EAST LOS ANGELES COLLEGE FACILITIES MASTER PLAN ADDENDUM TO FINAL EIR

Prepared for

LOS ANGELES COMMUNITY COLLEGE DISTRICT

Prepared by

TERRY A. HAYES ASSOCIATES LLC

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ADDENDUM TO THE
EAST LOS ANGELES COLLEGE
FACILITIES MASTER PLAN
ENVIRONMENTAL IMPACT REPORT

Prepared for

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1.0 PROJECT OVERVIEW

Background

As presented in the East Los Angeles College (ELAC) Master Plan Final Environmental Impact Report (Master Plan Final EIR), certified by the Los Angeles Community College District (LACCD) Board of Trustees on February 20, 2002, the Master Plan consists of the addition of 433,149 square feet of space to the ELAC Facilities and 3,512 net new parking spaces within four new parking structures. Due to budgetary issues, changes to the Master Plan are proposed. These proposed changes are categorized accordingly: 1) change in location of new facilities proposed in the Master Plan; 2) construction of new facilities not proposed in the Master Plan; and 3) demolition of existing facilities that were to remain intact under the Master Plan.

Prior Environmental Review and Actions

The California Environmental Quality Act (CEQA) requires environmental review of all projects to determine whether there may be a significant impact on the environment. This report is an Addendum to the Final Environmental Impact Report for the ELAC Master Plan Project. The Master Plan Final EIR evaluated the potential environmental impacts which would result from the implementation of the Master Plan.

The Lead Agency certified that the EIR was prepared in accordance with CEQA and the State CEQA Guidelines, as amended. Findings of Fact were prepared for all significant impacts, and a Statement of Overriding Considerations was prepared for those significant impacts that could not be mitigated. These Findings of Fact were adopted by the Lead Agency at the time the Master Plan Final EIR was certified. For all impacts identified as significant, a Mitigation Monitoring and Reporting Program (MMRP) was adopted which outlined the required mitigation and identified those parties responsible for carrying out and enforcing these measures.

A Notice of Determination indicating LACCD approved the project was filed on February 25, 2002 with the Los Angeles County Clerks office. The 30-calendar-day statute of limitations on court challenges to the project approval expired on March 29, 2002. No challenges to the EIR or project approval of the project has been filed.

2.0 ENVIRONMENTAL REVIEW REQUIREMENTS

An Addendum to the previously certified Master Plan Final EIR is permitted if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. The CEQA Guidelines provide in Sections 15162 and 15164 that an addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

1. **No Substantial Changes**. There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. **No Substantial Changes in Circumstances**. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. **No Substantial New Information**. There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Each of the above conditions is satisfied:

- There have been no substantial changes to the Master Plan design or components since certification of the Final EIR. Revisions have been made to the location of certain buildings. Square footages and the use of various buildings have stayed essentially the same.

- Circumstances and existing conditions surrounding the Master Plan have not changed from those depicted in the Final EIR. The environmental conditions of the Master Plan area have not changed since the Final EIR was certified in February 2002.

- There is no substantial new information meeting any of the standards set forth in paragraph 3(A) through (D) above. Evaluation of the changes to the proposed parking structures has been conducted and no new significant impact is anticipated.

Thus, as detailed in the following sections, no supplemental or subsequent EIR is required in connection with this site plan change. CEQA Guidelines Section 15164 requires either the Lead Agency or a responsible agency to prepare an addendum to a previously certified EIR if "some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." In addition, Section 15164(b) provides that an addendum "may be prepared if only minor technical changes or additions are necessary."

ELAC has developed this addendum in order to fully reflect the site plan changes described in Section 3.0. No circulation of this Addendum for public review is required by CEQA or the Guidelines per Section 15164(c)).

3.0 SUBJECT AND FOCUS OF THE ADDENDUM

The following sections of this report demonstrate that the criteria and conditions identified above have been satisfied and that an addendum is the appropriate type of environmental documentation for the ELAC Facilities Master Plan, and a Subsequent or Supplemental EIR is not necessary. Specifically, this report evaluates whether there are any potentially significant environmental impacts resulting from changes to the Master Plan.

Project Description

The table below outlines the proposed changes to the June 2001 ELAC Facilities Master Plan. The revisions primarily consist of location changes. Specifically, buildings which were originally proposed bordering the campus have been moved to the interior of the campus to improve efficiency of pedestrian flow. Changes to total net square footage for the proposed buildings would be minimal. For this document, the revisions to the proposed parking structures are the primary focus for evaluation. Total Parking as proposed under the Master Plan was 5,336 spaces (includes existing). With the update to the Master Plan 4,744 parking spaces will be provided.

TABLE 1: PROJECT DESCRIPTION SUMMARY

ELAC MASTER PLAN	ELAC MASTER PLAN UPDATE
Lot #3: 1,350-Space Parking Structure with Tennis Courts/Campus Police Facilities. Lot 3 (tennis lot) is located along Cesar Chavez Boulevard. Lot 3 is currently a 92-space surface parking adjacent to the tennis courts. The approved Master Plan proposed a four level 1,350-car parking structure with tennis courts on the roof and space for campus police facilities. Three levels were proposed above-ground with one level below-ground. This structure was to replace the existing tennis courts and tennis lot.	The changes to the Master Plan would result in a six-story 1,900-space above-ground parking structure with the first two to three stories stepped back about 40 feet. Access to the structure is still anticipated to be at Cesar Chavez Avenue. Replacement of the tennis courts is not anticipated as part of the new proposed parking structure. The top level of the structure will likely be used for parking or possibly as the future location of solar panels.
2,200-Space Parking Structure. A parking structure providing 2,200 spaces was proposed to replace the existing surface lot in the northwest corner of the campus. According to the Master Plan, it would consist of two levels above-ground and one below-ground. This structure would house the plant facility office and shops.	The 2,200-space parking structure proposed to be located at the northwest corner of the campus will not be built, and the existing 865-space surface lot will remain.
Lot #4: 1,000-Space Parking Structure and Transportation Center. Parking Structure 4 (identified as Lot 4) was proposed to provide 1,000 spaces. This structure was proposed for the corner of Floral and Collegian with four levels above-ground and one level below ground. Currently, there is a 398-space surface parking lot at this location.	The footprint has expanded and will incorporate the entire existing surface parking lot currently located at the corner of Floral and Collegian. Access was originally proposed for Collegian only. Access is now proposed for both Floral and Collegian. This structure will be four stories in height with no setback and will provide up to 1,600 parking spaces.
Proposed Surface Parking Lot along Eastern Boundary. Approximately 407 spaces were proposed for this surface lot.	The surface parking lot proposed to be located along the eastern boundary of the campus will not be constructed.
300-Car Parking Structure. Currently, a surface parking lot occupies the site just north of the existing swimming pool. The Master Plan proposed a new 300-car parking structure to be constructed on this site with three levels above-ground and one below-ground.	This parking structure is included in the updated development plan.
Comprehensive Fitness Center and Swim Stadium. Under the proposed Master Plan, a consolidated and improved fitness facility would be provided by remodeling the current swim stadium. One of the existing pools would be modernized while the other pool would be removed to create space for an 8,000-square-foot exercise area. The locker rooms and bathrooms would also be updated.	The swim stadium renovation is no longer included in the revised development plan. While the consolidation and improvement of the fitness facilities may occur at the Men's Gym, the swim stadium will remain in its current form. This revision is undertaken to consolidate all physical education and athletic facilities to the western end of the campus.

