 2003

Richard Starzak
Senior Architectural Historical & Project Manager
811 West 7th Street, Suite 800
Los Angeles, California 90017

Dear Mr. Starzak,

The Wilmington Historical Society Board Members have read over the Los Angeles Harbor College Five-Year Master Plan, State Clearinghouse Number 20020091037, and have a couple of comments.

In section 3-5, page 3-59 through 3-67 is a very well written brief history of the development the Wilmington and the Harbor Area and of Los Angeles Harbor College. The Society would like permission to be able to quote from these pages in the future if we may. B3-1

On page 3-60, table 3-9:
Significant Architectural Historic Resources Within a 2-mile Radius of the Project Site

I'm enclosing three local maps and our list of Monuments, Landmarks and Historic Places in Wilmington. The Historic Wilmington Cemetery, the Drum Barracks Powder Magazine, and the Lakme Avenue Camphor Trees, which are all designated as Los Angeles Historic-Cultural Monuments, are within the two-mile radius. The Banning Park Overlay Zone #15 was not mentioned and could be included on table 3-9. B3-2

The driving directions on the maps enclosed took the long way around. From the college we would go down 'L' Street, over to Opp Street, loping several blocks off the distance to the Powder Magazine. Unfortunately, we can't think of a shorter route to the old Masonic Lodge, which is also a designated Los Angeles Historic-Cultural Landmark.

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I question the Lucy Banning house being on table 3-9. You may or may not know that structure was demolished about 30 years ago and a strip mall is now on the site. B3-7

If you have any questions about our monuments, contact me at any time at 310-518-2938 or wbhtd@aol.com.

Thank you for providing the Wilmington Historical Society with the opportunity to comment on the Los Angeles Harbor College Draft Master Plan.

Sincerely,

Jane Osterhoud
Archivist

C.C. Dr. Linda M. Spink

WILMINGTON
MONUMENTS, LANDMARKS AND HISTORIC PLACES
REGISTRATIONS AND CITATIONS

HISTORIC WILMINGTON CEMETERY — Est. 1857
605 East 'O' Street

- Los Angeles Historic-Cultural Monument No. 414
  Declared: January 24, 1989

DRUM BARRACKS — Built 1862
1052 Banning Boulevard

- Marked by the Native Daughters of the Golden West
  Rudecinda Parlor No. 230, October 2, 1927
- California Historical Landmark No. 169
  Declared: 1935
- Plaque was placed by the California State Park Commission
  and California History Commission.
  September 11, 1965
- Los Angeles Historic-Cultural Monument No. 21
  Declared: June 7, 1963
- Recorded by the American Institute of Architect's
  Historic American Building Survey in the Library of
  Congress: 1965
- Listed on the National Register of Historic Places
  Approved by the United States Congress, 1971

POWDER MAGAZINE, CAMP DRUM — Built 1862
1001 Eubank Avenue
561 East Opp Street

- Los Angeles Historic-Cultural Monument No. 249
  Declared. August 10, 1982

1

GENERAL PHINEAS BANNING RESIDENCE
401 East 'M' Street — Built 1864

- California State Historical Landmark No. 147
  Declared: January 11, 1935
- Marked by the Native Daughters of the Golden West
  Long Beach Parlor 154, March 19, 1937
- Los Angeles Historic-Cultural Monument No. 25
  Declared: October 11, 1963
- National Registry of Historic Places
  Approved by United States Congress, May 22, 1971
- Noted as "the finest extant example of Greek Revival Architecture in Southern California" in GUIDE TO ARCHITECTURE IN SOUTHERN CALIFORNIA, Gerbhard, David, & Winter, Robert, publication of the Los Angeles County Museum of Art, 1965, p. 81, pl. 6. Also described in 2nd ed., 1977, p. 79.
- Los Angeles Bicentennial Committee Certificate of Appreciation, 1976.
- California Historical Society Award, June 2, 1977.
- American Association for State and Local History Award of Merit, September 19, 1979

MEMORY CHAPEL, CALVARY PRESBYTERIAN CHURCH — Built 1870
1146 Marine Avenue

- MEMORY CHAPEL
  HISTORIC MOTHER CHURCH - LOS ANGELES PRESBYTERY
  DEDICATED NOVEMBER 1870 REDEDICATED NOVEMBER 1939
- Marked by the Native Daughters of the Golden West
  Wilmington Parlor No. 278, April 5, 1946
- Los Angeles Historic-Cultural Monument No. 155
  Declared: May 5, 1976

2

ST. JOHN'S EPISCOPAL CHURCH — Built 1882
1537 Neptune Avenue

- Marked by the Native Daughters of the Golden West Wilmington Parlor No. 278, Diamond Jubilee, June 8, 1958

- Los Angeles Historic-Cultural Monument No. 47
Declared: March 15, 1967

MASONIC TEMPLE — Built 1882
227 North Avalon Boulevard

- Los Angeles Historic-Cultural Monument No. 342
Declared: January 22, 1988

OLD WILMINGTON LIBRARY — Built 1927
309 West Opp Street

- Los Angeles Historic Cultural Monument No. 308
Declared: June 27, 1986

CAMPHOR TREES — Planted 1927
1200 Block of Lakme Avenue

- Los Angeles Historic-Cultural Monument No. 509
Declared: December 18, 1990

***

3

RESPONSES TO 3/26/03 COMMENT LETTER FROM WILMINGTON HISTORICAL SOCIETY (COMMENT LETTER B3)

Response to Comment B3-1

The Draft EIR is a public document and thus the Society is free to quote from pages of the Draft EIR for its use and purposes.

Response to Comment B3-2 and B3-3

Comments noted. Corrections have been made to Table 3-9 and the text in Section 3-5.1 in response to the comments.

Comment Letter B4

W L M NGTON H STOR CAL SOC ETY

Wilmington Historical SOCIETY

RECEIVED
MAY 0 6 2003
PINNACLEONE

April 17, 2003

Dr. Ann Tomlinson
Dean of College Planning Research and Special Projects
Los Angeles Harbor College
11111 Figueroa Place, Box 2
Wilmington, CA 90744

Dear Dr. Tomlinson,

The Wilmington Historical Society Management Board appreciated the opportunity provided by your staff to tour the buildings of historical significance that will be affected by Los Angeles Harbor College's Five Year Master Plan.

As a historical society, we have some concerns about the demolition of the Tech 1 and Tech 2 buildings. These buildings, which are of the International Style, are quite unusual and very few were built that have the features that these two structures possess. We also realize that the abandoned and obsolete tech buildings, because of their dimensions, take up too much valuable space and their cost of renovation is prohibitive. Therefore, the Wilmington Historical Society has no intention of pursuing any type of Historical Status for these buildings. B4-1

Even though this decision was made with some regret, we also feel the area deserves a 21st century state of the art community college which with it's park like setting has the potential to be the most beautiful campus in the Harbor Area. We certainly hope that the planners and architects of the replacement buildings will keep in mind that the old buildings gave the campus it's character and that the planned renovation should give the college a character and presence that at least pays some homage to it's past. B4-2

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W I L M I N G T O N H I S T O R I C A L S O C I E T Y

Wilmington Historical SOCIETY

In closing, we want to thank you for giving us an opportunity to provide feedback on issues concerning the historical aspects of the plan. We would also like to wish you the best of luck with the plan of making Los Angeles Harbor College a great campus that the community of Wilmington can be proud of.

Sincerely yours,

Wilmington Historical Society Management Board

David Esparza
President

David Hall
Vice President

Hank Osterhoudt
Publicist

Jane Osterhoudt
Treasurer

Steve Navarro
Corresponding Secretary

Mike Trutanich
Educational Historian

Dr. Linda M. Spinks, President - Los Angeles Harbor College
Mitchell C. Mardesich, President - San Pedro Bay Historical Society

Post Office Box 1435 • Wilmington, CA 90748-1435 • (310) 835-8239

RESPONSES TO 4/17/03 COMMENT LETTER FROM WILMINGTON HISTORICAL SOCIETY (COMMENT LETTER B4)

Response to Comment B4-1

Comments noted.

Response to Comment B4-2

Comments noted. New buildings will be designed to respect and be compatible with "old buildings that gave the campus its character" in compliance the requirements of the Los Angeles Community College District's *Design Criteria and Standards/Sustainable Design Manual.* According to the Design Manual, the "primary objective of the architectural building criteria and standards is to develop a rational and unified design which will address not only functional design requirements but will also provide aesthetic quality and enhancement to the campus of which it will become a part." Additionally, the District's Design Manual recognizes that the "nine colleges that form the District not only show differences of architectural expression from campus to campus but also within each campus. There is a wide spectrum of forms, materials, and finishes. This by and in itself can be rather refreshing as long as there are general consistencies, which identify all as a member of one family. In this respect this Proposition A Program represents a unique opportunity to 'fill in the gaps' and create harmony." Furthermore, "responding to this diversity it will be incumbent on the Architect/Engineer consultant to thoroughly study and document the campus architecture in an effort to develop a design which contributes to the existing environment rather than portraying an isolated expression of its own." "Special attention should be given to the selection of form, material, color and texture to all surfaces of the building as well as to the relationship with circulation and landscaping."

Comment Letter C1

LAHC Los Angeles Harbor College

COMMENTS

Please use this page to submit your comments on issues to be addressed in the Harbor College Facilities Master Plan Draft Environmental Impact Report (DEIR) process. You may answer the questions below or discuss any aspect of Draft EIR in which you are interested. We greatly appreciate your comments and suggestions as an important part of the process of creating a comprehensive EIR. Your input will become part of the public record and included in the Final EIR, if submitted by April 28, 2003 (the end of the public comment period). A court reporter is available to record verbal comments.

1. **What environmental issue(s) do you feel have not been considered, or adequately addressed, in the Draft EIR for the proposed Harbor College Facilities Master Plan?**
2. **Are there existing environmental issues or concerns in or around the Harbor College area that you feel should be addressed in the Draft EIR?**
3. **I would like more information on the following Draft EIR issue (s):**

When making your comments, please be as specific as possible:

1) I think that demolution of buidings Technology and Liberal arts shouldn't be demolish. if they're consider historical. C1-1

2) Environmental issues are coved by EIR.

3) Yes, It would be nice to be informed of the changes ~~hay~~ Haibor College will have. C1-2

(If necessary, please use the reverse side of the paper)

Please complete the information below. To ensure your comments are addressed in the Draft EIR, please print clearly.

Name: Elisabet Perez Phone: (760) 246-0681

Address: 17818 Crowley St

City: Adelanto, State: CA Zip: 92301

Email Address (optional): _____

Please return comments tonight or to the following address no later than April 28, 2003.

Dr. Ann Tomlinson
Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744

RESPONSES TO COMMENTS FROM ELIZABETH PEREZ (COMMENT SHEET C1)

Response to Comment C1-1

Alternatives that would reuse the historic buildings on campus slated for demolition were investigated (see Chapter 4 and Appendix F of this EIR) as part of the EIR process. These alternatives were found to be economically infeasible (they would cost approximately an additional $11 to $14.8 million) and they would fail to satisfy the project's objectives (e.g., they would fail to meet the College's programming needs and would not create the visual gateways, linkages, and central landscaping/greenspace area envisioned under the proposed Master Plan).

Response to Comment C1-2

Comment noted. A copy of the Final EIR will be forwarded to the commentor. The commentor will be added to the College's Master Plan mailing list.

Comment Letter C2

LAHC Los Angeles Harbor College

COMMENTS

Please use this page to submit your comments on issues to be addressed in the Harbor College Facilities Master Plan Draft Environmental Impact Report (DEIR) process. You may answer the questions below or discuss any aspect of Draft EIR in which you are interested. We greatly appreciate your comments and suggestions as an important part of the process of creating a comprehensive EIR. Your input will become part of the public record and included in the Final EIR, if submitted by April 28, 2003 (the end of the public comment period). A court reporter is available to record verbal comments.