ELAC MASTER PLAN	ELAC MASTER PLAN UPDATE
Weingart Stadium. The existing Weingart Stadium, which currently seats 20,400 spectators, was proposed in the Master Plan to be modernized and enlarged to seat 30,000 persons. The new seating was proposed for the east and west ends of the playing fields.	The stadium plans have been revised. New seating will be added to the west side of the stadium, however, there will be a net loss of 400 seats to meet Americans with Disabilities Act (ADA) compliance standards. The Weingart Stadium will seat 20,000 attendees as opposed to the 30,000 proposed in the original Master Plan. No additional seating is proposed.
Student Services and Administration Buildings. The Master Plan proposed that an addition be made to the current Administration Building, connecting the northeast and southeast wings of the building at the formal front entry of the campus. An addition to the Student Services Building was also proposed.	Renovations to the Administration Building are as proposed in the original Master Plan. The planned addition to the Student Services Building is no longer part of the project.
Health Care Careers Building. The Master Plan proposed an expansion of the existing Nursing Building, located at the north end of campus adjacent to the Women's Athletic Field, into a Health Care Careers Building.	The proposed changes to the Master Plan include relocation of this building to the southwest of the nursing building on the current site of the Architecture and Engineering Building. This building is now part of the Math & Science Complex.
Performing and Fine Arts Complex and Gallery. The Master Plan proposed a new facility to consolidate and modernize existing art-related facilities. The building was to house the Art, Dance, Theater Arts and Music Departments.	The proposed revisions would create two separate Performing and Fine Arts Complex Buildings along with a separate Gallery. The site of the buildings in the revised plan is roughly the same area as the complex proposed in the Master Plan, but the new buildings would occupy portions of a proposed surface parking lot along the eastern boundary that is no longer part of the revised plan. No new building demolitions are required.
Humanities Center. The Master Plan proposed that a Humanities Center would be located to the north of the proposed Performing and Fine Arts Center. In order to construct this center, the existing Music buildings are proposed to be demolished.	The revised plan changes the location of the Humanities Center to a location just north of the Administration Building. The Music Buildings will not be demolished under the proposed revision. However, the E-3 and E-5 buildings would be demolished (see discussion below).
Math and Science Complex. Under the Master Plan, this proposed facility would consolidate the math and science facilities and replace many existing classroom buildings north of the Auditorium.	Under the revised plan, the location would remain the same. However, the Health Care Careers building is now part of this complex.
Baseball Field. Re-orientation of the baseball field is proposed to restore the full outfield.	The re-orientation of the baseball field as proposed in the Master Plan is no longer a part of the proposed project. However, new baseball lockers and dugouts are proposed at the site of the current baseball field. Also, a new fence will be included along the border of the field.
Proposed Volleyball Courts, Football and Soccer Fields. Volleyball courts and one full-sized field (for football and soccer) east of the existing field was proposed. A retaining wall would be constructed along the east side of the field to allow the fields to be level.	The volleyball courts and football/soccer field are not included in the updated Master Plan.
Women's Athletic Field. The Master Plan proposed to locate a new women's athletic field on the north side of campus directly east of the Women's Gymnasium.	The new Women's athletic field is no longer a part of the proposed project. The existing field will remain.
Plant Facility. The Master Plan proposed the addition of new plant/storage facilities building to be located just south of the proposed 2,200-space parking structure. The existing plant facility was to be demolished in order to construct a new Language Arts Center on that site.	The revised plan keeps the existing plant facility intact. Improvements would be made to the facility without relocating it.

See **Figure 1** for the Original Master Plan and **Figure 2** for the Updated Master Plan.

New Facilities Included in Updated Master Plan

Transportation Center. There will be an uncovered transportation center/bus terminal to accommodate six buses with a park-and-ride facility located next to proposed Parking Structure No. 4.

Clock Tower. A 70-foot clock tower is proposed to be located adjacent to the main entrance of the campus along Cesar Chavez Boulevard. This tower would not contain bells or any mechanisms that would audibly announce the time.

Proposed Demolitions in Updated Master Plan

Buildings E-3 and E-5. Building E-3, which houses the Office Administration, Psychology and Philosophy Departments, and Building E-5, which houses the Business, Math, Social Sciences and Foreign Languages Departments, are to be demolished in order to construct the new Humanities Building. These existing buildings were to remain under the original Master Plan.

4.0 PREVIOUSLY DISCLOSED MASTER PLAN IMPACTS

The Master Plan Final EIR disclosed that there would be a significant impact on air quality related to PM_{10} from construction and noise related to intermittent disruptions during construction. The Master Plan Final EIR concluded that, with application of mitigation as described in the Mitigation Monitoring Plan, no other significant environmental impacts would occur with respect to the construction and operation of the proposed project. The proposed changes to the Master Plan would result in no new significant environmental impacts that have not already been disclosed and considered in the Master Plan Final EIR for the proposed project.

5.0 DISCUSSION OF IMPACTS

5.1 Aesthetics and Lighting

Master Plan EIR Conclusions. The primary concern of the Master Plan EIR was the potential impact of spillover lighting associated with tennis courts, athletic fields, and stadium lighting on adjacent residential properties. The Master Plan EIR indicated that no unavoidable significant impacts were anticipated with regard to aesthetics or lighting and that mitigation measures related to spillover lighting would reduce potential impacts to less-than-significant levels.

No scenic resources are found within or adjacent to the project site. The general project area is described as a developed urban setting with no distinguishing scenic or public views. No scenic highways exist.

Master Plan Update. The updated Master Plan does not add any new structures that would cast additional lighting onto adjacent residential communities. In addition, no specific changes with regard to lighting plans are proposed by the updated Master Plan. The location of security lighting may change. However, mitigation measures applicable to lighting would continue to be applicable. Therefore, no new significant impacts would result from the proposed project. Buildings, as proposed in the Master Plan Update, would not extend above four stories in height (excluding the revised Lot No. 3). Lot No. 3 parking structure will be six stories in height. The first two or three stories will be stepped back from the first floors so as to avoid a consistent six-story wall.

LEGEND

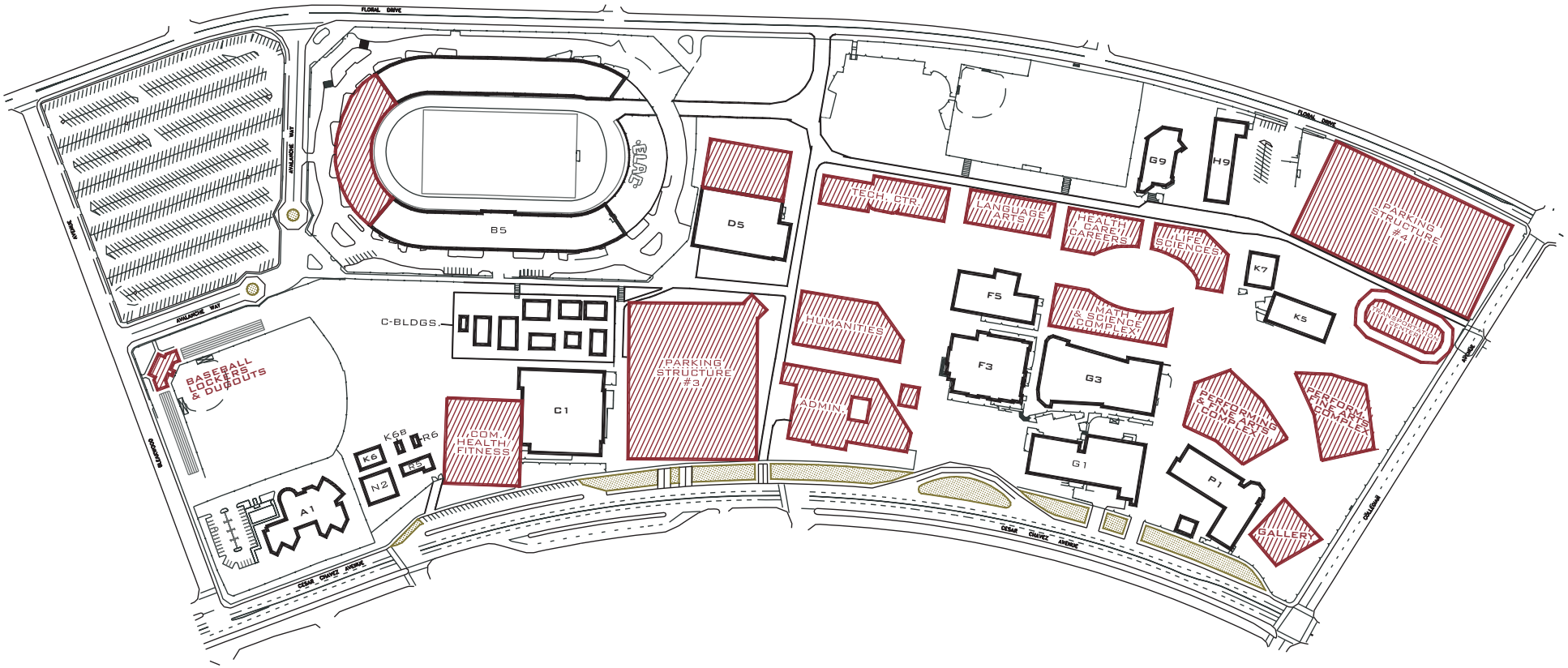
A-1 CHILD DEVELOPMENT CENTER
B-5 BLEACHERS
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL

E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY

E-5 (FORMER LIBRARY)
BUSINESS, MATH
SOCIAL SCIENCES
FOREIGN LANGUAGES
E-9 WOMEN'S GYMNASIUM

F-3 BAILEY LIBRARY
F-5 LIBRARY
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-9 NURSING
P-1 AUTO TECHNOLOGY

SOURCE: TDM Architects, Inc., 2000



LEGEND:

- PROPOSED BUILDINGS
- EXISTING BUILDINGS
- PASSAGE FOR PEDESTRAINS & AUTOMOBILE
- RETAINING WALL
- PROPOSED PLANTING AREA

BUILDING LEGEND:

A1 - CHILD DEVELOPMENT CENTER
B5 - WEINGART STADIUM/LOST & FOUND/SHERIFF'S OFFICE
C1-C8 - "C" BUILDINGS
C1 - MENS GYMNASIUM
D5 - "SWIM STADIUM"-STUDENT CENTER
E1 - ADMINISTRATION
F3 - BAILEY LIBRARY
F5 - STUDENT SERVICES/VINCENT PRICE ART GALLERY
G1 - BAUM STUDENT CENTER
G3 - EDISON CENTER/INGALLS AUDITORIUM
G9 - NURSING DEPT.
H9 - PLANT FACILITY
K5/K7 - MUSIC DEPT.
K6/K6B - COMMUNITY SERVICES
N2 - MENTE LAB
P1 - AUTO TECHNOLOGY
R5 - CALWORKS
R6 - FAMILY & CONSUMER STUDIES

SOURCE: East Los Angeles College Master Plan

No other changes are proposed that would result in building heights extending over four stories. The Master Plan Update does, however, propose a 70-foot clock tower to be located near the main entrance of the campus along Cesar Chavez Boulevard. This structure would be visible from the surrounding area, but would not pose a negative aesthetic impact to the surrounding area as there are no scenic views or vistas in the vicinity of the campus. The tower, while extending 70-feet in height, would encompass a small footprint and thus be a narrow structure that would not block views. The structure would be designed to complement the building materials, style and character of the proposed changes to the campus boundaries. No bells or other audible mechanisms are proposed.

Project Specific Mitigation Measures. None required.

5.2 Air Quality

Master Plan EIR Conclusions. For construction-related impacts, the Master Plan EIR disclosed that PM_{10} emissions are expected to exceed South Coast Air Quality Management District (SCAQMD) thresholds during the grading/excavation phase of the construction period, resulting in a significant impact. PM_{10} abatement measures were recommended consistent with SCAQMD Rule 403 to reduce PM_{10} levels to the maximum extent feasible. Such impacts, however, were not anticipated to be reduced to less-than-significant levels. The Master Plan EIR did not find any other impacts related to air quality.

Daily operations emissions for the Master Plan would be generated by motor vehicles. An evaluation of criteria pollutants; carbon monoxide (CO), reactive organic gas (ROG), nitrogen oxides ($NO_{x)}$ and particulate matter (PM_{10}), determined that operational emissions would not exceed the SCAQMD significance threshold.

Master Plan Update. Potential PM_{10} construction impacts are anticipated to remain in the updated plan. Changes proposed in the updated plan are not significantly different from the improvements proposed in the Master Plan. No new significant impacts would result from the proposed project, or would impacts be greater than impacts discussed in the Master Plan EIR.

Due to the fact that the two proposed parking facilities (Parking Structure No. 3 and No. 4) are larger than originally proposed, the proposed parking facilities were evaluated individually. The Weingart Stadium Parking Structure was originally proposed for 2,200 parking spaces. This structure will not be built as part of the updated Master Plan and will remain as the existing 865-space surface parking lot. As noted in **Table 2** below, no significant CO impacts would result due to the proposed changes. The CO concentrations would not exceed State standards and thus no significant impact would occur.

TABLE 2: MASTER PLAN UPDATE - CO CONCENTRATION AT PARKING FACILITIES				
Parking Structure No. 3 - Parking at South Side of Campus - 1,896 parking spaces				
Distance (meters)	**1-Hour CO concentration (ppm)**	**Exceed 1-hr Standard? (20 ppm)**	**8-Hour CO Concentration (ppm)**	**Exceed 8-Hour Standard? (9.0 ppm)**
15	4.397	no	3.078	no
30	4.218	no	2.953	no
60	4.014	no	2.810	no
120	3.533	no	2.473	no
240	3.685	no	2.580	no
Parking Structure No. 4 - Parking at Northeast Corner of Campus - 1,600 parking spaces				
Distance (meters)	**1-Hour CO concentration (ppm)**	**Exceed 1-hr Standard? (20 ppm)**	**8-Hour CO Concentration (ppm)**	**Exceed 8-Hour Standard? (9.0 ppm)**
15	4.398	no	3.079	no
30	4.236	no	2.965	no
60	4.036	no	2.825	no
120	3.844	no	2.691	no
240	3.678	no	2.574	no
SOURCE: Terry A. Hayes Associates LLC, 2004				

Daily operations emissions (CO, ROG, NO_x and PM_{10}) are a function of the number of vehicles accessing the site. The proposed update does not anticipate in increase in enrollment over that discussed in the Master Plan EIR, therefore, CO, ROG, NO_x and PM_{10} were not re-evaluated. Thus, no significant impact due to vehicle emissions as a result of increased enrollment is anticipated. Thus, no significant impact due to the proposed update to the Master Plan is anticipated.

Transportation Center: The new transportation center is designed to accommodate an existing transit system. There are no plans to increase service to the surrounding area due to the Master Plan Update projects or this facility. No significant adverse impact would result.

Project Specific Mitigation Measures. None required.

5.3 Cultural Resources

Master Plan EIR Conclusions. The Master Plan EIR stated that a record search of the ELAC campus, conducted by the South Central Coastal Information Center, found that no historical or prehistoric archaeological sites were located within a one-half-mile radius of the campus. No State or National historic places or points of interest were located within the area, and a search conducted by the California Native American Heritage Commission failed to indicate the presence of any Native American cultural resources in the immediate project area. In addition, no buildings of historic value were identified. Thus, no impact to historical resources was anticipated.

Master Plan Update. Due to the fact that there are no cultural resources existing on-site, no new significant impacts would result.

Project Specific Mitigation Measures. None required.

5.4 Geology and Seismicity

Master Plan EIR Conclusions. The potential for groundshaking was found to be high because the ELAC campus is situated above the Elysian Park Thrust Fault. The potential effects of groundshaking would be reduced to less-than-significant levels by designing all new buildings according to current City and State seismic building and development code requirements. The Master Plan EIR also found that landsliding could occur due to seismic groundshaking. Because there is a state-designated landslide zone on-site, impacts were anticipated. However, implementation of a mitigation measure requiring a detailed subsurface engineering geologic/geotechnical investigation prior to completing design plans for the proposed project would reduce impacts to less-than-significant levels.

Master Plan Update. The proposed project would be subject to the same building requirements and mitigation measures discussed in the Master Plan EIR.

Project Specific Mitigation Measures. None required.

5.5 Hazards and Hazardous Materials

Master Plan EIR Conclusions. The demolition and/or renovation of any structures with asbestos containing materials or lead-based paint was found to have the potential to release these substances into the atmosphere and cause a significant impact if these substances are not properly stabilized or removed prior to demolition. Implementation of mitigation measures to ensure the safe removal of such materials before demolition would reduce impacts associated with hazardous materials to less-than-significant levels.

Master Plan Update. In addition to the buildings proposed to be demolished in the Master Plan, two additional buildings will be demolished (Buildings E3 and E5). Due to the age of these buildings the potential for lead and asbestos-containing materials exists. The demolition of these buildings would be subject to proper removal and disposal. Mitigation measures stipulated in the Master Plan EIR would be applied to the updated plan to ensure safe removal of any hazardous materials before demolition. With the implementation of these mitigation measures, no new significant impacts would result.

Project Specific Mitigation Measures. None required.

5.6 Land Use and Planning

Master Plan EIR Conclusions. The Master Plan EIR concluded that the proposed project was consistent with existing uses on campus and would not conflict with regional and local zoning and land use plans. No significant adverse land use impacts were anticipated.