1. **What environmental issue(s) do you feel have not been considered, or adequately addressed, in the Draft EIR for the proposed Harbor College Facilities Master Plan?**
2. **Are there existing environmental issues or concerns in or around the Harbor College area that you feel should be addressed in the Draft EIR?**
3. **I would like more information on the following Draft EIR issue (s):**

When making your comments, please be as specific as possible:

C2-1 1. "L" Street is not adequate for the traffic flow anticipated. It is not adequate now during "busy schedule times." The traffic study was done at a slow time and was not adequate.

C2-2 2. No green space along "L" Street is estethically demeaning. This campus has always presented an open friendly atmosphere. That will change to a New York City campus we all affect. Wrong —

C2-3 3. Parking garages are a problem —

C2-4 4. The General Classroom Building was everyone's first priority to be [illegible]. The old building has historical significance because our town. The old building was the first admin. building. We have no photos where it was the first admin. building.

C2-5 5. Handicapped parking should be provided near all buildings.

(If necessary, please use the reverse side of the paper)

Please complete the information below. To ensure your comments are addressed in the Draft EIR, please print clearly.

Name: June Burlingame Smith Phone: 310-831-07[illegible]

Address: 3915 S. Carolina St.

City: San Pedro State: Ca Zip: 90731

Email Address (optional): burling102@aol.com

Please return comments tonight or to the following address no later than April 28, 2003.

Dr. Ann Tomlinson
Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744

RESPONSES TO COMMENTS FROM JUNE BURLINGAME SMITH (COMMENT SHEET C2)

Response to Comment C2-1

Trip generation for the campus was estimated in the Draft EIR by counting existing trips to/from the campus, developing empirical trip generation rates by relating the existing cordon trips to the existing student FTE level, and then applying these generation rates to the projected increase in student FTE. Activity levels, and related traffic levels, on college campuses tend to be very high the first few weeks of a semester (when additional students are on campus attempting to get into classes, before students drop classes, and before regular patterns are established), stabilize at a more moderate level a few weeks into the semester, and then gradually decrease later in the semester. While the cordon trip counts were conducted late in the spring 2002 semester, the counts were adjusted upwards to reflect early semester stabilized conditions.

The Draft EIR evaluates the potential for significant impacts caused by incremental growth on the Harbor College campus through buildout of the proposed Master Plan. The traffic study analyzed the intersection of L Street with Figueroa Place and determined that incremental traffic growth generated by academic growth anticipated at buildout of the proposed project would not have a significant impact. Existing operational issues along L Street, such as queues formed by vehicles waiting to pay to enter the Harbor Park parking lot on the north side of L Street, do not constitute a significant environmental impact caused by the proposed project.

Response to Comment C2-2

The building footprints shown on the Master Plan diagram (see Figures S-5 and 2-5 in this EIR) are preliminary concepts. As the building designs for the new buildings along L Street are developed, revised, and refined, there will be additional opportunities for comments from the campus community on incorporating additional green space along L Street to ensure that the visual quality and character of this portion of the campus will be enhanced.

Response to Comment C2-3

Comment noted. The parking garages, which would replace the surface parking that would be eliminated in favor of the additional greenspace, athletic fields, and academic facilities proposed under the Master Plan, would ensure that there would be an adequate supply of parking to meet the College's needs.

Response to Comment C2-4

The Liberal Arts Building is being replaced with a state-of-the art educational facility. The Liberal Arts Building has been identified as a potentially significant historical resource because of its architecture (the building embodies the distinctive characteristics of the International Style) and because it was one of the first buildings on the campus (the Liberal Arts Building originally housed the College's administrative offices). The building's construction, condition, and age, however, do not make it conducive for modernization to new facility standards or for relocation to an alternate location on campus - alternatives to demolition that were considered but were rejected as economically infeasible. The new Northeast Academic facility will be designed to integrate technology into the lecture and lab classrooms and will include classrooms that can accommodate up to 120 students. New technologies will include in-class cameras for long-distance learning and audio/visual systems that will allow instruction through laptop and computer stations.

The General Classroom building will be used by the Los Angeles Unified School District (LAUSD) to expand their current, on-campus Teachers Preparation Academy, which is currently housed in a modular building. Use of the General Classroom Building by LAUSD has been indicated on programming site plans presented to the campus administration, academic senate, and planning advisory committees. It was most recently presented as part of the final programming presentation made to the Planning Advisory Committee in April, which was approved by the Committee.

Response to Comment C2-5

The College has commissioned an architect to conduct a campus-wide Americans with Disabilities Act (ADA) transition plan. The plan will identify where existing disabled parking exists, where supplemental parking needs to be provided to serve new facilities, and the path of travel from the existing and future disabled access spaces to the existing and future buildings. The path of travel analysis will also map the path of travel within the buildings to disabled access restrooms and primary reception areas. The plan will be submitted to the Division of the State Architect (DSA) for approval.

APPENDIX A

NOTICE OF PREPARATION AND PUBLIC RESPONSES

Notice of Preparation

To: _____

From: Los Angeles Community College District
770 Wilshire Boulevard
Los Angeles, CA 90017

Subject: **Notice of Preparation of an Environmental Impact Report**

Lead Agency: Los Angeles Community College District

Contact Person: Dr. Ann Tomlinson, Dean of College Planning, Research and Special Projects

Street Address: Los Angeles Harbor College, Box 2, 1111 Figueroa Place

City/State/Zip: Wilmington, CA 90744

The Los Angeles Community College District will be the Lead Agency for the proposed project and will prepare a combined Project/Program Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A scoping meeting for public agency representatives will be held on September 17, from 2 p.m. to 4 p.m., in the Harbor College Cafeteria. A public scoping workshop for the general public will also be held on September 17, from 5 to 7 p.m., in the Cafeteria.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ☒ is, ☐ is not, attached.

Due to the time limits mandated by State Law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice.

Please send your response to: Dr. Ann Tomlinson, Dean of College Planning, Research and Special Projects at the address shown above.

We will need the name for a contact person in your agency.

Project Title: Los Angeles Harbor College Five-Year Master Plan

Project Locations: Los Angeles (City (nearest)) Los Angeles (County)

Project Description: The Los Angeles Community College District is seeking to advance the economic growth and development as well as global competitiveness of Harbor College through the adoption of the Los Angeles Harbor College Five-Year Master Plan. The Master Plan would maintain the College's commitment to student learning in a supportive and dignified educational environment that recognizes the uniqueness of individuals and provides a center for the cultural enrichment of the community.

In the Fall 2001 semester there were 8,855 students enrolled at Harbor College; the corresponding annualized number of full-time equivalent (FTE) students for the for the Fall 2001 semester was 3,125. Of the 8,855 students enrolled at the College, 76 percent were part-time students and 24 percent were full-time students. The Five-Year Master Plan would accommodate an anticipated enrollment in the Fall 2008 semester of 10,891 students or 3,843 FTE students.

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

The Master Plan proposes a framework to meet these goals through the construction of new facilities, renovation of and additions to existing facilities, removal of some existing facilities, and the development of new surface parking and/or parking structures, landscaping, and open space. Implementation of the proposed Master Plan projects would result in a net increase in building floor space on the campus of approximately 120,000 to 160,000 square feet (sf). Currently, campus buildings contain approximately 397,000 sf of floor space. The Master Plan construction is expected to commence in 2003 and continue through approximately the year 2008. Funding for a portion of the projects identified in the Five-Year Master Plan would be provided through the $1.245 billion Proposition A bond measure passed in the spring of 2001 by the voters of Los Angeles County. The total bond distribution to Harbor College under Proposition A is approximately $124 million.

The Draft EIR will address the environmental impacts associated with implementation of the Five-Year Master Plan.

Date 9-5-02 Signature Ann W. Tomlinson

Title Dean of College Planning, Research and Special Projects, Los Angeles Harbor College

Telephone (310) 522 – 8433

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

ENVIRONMENTAL CHECKLIST

1. **Project Title:**

   Los Angeles Harbor College Five-Year Master Plan

2. **Lead Agency Name and Address:**

   Los Angeles Community College District
   770 Wilshire Boulevard
   Los Angeles, California 90017

3. **Contact Person and Phone Number:**

   Dr. Ann Tomlinson
   Dean of College Planning, Research and Special Projects
   Los Angeles Harbor College
   1111 Figueroa Place, Box 2
   Wilmington, California 90744
   (310) 522-8443

4. **Project Location:**

   Los Angeles Harbor College, which is a 2-year community college founded in September 1949, is one of nine community colleges that form the Los Angeles Community College District. Harbor College is located in the Wilmington area of Los Angeles, just north of the Los Angeles Harbor (see Figure 1). The College campus encompasses a total of approximately 65 acres. The campus is generally bounded to the north and west by the Ken Malloy Harbor Regional Park (which includes recreational facilities, ball fields, golf course, and lagoon), to the east by the Harbor (110) Freeway, and to the south by the Bixby Slough, which is within the park (see Figure 2). Figueroa Place lies between the campus and the Harbor Freeway to the east and "L" Street lies between the campus and the park to the north. Harbor College includes educational and administration facilities, surface parking lots, and athletic fields and sports facilities.

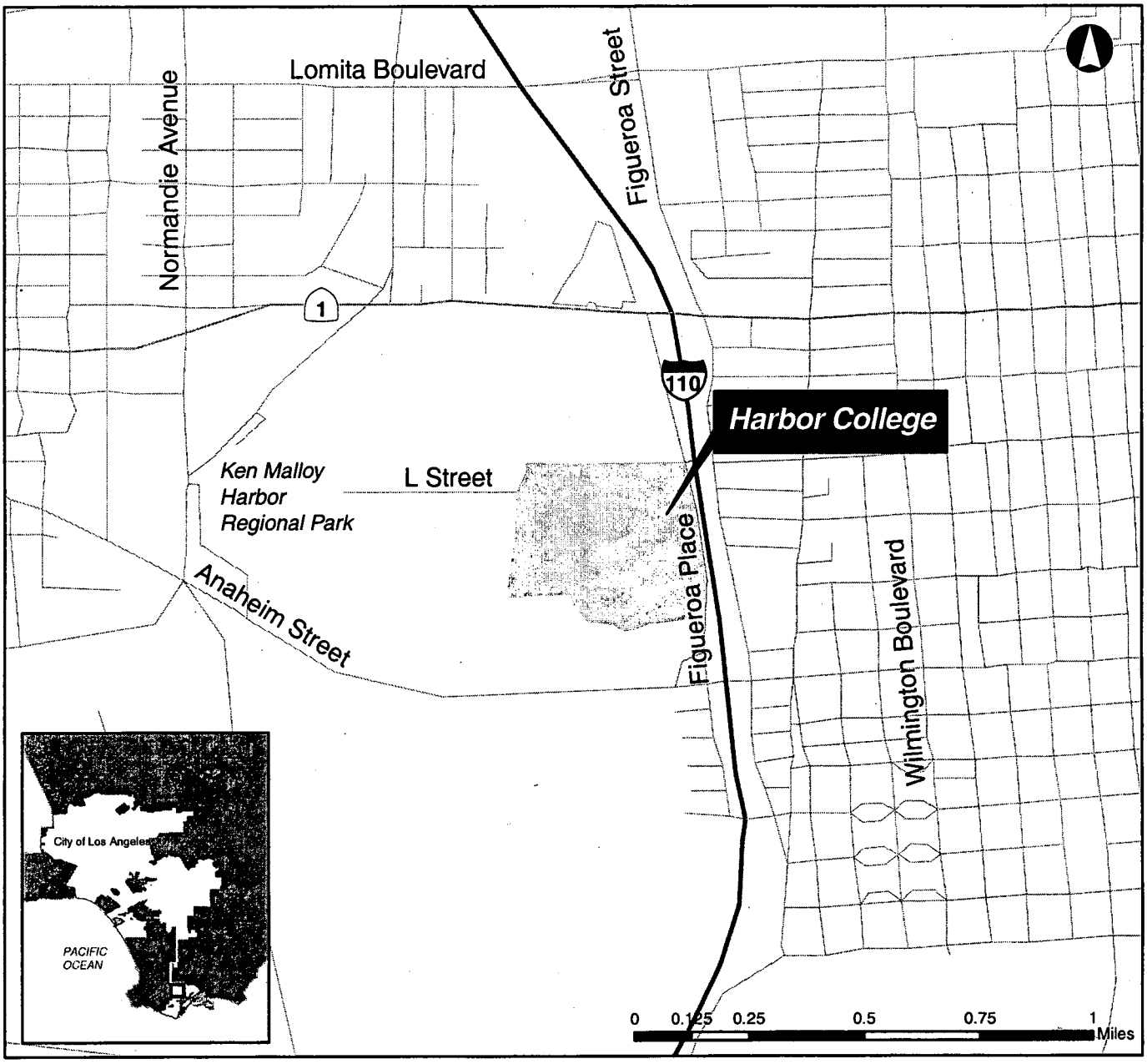
5. **Project Sponsor's Name and Address:**

   Los Angeles Community College District
   770 Wilshire Boulevard
   Los Angeles, California 90017

6. **General Plan Designation:**

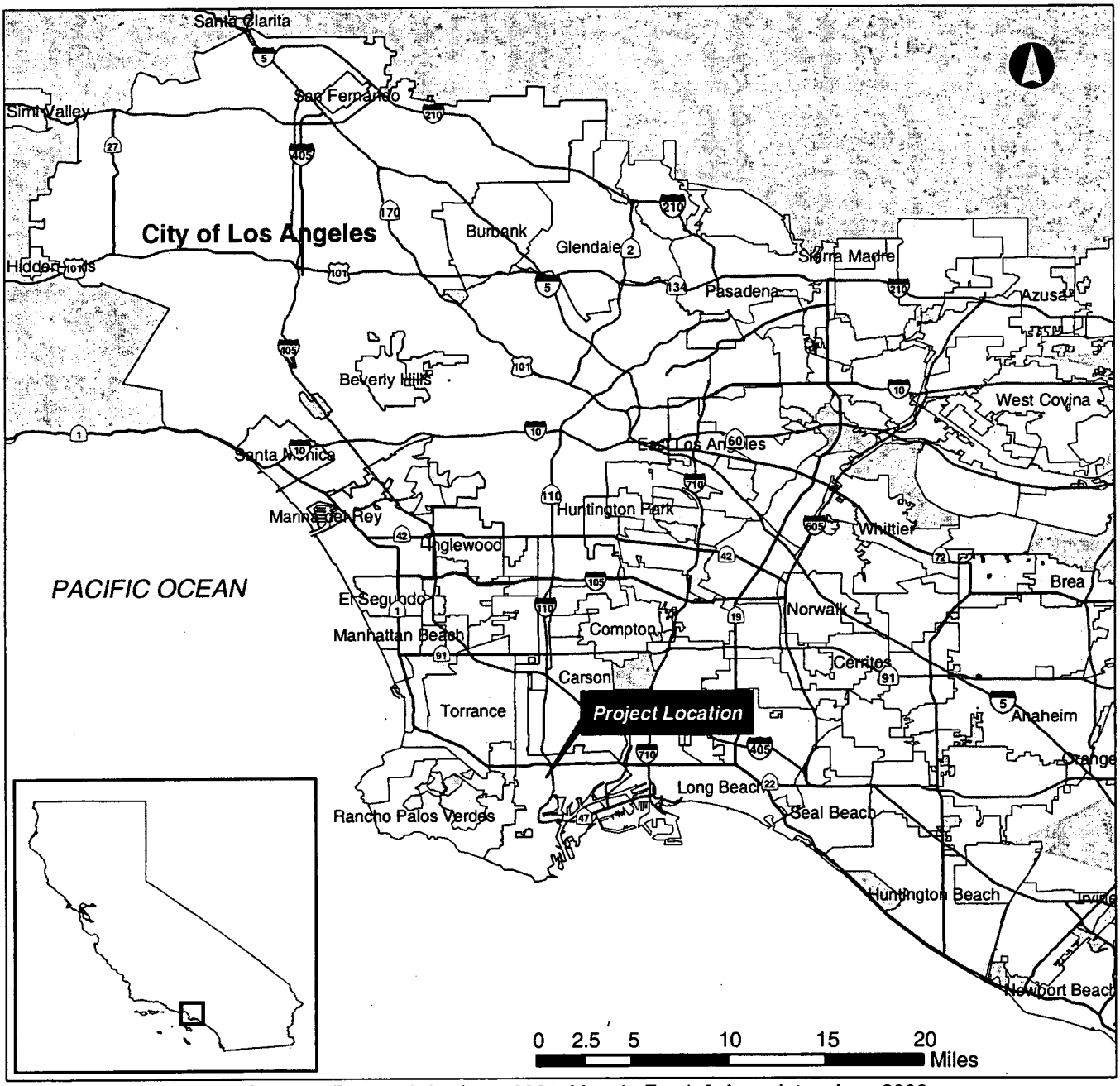
   The Wilmington – Harbor City Community Plan designates Los Angeles Harbor College, the project site, as Public Facilities (PF).

Figure 2: Project Vicinity Map



Sources: U.S. Census Bureau TIGER Data, 1995, Myra L. Frank & Associates, Inc., 2002.

Figure 1: Regional Location Map



Sources: Environmental Systems Research Institute, 2001; Myra L. Frank & Associates, Inc., 2002.

7. Zoning:

The *Los Angeles Planning and Zone Code* designates the project site as a PF-1XL zone for public facilities use in Height District 1, Extra Limited Height.

Generally, uses allowed in the Public Facilities Zone (PF) include but are not limited to: agricultural uses, public parking facilities located under freeway right-of-ways, fire and police stations, government buildings, structures, offices, and service facilities, public libraries, post offices and related facilities, public health facilities, and public elementary and secondary schools.

Buildings and structures located in Height District 1, Extra Limited Height (1XL) shall not exceed two stories nor shall the highest point of the roof of any building or structure located in such district exceed 30 feet in height.

Under state law, buildings and facilities at Harbor College are generally subject to zoning limitations imposed by the City of Los Angeles. By two-thirds vote of the District's Board of Trustees, however, the District may elect to exempt classroom facilities from local zoning control. The College can also apply for a conditional use permit or variance from the City of Los Angeles for proposed facilities that do not comply with existing City zoning regulations.

8. Description of the Project:

The Los Angeles Community College District is seeking to advance the economic growth and development as well as global competitiveness of Harbor College through the adoption of the Los Angeles Harbor College Five-Year Master Plan. The Master Plan would maintain the College's commitment to student learning in a supportive and dignified educational environment that recognizes the uniqueness of individuals and provides a center for the cultural enrichment of the community.

In the Fall 2001 semester there were 8,855 students enrolled at Harbor College; the corresponding annualized number of full-time equivalent students for the for the Fall 2001 semester was 3,125. Of the 8,855 students enrolled at the College, 76 percent were part-time students and 24 percent were full-time students.[1] The Five-Year Master Plan would accommodate an anticipated enrollment in the Fall 2008 semester of 10,891 students or 3,843 FTE students. [2]

The Master Plan proposes a framework to meet these goals through the construction of new facilities, renovation of and additions to existing facilities, removal of some existing facilities, and the development of new surface parking and/or parking structures, landscaping, and open space. Implementation of the proposed Master Plan projects would result in a net increase in building floor space on the campus of approximately 120,000 to 160,000 square feet (sf). Currently, campus buildings contain approximately 397,000 sf of floor space. The Master Plan construction is expected to commence in

[1] http://www.lahc.cc.ca.us/2001rd.htm
[2] Future Enrollment numbers are projected on a 3 percent growth factor per year.

2003 and continue through approximately the year 2008. Funding for a portion of the projects identified in the Five-Year Master Plan would be provided through the $1.245 billion Proposition A bond measure passed in the spring of 2001 by the voters of Los Angeles County. The total bond distribution to Harbor College under Proposition A is approximately $124 million.

The Draft EIR will address the environmental impacts associated with implementation of the Five-Year Master Plan.

9. Surrounding Land uses and Setting:

Harbor College is immediately surrounded by open space parkland (i.e., Ken Malloy Harbor Regional Park) to the north, west and south. Figueroa Place and the Harbor Freeway border the College on the east. Ken Malloy Harbor Regional Park includes recreational facilities, ball fields, a golf course, the Machado lake/lagoon, and the Bixby Slough. Single-family residential developments are located east of the Harbor Freeway and industrial uses (the Unocal Oil Refinery) and the Los Angeles Harbor are located in the general project area south of Harbor College. Single-family and multi-family residential units are located near the intersection of Figueroa Place and Anaheim Street, just southeast of the campus, specifically these units border the southeast corner of the park. Commercial uses, including a hotel and car dealership, exist at the northeast corner of the park along the Pacific Coast Highway (SR 1).

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement) could include but not necessarily be limited to:

- State of California
  - Department of General Services
    - Division of State Architect
  - Department of Toxic Substances Control
  - State Fire Marshal
- Regional Water Quality Control Board (National Pollutant Discharge Elimination System Permit)
- South Coast Air Quality Management District (stationary source permits)
- County of Los Angeles
  - Department of Public Works
- City of Los Angeles
  - City Planning Commission and City Council (planning/zoning approvals)
  - Department of Water and Power
  - Fire Department
  - Public Works Department
    - Bureau of Engineering
    - Bureau of Sanitation
  - Recreation and Parks Department
  - Transportation Department

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒	Aesthetics	☒	Hazards & Hazardous Materials	☐	Public Services
☐	Agriculture Resources	☐	Hydrology/Water Quality	☐	Recreation
☒	Air Quality	☐	Land Use/Planning	☒	Transportation/Traffic
☒	Biological Resources	☐	Mineral Resources	☒	Utilities/Service Systems
☒	Cultural Resources	☒	Noise	☒	Mandatory Findings of Significance
☒	Geology/Soils	☐	Population/Housing		

DETERMINATION: On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
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.	☐
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☒
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.	☐
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.	☐

Lee Lisecki — Signature

9/5/02 — Date

Lee Jay Lisecki, Myra L. Frank & Associates, Inc. — Printed Name

Los Angeles Community College District — For

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐

The College is located in a developed urban area and is immediately surrounded by parkland and the Harbor Freeway. The campus encompasses approximately 65 acres of land. The topography of the campus is flat. The Master Plan provides for new construction, renovation of and additions to existing buildings, new landscaping, additional parking, as well as other, more minor physical changes to the campus. Additionally, the Master Plan would increase the amount of open space on the campus and create a central campus green space.