Master Plan Update. The Master Plan Update proposes a 70-foot clock tower. The tower would be designed to complement the building materials, style and character of the proposed changes to the campus boundaries. The City of Monterey Park Zoning Code does not make reference to zoning requirements for this type of structure. This structure does exceed the building heights for the applicable R1 zone of thirty feet. This is a potential significant adverse impact.

With the exception of the proposed clock tower, the proposed changes to the Master Plan would be consistent with all regional and local zoning and land use plans. Therefore, with the exception of the proposed clock tower, the proposed project would not result in any new significant impacts and would be consistent with findings in the Master Plan EIR.

Project Specific Mitigation Measures.

Addendum LU1 The construction of a 70-foot clock tower shall be contingent upon a determination by the LACCD Board that ELAC is eligible under State Government Code, Section 53094 for an exemption from the Los Angeles County Zoning Ordinance.

Level of Significant After Mitigation. Less than significant.

5.7 Noise

Master Plan EIR Conclusions. Noise limit thresholds would likely be exceeded due to construction activities. Mitigation measures were recommended to reduce construction noise impacts to the maximum extent feasible. However, an unavoidable significant adverse impact due to intermittent disruptions during construction was disclosed.

For operational impacts, changes in traffic-related noise were concluded to be less than three decibels. This level of change is not discernable to the human ear, therefore, no significant impacts due to traffic-related noise were anticipated.

The modernization of Weingart Stadium was anticipated to have the greatest impact on noise levels in the project vicinity due to proposed increase from 20,400 to 30,000 attendees under worst-case conditions. The Master Plan EIR concluded that noise increases of greater than three decibels were likely at nearby sensitive receptors.

Master Plan Update. Potential construction-related noise impacts would not increase due to the updated plan. The update to the Master Plan would not extend the length of time that construction activities would occur as the proposed facilities are virtually the same. The location of some of these facilities on campus have changed. Most of the facilities have moved away from the periphery of the campus closer to the core. These facilities would be subject to the same mitigation measures identified in the Master Plan EIR. No new significant impact would result from the proposed project.

Operational noise levels are the result of traffic-related noise, which is driven by enrollment. The proposed changes in the Master Plan Update would not increase enrollment. Thus, there would not be a significant impact related to operational noise levels.

Noise impacts from the proposed stadium modernization are no longer anticipated as the increase in stadium capacity is no longer proposed. In addition, seating in the stadium has been decreased by 400 seats to meet ADA requirements.

The Master Plan Update proposes a 70-foot clock tower. This clock tower would not affect noise levels as this clock tower does not include bells, chimes or any audible component.

Transportation Center: The new transportation center is designed to accommodate an existing transit system. There are no plans to increase service to the surrounding area due to Master Plan Update projects or this facility. No significant adverse impact would result on noise.

Project Specific Mitigation Measures. None required.

5.8 Public Services

Master Plan EIR Conclusions. The Master Plan Final EIR found that no potential significant impacts to fire protection were anticipated. Increase in enrollment due to Master Plan improvements was anticipated to result in a significant impact on security. The implementation of mitigation measures to improve security on the ELAC campus was found to reduce this potential impact to a less-than-significant level.

Master Plan Update. The updated plan proposes changes to ELAC on a similar scale to those in the Master Plan in different configurations. In some cases, the level of development under the updated plan would be less intense. Further, the proposed updates would not result in an increase in student enrollment over the additional 8,000 students projected in the Master Plan. Since no significant impact was indicated in the Master Plan EIR for that level of development or enrollment, no new significant impact would result from the proposed project.

Project Specific Mitigation Measures. None required.

5.9 Transportation and Traffic

Master Plan EIR Conclusions. The Master Plan EIR summarized the findings of a traffic and parking study conducted by Kaku Associates in September 2000. The study evaluated traffic generated by the proposed Facilities Master Plan and the impacts on the surrounding street system. The traffic analysis addressed existing conditions, cumulative base conditions, and cumulative plus project conditions. Existing and future parking demands were also analyzed in detail, and traffic and parking mitigation measures were recommended as needed.

Twelve project area intersections were analyzed to determine the volume to capacity (V/C) ratio and corresponding level of service (LOS) for the signalized intersections and average vehicle delay for unsignalized intersections.

The study concluded that three of the twelve intersections would be significantly impacted by the proposed project. These intersections are Bleakwood Avenue at Floral Drive, Bleakwood Avenue at Avenida Cesar Chavez, and Collegian Avenue at Floral Drive. However, with implementation of mitigation measures, impacts associated with the proposed project at these intersections would be reduced to less-than-significant levels.

Special Event Parking: The study concluded that "special event" traffic related to the proposed expansion of Weingart Stadium could impact access to residential properties, as well as on-street parking for residential properties located along Bleakwood Avenue and Floral Drive. In order to mitigate such impacts to less-than-significant levels, a Special Event Traffic, Parking and Access Management Program was recommended as a mitigation measure.

Parking: The Master Plan proposed 5,336 parking spaces (3,506 new), allowing all students who currently park off-campus to be accommodated on-site. Projected year 2015 peak parking demand for the campus is 1,730 spaces during the morning period, 1,335 spaces during the afternoon, and 1,599 spaces during the evening hours. The traffic study stated that the parking demand created by the project would easily be accommodated by these parking spaces.

Special Event Parking: The study concluded that "special event" parking would be accommodated by on-campus parking facilities. However, under worst case conditions (full capacity of the stadium) mitigation measures would ensure that no significant impact occur.

Master Plan Update. A traffic and parking analysis update was prepared by Kaku Associates dated October, 2003. The change in the proposed parking plan due to the update to the Master Plan results in a reduction in the number of parking structures and re-allocates the number of parking spaces in each on-campus parking lot. The traffic analysis update includes a review of Parking Structures No. 3 and No. 4. In addition the three intersections found to be impacted in the Master Plan EIR were re-evaluated.

The intersections re-evaluated were:

- Bleakwood Avenue and Cesar Chavez Avenue
- Collegian Avenue and Cesar Chavez Avenue
- Collegian Avenue and Floral Drive

Using the City of Monterey Park's impact criteria, the intersection at Bleakwood Avenue and Cesar Chavez Avenue is projected to operate at LOS E during PM peak hours under the update as was noted in the Master Plan EIR. The September 2000 traffic study indicated that installing a traffic signal at this intersection would mitigate the impact to a less-than-significant level. This mitigation is still required. No new significant impact would result at this intersection.

Re-evaluation of the intersection of Collegian Avenue and Cesar Chavez Avenue indicated that during the AM peak hour the intersection will operate at LOS B due to the proposed changes to the Master Plan. At LOS B this intersection will operate at an acceptable LOS as defined by the City of Monterey Park's impact criteria. Thus, no new significant impact would result.

The intersection of Collegian Avenue and Floral Drive was not significantly impacted as identified in the previous analysis, due to the re-allocation of parking spaces resulting from the change in the parking plan. Thus, no new significant impact would result at this intersection.

Review of Potential Traffic Impacts due to Changes in Parking: A review of Parking Structure No. 3, located at the intersection of Cesar Chavez Avenue and School Side Avenue was conducted to determine traffic-related impacts. Two access points to the structure are provided via the service road. The study concluded that there is sufficient capacity to accommodate the projected AM and PM peak hour through-movement. No new significant impact would result.

A review of Parking Structure No. 4, proposed on the southwest corner of Collegian Avenue and Floral Drive, was conducted. Access would be provided off of both Collegian Avenue and Floral Drive. It was determined that improvements would be required to accommodate the projected capacity at this intersection due to improvements to this structure. With implementation of mitigation measures identified below, a less-than-significant impact would result. Previous mitigation for this intersection included the provision of a left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound approach of Floral Drive. This mitigation measure would remain and no new significant impacts would result.

Parking: Approximately 4,744 parking spaces will be provided on-campus. Year 2015 peak parking demand would occur in the morning with a demand for 1,730 parking spaces. The proposed 4,744 parking spaces would accommodate this demand. No new significant impact would result.

Special Event Parking: The total number of on-campus parking spaces will increase from 1,830 to approximately 4,744 spaces. Further, the two athletic fields (the woman's athletic field and the baseball field) can be used as surface parking during special events. The two athletic fields can provide an additional 1,490 parking spaces for a total of 6,234 parking spaces. In the event of a fully occupied stadium (20,000 spectators), the proposed 6,234 parking spaces would provide sufficient parking with a surplus of 569 spaces. No new significant impact would occur.