Proposed new buildings and parking structures may be visible from visually sensitive off-campus areas such as the adjacent park. The impacts of new structures on the visual environment and existing scenic views and vistas will be evaluated in the EIR.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐

Existing campus landscaping may have scenic value. Proposed improvements under the Master Plan could result in the removal of or alterations to the existing landscaping. However, the proposed project would include new landscaping and result in a net increase in green space. The EIR will evaluate the significance of the aesthetic changes that could result from implementation of the Master Plan and will specifically discuss any adverse effects on possible scenic resources. Also see the response above.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐

An important concern of the Master Plan is to develop powerful, coherent, and meaningful open spaces that serve to provide a sense of community and academic purpose. Development of the Master Plan would enhance the visual quality of the campus itself by providing new landscaping, a pedestrian promenade, and a central campus green space. These enhancements would serve to increase the visual character and quality of the campus and work to create a seamless boundary between the campus and the surrounding natural areas. The EIR will evaluate the significance of the aesthetic changes that could result from implementation of the Master Plan and will discuss any feasible mitigation.

Also, see the response to 1.a above regarding impacts on scenic views or vistas due to new structures.

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

The Master Plan proposes new construction of buildings and facilities, which could be potential sources of light and glare. However, it is anticipated that new lighting would generally be confined to the project site and significant impacts on nighttime views would not occur. Additionally it is not expected that highly reflective or glare-producing materials would be used extensively on the facades of new or renovated buildings.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE 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. Would the project:				
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?	☐	☐	☐	☒

The Harbor College campus does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide importance. As such, the Master Plan would not convert any Farmland to non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The current zoning of Harbor College is Public Facilities (PF). No portion of the project site contains agricultural uses. A Williamson Act contract does not exist. No impacts would occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Please see the response to 2.a.

3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

The Master Plan proposes new construction, renovation of and additions to existing buildings, and demolition activities through the fall of 2008. Implementation of the Master Plan is not expected to conflict with or obstruct the implementation of any air quality plans. However there may be temporary short-term construction impacts over this period; please see the response to 3.b below.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

The project is located in the South Coast Air Quality Basin, which does not meet several federal air quality standards (the Basin is designated a nonattainment area for ozone, carbon monoxide, and PM_{10} [particulate matter 10 microns or less in diameter]). Implementation of the Master Plan would result in short-term air quality impacts due to construction and renovation activities and may generate long-term impacts due to additional vehicular traffic created by the increased student and employee populations. South Coast Air Quality Management District rideshare financial incentives and other mitigation measures that would reduce automobile trips will be identified in the EIR. Nonetheless, air pollutants generated by construction, renovation, and demolition activities may exceed the South Coast Air Quality Management District's recommended significance thresholds after mitigation.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐

The EIR analyses will also address the cumulative air quality impacts due to traffic generated by the project and related projects. Analyses will be conducted to determine if emissions from project-generated traffic combined with background air pollutants would result in carbon monoxide "hot spots", i.e., levels that exceed state or federal standards. Cumulative impacts due to construction of the proposed project and other related projects in the area that might be constructed concurrently will also be addressed.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

Please see the responses above.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

During construction, fumes and odors from the operation of construction equipment powered by internal combustion engines and from the use of construction materials (paints and coatings) may be noticeable and annoying to persons in the immediate vicinity of the site. However, it is not expected that a substantial number of people would be adversely affected and impacts would be short-term and intermittent.

4. BIOLOGICAL RESOURCES. Would the project:				
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?	☐	☒	☐	☐

It is not anticipated that any candidate, sensitive, or special species, or habitat for these species exist on the campus. The campus, however, contains generous landscaping including mature and specimen trees, which may provide habitat for various animal species. The campus is also surrounded on three sides by parkland that includes wetlands and a lagoon. A biological survey will be conducted for the EIR to document the presence and locations of any native plant communities and wildlife habitat. Implementation of the Master Plan would also result in the displacement of trees and other landscaping on the campus. The Master Plan includes a landscape and open space plan that would replace the trees and other landscaping displaced by construction and create new landscaping throughout the campus as well as increase the amount of open space on the campus.

Construction activities would expose soils to water erosion. Water runoff from construction sites could contain sediments as well as inorganic pollutants that could adversely affect wetlands and water bodies in the park that borders the campus, a potentially significant impact. To minimize construction impacts on these resources, Best Management Practices will be implemented.

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 Game or U. S. Fish and Wildlife Service?	☐	☒	☐	☐

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Please see the response above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐

Cursory surveys of the campus have not identified any protected wetlands as defined by Section 404 of the Clean Water Act. However wetlands do exist in the surrounding areas adjacent to the College. Indirect impacts on these wetlands due to construction activities will be addressed in the EIR. Also, see the response to 4.a above.

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

The campus is located in an urban area and is bordered by parkland on three sides. Although the parkland is located immediately north, west, and south of the campus, the larger project area is a developed urban area containing commercial, industrial, and residential uses. Consequently, the campus does not serve as a wildlife corridor for any terrestrial species. However, implementation of the Master Plan would result in the removal of some trees, which could adversely affect migratory birds that may use the campus for foraging or nesting. This issue will be addressed in greater detail in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

The project would not conflict with any local policies or ordinances protecting biological resources. The proposed landscaping plan would replace trees and landscaping displaced by the proposed project as well as provide new landscaping throughout the campus and increase the amount of open space on the campus.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

There would be no conflicts with any local, regional, or state conservation plans for the project area.

5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☒	☐	☐	☐

Several buildings on the campus may have historical significance. Implementation of the Master Plan may result in demolition or alteration of these buildings, a potentially significant impact. The EIR will identify any potential historical resources and their significance and evaluate the project's impacts on these resources.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐

Archaeological resources may exist on the project site. If present, these resources could be disturbed or destroyed by construction activities. Further study will be conducted for the EIR to determine the likelihood of the existence of archaeological resources and the potential for uncovering these resources during construction.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The potential for encountering paleontological resources will depend on the depth of excavations and geologic characteristics at the site. Further analysis and study will be conducted for the EIR to determine the potential for encountering and disturbing significant paleontological resources on the site.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

No cemeteries are located on the project site and it is not anticipated human remains would be encountered. However, if human remains are identified onsite, all legally required procedures would be followed.

6. GEOLOGY AND SOILS. Would the project				
a) Expose people or structures to 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.	☐	☐	☒	☐

The project site is located in the Wilmington area of Los Angeles, adjacent to the Los Angeles Harbor. Active faults in the area include the Elysian Park , Palos Verdes, Newport-Inglewood, and Compton Thrust faults. The Elysian Park fault is the closest mapped fault to the campus and is approximately 1.6 miles southwest with a maximum magnitude of 6.7 on the Richter Scale. However, no known mapped active earthquake faults are located on or through the site. Therefore, ground rupture due to faulting is not considered a significant hazard at the site.

ii) Strong seismic ground shaking?	☐	☒	☐	☐

The proposed site is located in a seismically active region and would be subject to severe ground shaking during an earthquake on a nearby fault. The active faults in the area are listed above. The EIR will assess in further detail potential hazards posed by strong seismic ground shaking at the site in the event of an earthquake on a nearby fault.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Liquefaction is a concern in the harbor area of Los Angeles, where soils have potential for liquefaction. Areas susceptible to liquefaction exist in areas immediately surrounding the campus. However, a preliminary geotechnical evaluation conducted by Diaz Yourman Associates, dated July 18, 2002 states, the potential for liquefaction is low

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

due to the density and composition of the subsurface coarse-grained soils. The EIR will discuss in additional detail the potential for seismic-related ground failure, including liquefaction.

iv) Landslides?	☐	☐	☐	☒

The existing ground surface terrain of the campus is relatively flat and is approximately 20 to 30 feet above mean sea level. As such, it is not anticipated that the project site would be susceptible to significant landslides.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Excavation and grading required for proposed project facilities would expose soil to wind and water erosion during the construction period. Implementation of erosion control measures as part of Best Management Practices would ensure that the loss of topsoil would be minimal.

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?	☐	☐	☒	☐

Excavation required to accommodate project structures would disrupt the underlying soil. The EIR will: identify the soil and geologic characteristics of the site; describe the geologic character of the subsurface materials, including the location of fill; and identify potential impacts resulting from landform modifications required for excavation.

Excavation at the site is likely to require temporary construction of slopes and shoring. Sloughing of the surface and unstable soil zones could occur within temporary excavations if proper procedures are not followed. However, it is expected that all earthwork and grading would meet the requirements of State of California codes and would be performed in accordance with the recommendations in the geotechnical investigations conducted for the proposed project. All excavation and shoring systems would also meet the minimum requirements of the Occupational Safety and Health standards. Significant impacts are not anticipated.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐

The preliminary geotechnical evaluation states that the near surface soils have a medium potential for expansion and the site earthwork can be completed using conventional heavy-duty earthwork equipment. Further geotechnical investigations will be conducted to address the soils expansion potential, as defined in Table 18-1-B of the Uniform Building Code. The results of the investigations will be summarized in the EIR and measures to mitigate the hazards due to any expansive soils that might be present on the site will be identified.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Wastewater generated by new students, employees, and facilities proposed under the Master Plan would be discharged into local City of Los Angeles sewer lines. No septic tanks would be located on the site.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐

Implementation of the Master Plan would require demolition or alteration of buildings that may contain hazardous materials such as asbestos and lead paint. Maintenance and operation of machinery and equipment on the campus may have required the use of hazardous materials, which could have resulted in soil or water contamination. Additionally, repair and routine maintenance of existing and proposed campus facilities would require the use of some hazardous chemicals or materials. Although any such materials would be properly stored, handled, and disposed of in accordance with all applicable laws and it is not anticipated that the Master Plan would substantially increase the use of hazardous materials, the EIR will evaluate potential hazardous materials impacts in additional detail.

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?	☐	☒	☐	☐

Please see the response above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐

The project site is an educational facility. A Child Development Center and the Harbor Teacher Preparation Academy are also located on the campus. Although it is not anticipated that implementation of the Master Plan would generate or emit hazardous materials that could pose a substantial danger to the students at the College or the children of the Child Development Center, this issue will be discussed in further detail in the EIR.

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?	☐	☐	☒	☐

It is not anticipated that Harbor College is included on a list of hazardous sites compiled pursuant to Government Code Section 65962.5. However, the campus is located in an oil refining region and industrial land uses are located in the vicinity of the College. Specifically, the Phillips Oil Refinery is located within a ¼ mile south of the campus. An electronic database search of listings maintained by federal, state, and local agencies of sites with known or suspected hazardous material contamination, use of hazardous or toxic materials and regulated wastes, discharge or spillage incidents, discharge permits, landfills, and storage tanks will be conducted for the EIR.

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 for people residing or working in the project area?	☐	☐	☐	☒

Harbor College is not located within an airport land use plan or within 2 miles of an existing airport.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Harbor College is not located within an airport land use plan or within 2 miles of a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Implementation of the Master Plan should not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, evacuation routes are limited due to the fact that the campus is surrounded on three sides by parkland. A "loop" road around the campus perimeter is proposed under the Master Plan to improve traffic circulation on the campus. The impact of increases in student and employee populations on evacuation plans will be considered in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

The project site is not located near any wildlands that could pose a hazard in the event of a fire. However parkland, which includes trees and shrubs, surrounds the campus on three sides. Trees and shrubbery also exist on the campus.

8. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

Implementation of the Master Plan should not generate wastewatér or runoff that would violate water quality discharge requirements. Additionally, the Master Plan would result in a net increase in open space on the campus and a decrease in impervious surfaces.

Construction activities would expose soils to water erosion. Water runoff from construction sites could contain sediments as well as inorganic pollutants that could adversely affect wetlands and water bodies in the park that borders the campus, a potentially significant impact. To minimize construction impacts on these resources, Best Management Practices will be implemented.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

Implementation of the Master Plan would create additional development and thus increase the amount of impervious surfaces in certain areas of the campus; however, the Master Plan would result in an overall increase in open space and a decrease in the amount of paved surfaces. Consequently, significant adverse changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff are not anticipated. Increases in student enrollment and employment due to implementation of the Master Plan could result in increased water consumption, though it is not expected that this increase would substantially deplete groundwater supplies.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Underground water may be encountered during construction of building substructures due to high water table levels in the area. According to the preliminary geotechnical evaluation groundwater was encountered at a depth of 32 feet below ground surface. If the water table is reached, the underground water is commonly pumped into nearby storm drains. Although the amount of underground water pumped into storm drains is not expected to be significant, pumping of underground water from substructures and increased consumption of water due to additional development in the project area could increase the rate of water withdrawals from area. The EIR will discuss in further detail any potential impacts associated with ground water supplies.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

Please see the response above.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐

Implementation of the Master Plan does not involve the construction of any structure that may impede the flow of or alter the course of any rivers or streams located in the vicinity of the campus. It is not anticipated that construction of new buildings and facilities under the Master Plan would result in substantial additional overland flow or result in alterations to the course or flow of floodwaters.

e) 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?	☐	☐	☒	☐

It is not anticipated that implementation of the Master Plan would create or contribute significant additional runoff water that would exceed the capacity of existing or planned storm water drainage systems. The Master Plan decreases the amount of paved surfaces on the campus and increases open space, which would help decrease the amount of water runoff from the campus during rainstorms. However, during construction, water runoff from construction sites may contain sediments or pollutants that could adversely affect the surrounding park and wetlands. These issues will be addressed in additional detail in the EIR.

f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

No other impacts to water quality are anticipated due to implementation of the Master Plan.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

The project site is not located in a designated 100-year flood hazard area and does not contain any existing or planned housing. However it should be noted that the parklands surrounding the campus are designated as 100-year flood hazard areas.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

The project is not located in a designated 100-year flood hazard area and would not place any structures that would impede or redirect flood flows. However as noted above, the parklands surrounding the campus are designated as 100-year flood hazard areas.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐

The Palos Verdes Reservoir is located approximately 2 miles west of the College. According to the Flood and Inundation Hazards Map, 1990, of the Technical Appendix to the Safety Element of the Los Angeles County General Plan, the College is not located in the Palos Verdes Reservoir inundation area. Consequently, it is not expected that the campus is at significant risk due to dam failure.

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Although Harbor College campus is located approximately 5 miles from the Pacific Ocean according to the Flood and Inundation Hazards Map, 1990, of the Technical Appendix to the Safety Element of the Los Angeles County General Plan, the College is not located in a Tsunami inundation area.

9. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

Implementation of the Master Plan would not physically divide an established community. Proposed development and new facilities would be located within the boundaries of the Harbor College campus.

b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

The Master Plan appears to be consistent with local plans and policies. The entire campus is located in a public facilities zone, which permits the proposed development. Also, the Master plan would increase the amount of open space on campus, creating a more coherent connection with the surrounding parklands. However, proposed buildings may exceed the designated height limit of 1XL requiring a conditional use permit or variance.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

The proposed project does not conflict with any habitat conservation or natural community conservation plans.

10. MINERAL RESOURCES. Would the project:				
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?	☐	☐	☐	☒

The proposed project would not result in any significant loss of availability of a known mineral resource.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Please see the response above.

11. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Construction activities would result in temporary, intermittent high noise levels that could be annoying to pedestrians, golfers and others using the parkland recreational facilities, residents, students, and faculty in the vicinity. Impacts to noise-sensitive receptors could be significant depending on the duration of construction activities and the extent of potential noise level increases.

Implementation of the Master Plan would also result in increases in traffic on local streets due to anticipated increased enrollment and employment at the College. Generally a doubling of traffic volumes is required for a noticeable increase in noise levels to occur. Consequently, significant impacts are not anticipated. Nonetheless, the EIR will identify noise-sensitive areas in the vicinity of the project site and future noise levels with and without the project.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Construction activities, including trucks traveling to and from the project site, could generate groundbourne vibration and noise. However, construction impacts would be temporary and short-term. Additionally, the most noticeable groundbourne vibration/noise increases are likely to be limited to the grading and excavation phase of the project.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Please see the response to 11.a above.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

Please see the response to 11.a above.

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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The proposed project site is not located within an airport land use plan or within 2 miles of a public use airport.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The proposed project site is not located within an airport land use plan or within 2 miles of a private airstrip.

12. POPULATION AND HOUSING. Would the project:				
a) Induce substantial 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)?	☐	☐	☒	☐

The Master Plan would result in increased enrollment and employment at the College, which may indirectly increase population in the area. It is not anticipated that these increases would be inconsistent with local land use plans and population projections. It is also not expected that the Master Plan would induce substantial population growth. Nonetheless this issue will be addressed in further detail in the EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The Master Plan does not require the displacement of existing housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The Master Plan does not require the displacement of existing housing.

13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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:				
a) Fire protection?	☐	☐	☒	☐

Implementation of the Master Plan could increase the demand for fire protection services due to increases in the student and employee populations on the campus and induced growth. However it is not expected that a substantial need for new equipment, facilities, or personnel would be required to accommodate the proposed development. Additionally, new or renovated buildings would be constructed in accordance with current fire and building codes to reduce the risk of fire hazards.

Increased traffic levels due to implementation of the Master Plan may affect the emergency response times for fire protection services. Fire station locations and distances from the campus along with level of service analyses at intersections around the campus will be discussed in detail in the EIR to determine any potential impacts.

b) Police protection?	☐	☐	☒	☐

Implementation of the Master Plan could increase the demand for police protection services due to increases in the student and employee populations on the campus and induced growth. However it is not expected that a

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

substantial need for new equipment, facilities, or personnel would be required to accommodate the proposed development.

Increased traffic levels due to implementation of the Master Plan may affect the emergency response times for police protection services in the area. The Los Angeles County Sheriff's Department, which has a facility located on the campus, provides police protection services for the College. However, local police services to the surrounding areas may be affected by increased traffic resulting from implementation of the Master Plan.

c) Schools?	☐	☐	☒	☐

Implementation of the Master Plan would not directly generate significant increases in student enrollment in the Los Angeles Unified School District since it would not include new housing. However, the Master Plan may indirectly generate increases in student enrollment due to increases in the number of employees on the campus though this increase is not expected to be significant.

The closest LAUSD schools to the campus include the Hawaiian Avenue Elementary School and Children's Center, and the Gulf Avenue Elementary School. These schools are located east of the Harbor Freeway. Consequently, significant construction impacts on local schools are not anticipated.

LAUSD also operates the Harbor Teacher Preparation Academy at Harbor College. This program consists of approximately 80 ninth-grade students located in Building "U" in the center of campus.

d) Parks?	☐	☐	☒	☐

The campus is surrounded by parklands and a golf course which could experience an increase in use due to increases in the student and employee populations that are expected as a result of the Master Plan. However the Master Plan includes improved athletic fields and a central campus green space. As such, it is not expected that implementation of the Master Plan would substantially increase the use of or demand for offsite parks and recreational facilities.

e) Other public facilities?	☐	☐	☒	☐

Implementation of the Master Plan is not expected to result in the development of or substantial alteration to other public facilities. Please see the response above.

14. RECREATION.				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

See the response to 13.f above.

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

The Master Plan does propose development of improved athletic facilities and fields at Harbor College as well as a central campus green space. The effects on the environment of these and other campus facilities will be addressed in the EIR.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐

Implementation of the Master Plan is expected to increase student enrollment and employment at Harbor College, which would increase traffic volumes in the area. The EIR will identify the existing and future levels of service at local study intersections, with and without the project, to determine the significance of potential impacts. The analysis will address the cumulative impacts due to traffic generated by the project, background growth, and related projects.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐

Please see the response above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

Implementation of the Master Plan would not change air traffic patterns or volumes.

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g. farm equipment)?	☐	☐	☐	☒

Implementation of the Master Plan would not include any dangerous design features or incompatible uses that would substantially increase hazards. Parking would be moved to the edges of the campus to improve vehicular access and circulation

e) Result in inadequate emergency access?	☐	☐	☒	☐

It is not expected that the proposed project would substantially alter emergency access to or from the campus. However, increased traffic due to increased enrollment and staffing could affect emergency vehicle response time. Also, during construction emergency access to facilities within the campus could be affected. A "loop" road around the campus perimeter is proposed to help better manage campus traffic circulation.

f) Result in inadequate parking capacity?	☐	☐	☒	☐

The Master Plan includes the construction of additional parking to accommodate new development on the campus. Adequate parking would be maintained to accommodate the needs of the swap meet that is held on the campus on weekends. Although no significant parking capacity impacts are expected, this issue will be addressed in further detail in the EIR.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Implementation of the Master Plan would not conflict with any adopted policies supporting alternative transportation. Additionally, the College is working with the Los Angeles County Metropolitan Transportation Agency to provide property for the development of a bus station and park-and-ride lot.

16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Implementation of the Master Plan is not expected to generate wastewater in amounts that would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐

Implementation of the Master Plan could result in increased wastewater flows to local sewer lines and regional treatment facilities. These increased flows may result in the need for new or expanded local sewer lines, the construction of which could have adverse effects on the environment. It is not expected that construction or expansion of existing treatment facilities would be required. Additionally, it should be noted that the Master Plan does discuss utility infrastructure plans that would accommodate the development under the Master Plan. The EIR will discuss wastewater generation and sewer line capacity and the impacts resulting from the Master Plan in further detail.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Due to the decrease in paved surfaces and increase in open space proposed under the Master Plan, it is not expected that substantial new or expanded drainage facilities would be necessary. However, as noted above a utility infrastructure plan has been developed to accommodate the development under the Master Plan. The EIR will further discuss the potential storm drainage impacts.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Implementation of the Master Plan is not expected to require new or expanded entitlements and resources.

e) Result in a determination by the wastewater treatment provider that 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?	☐	☐	☒	☐

It is anticipated that the wastewater treatment provider will have adequate capacity to serve the project's demands while maintaining existing commitments.

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

Implementation of the Master Plan would result in an increase in solid waste due to the increased student enrollment and employment at the College. Existing landfills are expected to have adequate capacity to accommodate this increase in waste generation. A new trash compactor facility is proposed under the Master Plan. This facility would help reduce potential increases in solid waste generation due to campus development. The EIR will address solid waste impacts on landfill capacity in further detail.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Implementation of the Master Plan will comply with federal, state, and local statutes and regulations related to solid waste.

17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, 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?	☒	☐	☐	☐

Implementation of the Master Plan may affect previously unrecorded archeological and paleontological resources due to excavation and grading activities. Demolition and renovation activities may affect potential historic resources on the campus. The EIR will identify the significance of potential resources on the project site and evaluate the project's impacts on those resources and possible mitigation measures when necessary.

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)?	☒	☐	☐	☐

Air pollution and traffic generated by the proposed project and cumulative development could result in significant cumulative impacts. Project-induced growth, when combined with other growth in the area, could create a need for new or expanded local public utilities, which may result in significant impacts on the environment.

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

During construction, there could be temporary, short-term air quality and noise impacts that could have an adverse effect on persons in the immediate vicinity. The project site could experience strong seismic ground in the event of an earthquake on a nearby fault that could pose a threat to occupants of campus buildings. However all new and renovated buildings would be constructed in accordance with applicable building codes to reduce potential seismic/geologic risks to an acceptable level.

October 31, 2002

Los Angeles Harbor College
Dr. Linda Spink, President
1111 Figueroa Place
Wilmington, CA 90744-2397

Dear Dr. Spink:

This letter is in support of the five-year and 30-year plans needed to complete the Proposition "A" funded Master Plan for Los Angeles Harbor College. After reviewing the Master Plan Environmental Study Phase, I support the goals and principles required to expand, renovate, demolish and build.