The proposed revisions also includes a transportation facility to accommodate six buses. No changes to the provision of bus service are anticipated. The transportation facility is proposed to ensure the safe flow of pedestrian traffic along Collegian Avenue, as well as the efficient flow of vehicular traffic. The addition of this structure would not result in an unavoidable significant impact.

Transportation Center: The Transportation Center will be located along the eastern boundary of the campus just south of Parking Structure No. 4. This facility would not impact traffic or parking in the vicinity of the campus. This facility is designed to accommodate existing bus service to the area. The facility would be a beneficial use as it would provide a safe and convenient location for students and other transit riders to gain access to buses. Further, removing buses from Collegian Avenue allows for better flow of traffic.

Project-Specific Mitigation Measures.

Addendum T1 Provide a separated westbound left-turn lane at the intersection of Collegian Avenue and Floral Drive.

Addendum T2 Provide a separate northbound left-turn lane at the Collegian Avenue driveway.

Level of Significance After Mitigation. Less than significant.

5.10 Utilities and Service Systems

Master Plan EIR Conclusions. The Master Plan, due to a projected increase in student enrollment, was anticipated to increase water usage by 125,000 gallons per day. The Master Plan EIR identified that there was sufficient capacity in the existing water pipe system to accommodate the additional water usage and construction of a new system would not be necessary. However, in an effort to comply with regional efforts to conserve water, the Master Plan EIR recommended mitigation measures to ensure that water resources were conserved to the greatest extent feasible.

The campus improvements under the Master Plan would result in an increase in average wastewater flow of approximately 70,075 gallons per day. Based on a conversation with the County sanitation Districts of Los Angeles County, there is sufficient capacity to accommodate the additional wastewater flow.

The Master Plan was anticipated to generate an additional 0.5 tons of solid waste per day. Solid waste generated by the campus is accepted at the La Puente Landfill and additional solid waste contribution would be negligible. Mitigation measures were recommended to help ensure that conservation measures are observed to limit the amount of future solid waste to the extent feasible.

Master Plan Update. The updated Master Plan does not result in any increases in student enrollment or campus usage that may potentially burden utilities and service systems. Therefore, no new significant impacts would result from the proposed project.

As part of the proposed revisions to the Parking Facility No. 3 (which was originally proposed with tennis courts on the roof) solar collectors might be installed on the top level. The installation of solar collectors would be done in accordance with the District Mandate to use renewable power on District campuses to the extent practicable. A beneficial impact would occur should the solar collectors be installed.

Project Specific Mitigation Measures. None required.

5.11 Recreation

Master Plan EIR Conclusions.

Impacts related to recreation were not evaluated in the Master Plan EIR due to the fact that during the scoping process no impacts to recreation was anticipated. The Master Plan does not contain a residential component and thus, an increase in demand for neighborhood or regional parks or other recreational facilities was not anticipated.

Master Plan Update. The Master Plan included a component that would have relocated the tennis courts to the top level of a parking structure (Lot #3). The update does not include replacement of the tennis courts but instead proposes the top level as the future location of solar panels. The loss of these facilities could potentially result in the increase of the use of existing neighborhood, regional parks or other recreational facilities but such use would not result in substantial physical deterioration of these facilities. Further, as documented in the Master Plan EIR, the Master Plan update does not contain a residential component ad would not require the construction or expansion of recreational facilities.

Project Specific Mitigation Measures. None Required.

6.0 SUMMARY OF MITIGATION MEASURES

This section summarizes the mitigation measures identified in the previous section. This mitigation measures are in addition to the measures adopted for the ELAC Facilities Master Plan project as provided in the Master Plan EIR and Mitigation Monitoring Program.

Land Use and Planning

Addendum LU1 The construction of a 70-foot clock tower shall be contingent upon a determination by the LACCD Board that ELAC is eligible under State Government Code, Section 53094 for an exemption from the Los Angeles County Zoning Ordinance.

Traffic and Transportation

Addendum T1 Provide a separated westbound left-turn lane at the intersection of Collegian Avenue and Floral Drive.

Addendum T2 Provide a separate northbound left-turn lane at the Collegian Avenue driveway.

7.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

In the preparation of the Master Plan certain CEQA topic areas were not discussed because these effects were considered not significant or not expected to occur. These topic areas are:

- Agricultural Resources
- Biological Resources
- Flood Hazard
- Mineral Resources
- Population and Housing
- Scenic Resources
- Schools

The proposed update to the Master Plan would not result in the need to address these topic areas. However, in the case of recreation it is noted that the existing tennis courts will not be replaced as part of the update. Recreational impacts is documented in Section 5.0 above.

APPENDIX A

TRAFFIC STUDY UPDATE

KAKU ASSOCIATES
A Corporation

Transportation Planning

Traffic Engineering

Parking Studies

MEMORANDUM

TO: Randi Cooper, Terry A. Hayes Associates

FROM: Chris Munoz
Paul Taylor

SUBJECT: East Los Angeles Community College Master Plan EIR
Traffic and Parking Analysis Update

DATE: October 15, 2003 **REF:** 1680

Kaku Associates, Inc. has been retained to update the traffic analysis included in *Traffic and Parking Study for East Los Angeles Community College Master Plan EIR*, Kaku Associates, September 2000, due to a design change in the proposed parking plan. The change in the proposed parking plan reduces the number of parking structures and re-allocates the number of parking spaces in each on-campus parking lot. This analysis updates three of the ten analyzed intersections in the previous EIR study and includes the following:

- Bleakwood Avenue and Cesar Chavez Avenue
- Collegian Avenue and Cesar Chavez Avenue
- Collegian Avenue and Floral Avenue

A previous memorandum was prepared on January 16, 2003 that updated the traffic and parking study due to planned upgrades to the College Stadium, as well as addressed issues raised by the City of Monterey Park. The traffic analysis included in this memorandum is based on the methodologies, assumptions, and procedures included within the above-mentioned previous studies.

PROJECT DESCRIPTION

The East Los Angeles Community College (ELACC) Master Plan project consists of a campus-wide program designed to enhance and improve the existing campus facilities and to allow for an increase in enrollment to approximately 25,000 full time students by the year 2015. The program includes the renovation of or the addition to several buildings and the construction of some new facilities including parking structures. In addition, a new bus layover facility is proposed on Collegian Avenue, south of the Floral Drive.

1453 Third Street, Suite 400

Santa Monica, CA 90401

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UPDATE TO PROPOSED PARKING PLAN

The proposed parking plan for the ELACC Master Plan originally included a total of four parking structures and five surface parking lots with a total of 5,336 spaces. These parking facilities include the following:

Parking Structures

- Stadium Structure – 2,200 spaces
- Tech Structure – 300 spaces
- Tennis Structure – 1,350 spaces
- Language Structure – 1,000 spaces

Surface Parking Lots

- Administration Lot – 9 spaces
- Avalanche Way On-Street – 70 spaces
- Northeast Lot (adjacent to Collegian Avenue) – 119 spaces
- East Lot (adjacent to Collegian Avenue) – 71 spaces
- Southeast Lot (adjacent to Collegian Avenue) – 217 spaces

This proposed parking plan is illustrated in Figure 1. Both the Master Plan EIR and the January 16, 2002 Update memo are based on the proposed parking plan.

The update to the proposed parking plan reduces the number of parking structures and re-allocates the parking spaces to other on-campus facilities. This parking plan is illustrated in Figure 2 and includes the following changes:

- Stadium Structure is not proposed. The existing 865-spaces surface lot will remain.
- Proposed Tennis Structure to provide 1,900 spaces.
- Proposed Language Structure to provided 1,600 spaces.
- Northeast Lot, East Lot, and Southeast Lot not proposed.

Table 1 summarizes the results of these changes.

PROJECT TRAFFIC PROJECTIONS

This analysis uses the same three-step process described in the traffic study, which includes the estimation of project traffic generation, trip distribution, and traffic assignment.

Project Trip Generation

The number of trips generated by the proposed project was estimated based on trip generation rates/equations included in the Institute of Transportation Engineers' *Trip Generation, 6th Edition*. Approximately 5,407 net new trips per day will be generated by the 3,511 new daytime students.

Approximately 492 net new trips will occur during the morning peak hour, and 597 net new trips will result during the evening peak hour.

Project Trip Distribution

The geographic distribution of project traffic used in the traffic study was based primarily on the geographic distribution of students, staff, and faculty. The anticipated regional distribution pattern for the campus, based on historical student residence zip code information, is as follows:

- 32% North
- 10% South
- 19% East
- 39% West

Project Trip Assignment

Using the estimated trip generation and the revised distribution pattern within the study area, the traffic generated by the proposed project was assigned to the street network, resulting in the Cumulative Plus Project peak hour traffic volumes. These volumes represent future conditions with the completed project.

TRAFFIC IMPACT ANALYSIS

The intersection impacts were evaluated using the same “Intersection Capacity Utilization" (ICU) method of analysis to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the two signalized study intersections. The third study intersection was analyzed using the “Two-Way Stop Control” analysis method contained in Transportation Research Board, *Highway Capacity Manual, Special Report No. 209*, 1997, which calculates the average vehicle delay (in seconds) for the intersection. The results are summarized in Table 2. The supporting calculation worksheets appear in the appendix.

Traffic Impacts

Using the City of Monterey Park’s impact criteria, project traffic would produce V/C increases large enough to result in significant impacts at two of the three study intersections re-evaluated during one or both of the peak hours, although one of these intersections (Collegian Avenue & Cesar Chavez Avenue) would operate at acceptable levels of service (LOS C or better). According to City guidelines, since this impacted intersection is projected to operate at acceptable levels of service, excess capacity would be available at the intersection, and specific project-related mitigation measures would not be required. However, Bleakwood Avenue and Cesar Chavez

Avenue is projected to operate at LOS D during the afternoon peak hour and requires mitigation. Table 2 further indicates that the resulting project traffic would not produce V/C increases large enough to result in a significant impact at the intersection of Collegian Avenue and Floral Drive. Therefore no mitigation measure is required at this location.

Mitigation Measures

It was determined that the proposed project would have a significant impact at the intersection of Bleakwood Avenue and Cesar Chavez Avenue. As recommended in the previous study, installing a traffic signal at this intersection would mitigate the significant impact.

Table 2 summarizes the proposed mitigation measure's effectiveness. As indicated, the proposed measure will fully mitigate the project impact at this intersection and will reduce the level of service to less than significant.

PARKING ANALYSIS

The parking needs and potential impacts of a fully occupied 20,000-seat stadium during a special event were examined. The following section describes the estimated parking demand for the facility, the magnitude of the parking supply, and the results of an evaluation of the proposed supply's adequacy.

Parking Demand

The existing stadium accommodates approximately 20,000 spectators. Of that total, approximately 15 percent (3,000 spectators) are assumed to arrive via transit. In comparison, the City of Los Angeles Department of Transportation estimates that roughly 20 percent of the spectators at the Los Angeles Memorial Coliseum will arrive via a non-automobile mode (Source: Wilbur Smith & Associates, *Feasibility Study of Estimated Parking Demand and Revenues,* prepared for the Los Angeles Memorial Coliseum Commission, June 1986).

Thus, approximately 17,000 spectators will arrive via automobile. According to the Institute of Transportation Engineers' *Transportation and Traffic Engineering Handbook, 2nd Edition,* six out of the ten football stadiums studied had auto occupancy rates ranging from 2.7 to as high as 3.2 persons per vehicle. Given that the auto occupancy rates vary from 2.7 to 3.2 persons per vehicle, the average occupancy rate of 3.0 would be more reasonable to use. Applying the average occupancy factor of 3.0 to the proposed 17,000 spectators creates a parking demand of approximately 5,665 parking spaces.

Parking Supply

The existing campus provides approximately 1,830 on-site parking spaces throughout the site, including approximately 865 spaces in the existing stadium surface lot at the southeast corner of Floral Drive and Avalanche Way and 70 additional metered spaces along Avalanche Way.

As part of the proposed Master Plan project, a significant amount of additional parking will be constructed. The total number of on-campus spaces will increase from 1,830 to approximately 4,744 spaces, as shown in Table 1. Most significantly, a new 1,900-space parking structure is proposed south of the current stadium, increasing available parking adjacent to the stadium.

In addition, two athletic fields, the women's athletic field and the baseball field, can be used as surface parking lots during events at the stadium. In order to optimize the use of the playing fields for parking, the Rose Bowl uses three parking arrangements depending on the event size: regular (2-stack), 3-stack and 5-stack parking. Each parking arrangement is illustrated in Figure 3. In order to accommodate small crowds (25,000 spectators), the Rose Bowl uses the 2-stack parking arrangement and the 3-stack arrangement for medium crowds (up to 50,000 spectators). For spectators of 100,000, the Rose Bowl uses the 5-stack arrangement.

When larger crowds are attracted to the East Los Angeles College stadium, it is recommended that the college use the 2-stack arrangement to maximize the use of the baseball field. If the 2-stack arrangement is used, they can provide an additional 1,490 parking spaces at the baseball field. When combined with the 4,744 parking spaces proposed as part of the Master Plan project, the total parking supply for the campus would be 6,234 spaces.

Assessment of Future Parking Conditions

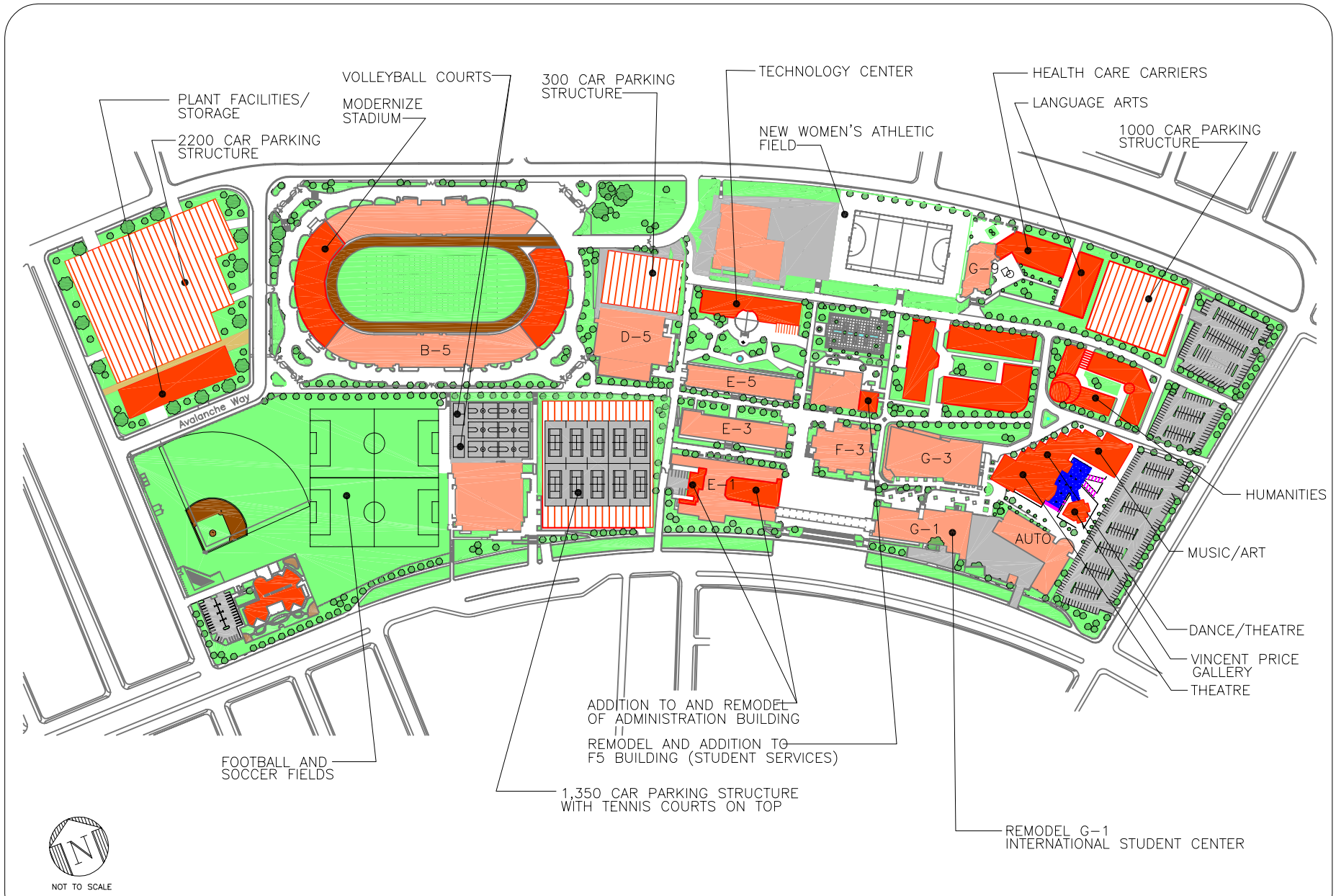
Table 3 summarizes the results of the analysis of the future parking conditions for the campus with a fully occupied 20,000-seat stadium. This represents the worst-case analysis. As shown, the number of parking spaces provided due to campus improvements would be 569 spaces more than the 5,665 estimated parking demand for the stadium if the 2-stack parking arrangement is used. Thus, with an average occupancy rate of 3.0 and 15 percent arriving via transit, the current 6,234 parking supply can accommodate a fully occupied stadium during a sold out event.