As a graduate of Los Angeles Harbor College (1982) I know how important this campus is to the harbor area community. To be able to meet the growing demands for services, Harbor College must grow as an educational and community institution. It is my hope that expansion and improvements brought by Proposition "A" are achieved in a timely and efficient manner. Everyone in the Los Angeles harbor area will be the beneficiary of this monumental improvement. Thank you.

Courteously,

Michael Sanborn
Director, Banning Residence Museum

NOV 01 2002

California Regional Water Quality Control Board
Los Angeles Region

Winston H. Hickox
Secretary for Environmental Protection

320 W. 4th Street, Suite 200, Los Angeles, California 90013
Phone (213) 576-6600 FAX (213) 576-6640
Internet Address: http://www.swrcb.ca.gov/~rwqcb4

Gray Davis
Governor

December 6, 2002

Dr. Ann Tomlinson
Dean of College Planning,
Research and Special Projects
Los Angeles Harbor College
Box 2
1111Figueroa Place
Wilmington, CA 90744

RE: LOS ANGELES HARBOR COLLEGE FIVE-YEAR MASTER PLAN

Dear Dr. Tomlinson:

We appreciate the opportunity to comment on the above project. For your information a list of permitting requirements and Regional Board contacts is provided in Attachment A.

The project site lies near the Dominguez Channel and in the Los Angeles Harbor, which was listed as impaired pursuant to Section 303(d) of the Clean Water Act. Impairments listed in areas at or down current from the proposed project include ammonia, metals, pesticides, PCBs, and high coliform count, as shown in Attachment B. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before the applicable TMDLs are developed. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired water bodies. Please provide the following additional information for both the construction and operational phases of the project:

- Estimates of concentrations (mpn/100 mL) and loads (lbs/day) from point and non-point sources of each of the constituents for which the system is impaired (listed above);
- Estimates of the amount of runoff generated by the project during wet and dry weather;
- Surface water management for the stormwater, wash water and other wastewater generated during the project, especially as it pertains to land-based equipment;
- Wastewater management from water-based equipment, such as boats;
- Estimates of the amount of increased or decreased percolation due to the project;
- Estimates of the net change in cubic feet per second of surface water contributions under historic drought conditions (as compiled by local water purveyors, the Department of Water Resources, and others), and 10-year, 50-year and 100-year flood conditions; and
- Effects of the project on local groundwater conditions (water elevations, and net change in recharge in cubic feet per second) under the following conditions:
    - during construction, including effects of dewatering activities

- under historic drought conditions and
- under 10-year, 50-year and 100-year flood conditions.

Thank you for the opportunity to provide our initial comments during this stage of the proposed project planning process. We hope that these comments will provide early direction to the preparers of the environmental review documents and ensure an adequate analysis of water quality issues. If you have any questions please contact me at (213) 576-6785.

Sincerely,

J. Lisa Carlson
Environmental Scientist C
TMDL Unit

Attachments (2)
cc: file
State Clearinghouse

ATTACHMENT A

✓ If the proposed project will result in a **discharge of dredge or fill into a surface water** (including a dry streambed), and is subject to a **federal license or permit**, the project may require a *Section 401 Water Quality Certification*, or waiver of Waste Discharge Requirements. For further information, please contact:

Jason Lambert, Nonpoint Source Unit at (213) 576-5733.

✓ If the project involves **inland disposal of nonhazardous contaminated soils and materials**, the proposed project may be subject to *Waste Discharge Requirements*. For further information, please contact:

Rodney Nelson, Landfills Unit, at (213) 576-6719.

✓ If the overall project area is **larger than five acres**, the proposed project may be subject to the State *Board's General Construction Activity Storm Water Permit*. For further information, please contact:

Tracy Woods, Statewide General Construction Activity Storm Water Permits at (213) 576-6684.

✓ If the project involves a facility that is proposing to discharge storm water associated with **industrial activity** (*e.g.*, manufacturing, recycling and transportation facilities, etc.), the facility may be subject to the State Board's *General Industrial Activities Storm Water Permit*. For further information, please contact:

Kristie Chung, Statewide General Industrial Storm Water Permits at (213) 576-6807.

✓ If the proposed project involves requirements for new development and construction pertaining to **municipal storm water programs**, please contact:

Dan Radulescu, Municipal Storm Water Permits, Los Angeles County at (213) 576-6668;
Matt Yeager, Municipal Storm Water Permits, Ventura County at (213) 576-6749.

✓ The proposed project also shall comply with the local regulations associated with the applicable **Regional Board stormwater permit**:

Los Angeles County and Co-permittees:
NPDES No. CAS614001
Waste Discharge Requirements Order No. 96-054.

Long Beach County and Co-permittees:
NPDES CAS004003
Waste Discharge Requirements Order No. 99-060.

Ventura County and Co-permittees:
NPDES No. CAS004002
Waste Discharge Requirements Order No. 00-108.

✓ If the proposed project involves any construction and/or groundwater **dewatering to be discharged to surface waters**, the project may be subject to *NPDES/Waste Discharge Requirements*. For further information, please contact:

Augustine Anijielo, General Permitting and Special Projects Unit at (213) 576-6657 (All Region 4 Watersheds).

✓ If the proposed project involves any construction and/or groundwater **dewatering to be discharged to land or groundwater**, the project may be subject to *Waste Discharge Requirements*. For further information, please contact:

Kwang-il Lee, Non-Chapter 15 Unit, at (213) 576-6666 (All Region 4 Watersheds).

Attachment B

Dominguez Channel and Los Angeles Harbor Watersheds Constituents Causing Impairment

Parameter	Units
Ammonia	mg/L
Arsenic	mg/L
Bacteria (coliform)	Organisms/100 mL
Chlordane	µg/L
Copper	mg/L
DDT	µg/L
Dissolved Oxygen	mg/L
Lead	mg/L
Mercury	mg/L
PCBs	µg/L
Trash	Lbs
Odor	threshold units
pH	pH units

Los Angeles Harbor Watershed Constituents Causing Impairment

Parameter	Units
Ammonia	mg/L
Arsenic	mg/L
Bacteria (coliform)	Organisms/100 mL
Chlordane	µg/L
Copper	mg/L
DDT	µg/L
Dissolved Oxygen	mg/L
Lead	mg/L
Mercury	mg/L
PCBs	µg/L
Trash	Lbs
Odor	threshold units
pH	pH units

CITY OF LOS ANGELES
CALIFORNIA

WAYNE K. TANDA
GENERAL MANAGER

JAMES K. HAHN
MAYOR

DEPARTMENT OF
TRANSPORTATION
221 N. FIGUEROA ST, SUITE 500
LOS ANGELES, CA 90012
(213) 580-1177
FAX (213) 580-1188

1111 Figueroa Pl

October 22, 2002

Dr. Ann Tomlinson, Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
1111 Figueroa Place, Box 2
Wilmington, CA 90744

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED LOS ANGELES HARBOR COLLEGE FIVE YEARS MASTER PLAN AT 1111 FIGUEROA PLACE

The Los Angeles Department of Transportation (LADOT) has reviewed the NOP of the DEIR for the proposed Los Angeles Harbor College Five Year Master Plan located on the block bounded by Figueroa Place on the east and the Ken Malloy Harbor Regional Park on the north, south and west. The proposed project is to renovate existing facilities and construct new facilities to accommodate an increase in enrollment from 8,855 students to approximately 10,891 students by the year 2008. The project will require the demolition of some existing buildings and the net addition of approximately 120,000 to 160,000 square-feet (SF) of building space. The current campus buildings contain approximately 397,000 SF. The project includes construction of three new above-grade parking structures and one surface parking lot adding approximately 1,870 parking spaces; a new conference center and culinary arts facility with ballroom; a new teaching facility for the business education department; a new teaching facility for technological arts with six classrooms and four computer labs; a new media arts facility with television/video studio; new administration offices; new data center and information technology offices which include central receiving and campus police facilities; a new student services center including a two-story atrium, new classrooms for behavioral and social sciences; a new student cafeteria, a new central plant facility with workshops and offices; a new physical education building; and new athletic fields including track, football field, bleachers,

lighting, baseball diamond, soccer field, and softball stadium. The project will also make repairs and improvements to the learning resource center, the administration building, the physics and business buildings, the liberal arts building, general classroom buildings, the life science building, the nursing building, the fine arts building, and the music building.

ASSESSMENT OF TRAFFIC IMPACTS

A traffic impact study should be prepared to address community concerns and include the following steps:

1. Conduct the traffic study to analyze the potential impacts of the proposed project.
2. Determine the existing levels of service at the study intersections.
3. Project the background traffic to the estimated year of completion using an annual growth rate of one percent and assuming a "no project" condition. If a traffic forecast model is used to forecast future traffic volumes, it should be validated against LADOT's EMME/2 Citywide Framework trip table.
4. Add related project traffic from other proposed developments in the area. LADOT and the Department of City Planning (DCP) should be contacted for this information.
5. Determine the volume of traffic that would be added during the AM and PM weekday peak hours as a result of the proposed development.
6. Analyze the impact of project generated traffic on the circulation system by comparing the levels of service both with and without the project.
7. A Congestion Management Program (CMP) analysis should also be conducted for CMP intersections and segments utilizing the latest CMP guidelines.
8. Coordinate your study with other affected government agencies such as Caltrans and Los Angeles County Metropolitan Transportation Authority.

MITIGATION MEASURES

If any adverse impacts is anticipated, a discussion of the realistic mitigation measures which are under the control of the developer should be included. If street improvements are proposed as mitigation measures for any study intersection, then scale drawings of the proposed street improvement should be included.

STUDY PARAMETERS

At a minimum, include the following study locations:

1. Pacific Coast Highway and Vermont Avenue
2. Anaheim Street, Gaffey Street, Palos Verdes Drive North and Vermont Avenue
3. Pacific Coast Highway and Harbor Freeway Southbound On/Off-Ramps
4. Figueroa Street and Pacific Coast Highway
5. Figueroa Place and L Street
6. Figueroa Street and L Street
7. Figueroa Place and Harbor Freeway Southbound Off-Ramp north of Anaheim Street
8. Anaheim Street and Figueroa Place

LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE

PROJECT NAME: LOS ANGELES HARBOR COLLEGE

TYPE OF CRIME	RD * 513	HARBOR AREA	CITYWIDE
Burglary from Business	11	241	5,823
Burglary from Residence	22	608	14,926
Burglary Other	25	386	4,857
Street Robbery	15	315	11,019
Other Robbery	7	238	6,155
Murder	0	17	589
Rape	4	54	1,424
Aggravated Assault	63	1,565	33,178
Burglary from Vehicle	71	1,111	25,786
Theft from Vehicle	27	746	15,607
Grand Theft	16	442	12,470
Theft from Person	0	16	1,222
Purse Snatch	1	8	371
Other Theft	19	899	24,273
Bicycle Theft	0	2	41
Vehicle Theft	89	1,616	31,991
Bunco	0	1	157
TOTAL	370	8,265	189,889

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES/PERSONS
HARBOR	8,265	/	179,682	46/1000
CITYWIDE	189,899	/	3,823,000	50/1000

* All statistical information is based on 2001 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 report.

HARBOR AREA

The Los Angeles Harbor College Five Year plan is located in Harbor Area in Reporting District (RD) 513. The Harbor Area covers 25.84 square miles and the station is located at 2175 John S. Gibson Boulevard, Los Angeles, California 90731, (310) 548-7605.

The service boundaries of Harbor Area are as follows: San Diego Freeway (405) to the north, State Park and Los Angeles City boundary to the south, the Los Angeles City boundary to the west, and the Los Angeles City boundary to the east.