SUMMARY

Three intersections were analyzed for this study. Based on the standards established by the City of Monterey Park, the intersection of Bleakwood Avenue and Cesar Chavez Avenue would be significantly impacted by the proposed Master Plan expansion and would require mitigation. This is the same intersection impacted in the original traffic study. To fully mitigate the project impact, provide a traffic signal at this intersection.

The parking needs and potential impacts of a fully occupied stadium event were assessed. With an average occupancy rate of 3.0 and 15 percent arriving via transit, the proposed 6,234 parking supply due to the campus Master Plan project can accommodate 20,000 visitors at the stadium, with a surplus of 569 spaces. The proposed parking supply will be able to support a fully occupied stadium during a sold out event.

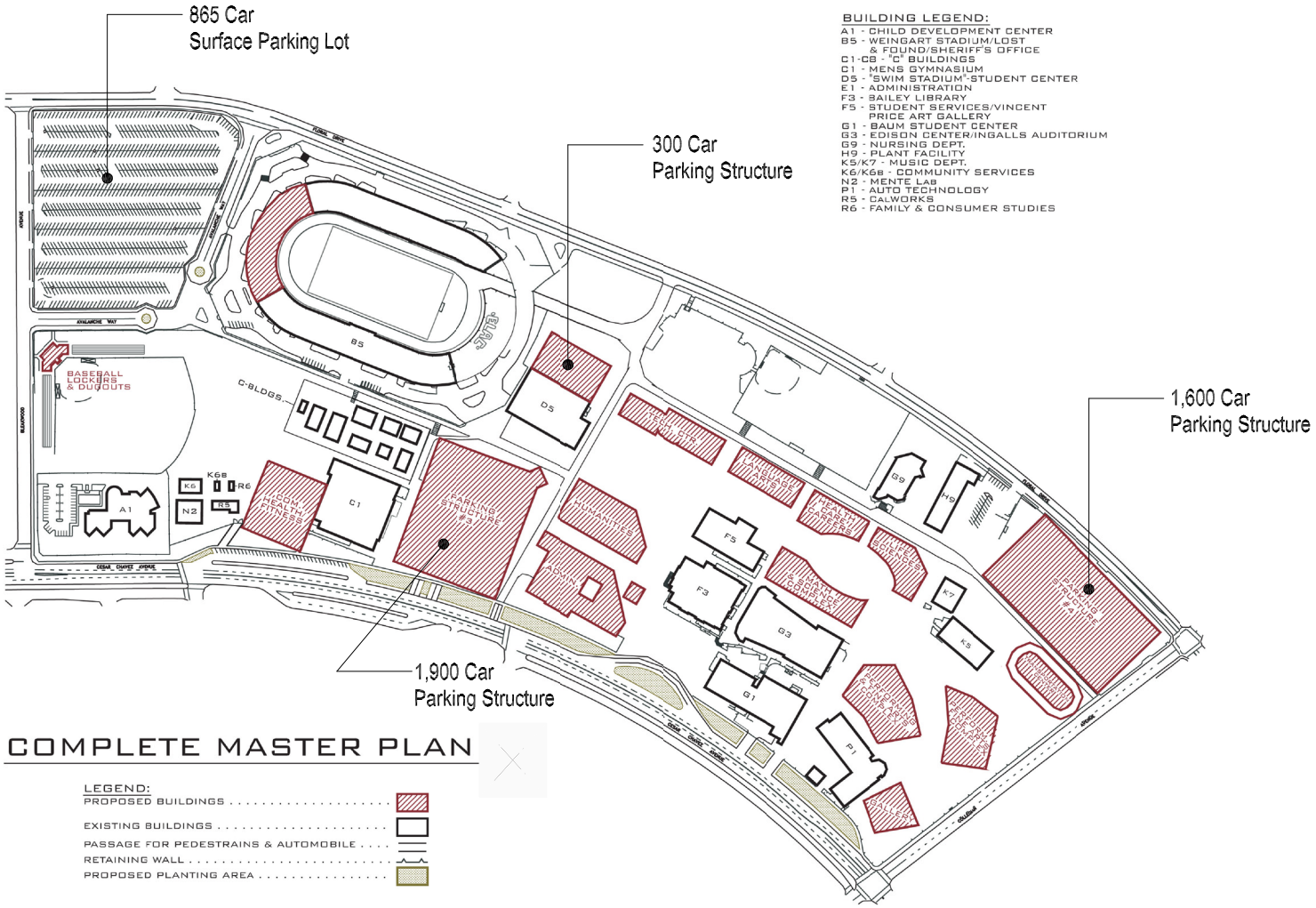
This update did not identify any new or additional project impacts beyond the Master Plan analyses already performed for the EIR. No additional mitigation beyond that already identified in the Master Plan traffic study is necessary. However, due to the re-allocation of parking spaces resulting from the change in parking plan used in this analysis, the intersection of Collegian Avenue and Floral Drive was not significantly impacted as identified in the previous analyses.



Source: TDM ARCHITECTS

KAKU ASSOCIATES

FIGURE 1
EAST LOS ANGELES COLLEGE CAMPUS MASTER PLAN (FROM EIR)



Source: Terry A. Hayes Associates

KAKU ASSOCIATES

FIGURE 2

EAST LOS ANGELES COLLEGE CAMPUS MASTER PLAN (UPDATE)