The boundaries for RD 513 are as follows: the Los Angeles City boundary to the north, Los Angeles City boundary to the west, Anaheim Street to the south, and the Los Angeles City boundary to the east.

The average response time to emergency calls for service in Harbor Area during 2001 was 9.4 minutes. The Citywide average during 2001 was 8.9 minutes. There are approximately 246 sworn officers and 37 civilian support staff deployed over three watches at Harbor Area.

There were 46 crimes per 1000 persons in Harbor in 2001. Individual RD crime statistics, population and crimes per 1000 persons are listed on the attached RD information sheets. The predominant crimes in Harbor Area are aggravated assault, vehicle theft, and burglary from vehicle.

Prepared by:
Community Relations Section
Crime Prevention Unit

425 S. Palos Verdes Street

Post Office Box 151

San Pedro, CA 90733-0151

Tel/TDD 310 SEA-PORT

www.portoflosangeles.org

September 12, 2002

Los Angeles Community College District
770 Wilshire Blvd.
Los Angeles, CA 90017

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR LOS ANGELES HARBOR COLLEGES' FIVE YEAR MASTER PLAN

Thank you for sending us the Notice of Preparation. We have reviewed it and have no comments at this time. If additional information is needed, I can be contacted at (310) 732-3675.

Sincerely,

RALPH G. APPY, Ph.D.
Director of Environmental Management

RGA:gin
Z/GENERALCLERICAL/RGA/LETTERS/LACC

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

September 19, 2002

Dr. Ann Tomlinson
Dean of College Planning
Research and Special Project
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744

RE: SCAG Clearinghouse No. I 20020488 Los Angeles Harbor College Five-Year Master Plan

Dear Dr. Tomlinson:

Thank you for submitting the **Los Angeles Harbor College Five-Year Master Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Los Angeles Harbor College Five-Year Master Plan**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **September 1-15, 2002** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

State of California - The Resources Agency GRAY DAVIS, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

October 7, 2002

Ann Tomlinson
Los Angeles Community College District
1111 Figueroa Place, Box 2
Wilmington, CA 90744

Los Angeles Harbor College Five-Year Master Plan

State Clearinghouse Number 2002091037

Dear Ms. Tomlinson:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. The project site is adjacent to Ken Malloy Harbor Regional Park, an area supporting wetland and riparian habitats of regional importance, federally- and State-listed species, and several California Species of Special Concern. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Environmental Impact Report (DEIR), as applicable:

1. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.

   a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised May 2000) for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).

   b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation

with the Department and the U.S. Fish and Wildlife Service.

c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included.

a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

b. Project impacts should be analyzed relative to their effects on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed Natural Communities Conservation Planning (NCCP) reserve lands. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.

c. A discussion of impacts associated with increased lighting, noise, human activity, changes in drainage patterns, changes in water volume, velocity, and quality, soil erosion, and /or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts should be included.

d. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

e. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed

project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

a. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).

4. Mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats should be discussed. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

a. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

b. Areas reserved as mitigation for project impacts should be protected from future direct and indirect impacts. Potential issues to be considered include limitation of access, conservation easements, monitoring and management programs, control of illegal dumping, water pollution, and fire.

c. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

5. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project

and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:

a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.

b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

6. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

a. If the site has the potential to support aquatic, riparian, or wetland habitat, a jurisdictional delineation of lakes, streams, and associated riparian habitats should be included in the DEIR, including a delineation of wetlands pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department[1]. Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

b. The project may require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance

[1] Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

   A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

   Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

   a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
   b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

   a. Experience conducting floristic field surveys;
   b. Knowledge of plant taxonomy and plant community ecology;
   c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
   d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
   e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

   a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

a. Project description, including a detailed map of the project location and study area.
b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
c. Detailed description of survey methodology.
d. Dates of field surveys and total person-hours spent on field surveys.
e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
h. Recommended measures to avoid impacts.
i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
l. Name of field investigator(s).
j. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement[2].

The Department holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (858) 636-3160.

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Brad Henderson at (310) 214-9950.

Sincerely,

Donald R. Chadwick
Habitat Conservation Supervisor

Attachments

cc: Department of Fish and Game
File
San Diego
U.S. Fish and Wildlife Service
Kerri Davis
Carlsbad
State Clearinghouse
Sacramento
bjh

[2] A Streambed Alteration Agreement form may be obtained by writing to: Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123, by calling (858) 636-3160, or by accessing the Department's web site at www.dfg.ca.gov/1600 .

ATTACHMENT 2

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

S1.# Less than 6 known locations and/or on less than 2,000 acres of habitat remaining.

S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.

S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

S1.1 = very threatened
S2.2 = threatened
S3.3 = no current threats known

Sensitivity Rankings (February 1992)

Rank	Community Name
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizonan Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

S1.2	Southern Foredunes
	Mono Pumice Flat
	Southern Interior Basalt Flow Vernal Pool
S2.1	Venturan Coastal Sage Scrub
	Diegan Coastal Sage Scrub
	Riversidean Upland Coastal Sage Scrub
	Riversidean Desert Sage Scrub
	Sagebrush Steppe
	Desert Sink Scrub
	Mafic Southern Mixed Chaparral
	San Diego Mesa Hardpan Vernal Pool
	San Diego Mesa Claypan Vernal Pool
	Alkali Meadow
	Southern Coastal Salt Marsh
	Coastal Brackish Marsh
	Transmontane Alkali Marsh
	Coastal and Valley Freshwater Marsh
	Southern Arroyo Willow Riparian Forest
	Southern Willow Scrub
	Modoc-Great Basin Cottonwood Willow Riparian
	Modoc-Great Basin Riparian Scrub
	Mojave Desert Wash Scrub
	Engelmann Oak Woodland
	Open Engelmann Oak Woodland
	Closed Engelmann Oak Woodland
	Island Oak Woodland
	California Walnut Woodland
	Island Ironwood Forest
	Island Cherry Forest
	Southern Interior Cypress Forest
	Bigcone Spruce-Canyon Oak Forest
S2.2	Active Coastal Dunes
	Active Desert Dunes
	Stabilized and Partially Stabilized Desert Dunes
	Stabilized and Partially Stabilized Desert Sandfield
	Mojave Mixed Steppe
	Transmontane Freshwater Marsh
	Coulter Pine Forest
	Southern California Fellfield
	White Mountains Fellfield
S2.3	Bristlecone Pine Forest
	Limber Pine Forest

Department of Toxic Substances Control

Edwin F. Lowry, Director
5796 Corporate Avenue
Cypress, California 90630

To: MFA
10/3/02

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

October 4, 2002

Ms. Ann Tomlinson
Los Angeles Community College District
1111 Figueroa Place, Box 2
Wilmington, California 90744

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES HARBOR COLLEGE FIVE-YEAR MASTER PLAN - SCH # 2002091037

Dear Ms. Tomlinson:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the above-mentioned Project.

Based on the review of the document, DTSC's comments are as follows:

1) The draft EIR needs to identify and determine whether current or historic uses have resulted in any release of hazardous wastes/substances at the site.

2) The draft EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.

3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation and the government agency to provide appropriate regulatory oversight.

4) An environmental assessment should be conducted in the project area to evaluate whether the project area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste/materials. Potential hazard to the public or the environment through routine transportation, use, disposal or release of hazardous materials should be discussed in the draft EIR.

5) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project is planning to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

6) Any hazardous wastes/materials encountered during construction should be remediated in accordance with local, state, and federal regulations. Prior to initiating any construction activities, an environmental assessment should be conducted to determine if a release of hazardous wastes/substances exists at the site. If so, further studies should be carried out to delineate the nature and extent of the contamination. Also, it is necessary to estimate the potential threat to public health and/or the environment posed by the site. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies rather than excavation of soil prior to any assessments.

7) Since a potentially significant hazardous impact to the public may be associated with future uses of the site, potential uses and storage of hazardous materials at the site should be addressed in the draft EIR. A hazardous material storage permit may be required from an appropriate regulatory agency that has jurisdiction to regulate hazardous substances handling, storage, treatment and/or disposal. Contact the Certified Unified Program Agency (CUPA) to evaluate the permit requirements.

8) The NOP indicates there is a Child Development Center and the Harbor Teacher Preparation Academy are located within one-quarter mile of the proposed project area. Human health and the environment of students and faculty members should be protected during the construction or demolition activities. A study of the site should be conducted to provide basic information for determining if there are, have been, or will be, any threatening releases of hazardous materials that may pose a risk to human health or the environment.

9) Investigate the presence of lead paints or asbestos containing material (ACMs). If the presence of lead and ACMs are suspected, proper precautions should be taken during removal/excavation/demolition activities. Additionally, the contaminants should be remediated in compliance with the California environmental regulations.

6. **Analysis Discussion**

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA Guidelines. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County's General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network's ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

D. Traffic Models and Model Generated TIA's

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA's prepared using data from outside traffic modeling, the following information is required:

1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).

2. The list of land use assumptions by traffic analysis zones (TAZ's) and their sources used in the traffic model in lieu of a related projects list.

3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ's and their corresponding centroidal connectors, as well as number of lanes should be displayed.

4. The list of trip generation rates used in the traffic model and their sources.

5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

E. Traffic Signals

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

$$\textbf{Project Percentage Share} = \frac{\text{Project Traffic}}{\text{Project+Other Related Projects Traffic}}$$

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

F. Mitigation Measures

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

1. **Traffic Engineering Techniques.**

   a. Locate access points to optimize visibility and reduce potential conflict.
   b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
   c. Provide additional off-street parking.
   d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
   e. Signalize or modify traffic signals at intersections.
   f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
   g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.[1]
   h. Widen intersection approaches to provide additional capacity.
   i. Prohibit left turns to and from the proposed development.
   j. Restrict on-street parking during peak hours to increase street capacity.[1]

2. **Contribute to a benefit district to fund major capital improvements**

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[1] Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

a. Construct a grade separation.
b. Improve or construct alternate routes.
c. Complete proposed routes shown on the Los Angeles Highway Plan.
d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

3. **Transportation System Management (TSM) Techniques**[2]

a. Establish flexible working hours.
b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
c. Establish preferential parking for carpools.
d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.

G. CMP Guidelines

The following information is required:

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study.

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[2] Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

The geographic area examined in the TIA must include the following, at a minimum.

- All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.

- Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.

- Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.

If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce
T-2/ACCESS
(01/07/99)

Attach.

LOS ANGELES COMMUNITY COLLEGES

CITY • EAST • HARBOR • MISSION • PIERCE • SOUTHWEST • TRADE-TECHNICAL • VALLEY • WEST

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October 7, 2002

Dr. Ann Tomlinson
Dean of College Planning, Research and Special Projects
Los Angeles Harbor College
Box 2, 1111 Figueroa Place
Wilmington, CA 90744

Dear Dr. Tomlinson:

I am writing to offer my thoughts on issues that should be covered by the Environmental Impact Report for the Harbor College Master Plan (Master Plan). With the Los Angeles Community College District in the process of developing one of the most environmentally responsible construction programs ever undertaken by an educational system, it is important that we attend to environmental impacts in a thorough manner.

1. Hazards and Hazardous Materials/Risk of Upset:
Identify any existing hazardous conditions or materials on the project sites that could be affected by construction activities. Also, review potential impacts of the use of standard paints, solvents, and building materials during construction. Mitigation measures should include safe clean-up procedures and the use of non-toxic paints and materials in all rehabilitation and new construction activities.

2. Operational Traffic Impacts:
Identify the impacts of the project on vehicular traffic, pedestrian, and bicycle access, and on public transit service. Mitigation measures should include a reference to promoting the use of public transportation to access the campus and the need to coordinate public transit agencies to optimize strategies. Vehicle ingress and egress to parking areas on campus should be located so as to minimize the impact on nearby residential neighborhoods. All parking facilities and roadways should be designed to optimize pedestrian and bicycling opportunities and pedestrian and bicycle safety.

3. Water Demand:
The study should review the impact of the proposed project on water usage. Mitigation measures should include use of tree planting, landscaping, permeable paved surfaces, and other drainage management techniques that retain water on site to reduce runoff and the need for irrigation. Irrigation options should include drip irrigation and other water conservation strategies. Water saving toilets, faucets, and other water conveyance devices should be used wherever possible.

770 WILSHIRE BOULEVARD, LOS ANGELES, CALIFORNIA 90017-3856 • (213) 891-2044 • FAX (213) 891-2035

4. Utilities/Service Systems:
Review the impact of the project on electric, wastewater, and solid waste systems. Mitigation measures should include the implementation of energy conservation and renewable generation techniques based on applicable LEED standards to reduce energy costs. The District has specified LEED certification as a minimum requirement for qualified buildings, with maximized use of sustainability strategies on other buildings and all rehabilitation projects. Additionally, consideration should be given to the strategic planting of trees to provide shading that will reduce air conditioning needs. This should include planting trees and landscaping in and adjacent to parking lots to reduce the "heat island" effect.

Stress on wastewater systems should be reduced by employing water-saving toilets. The solid waste stream should be reduced by using recycled building materials wherever possible, by recycling construction waste, by specifying use of recycled content products in ongoing campus operations, and by expanding on-campus recycling programs in general.

5. Cumulative Impacts:
A thorough review of the cumulative impacts of the project on the existing campus and surrounding community should be included.

6. Air Quality:
Review the impact of project construction and operation of finished facilities on air quality.

7. Habitat:
Review the impact of the Master Plan on existing natural and incidental habitat areas. Mitigation measures should include a policy of no net loss of habitat on campus, and the increase of habitat wherever possible through the use of appropriate natural vegetation as part of project design and landscaping plans.

8. Project Alternatives:
Review project alternatives that include, at a minimum, a slightly reduced number of new buildings (due to possible cost constraints) and a no project alternative. In general, I believe the District should err on the side of caution when preparing Environmental Impact Studies. I have discussed only a few of the CEQA-required issue areas in this letter, but I am confident that every issue will be covered with the attention to detail I am suggesting above.

In addition, be sure to include every local jurisdiction and elected official in the environmental review process for the Master Plan. Because local and state jurisdictions have recently gone through reapportionment, there could be confusion as to which elected officials represent the campus in the various legislative and governing bodies. Please make sure that correspondence reaches all current and future officials representing the project site. It is also vital to include all appropriate stakeholder groups and community organizations in the process, including any Los Angeles city-certified neighborhood councils in the vicinity of Harbor College. This will reduce future controversy and project delays that could result from inadequate notification and participation.

Thank you for the opportunity to comment.

Sincerely,

Mona Field

MONA FIELD
Vice President
Los Angeles Community College District Board of Trustees

MF/jb

c: Dr. Linda Spink, President, LAHC

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police

JAMES K. HAHN
Mayor

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-3205
TDD: (877) 275-5273
Ref #: 1.1.2

January 14, 2003

Mr. Lee Lisecki
Project Manager
Myra L. Frank & Associates, Inc.
811 W. 7th Street, Suite 800
Los Angeles, California 90017

Dear Mr. Lisecki:

PROJECT TITLE: LOS ANGELES HARBOR COLLEGE FIVE-YEAR PLAN

The proposed project involves the Los Angeles Police Department's (LAPD) Harbor Area. I have enclosed Area population, average crime rate per thousand persons, predominant crimes, response time to emergency calls for service and Area personnel statistics and information. The Department's response is based on information received from the Area in which the project is located, LAPD's Information Technology Division, and input from Crime Prevention Unit (CPU) personnel.

A project of this size would have a significant impact on police services in Harbor Area. The LAPD's Community Relations Section, CPU is available to advise you regarding crime prevention features appropriate to the design of the property involved in the project. The LAPD strongly recommends developers contact CPU personnel to discuss these features.

Upon completion of the involved project, you are encouraged to provide the Harbor Area commanding officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Questions regarding this response should be referred to Sergeant John Amendola, Community Relations Section, at (213) 485-4101.

All the best,

WILLIAM J. BRATTON
Chief of Police

JAN 16 2003

FRED BOOKER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Police

Enclosures

9. Figueroa Street and Harbor Freeway Northbound On-Ramp north of Anaheim Street
10. Anaheim Street and Figueroa Street

Traffic Counts:
- Count data should not be more than three years old.

  Weekday counts should be taken from 6:00 AM to 8:00 AM and 4:00 PM to 6:00 PM.

Study Hours:
- AM and PM weekday peak hours.

Capacity Calculations
- Highway Capacity Manual Circular 212 Planning Method is recommended. Worksheets and counts should be included with the report.

Annual Growth Rate:
- One percent per year or based upon model output.

Project Description:
- A detailed description of the proposed project uses and their corresponding square footage is necessary.

Traffic Generation:
- Institute of Transportation Engineers' Trip Generation, 6th Edition rates and/or prior studies with similar uses.

Significant Impact:
- A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

Final Volume/Capacity (V/C)	Project-Related Increase in V/C
0.701 - 0.800	equal to or greater than 0.040
0.801 - 0.900	equal to or greater than 0.020
0.901 or greater	equal to or greater than 0.010

For purposes of this calculation, final V/C shall mean the V/C ratio at an intersection considering impacts with a Project and without proposed Traffic Impact Mitigation.

PARKING AND ACCESS

Analysis should include impacts on local traffic circulation and parking demand. Parking requirements, internal circulation and ingress/egress points for the development should be addressed.

NEIGHBORHOOD IMPACTS

The traffic study should analyze any potential impacts to residents in the vicinity that might be affected by the project related traffic.

TRANSIT IMPACTS

The traffic study should also analyze any potential impacts to transit and consider any appropriate mitigation measures for transit patrons.

If you have any questions, please contact Wes Pringle of my staff at (213) 580-5206.

Sincerely,

Robert T. Takasaki

Robert T. Takasaki
Senior Transportation Engineer

a: Council District No. 15
Southern District, LADOT
Hadar Plafkin, Department of City Planning
Kaku Associates

s:\letters\harbor_college_master_plan_nop.wpd

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

JAMES A. NOYES, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: WM-4

October 15, 2002

Dr. Ann Tomlinson
Dean of College Planning
Research and Special Projects
Los Angeles Harbor College, Box 2
1111 Figueroa Place
Wilmington, CA 90744

Dear Dr. Tomlinson:

RESPONSE TO A NOTICE OF PREPARATION
LOS ANGELES HARBOR COLLEGE FIVE-YEAR MASTER PLAN
CITY OF LOS ANGELES

Thank you for the opportunity to provide comments on the subject document. The proposed project consists of the construction of new facilities; renovation of, and additions to, existing facilities; removal of some existing facilities, and the development of new surface parking and/or parking structures, landscaping, and open space. The project is located at 1111 Figueroa Place in the City of Los Angeles. We have reviewed the submittal and offer the following comments:

Flood Maintenance

We have reviewed the subject document and have no comments at this stage of the proposal.

If you have any questions, please contact Mr. Charles Darensbourg of our South Area at (562) 861-0316.

Land Development (Transportation Planning)

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Traffic and Lighting

The proposed project has a potential to significantly impact the intersections and roadways in the area. A traffic study should be prepared to identify the traffic impact and ensure that the appropriate mitigations are proposed. The County's methodology should be used when evaluating the County and/or County/City intersections. The study should also address the cumulative impacts generated by this, and nearby developments, and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer should determine his proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. Enclosed is a copy of our Traffic Impact Report Guidelines.

We recommend that the State of California Department of Transportation and the adjoining cities review this document for significant impacts/mitigations within their jurisdictions.

If you have any questions, please contact Mr. Patrick Arakawa of our Traffic Studies Section at (626) 300-4867.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

Watershed Management (San Gabriel River and Ballona Section)

We have reviewed the subject document and have no comments.

If you have any questions, please contact Ms. Lucia Adams at (626) 458-5165.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at the above address or at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

for ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:kk
A\EIR123DOC

Enc.

Traffic Impact Analysis Report Guidelines

January 1, 1997

Prepared by the County of Los Angeles
Department of Public Works

James A. Noyes
Director of Public Works

Table of Contents

JHC:ce
T-2/ACCESS2
(01/22/99)

I. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 458-5909.

II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable level of service (LOS), or exacerbates an existing congested condition.

2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).

3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).

4. Nonresidential uses generate commuter or truck traffic through a residential area.

5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

III. TIA Report Contents

A. Project Description

The following information is required:

1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).

2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.

3. A vicinity map showing the site location and the study area relative to other transportation systems.

4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

B. Transportation Circulation Setting

The following information is required:

1. **Existing and Proposed Site Uses**

   A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

2. **Existing and Proposed Roadways and Intersections**

   A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

C. Analysis and Impact

The following information is required:

1. Trip Generation Analysis

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

	ADT	A.M.-Peak	P.M.-Peak
		Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

4. LOS Analysis

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

(a) Existing traffic;
(b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
(c) Traffic in (b) plus project traffic;
(d) Traffic in (c) with the proposed mitigation measures (if necessary);
(e) Traffic in (c) plus the cumulative traffic of other known developments; and
(f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project's impact. For simplified analysis, use the established significant impact thresholds for two-lane roadways as shown on page 7.

5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS		
Preproject		Project /C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
		Percentages Increase in Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

10) If during construction of the project, soil and/or groundwater contamination is suspected, suspend construction in the area and implement appropriate Health and Safety procedures. If it is determined that contaminated soil and/or groundwater exist, the draft EIR should identify how any required investigation and/or remediation will be conducted and which government agency will provide appropriate regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov.

If you have any questions regarding this letter, please contact Ms. Rania A. Zabaneh, Project Manager at (714) 484-5479.

Sincerely,

Haissam Y. Salloum, P.E.
Unit Chief
Southern California Cleanup Operations Branch
Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 S. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-4429
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October 4, 2002

IGR/CEQA cs/020924
NOP
City of Los Angeles
Harbor College 5-Year Master Plan
1111 Figueroa Place
Vic. LA-1-11.66
SCH# 2002091037

Dr. Ann Tomlinson
Los Angeles Community College District
1111 Figueroa Place
Wilmington, CA 90744

Dear Dr. Tomlinson:

Thank you for including the California Department of Transportation in the environmental review process for the above-mentioned project. Based on the information received, we have the following comments:

A traffic study will be needed to evaluate the project's overall impact on the State transportation system including Interstate-110 (Harbor Freeway) and State Route 1 (PCH). The traffic study should include, but not be limited to:

1) Assumptions used to develop trip generation/distribution percentages and assignments.

2) An analysis of ADT, AM and PM peak hour volumes for both the existing and future (year 2020) conditions. This should also include, but not be limited to, level-of-service calculations:

   Existing traffic volumes
   Existing level-of-service (LOS) calculations
   Future traffic volumes projections for year 2020
   Cumulative level-of-service (LOS) calculations

3) Any mitigation measures proposed to alleviate traffic impact should include, but not be limited to the following:

   Financing
   Scheduling considerations
   Implementation responsibilities
   Monitoring plan

   The proposed project will need to conform with the National Pollution Discharge Elimination System (NPDES) requirements relating to construction activities and Post-Construction Storm Water Management. To the maximum extent practicable, Best Management Practices will need to be implemented to address storm water runoff from new development. The responsible water quality control agencies will need to review storm water runoff facilities and drainage plans.