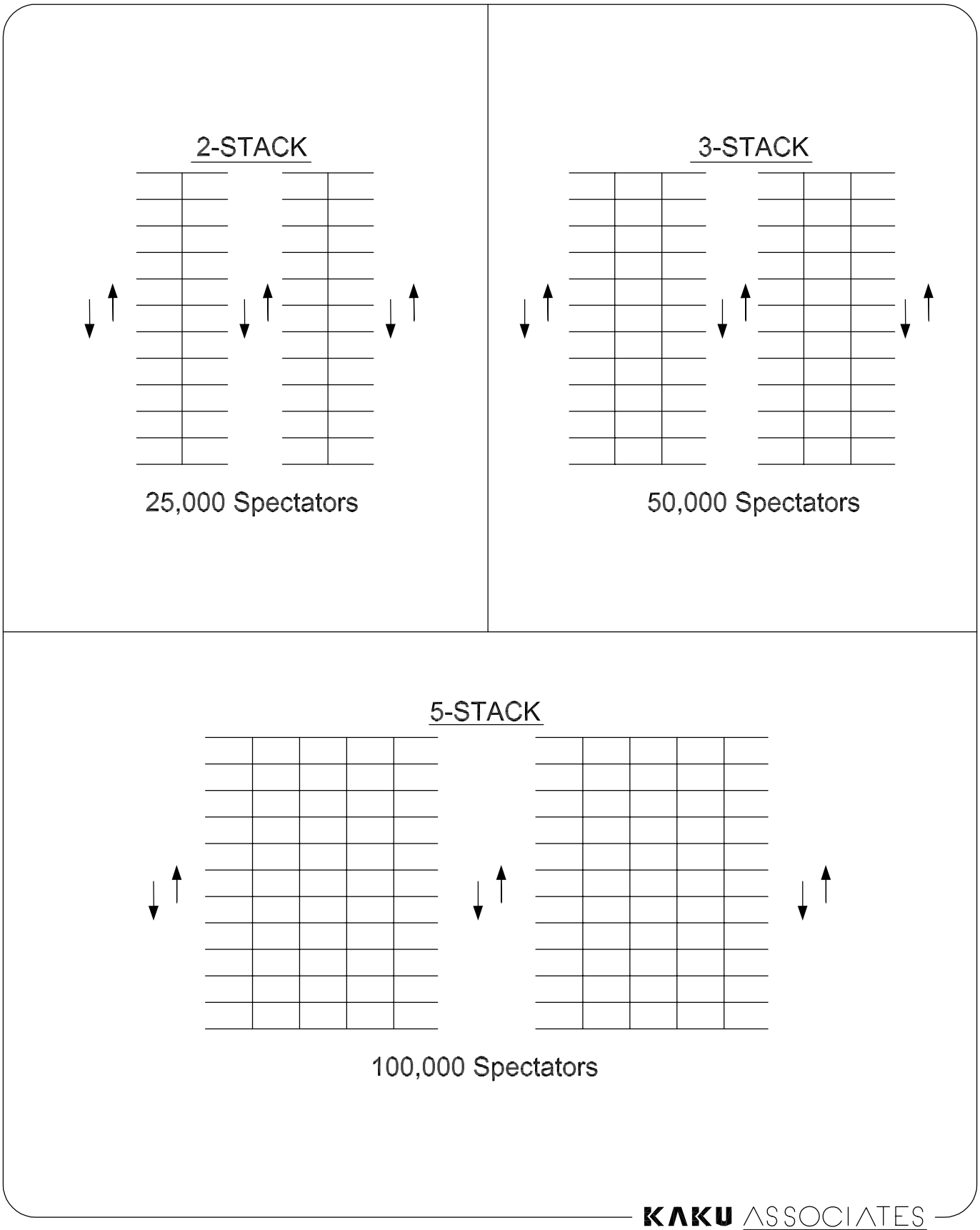


FIGURE 3
ALTERNATIVE PARKING ARRANGEMENTS

TABLE 1
PARKING INVENTORY

EXISTING		PROPOSED (old)		PROPOSED (update)	
Lot	**Number of Spaces**	**Lot**	**Number of Spaces**	**Lot**	**Number of Spaces**
Pool Lot	104	Stadium Structure	2,200	Stadium Lot	865
Tennis Lot	92	Tech Structure	300	Tech Structure	300
Admin Lot	14	Tennis Structure	1,350	Tennis Structure	1,900
M-2 Lot	37	Language Structure	1,000	Language Structure	1,600
Northeast Lot	398	Admin Lot	9	Admin Lot	9
Southeast Lot	84	Avalanche	70	Avalanche	70
Men's PE Lot	15	Northeast Lot	119		
Access Rd	151	East Lot	71		
Avalanche	70	Southeast Lot	217		
Stadium Lot	865				
Total	**1,830**	**Total**	**5,336**	**Total**	**4,744**
NET TOTAL			**3,506**		**2,914**

TABLE 2
YEAR 2015 CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT
INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base		Cumulative + Project		Project Increase in V/C or Delay	Significant Project Impact	With Mitigation		Project Increase in V/C	Residual Impacts
		V/C or Delay	LOS	V/C or Delay	LOS			V/C	LOS		
5. Bleakwood Av &	**AM**	14	B	22	C	8	NO	0.438	A	n/a	NO
Cesar Chavez Av [a]	**PM**	21	C	50	E	29	YES	0.473	A	n/a	NO
8. Collegian Av &	**AM**	0.538	A	0.612	B	0.07	NO	[b]	[b]		
Cesar Chavez Av	**PM**	0.604	B	0.691	B	0.09	NO	[b]	[b]		
10. Collegian Avenue &	**AM**	0.557	A	0.573	A	0.016	NO	[b]	[b]		
Floral Drive	**PM**	0.875	D	0.909	E	0.034	NO	[b]	[b]		

[a] Stop controlled intersection; methodology does not calculate V/C. Delay is reported as total intersection delay, in seconds.
[b] No mitigation required.

TABLE 3
PROPOSED PARKING PLAN

	Number of Spaces
Parking Demand	5,665
Parking Supply	
Parking Lots	4,744
Athletic Fields	1,490
Total	6,234
Surplus/Shortfall	569

APPENDIX

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Bleakwood Av & Cesar Chavez Av

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[22.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	74	0	66	85	411	0	0	534	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	74	0	66	85	411	0	0	534	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	0	66	85	411	0	0	534	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	74	0	66	85	411	0	0	534	95
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	957	xxxx	315	629	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	259	xxxx	687	963	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	242	xxxx	687	963	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	0.10	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	348	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			22.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Bleakwood Av & Cesar Chavez Av

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: E[49.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	86	0	63	107	879	0	0	548	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	86	0	63	107	879	0	0	548	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	86	0	63	107	879	0	0	548	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	86	0	63	107	879	0	0	548	135
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1269	xxxx	342	683	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	163	xxxx	660	919	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	148	xxxx	660	919	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.58	xxxx	0.10	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	221	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	49.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			49.7			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Project Title: **EAST LOS ANGELES COLLEGE MASTER PLAN**
Intersection: **8. Collegian & Cesar Chavez Av**
Description: **Cumulative Base + Project Conditions**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.150 *
	TH	1.00	39	1,600	0.110	N-S(2):	0.139
	LT	0.00	61	1,600	0.038 *	E-W(1):	0.158
Westbound	RT	0.00	191	0	0.000	E-W(2):	0.362 *
	TH	2.00	743	3,200	0.292 *		
	LT	1.00	66	1,600	0.041	V/C:	0.512
Northbound	RT	0.00	51	0	0.000	Lost Time:	0.100
	TH	1.00	81	1,600	0.112 *		
	LT	0.00	47	1,600	0.029		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.612
	TH	2.00	347	3,200	0.117		
	LT	1.00	112	1,600	0.070 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.247 *
	TH	1.00	61	1,600	0.162	N-S(2):	0.191
	LT	0.00	107	1,600	0.067 *	E-W(1):	0.294
Westbound	RT	0.00	181	0	0.000	E-W(2):	0.344 *
	TH	2.00	621	3,200	0.251 *		
	LT	1.00	65	1,600	0.041	V/C:	0.591
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.180 *		
	LT	0.00	46	1,600	0.029		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.691
	TH	2.00	757	3,200	0.253		
	LT	1.00	148	1,600	0.093 *	LOS:	B

* - Denotes critical movement

Project Title: **EAST LOS ANGELES COLLEGE MASTER PLAN**
Intersection: **10. Collegian & Floral Dr**
Description: **Cumulative Base + Project Conditions**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.134 *
	TH	1.00	55	1,600	0.066	N-S(2):	0.125
	LT	0.00	48	1,600	0.030 *	E-W(1):	0.339 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.291
	TH	1.00	437	1,600	0.289		
	LT	1.00	145	1,600	0.091 *	V/C:	0.473
Northbound	RT	0.00	51	0	0.000	Lost Time:	0.100
	TH	1.00	21	1,600	0.104 *		
	LT	0.00	95	1,600	0.059		
Eastbound	RT	0.00	105	0	0.000	ICU:	0.573
	TH	1.00	291	1,600	0.248 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.229 *
	TH	1.00	30	1,600	0.033	N-S(2):	0.117
	LT	0.00	21	1,600	0.013 *	E-W(1):	0.580 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.261
	TH	1.00	378	1,600	0.260		
	LT	1.00	94	1,600	0.059 *	V/C:	0.809
Northbound	RT	0.00	164	0	0.000	Lost Time:	0.100
	TH	1.00	47	1,600	0.216 *		
	LT	0.00	135	1,600	0.084		
Eastbound	RT	0.00	148	0	0.000	ICU:	0.909
	TH	1.00	685	1,600	0.521 *		
	LT	1.00	1	1,600	0.001	LOS:	E

* - Denotes critical movement

Project Title: **EAST LOS ANGELES COLLEGE MASTER PLAN**
Intersection: **5. Bleakwood Av & Cesar Chavez Av**
Description: **Cumulative Base + Project with Mitigations**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.47	66	754	0.000	N-S(1):	0.088 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.53	74	846	0.088 *	E-W(1):	0.128
Westbound	RT	0.00	95	0	0.000	E-W(2):	0.250 *
	TH	2.00	534	3,200	0.197 *		
	LT	0.00	0	0	0.000	V/C:	0.338
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.438
	TH	2.00	411	3,200	0.128		
	LT	1.00	85	1,600	0.053 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.42	63	677	0.000	N-S(1):	0.093 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.58	86	923	0.093 *	E-W(1):	0.275
Westbound	RT	0.00	135	0	0.000	E-W(2):	0.280 *
	TH	2.00	548	3,200	0.213 *		
	LT	0.00	0	0	0.000	V/C:	0.373
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.473
	TH	2.00	879	3,200	0.275		
	LT	1.00	107	1,600	0.067 *	LOS:	A

* - Denotes critical movement